



## **Local Development Framework**

**FINAL**

# **INFRASTRUCTURE DELIVERY PLAN SUMMARY REPORT**

**April 2012**

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## Introduction

The Infrastructure Delivery Plan (IDP) analyses and assesses the existing infrastructure provision, the current shortfall and identifies the existing and future needs and demands for the borough to support new development and a growing population for the plan period up to 2025/26. In addition, it will provide the basis for setting a well-balanced and reasonable charge for the Community Infrastructure Levy (CIL).

This report is a summary report of the analysis and assessment of the individual infrastructure types and categories. Please refer to the detailed assessment that accompanies this summary report for detailed and further information.

At this stage of the IDP process it has been difficult to establish medium and longer term plans due to uncertainty over funding and service provision in public and private sectors. Further discussions with providers are needed during the consultation of the IDP to identify short as well as medium and long term infrastructure needs and in particular estimate the cost of delivery. This information will be used to understand future funding requirements and to finalise the Infrastructure Delivery Schedule (a separate document from the IDP), which will include confirmation of costs, phasing, delivery partners, funding sources etc for certain infrastructure types and projects, including their location, where a demand/need for future provision has been identified.

The provider for infrastructure in this borough is not just the Council, but also other agencies and bodies (whether public, private, or voluntary), which may work within different spatial areas and catchments. 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. One way of helping to address this issue is by levying charges on developers: S106 agreements or planning obligations, and the Community Infrastructure Levy (CIL).

## Legislation

The legislation and policies enabling the entirely new approach to developer contributions (i.e. CIL) and to infrastructure planning is as follows:

- National Planning Policy Framework 2012
- The Planning Act 2008
- The Community Infrastructure Levy Regulations 2010
- The Community Infrastructure Levy (Amendment) Regulations 2011
- Community Infrastructure Levy Guidance
- The Localism Act 2011
- Government is also considering further CIL reform proposals in 2012

## Methodology

The main tasks in the production of this Plan were:

- Assess current infrastructure and needs for each type of infrastructure
- Identify the future requirements and demand for infrastructure
- Identify the cost of new required facilities and sources of funding

The IDP provides a snap-shot in time and is based upon best available information at the time of its production.

An Infrastructure Delivery Schedule, which will use this IDP as the basis, will be developed following publication of the IDP.

### Stages of the IDP

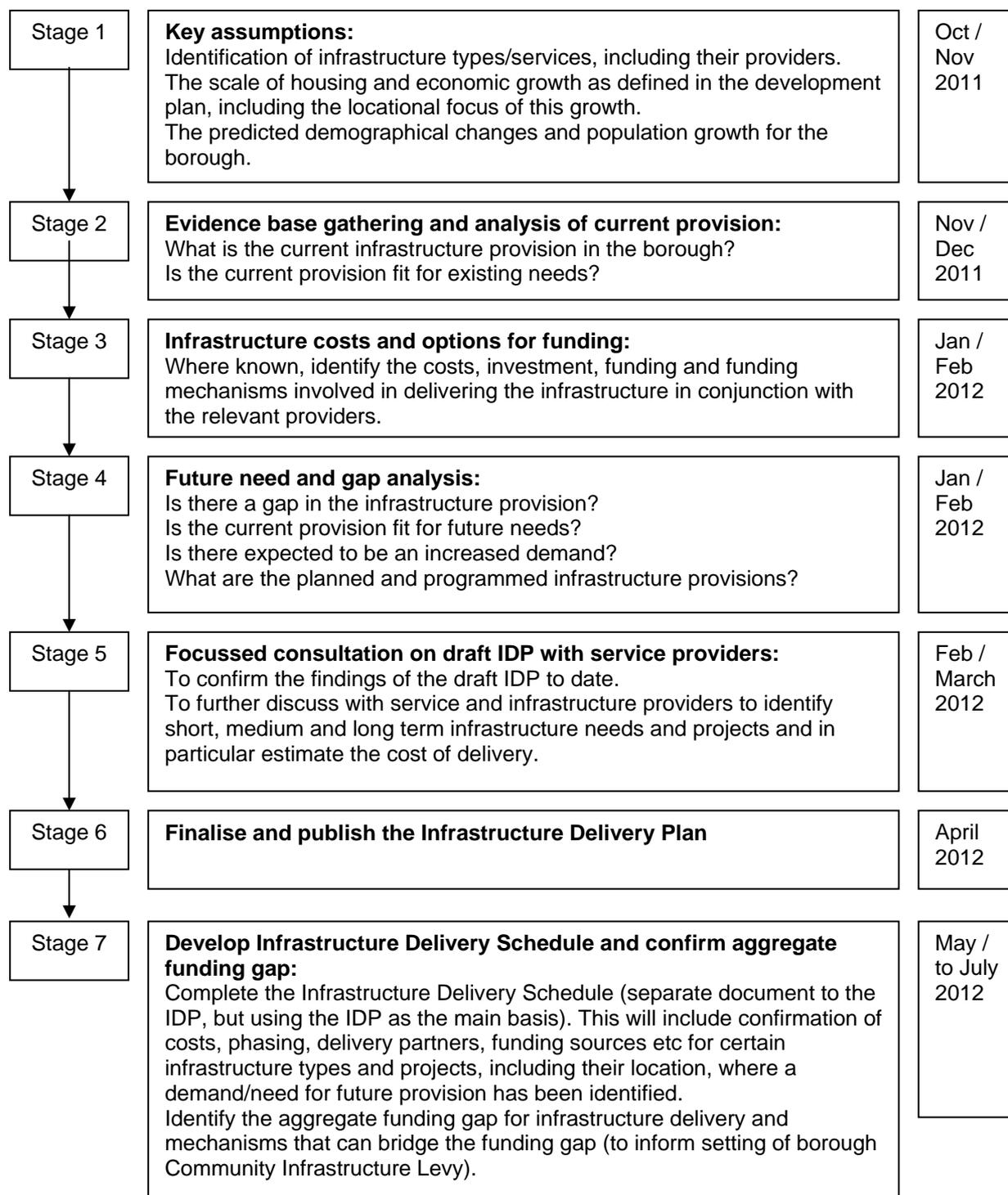


Figure 1: LBRuT – Stages of the IDP

## Stakeholder consultation

Whilst there is no statutory requirement to consult on the preparation of an IDP, to ensure it correctly reflects the existing needs and future requirements, including costs and funding where appropriate, consultation has been carried out with identified stakeholders, i.e. the infrastructure / service providers in the borough. Dialogue and continuous engagement has taken place throughout the preparation of the IDP.

It is also the intention to regularly review and update the IDP in light of continuous dialogue with service providers and to reflect the most up to date information available.

## Infrastructure definition and types

Essential community infrastructure in the context of this IDP generally means the facilities and services that are key to the functioning of the borough as a high-quality place to live, work and visit; it includes infrastructure and services provided by the Council, other public as well as private bodies. For the purposes of the LBRuT IDP and CIL project, “essential community infrastructure” is therefore defined as “any physical structure, facility or service, whether privately or publicly funded, that supports or enables growing communities”.

The following range of infrastructure sectors and types has been assessed in the Council’s IDP (this is in no order of priority or relevance):

Social and community infrastructure:

- Nurseries and Early years
- Primary education
- Secondary education
- Special education needs
- Further/higher/adult education
- Health care (including Hospitals and GPs)
- Adult social care
- Sport facilities
- Leisure facilities (sports halls and indoor)
- Community centres
- Youth centres
- Libraries
- Affordable housing
- Arts and Culture

Emergency services:

- Police
- Ambulance
- Fire service

Green infrastructure:

- Parks, open spaces, trees and woodlands
- Allotments
- Cemeteries and crematoria
- Play facilities
- Rivers

### Utilities and physical infrastructure

- Electricity
- Gas
- Low and zero carbon energy infrastructure
- Water resources and supply
- Surface and foul water infrastructure and waste water treatment
- Flood risk and flood defence infrastructure
- Waste management and disposal
- Telecommunications

### Transport infrastructure

- Roads and highways
- Overground and underground railways
- Buses
- Cycle facilities
- Pedestrian facilities, including towpath
- River transport (along and across the Thames)
- Car parking
- Travel choice
- Community Transport
- Taxis

### Heritage assets and civic spaces:

- Historic buildings, spaces and areas

## 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, anticipated levels of development as well as any impacts of climate change.

The Core Strategy, adopted in 2009, sets out the spatial vision for the borough. It focuses on reinforcing the role of Richmond, Twickenham, Teddington, Whitton and East Sheen centres, and a pattern of urban villages. The Council recognises the strategic economic priorities for the borough as focusing on enhancing the competitiveness of our town and local centres and promoting growth opportunities for small businesses. There are parts of the borough that would benefit significantly from intervention by the Council, partner organisations and private sector landowners and businesses, particularly in terms of the potential delivery of new physical development, be it new buildings, new public space, improved street scene or improved connectivity (or indeed any combination of these things), in a way that uplifts an area in terms of its appearance, the services and functions available within it. The Council has embarked on an [Uplift Strategy](#), and the areas identified as being in most need of uplift are Hampton North, Mortlake, Whitton, Ham, and Barnes. Following extensive consultation with local communities priorities in each area across the whole borough are being taken forward as [Village Plans](#).

The Core Strategy sets out the future estimated increases in residential units, retail and employment floorspace by to 2017/18 by area, which illustrates the pattern for growth. Richmond's annual housing target is 245 homes per annum. The Council has strong policies to maintain the protection for our valued building and natural environment while providing for the needs of residents and businesses.

The areas within the borough that are expected to see the highest delivery of new housing are the northern gateway to Twickenham (Twickenham Stadium/RFU, Air Sea House, Twickenham Sorting Office, Greggs Bakery, Twickenham Station) around Lower Richmond Road (293 Lower Richmond Road and International Mail Express) and the Stag Brewery Site (expected to close at the end of 2014). Outside of these areas and our town centres, limited infill or change of use is expected to be small scale and incremental.

### **Demographic change**

The borough has seen a growth in population since the last Census and is now estimated by ONS to be 190,900 persons; population projections produced by the GLA estimate this figure to be slightly lower at around 188,515. The ONS population projections suggest a rise in the total population of Richmond upon Thames to 189,000 by 2011 and to 198,000 in 2016.

Richmond has a higher proportion of people aged over 85+ than the rest of London. The average age of a Londoner is 37 compared to 40 for the UK as a whole. The median age (where half the population is older and half younger) of Richmond residents' is 38, which is older than London (34) in general. The proportion of working age people (16-64) in mid-2010 was 67.3% compared to 68.9% in London. The borough has a bigger proportion of Pensionable Aged people than the London region and also a bigger proportion of those aged 0-15 years.

The turnover of population due to migration flows can have a significant impact on public services; between mid-2000 and mid-2009 the borough had an increase in population of 16.1 thousand (9.3%). This compares with an increase for the London region of 7.1%. The working age population of Richmond upon Thames increased by 9.4 thousand, the pension age population increased by 1.5 thousand and the population of 0-15 year olds increased by 5.1 thousand. The projected number of households in the borough is expected to grow from 79,000 in 2006 to 88,000 by 2016.

### **Climate change**

Climate change is likely to have a significant impact on the way the Council and its partners operate, develop and delivery services in the future. This borough has been affected by a range of weather events including flooding, heatwaves, gales and heavy rain. It is predicted that the intensity and frequency of extreme weather such as heavy rain, heat waves and drought will increase. This will have impacts on health, open spaces, living/working space environments, buildings and property as well as on biodiversity. It is therefore imperative for infrastructure and public service providers to assess the impacts of climate change on their infrastructure and take actions when considering maintenance or upgrade of existing or provision of new required infrastructure to adapt and improve resilience to climate change and weather extremes.

## Summary of infrastructure assessment

The table below summarises the assessment of existing infrastructure, and outlines, where known, the overall requirements for new community infrastructure facilities. It also reflects the certainty and any uncertainties in future needs and demands. For a detailed analysis of the assessment of the individual infrastructure types and categories, please refer to the detailed assessment that accompanies this summary report. Note that the Infrastructure Delivery Schedule, which will be a separate document from the IDP, will include more details about the costs, phasing, delivery partners, funding sources etc for certain infrastructure types and projects, including their location, where a demand/need for future provision has been identified.

INFRASTRUCTURE TYPES	Existing provision	Current shortfall	Future need	Costs / funding (where known)	Phasing (where known)	Delivery Partners	Certainty / reliability of information	Section in Detailed Assessment
<b>Social and community infrastructure</b>								
<b>Nurseries and Early years</b>	1 nursery school and 16 primary schools with nursery units.  6 Children's Centres.  Provision by nurseries and childminders.	No standards to measure against and difficult to fully assess existing provision from a myriad of public and private sources.	Not quantified, although demand expected to remain high with high birth rate.	Unknown	Unknown	LBRuT, Private providers	Certain and reliable based on Council Strategy, but some uncertainty with provision from private and public and sectors.	4.1.1 (assessment last updated January 2012)
<b>Primary education</b>	40 primary phase schools.	Expansion in recent years/underway to address significant increase in applications.	Medium- to long-term possible need to consider additional provision in the East Sheen, Ham/Petersham, Hampton/Hampton Hill, Heathfield/Whitton	Council Primary School Expansion Capital Programme for short-term.  Unknown for	Ongoing programme	LBRuT, Academies, Free Schools	Certain and reliable based on Council Strategy. Uncertain around impact of move to academies and free schools,	4.1.2 (assessment last updated February 2012)

INFRASTRUCTURE TYPES	Existing provision	Current shortfall	Future need	Costs / funding (where known)	Phasing (where known)	Delivery Partners	Certainty / reliability of information	Section in Detailed Assessment
			and Richmond areas.	medium-long term.			but kept under review.	
<b>Secondary education</b>	8 secondary schools	None identified, considerable spare capacity in secondary school provision	Demand is expected to increase towards capacity by 2016. Undertaking feasibility for one, possibly two, additional secondary schools (including one Roman Catholic)	Council Capital Programme for 2016/17 includes up to 750 secondary school places.  Unknown in relation to other long-term costs.	Ongoing programme	LBRuT, Academies, Free Schools	Certain and reliable based on Council Strategy. Uncertain around impact of move to academies and free schools, but kept under review.	4.1.3 (assessment last updated February 2012)
<b>Special education needs</b>	Within mainstream schools and specialist support in 2 special schools	None identified	None identified	Council Capital Programme for 2016/17 includes SEN places.	Ongoing programme	LBRuT, Academies, Free Schools	Certain and reliable based on Council Strategy. Uncertain around impact of move to academies and free schools, but kept under review.	4.1.4 (assessment last updated February 2012)
<b>Further/higher/adult education</b>	No post-16 provision in secondary schools/academies.	Council committed to establishing sixth forms in borough's	Council committed to establishing sixth forms in borough's secondary schools	Council Capital Programme for 2016/17 includes	Short-term	LBRuT, Academies, Free Schools, RACC, RuTC, St Mary's	Certain and reliable based on Council Strategy and plans of	4.1.5 (assessment last updated February 2012)

INFRASTRUCTURE TYPES	Existing provision	Current shortfall	Future need	Costs / funding (where known)	Phasing (where known)	Delivery Partners	Certainty / reliability of information	Section in Detailed Assessment
	Further/higher/adult education opportunities at Richmond Adult Community College, Richmond upon Thames College and St Mary's University College	secondary schools in 2013.  College improvement plans for redevelopments.	in 2013.  College improvement plans for redevelopments.	approximately 1,000 sixth form places.		University College	Colleges.	
<b>Health care (including Hospitals and GPs)</b>	Community-based services from network including Teddington Memorial Hospital, 5 clinics and over 30 GP practices.  Networks for mental health services, dentistry, optometry, pharmacies.	New clinic in Whitton opening Spring 2012.  Interest in new GP facilities in Twickenham and East Sheen.	Possible requirements to respond to changes in premises and operational legislation.  Potential for mental health services consolidation.	Unknown	Unknown	NHS South West London, Hounslow and Richmond Community Healthcare, South West London and St George's NHS Mental Health Trust	Certain and reliable based on NHS and MHT plans and strategies, although uncertainty around changes in healthcare commissioning.	4.1.6 (assessment last updated December 2011)
<b>Adult social care</b>	Housing related support, including extra care housing, residential homes and nursing homes.  Services for adults	Need for redevelopment of existing sheltered and residential care schemes into extra care	Supported living options.  No other needs quantified, but may be maintenance issues with existing	Unknown	Unknown	Housing: LBRuT, Registered Providers, private and not-for-profit organisations.	Certain and reliable based on Council Strategy, but move towards commissioning will use	4.1.7 (assessment last updated January 2012)

INFRASTRUCTURE TYPES	Existing provision	Current shortfall	Future need	Costs / funding (where known)	Phasing (where known)	Delivery Partners	Certainty / reliability of information	Section in Detailed Assessment
	<p>with a learning disability including housing.</p> <p>Council day care services at 3 centres. Also many day centres, clubs and groups run by voluntary organisations.</p> <p>1 carers day centre.</p>	housing.	provision and shortage of funding. Emphasis on co-location and dual use of similar facilities and activities to ensure long-term viability.			Services and Centres: LBRuT, NHS South West London, voluntary sector	<p>different models of service delivery.</p> <p>Some uncertainty with provision from public and voluntary sectors.</p>	
<b>Sport facilities</b>	<p>24 adult football, 31 junior and 7-a-side pitches, further 30 pitches at schools; 6 pitches in parks; 2 Council owned sport grounds and leased to football clubs;</p> <p>5 rugby pitches, 6 n schools, 8 in parks</p> <p>23 cricket pitches; 5 in parks;</p> <p>Several floodlit and non-floodlit hockey pitches;</p> <p>50 hard court, 8 grass tennis courts;</p>	<p>Floodlit pitches;</p> <p>Sport pavilions in need of upgrade;</p> <p>Only a small number of tennis courts are floodlit;</p>	<p>1) Installation of floodlighting for artificial grass pitches, (for football, hockey, hard surfaces, e.g. for tennis and netball; for some grass areas e.g. for football training)</p> <p>2) "3G" floodlit artificial turf pitch in east of borough (Ham)</p> <p>3) Upgrading of parks pavilions to serve a range of sports, e.g. football</p>	Unknown	Unknown	LBRuT, Private sport providers	<p>Certain and reliable; based on PPG17 Needs Assessment and on input and discussion with Council's Head of Sport and Fitness</p>	4.1.8 (assessment last updated January 2012)

INFRASTRUCTURE TYPES	Existing provision	Current shortfall	Future need	Costs / funding (where known)	Phasing (where known)	Delivery Partners	Certainty / reliability of information	Section in Detailed Assessment
	50 courts at schools; 70 voluntary/ commercial courts; 3 indoor courts at St. Mary's; Sufficient provision of bowls, netball, athletics, golf and water sports facilities		and cricket 4) Upgrading of Richmond Park golf course site, including provision of a new driving range 5) Retention and upgrading of club facilities, including improving access for all ages and abilities					
<b>Leisure facilities (sports halls and indoor)</b>	5 dual use sports & fitness centres; all secondary school with exception of Waldegrave school have sports hall;  11 commercially operated health & fitness clubs  2 public indoor pools in Teddington and Richmond; outdoor pools in Richmond and Hampton	Waldegrave school sports has no sports hall;  Unsatisfied demand for pools – under provision of 1 indoor pool in the borough;  No provision for volleyball;	1) Improved indoor sports facilities at Whitton and Hampton Sport & Fitness Centres 2) Provision of new sports hall at Waldegrave School, also catering for the needs of identified specialist sports 3) Provision of a dual use sports centre at Grey Court School 4) Need for 1 indoor pool (e.g.	Unknown	Unknown	LBRuT, Private sport providers	Certain and reliable; based on PPG17 Needs Assessment and on input and discussion with Council's Head of Sport and Fitness	4.1.9 (assessment last updated January 2012)

INFRASTRUCTURE TYPES	Existing provision	Current shortfall	Future need	Costs / funding (where known)	Phasing (where known)	Delivery Partners	Certainty / reliability of information	Section in Detailed Assessment
	Very few specialist centres for individual sports		25 metre school / community pool in Ham) 5) Installation of retractable roof on outdoor pool at Pools on the Park 6) Retention of Busen Martial Arts & Fitness Centre 7) Provision of a new specialist centre for Volleyball 8) New boxing facility at Twickenham Brunswick Centre					
<b>Community centres</b>	At least 8 dedicated community centres, plus other spaces and rooms available for community use, across the borough. Some are dedicated to certain users.	No standards to measure against and difficult to fully assess existing provision from a myriad of public and private sources.	Not quantified, but local needs will continue, may be maintenance issues with existing provision and shortage of funding. Emphasis on co-location and dual use of similar facilities and activities for community use to	Unknown	Unknown	Voluntary Sector, LBRuT	Uncertain picture with provision from private, public and voluntary sectors, not co-ordinated by a single body.	4.1.10 (assessment last updated December 2011)

INFRASTRUCTURE TYPES	Existing provision	Current shortfall	Future need	Costs / funding (where known)	Phasing (where known)	Delivery Partners	Certainty / reliability of information	Section in Detailed Assessment
			ensure long-term viability.					
<b>Youth centres</b>	6 sites, plus a bus and outreach work for areas of the borough without dedicated clubs, centres or projects. Two sites provide for disabled young people.	No designated facility in Whitton and Heathfield.	Need for investment in sites in Ham and Petersham, Twickenham, Hampton and Whitton and Heathfield.	Unknown	Unknown	LBRuT	Certain and reliable based on Council Strategy, but funding could be uncertain.	4.1.11 (assessment last updated January 2012)
<b>Libraries</b>	12 sites	Identified strategy for improvements to Whitton, and potential for co-location with other public services in Kew and Ham.	Plans for an integrated library in Richmond.  Move to franchise to voluntary sector or community groups to manage.	£750,000 to implement the new library strategy and delivery model.  Other costs unknown.	Short-term	LBRuT, voluntary sector	Certain and reliable based on Council Strategy.	4.1.12 (assessment last updated December 2011)
<b>Affordable housing</b>	Over 8,000 general need units owned by housing associations.	Over 5,000 households on Richmond Housing Register.	Need to maximise future delivery, predominantly for family homes.	Unknown overall cost.  Council Housing Capital Programme and Affordable Housing Fund, Registered Providers	Ongoing programme	LBRuT, HCA, Registered Providers	Certain and reliable based on Council Strategy and partnership working with HCA and RPs.	4.1.13 (assessment last updated March 2012)

INFRASTRUCTURE TYPES	Existing provision	Current shortfall	Future need	Costs / funding (where known)	Phasing (where known)	Delivery Partners	Certainty / reliability of information	Section in Detailed Assessment
				resources				
<b>Arts and Culture e.g. museums, galleries, theatres</b>	Number of galleries, museums, theatres, arts venues and cinemas across the borough, in addition to other heritage assets.	None identified, difficult to fully assess existing provision from a myriad of public, voluntary and private sources.	Not quantified.  Need to increase number of volunteers identified.	Unknown.	Unknown	LBRuT, Arts Council, private and voluntary sector	Certain and reliable based on Council Strategy and partnership working.	4.1.14 (assessment last updated December 2011)
<b>Emergency services</b>								
<b>Police</b>	3 police stations.  10 custody cells currently operational and 4 cells for contingency purposes.  17 Safer Neighbourhood Teams.	Regional training centre and potential for new front counter in Richmond under development.  Ongoing replacement of older and unsuitable buildings.	Permanent bases for some safer neighbourhood teams, improve provision of custody cells, develop single Patrol Base facility, enhance front counter facilities, and back-office accommodation.	Unknown	Unknown	Metropolitan Police	Certain and reliable based on Estate Strategy, but responsibilities now under Mayor.	4.2.1 (assessment last updated January 2012)
<b>Ambulance</b>	70 ambulance stations across London; this borough falls into the “west” operational area 2 stations in the borough at Richmond and	None identified	Opportunities for co-location with Primary Care Trust, but this would need to take into account locational needs of Ambulance; it is assumed that	No costs identified	N/A	N/A	Certain and reliable, based on London Ambulance Service Strategic Plan	4.2.2 (assessment last updated January 2012)

INFRASTRUCTURE TYPES	Existing provision	Current shortfall	Future need	Costs / funding (where known)	Phasing (where known)	Delivery Partners	Certainty / reliability of information	Section in Detailed Assessment
	Twickenham;		Ambulance has no development requirements in the borough Services					
<b>Fire service</b>	2 fire stations in the borough: Twickenham and Richmond;  Fire service plans and locates its fire stations and engines to ensure London-wide cover/not focussed on borough level	None identified; note that service standards are linked to response times, not to development and housing numbers	No requirement for new infrastructure in the borough, but 2 fire stations (Richmond and Twickenham) are in need of refurbishment	Unknown, but the LFEPA is likely to have insufficient funding for this in their Capital Programme	Unknown	London Fire Brigade; London Fire and Emergency Planning Authority	Certain and reliable, based on London Fire Brigade publications and Asset Management Plan 2011, and LFEPA response to consultation	4.2.3 (assessment last updated April 2012)
<b>Green infrastructure</b>								
<b>Parks, open spaces, trees and woodlands</b>	Over 2,000 ha of open space;  517 ha (146 sites) are Council owned and managed  Over 16,000 trees managed by the Council	None; the borough has 13 ha per 1000 compared to the Sport England's recommended 2.48 ha (6 acres) per 1000.	Very few areas of the borough are outside the 400 m catchment for local parks;  Need for protection, enhancement and management of existing parks, open spaces and trees	Unknown, but significant costs for maintenance and upgrade of existing facilities	N/A	LBRuT, Royal Parks, English Heritage, National Trust, Crown Estates, RHP, Church Commissioners	Certain and reliable information has been used; it is based on the PPG17 Needs Assessment and recent update of Public Open Space deficiency map	4.3.1 (assessment last updated December 2011)

INFRASTRUCTURE TYPES	Existing provision	Current shortfall	Future need	Costs / funding (where known)	Phasing (where known)	Delivery Partners	Certainty / reliability of information	Section in Detailed Assessment
<b>Allotments</b>	24 allotment sites (27 ha), 9 of which are statutory; 21 are on Council owned land, remaining 3 are on Crown land	There is high demand for allotments; long waiting lists; existing unmet demand with specific shortfall in Kew and Whitton	Difficult to measure demand for allotments; new approach to manage waiting list system with aim to better assess demand over next 5 years;  Allotment Strategy focuses on management of existing sites before considering expansion onto new sites	Unknown; costs for maintenance and management of existing facilities	N/A	LBRuT, Crown Estates	Reliable data, based on Allotment Strategy	4.3.2 (assessment last updated December 2011)
<b>Cemeteries and crematoria</b>	6 active, Council owned cemeteries; And 2 managed by Hammersmith & Fulham and 1 by Hounslow;  2 crematoria just outside borough	None; sufficient burial space for 50 years;  spare capacity in crematoria facilities	None identified	None	N/A	N/A	Certain and reliable; based on Council information and GLA Audit of Burial Provision	4.3.3 (assessment last updated December 2011)
<b>Play facilities</b>	45 children's play areas: 42 Council and 3 Royal Parks Agency owned	Good provision following substantial recent investments;	Rising child population; more emphasis on play will lead to increase in	Unknown, but significant costs relating to maintenance	Unknown	LBRuT, developers, park owners	Assessment based on certain and reliable information	4.3.4 (assessment last updated February 2012)

INFRASTRUCTURE TYPES	Existing provision	Current shortfall	Future need	Costs / funding (where known)	Phasing (where known)	Delivery Partners	Certainty / reliability of information	Section in Detailed Assessment
		<p>Only few small pockets in borough over 400m away from facility;</p> <p>More provision needed for older age range, e.g. more adventurous equipment and more natural play space areas</p>	<p>demand;</p> <p>Need for safe play sites with minimal formal supervision from 0 to 8; need for provision for older age range;</p> <p>Identify opportunities for dual use of school playing facilities; use of parks and open spaces as “door step” play areas</p>	<p>and upgrade of existing facilities; costs for meeting the needs of new developments</p>			(Play Strategy)	
<b>Rivers</b>	<p>34 km River Thames with 27 km towpath; River Crane, Beverley Brook and Duke of Northumberland River</p> <p>Borough’s rivers have ecological status</p>	None identified	<p>Scope for improving the network along the River Crane Corridor;</p> <p>Improvements to access to, along and across the rivers, in particular the possibility of a foot-/cycle bridge between Ham and Twickenham and</p>	<p>Unknown; likely to be maintenance and management costs; some costs towards improvements but no details about projects</p>	Unknown	Environment Agency, Port of London Authority, LBRuT	Based on readily available information; certain	4.3.5 (assessment last updated December 2011)

INFRASTRUCTURE TYPES	Existing provision	Current shortfall	Future need	Costs / funding (where known)	Phasing (where known)	Delivery Partners	Certainty / reliability of information	Section in Detailed Assessment
			between Kew and Syon Park					
<b>Utilities and physical infrastructure</b>								
<b>Electricity</b>	National Grid high voltage electricity overhead transmission lines / underground cables	None identified	None identified	N/A	N/A	National Grid	Assumption that existing networks can deal with any future demands resulting from new development	4.4.1 (assessment last updated December 2011)
<b>Gas</b>	No gas transmission assets in the borough; Southern Gas Networks owns and operates the local gas distribution network	None identified	None identified	N/A	N/A	National Grid, Southern Gas Networks	Assumption that existing networks can deal with any future demands resulting from new development	4.4.2 (assessment last updated December 2011)
<b>Low and zero carbon energy infrastructure</b>	No larger low and zero carbon energy infrastructure in the borough; but small-scale renewable and low-carbon technologies within existing and proposed	No current plans to develop decentralised energy or large scale renewable energy systems in the borough; Heat Map and Energy	Renewable and low carbon energy will make an increasing contribution to energy supply in the future; adopted policies encourage these	Unknown; difficult to estimate costs for the provision of new facilities; but significant costs and capital works	Unknown	LBRuT, Energy Providers, Developers	Based on Council's Climate Change Strategy and adopted LDF policies	4.4.3 (assessment last updated December 2011)

INFRASTRUCTURE TYPES	Existing provision	Current shortfall	Future need	Costs / funding (where known)	Phasing (where known)	Delivery Partners	Certainty / reliability of information	Section in Detailed Assessment
	developments	Masterplan is being produced by GLA/Arup for LBRuT, which may identify opportunities	technologies; major developments and proposals on large sites will have to prioritise low/zero carbon energy supply	can be associated with low-/zero carbon infrastructure				
<b>Water resources and supply</b>	Thames Water supply;  borough average consumption is 167 l/p/p/d;  Thames Water Hampton Water Treatment Works in this borough	London has growing water deficit; water shortages; increased risk of drought shortages	Water supply demand deficit is predicted for the next years and beyond; increased use of restrictions;  Thames Water priorities: leakage reduction, Victorian mains replacement, active leakage control; aquifer storage, recharge and recovery schemes in London	Unknown; but the costs for providing new, upgrading existing infrastructure and recurrent costs of ongoing maintenance services can be significant	Unknown	Thames Water	Based on Thames Water's Water Resource Management Plan and Five-Year Asset Management Plans (AMP5)  Complexities of sewerage networks makes it difficult to determine the infrastructure needs at this stage	4.4.4 (assessment last updated April 2012)
<b>Surface and foul water infrastructure and waste water treatment</b>	Borough is served by Modgen sewage treatment works;	Thames Water is carrying out upgrade works at Mogden to	Mogden scheme to provide sufficient treatment to ensure it can cope	Thames Tunnel project: £4.1 billion;	Unknown	Thames Water, LBRuT (for some drainage aspects)	Based on Thames Water's Five-Year Asset	4.4.5 (assessment last updated April 2012)

INFRASTRUCTURE TYPES	Existing provision	Current shortfall	Future need	Costs / funding (where known)	Phasing (where known)	Delivery Partners	Certainty / reliability of information	Section in Detailed Assessment
		extend sewage treatment capacity by 50% by March 2013	with London's growing population up to 2021.  Maybe need for network upgrades in order to service major new development within the borough.	Modgen upgrade costs: unknown  In general costs for providing new, upgrading existing infrastructure and recurrent costs of ongoing maintenance services can be significant.			Management Plans (AMP5)  Complexities of sewerage networks makes it difficult to determine the infrastructure needs at this stage	
<b>Flood risk and flood defence infrastructure</b>	Flood risk: River Thames, Beverley Brook, River Crane, Duke of Northumberland's River  Flood defence infrastructure: Thames Barrier; flood defences along the tidal River	None identified	Flood risk management measures; Improve and create new defences for the tidal area of River Thames, and for Barnes and Kew the existing flood defences will need to be raised.  Less use of	Lower Thames Strategy: £116m funding gap  Other costs are unknown, but some are likely to be significant, e.g. future flood defences	Specific details are unknown, but expected to be Medium to long term	Environment Agency, Other Lead Local Flood Authorities, LBRuT	Based on Council and Environment Agency flood risk publications and strategies.  Actions within Surface Water Management Plan have not been costed	4.4.6 (assessment last updated January 2012)

INFRASTRUCTURE TYPES	Existing provision	Current shortfall	Future need	Costs / funding (where known)	Phasing (where known)	Delivery Partners	Certainty / reliability of information	Section in Detailed Assessment
	Thames and River Crane, flapped outfalls, culverts, combined sewer overflows; flood forecasting and warning		Thames Barrier for fluvial flood risk; alternative arrangements are needed for fluvial parts of the borough – rely upon floodplain management	and flood alleviation schemes			yet.  Council is likely to have to fund local flood defence and other flood alleviation infrastructure in the future due to new role as designated lead local flood authorities	
<b>Waste management and disposal</b>	Several small waste facilities and two main sites in the borough: Townmead Road, Kew; and Twickenham Depot;  West London Waste Authority (WLWA) is the statutory Waste Disposal Authority	WLWA in danger of not meeting its landfill diversion requirement; deficit in Landfill Allowance Trading Scheme	No new sites for waste facilities are proposed in this borough up to 2026, but LBRuT will need to contribute to creating new waste facilities elsewhere;  Twickenham Depot – potential for reconfiguration;	Unknown; significant costs for management and disposal of waste; financial contribution towards provision of new waste facilities outside of the borough; significant costs for waste	Unknown	WLWA, GLA, LBRuT	Based on draft West London Waste Plan (2011) and Joint Municipal Waste Management Strategy (2009), but uncertainties with WLWP	4.4.7 (assessment last updated February 2012)

INFRASTRUCTURE TYPES	Existing provision	Current shortfall	Future need	Costs / funding (where known)	Phasing (where known)	Delivery Partners	Certainty / reliability of information	Section in Detailed Assessment
				collection and disposal processes				
<b>Telecommunications</b>	British Telecom infrastructure;  Mobile Operators Association (MOA) (representing five major UK mobile network operators); good broadband provision in borough	Recently started upgrade programme of the “green boxes” in the borough to improve broadband services	British Telecom is required to provide adequate future infrastructure for the long-term;  More base stations are planned as part of a programme to enhance the infrastructure for the existing mobile generation (2G) and create a new network for 3G;  British Telecom plans to roll out fibre-based, super-fast broadband to as many as 10 million homes by 2012	None identified	N/A	Telecom operators; Mobile Operators Association (representing 3, O2, Everything, Everywhere (formerly Orange and T-Mobile) and Vodafone	It is assumed that any future demands resulting from new development will not put pressure on existing / planned new networks	4.4.8 (assessment last updated April 2012)
<b>Transport infrastructure</b>								
<b>Roads and highways</b>	393 km of public highway, including	Council’s “Highways	Council’s LIP2 sets out future needs:	LIP allocation (2011/12 to	Short-term	LBRuT, TfL	Certain and reliable; based	4.5.1 (assessment

INFRASTRUCTURE TYPES	Existing provision	Current shortfall	Future need	Costs / funding (where known)	Phasing (where known)	Delivery Partners	Certainty / reliability of information	Section in Detailed Assessment
	13 km of the Transport for London Road Network	Works Prioritisation”	manage existing network, improve traffic flows and street scene, maintain roads and footpaths, manage speed, reduce impact of new development, consider heavy lorry traffic;	2013/14):  £2684k for road maintenance, £2980k for bridge maintenance, £975k for road safety, £927k for congestion reduction, £1260k for environment and public realm	(LBRuT LIP2 for 2011/12 to 2013/14)		on Council’s LIP2 (2011-14)	last updated January 2012)
<b>Overground and underground railways</b>	Good rail network; 14 stations	New signalling on the District Line will allow to increase lines capacity; Safety and security issues at some station – Station Access Programme; Installation of secure cycle parking and cycle hire scheme at	Council’s LIP2 sets out future needs: rail station interchange improvements to improve public transport; improve disabled access at interchanges, particularly in Uplift areas; ongoing programme to delivery accessibility improvements;	LIP allocation (2011/12 to 2013/14):  £160k for rail station interchange improvements	Short-term (LBRuT LIP2 for 2011/12 to 2013/14)	LBRuT, TfL, Network Rail, South West Trains	Certain and reliable; based on Council’s LIP2 (2011-14)	4.5.2 (assessment last updated January 2012)

INFRASTRUCTURE TYPES	Existing provision	Current shortfall	Future need	Costs / funding (where known)	Phasing (where known)	Delivery Partners	Certainty / reliability of information	Section in Detailed Assessment
		Richmond	replace Twickenham railway station					
<b>Buses</b>	Extensive coverage in the borough; 30 bus services; major interchanges at Richmond, Twickenham and Teddington; Bus garage at Fulwell	New generation of Countdown service signs to be installed in borough	Council's LIP2 sets out future needs: improve bus reliability by working with partners; ongoing programme to delivery accessible bus stops; review of bus routes and operation and performance of bus lanes	LIP allocation (2011/12 to 2013/14):  £340k for public transport (bus stop accessibility, bus lane review, bus boarders etc)	Short-term  (LBRuT LIP2 for 2011/12 to 2013/14)	LBRuT, TfL	Certain and reliable; based on Council's LIP2 (2011-14)	4.5.3 (assessment last updated January 2012)
<b>Cycle facilities</b>	Extensive cycle network linking district centres, railway stations and green spaces; National Cycle Network Route 4 (Thames Cycle Route)	Formalise cycling on section of Thames Towpath; South London Orbital Greenway; promote and improve facilities for cycling as a utility and leisure form of transport	Council's LIP2 sets out future needs: improve transport links, accessibility and permeability of public spaces; high street environmental improvements and links to borough's cycling network; secure cycle parking at railway stations; cycle training at schools;	LIP allocation (2011/12 to 2013/14):  £945k for cycle parking, network improvements, signage, training etc.	Short-term  (LBRuT LIP2 for 2011/12 to 2013/14)	LBRuT, TfL	Certain and reliable; based on Council's LIP2 (2011-14)	4.5.4 (assessment last updated January 2012)

INFRASTRUCTURE TYPES	Existing provision	Current shortfall	Future need	Costs / funding (where known)	Phasing (where known)	Delivery Partners	Certainty / reliability of information	Section in Detailed Assessment
			support cycle hire schemes; reduce impact of new developments; new cycling signage; Thames Towpath upgrade; finalise draft Cycle Strategy					
<b>Pedestrian facilities, including towpath</b>	Good basic walking infrastructure within the borough; long distance recreational walking routes: London Outer Orbital Path, the Capital Ring and the Thames Path; 27km towpath along River Thames; London's Arcadia project	Condition of footways, signing and street furniture could be improved	Council's LIP2 sets out future needs: high street environmental improvements; good state of repair and maintenance of footpaths, new and well maintained street lighting; improve walking and cycling links to local and main shopping centres, including better signing; Thames Towpath upgrade; promoting road safety in schools;	LIP allocation (2011/12 to 2013/14):  £697k for pedestrian improvements (e.g. crossings, rights of way plan, links, training etc)	Short-term (LBRuT LIP2 for 2011/12 to 2013/14)	LBRuT	Certain and reliable; based on Council's LIP2 (2011-14)	4.5.5 (assessment last updated January 2012)
<b>River transport (along and across</b>	2 ferry services: Hammertons Ferry	Thames is barrier for	Council's LIP2 sets out future needs:	Unknown / none	Unknown	LBRuT, TfL, Private	Certain and reliable; based	4.5.6 (assessment

INFRASTRUCTURE TYPES	Existing provision	Current shortfall	Future need	Costs / funding (where known)	Phasing (where known)	Delivery Partners	Certainty / reliability of information	Section in Detailed Assessment
<b>the Thames)</b>	<p>from north side of Thames to Ham House; Hampton ferry from Hampton to Hurst Park;</p> <p>Turk Launches boat trips between Richmond and Hampton Court; Westminster Passenger Services from Westminster to Kew, Richmond and Hampton Court; Parr's Circular Cruises (from Richmond Pier to Teddington Lock);</p>	<p>transport movements; need for foot-/cycle bridge from Twickenham / north side of Thames to Ham / south side of borough</p>	<p>need for modern river services; continue to protect wharfs; foot-/cycle bridges between Twickenham and Ham, as well as Kew over Thames to Syon Park</p>	<p>identified; no LIP allocation for river transport; assumed to be delivered by private providers</p>		<p>providers</p>	<p>on Council's LIP2 (2011-14)</p>	<p>last updated January 2012)</p>
<b>Car parking</b>	<p>Council manages 27 off-street car parks; these provide 2681 spaces in total and 40 disabled bays;</p> <p>Overall number of car parking spaces in borough, including on-street and private, is</p>	<p>Pressure on parking as many older properties don't have sufficient off street parking; not much capacity for further on-street parking</p>	<p>Council's LIP2 sets out future needs: discourage commuter parking – priority to residents needs; manage parking controls;</p>	<p>Costs for managing parking controls and human parking enforcement are unknown</p>	<p>Short-term (LBRuT LIP2 for 2011/12 to 2013/14)</p>	<p>LBRuT</p>	<p>Certain and reliable; based on Council's LIP (2007-10) and LIP2 (2011-14)</p>	<p>4.5.7 (assessment last updated January 2012)</p>

INFRASTRUCTURE TYPES	Existing provision	Current shortfall	Future need	Costs / funding (where known)	Phasing (where known)	Delivery Partners	Certainty / reliability of information	Section in Detailed Assessment
	unknown							
<b>Travel choice</b>	Sustainable modes of transport are available in the borough, including car clubs	Accessibility	Need to provide sustainable modes of transport: electric vehicle charging points, car clubs, enhancing accessibility by supporting choice in transport	LIP allocation (2011/12 to 2013/14): £350k for supporting sustainable modes of transport (incl. Council / school travel plan, on-street car clubs etc)	Short-term  (LBRuT LIP2 for 2011/12 to 2013/14)	LBRuT, TfL		4.5.8 (assessment last updated January 2012)
<b>Community Transport</b>	Super Shopper Bus Scheme, FiSH, Hampton Enterprise, Richmond and Kingston Accessible Transport – help with shopping and other local trips, accessible vehicles; TfL Dial-a-Ride and Travel Mentoring Service scheme; TfL free bus and tram travel scheme	None identified	None identified	Unknown where funding for community transport derives from	N/A	LBRuT, TfL, Voluntary / community groups	Based on readily available information from the Richmond Accessible Transport Unit	4.5.9 (assessment last updated January 2012)
<b>Taxis</b>	Sufficient existing taxi provision	None identified	Plans to introduce a number of new taxi ranks around	Unknown	Unknown	LBRuT, TfL, Taxi companies	Certain and reliable; based on Council's	4.5.10 (assessment last updated

INFRASTRUCTURE TYPES	Existing provision	Current shortfall	Future need	Costs / funding (where known)	Phasing (where known)	Delivery Partners	Certainty / reliability of information	Section in Detailed Assessment
			the borough; Council is working with the Public Carriage Office of TfL on the future provision of new ranks				LIP2 (2011-14)	January 2012)
<b>Heritage assets and civic spaces</b>								
<b>Historic buildings, spaces and areas</b>	Over 1600 listed buildings, 72 conservation areas, 3 scheduled ancient monuments (The Brew House, Bushy Park; Hampton Court Palace; and Kew Palace), the Royal Botanic Gardens Kew World Heritage Site, many Buildings of Townscape Merit; 14 open spaces on the English Heritage register of historic parks and gardens	None identified	Need to preserve and enhance the fabric and significance of the borough's heritage assets; Council monitors progress on preservation and enhancement of heritage assets; Council has policies and legal powers in respect to Listed Buildings	Unknown	N/A	LBRuT, English Heritage, Developers	Based on readily available information from the Council	4.6.1 (assessment last updated December 2011)

**Table 1:** Summary of LBRuT infrastructure requirements (assessed as of April 2012)

## Council Capital funding and funding gap

### Council Capital funding and funding sources

The main potential public funding sources for infrastructure include:

- **Council's Capital Programme<sup>1</sup>** – updated every year in line with the revenue strategy and the impact of the local government finance settlement on the resources available, and informed by the Asset Management Plan. The Council has two Private Finance Initiative (PFI) schemes, which are for Older Peoples Homes and Primary Schools. On 8th November 2010, the Council's Cabinet agreed to a change of direction for the Council, a new way of working that will see the Council take on an increased commissioning role, building community capacity and working closely with partners to deliver services that truly meet local needs. For 2011/12, the reduced Government settlement and funding cuts reflected the unprecedented economic circumstances across the county. The 2011/12 capital investment programme reflected the Council's priorities by expansion and refurbishment of borough schools and addressing the backlog of maintenance identified to keep Council premises fit for purpose, and towards affordable housing, for an overall total of £65.849m, and over £162m during the 5 year period. Capital grants are key to the programme reflecting Central Government investment in Education projects. However, there is still considerable uncertainty over the actual level of grant funding that will be received. The funding gap for the programme is increasingly taken up by borrowing as time goes on.
- **Homes & Communities Agency (HCA)<sup>2</sup>** – provide funding to assist with delivery of affordable housing, although funding levels have been reduced in recent years and for the current 2011-15 Affordable Homes Programme.
- **Outer London Fund<sup>3</sup>** – the Mayor of London's three-year initiative dedicated to strengthening the vibrancy and growth of high streets and their environs, particularly set up to support boroughs which will see the least impact from the Olympics and Crossrail, but are still paying for them through business rates or Council Tax levies. The Council secured £1.2 million of funding, which consists of £496,700 for Twickenham; £361,200 for Whitton; and £376,595 for Barnes.
- **New Homes Bonus<sup>4</sup>** – introduced by Government in 2011, match funds the additional council tax raised for new homes, with an additional amount for affordable homes, for the following six years. The Council received an allocation for 2011/12 of £642,532 which was used for the affordable housing programme.

This IDP is written in a time of diminishing public funding in the context of continued economic uncertainty. Various strategies and plans have each identified their own funding sources or potential gaps, and while other public bodies should have their own Government funding streams they may also be suffering cutbacks and uncertainty.

There could be other funding sources available in the future such as: Business Improvement Districts (BIDs) – a flexible funding mechanism to improve and manage a clearly defined commercial area, based on the principle of an additional levy on all defined ratepayers following a majority vote; or Tax Increment Financing (TIF) – allows local authorities to borrow

<sup>1</sup> [http://www.richmond.gov.uk/treasury\\_management](http://www.richmond.gov.uk/treasury_management)

<sup>2</sup> <http://www.homesandcommunities.co.uk/ourwork/our-funding>

<sup>3</sup> <http://www.london.gov.uk/priorities/business-economy/investing-future/outer-london-town-centres>

<sup>4</sup> <http://www.communities.gov.uk/housing/housingsupply/newhomesbonus/>

against predicted growth in their locally raised business rates, which can be used to fund key infrastructure and other capital projects.

### The funding gap

In light of the above assessment to date, it is considered that there will be a significant infrastructure funding gap, not least because a number of areas require ongoing maintenance and all funding sources are under pressure in the current economic climate. The funding gap is likely to run into millions of pounds, but is not confirmed at this stage (as of April 2012).

The separate Infrastructure Delivery Schedule will include confirmation of costs, phasing, delivery partners, funding sources etc for certain infrastructure types and projects, including their location, where a demand/need for future provision has been identified. This document will be published in the summer 2012.

The costs and funding sources (where included) in this report are also likely to change during the plan period (next 15 years), depending on the exact timeframes in which individual elements are delivered.

Any costs that are identified in this report or in the subsequent Infrastructure Delivery Schedule are based on the best available information at the time of publication, and may be subject to change at a later stage.

### Partnership working

Partnership working is vital to delivering infrastructure, and as outlined in the infrastructure assessment table above (as well as within Section 4 of the detailed report), 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 the Greater London Authority (GLA), Transport for London (TfL), the Homes & Communities Agency (GLA), and NHS Richmond and the West London Mental Health NHS Trust. Some of the key strategic partnerships which already exist are:

- **Richmond upon Thames Partnership (RP)<sup>5</sup>** – together the public, private and voluntary and community sectors to improve the quality of life for all those who live work or visit the borough. The RP operates at a level which enables strategic decisions to be taken and allows action to be determined at a local level. The RP is responsible for the Richmond upon Thames Community Plan 2007 - 2017, which was partly developed by the RP partners and sets out the shared vision for the borough from now until 2017. The RP has four thematic partnerships on Community Safety Partnership, Children and Young People's Trust Board, Cultural Partnership, and Health and Wellbeing Board.
- **South London Partnership<sup>6</sup>** – comprises six south London councils namely, Croydon, Kingston, Merton, Richmond, Sutton and Wandsworth. Main priorities over the coming years are to create a robust south London economy and a greener and more sustainable future.

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<sup>5</sup> [http://www.richmond.gov.uk/richmond\\_upon\\_thames\\_partnership](http://www.richmond.gov.uk/richmond_upon_thames_partnership)

<sup>6</sup> <http://www.southlondonpartnership.co.uk/home.aspx>

- **London Local Enterprise Partnership<sup>7</sup>** – covering the whole of the capital, the new London Enterprise Partnership (LEP) will identify opportunities for business and economic growth, innovation, training and job creation. It will also make the case to central Government to ensure London receives its fair share of funds to support economic development. It will meet for the first time in February 2012.

## Planning obligations and CIL

From 6 April 2014 CIL will be the only mechanism for collecting funds to support new infrastructure where these funds are pooled, e.g. for education, transport, public realm/open space. As set out in the past three years LBRuT's Annual Monitoring Reports<sup>8</sup> (2007/08, 2008/09, 2009/10), Richmond Council agreed monetary Section 106 amounting to £4,996,150 in total. Of the total amount, £981,259 was for educational contributions, £2,061,800 for transport and £453,681 for public realm/open space. The 2010/11 AMR reports for the first year on monies received rather than monies expected.

Type of Obligation	Number	Money received
Education	11	£545,630.74
Transport	14	£377,723.67
Public Realm	7	£373,938.96
Health	5	£8,243.93
Affordable housing	1	£5,000.00
Monitoring		£10,818.80
<b>TOTAL</b>		<b>£1,321,356.10</b>

**Table 2:** Monies received from planning obligations in financial year 2010/11; Source: LBRUT S.106 Officer/ Finance, reported in 2010/11 AMR

Although some of these contributions are site specific, many of them are pooled to cover areas in the vicinity of several developments. Without an adopted CIL charging schedule, from April 2014 this would not be possible.

Note that as of April 2014, Section 106 agreements will only be able to be applied to affordable housing, some “in kind” infrastructure (e.g. transfer of land or buildings) and financial contributions in exceptional cases where there are still site-specific development mitigation requirements necessary to make a particular development acceptable in planning terms.

## Infrastructure Delivery

It is therefore considered that taking forward a CIL Charging Schedule, based on the future needs identified in the Infrastructure Delivery Plan, is the way forward in the challenging financial climate to address future infrastructure needs.

An Infrastructure Delivery Schedule will be developed following the publication of this IDP. This will include confirmation of costs, phasing, delivery partners, funding sources etc for certain infrastructure types and projects, including their location, where a demand/need for future provision has been identified. This document will be published in the summer 2012.

The level of CIL will need to be informed by a viability assessment and confirmation of the aggregate funding gap and infrastructure needs, to take forward the preparation of a CIL Charging Schedule, for which public consultation on the preliminary draft is anticipated to be

<sup>7</sup> <http://www.london.gov.uk/publication/london-enterprise-partnership-proposal>

<sup>8</sup> LBRuT, Annual Monitoring Report, 2010/11; [http://www.richmond.gov.uk/ldf\\_udp\\_annual\\_monitoring\\_report.htm](http://www.richmond.gov.uk/ldf_udp_annual_monitoring_report.htm)

towards the end of 2012<sup>9</sup>. Only following the required consultation and independent examination can a CIL be adopted, and then the spending of CIL will require its own methodology and governance to consider the priorities for how funding is spent in due course.

## **Monitoring and review**

The IDP has been developed building heavily upon existing strategies, plans and programmes. In the context of changing circumstances (e.g. funding, uncertainty about future provision of services etc), the needs, demands and requirements for infrastructure can change significantly within a short period of time. It is therefore recommended that the Richmond IDP is monitored and reviewed on a regular basis to take account of significant changes that may alter the infrastructure assessment. Please refer to the detailed report (section 10) for a list of key questions that should be addressed as part of the IDP review process.

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<sup>9</sup> For further information on LBRuT's CIL and anticipated timescales see: [http://www.richmond.gov.uk/community\\_infrastructure\\_levy.htm](http://www.richmond.gov.uk/community_infrastructure_levy.htm)