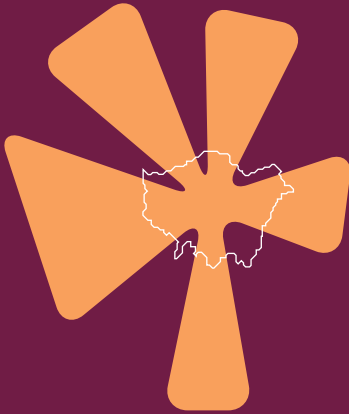




BIG
BOLD
GLOBAL
CONNECTED
LONDON 2065

A MANIFESTO FOR LONG TERM GROWTH
OF THE LONDON CITY REGION



In 2065, the success
of London will go well
beyond the M25.

CONTENTS

1
**THINKING
BIG** A SUMMARY OF OUR
TEN IDEAS
PAGE 07

3
**GREAT
OPPORTUNITIES**
JOINING THE DOTS
PAGE 30

5
**JOINED-UP SPATIAL
VISION** FOR THE LONDON CITY
REGION
PAGE 71

2
**LONDON
2065** WHY NOW?: UNDERSTANDING
CURRENT AND FUTURE CHALLENGES
PAGE 10

4
MANIFESTO IDEAS FOR THE
LONDON CITY REGION
PAGE 38

A stylized orange map of the world is the background. A compass rose with eight points is located in the North Atlantic, with a horizontal line extending from its center to the left edge of the frame.

This is a manifesto for growth in the London City Region – looking beyond the capital's traditional boundaries to ensure London retains its position as a global leader. It imagines a future for London that is

**BIG
BOLD
GLOBAL
CONNECTED.**

In 2065, the success of London, its surrounding city region, and the rest of the UK will be dependent upon how we respond today to challenges facing the capital.

The way that we look at London, plan for its future and deliver infrastructure is becoming rapidly outdated. We are also failing to make the most of current infrastructure investment and future opportunities.

Today, London and the rest of the UK face a series of tough challenges around housing, employment and delivery of infrastructure. If the capital is to continue to rank amongst the world's most successful cities, we believe London deserves a new vision for the coming generation of development that goes well beyond the M25.

AECOM has looked at London and its surrounding region through the same lens with which we analyse and deliver large-scale, integrated city strategies and plans globally. We have also drawn on the knowledge and expertise of AECOM's multi-disciplinary team to develop ideas for the next generation of growth.

We have identified a series of challenges affecting London and its city region now, and in the coming decades. Our manifesto for London in 2065 identifies actions to address these challenges.

Alongside the Mayor's London Infrastructure Plan 2050, and London First's long term Economic Plan, our manifesto is intended to add to the debate over London's long term future, calling for a strategic, spatial and integrated approach to managing growth and infrastructure investment across a much bigger London City Region.

This document sets out ideas, serving as a starting point for engagement between government, local authorities, infrastructure providers, investors, developers and communities in ensuring the London City Region's ongoing success in the 50 years ahead.

**A MANIFESTO
TO JOIN UP THE
LONDON CITY
REGION.**

1

THINKING BIG

A SUMMARY
OF OUR TEN
IDEAS

1

RE-IMAGINE LONDON'S CITY CENTRES

extending the core of the capital with bold next-generation regeneration plans at national and international arrival points.

2

LIVE CLOSER IN THE SUBURBS

creating high-quality 21st century communities around tube and rail stations to stimulate a 'reboot' of London's suburbs.

3

ENABLE A THRIVING SOUTH EAST NETWORK OF CITIES

to balance growth across a London City Region which connects world-leading clusters of learning, technology and innovation.

4

BUILD A BOLD NEW TOWN PROGRAMME

revisiting the former new towns and initiating a second-generation programme with a scale of ambition to really tackle the regional housing deficit.

5

MODERNISE THE GREEN BELT

through a comprehensive review to balance development with a new focus on the region's green infrastructure.

6

LINK UP THE REGION

with a region-wide transport authority to co-ordinate travel and investment across an enhanced express rail network.

7

UNLOCK NATIONAL POTENTIAL

by establishing two-way high speed links between a London City Region and other UK city regions.

8

CONNECT TO THE WORLD

by building on Heathrow's strengths to create a hub that is London and the UK's global gateway.

9

CELEBRATE INFRASTRUCTURE

with a joined-up regional approach to infrastructure delivery as an enabler of economic and community growth.

10

THINK BIG

with connected governance that reflects the future priorities for a global megacity region of more than 20 million people.

**IMAGINE
LONDON IN
THE FUTURE
LOOKING 50
YEARS AHEAD.**

The background of the page is white, featuring several thin, dark purple, hand-drawn style lines that curve and loop across the space, creating an abstract, organic feel.

2 **LONDON** **2065** WHY NOW?

TODAY THE LONDON CITY REGION LACKS ANY FORM OF SPATIAL FRAMEWORK TO GUIDE SUCCESSFUL GROWTH OR INFRASTRUCTURE INVESTMENT.

We are calling for a strategic framework within a context of unparalleled change, for a city region which looks well beyond the boundaries of London.

Why now?

... because the delivery of housing, channelling economic investment and prioritisation of infrastructure investment for London are regularly debated – yet the conversations are often constrained to within the greater London area. **This limited scope of debate can only provide part of the solution.**

The Mayor's London Infrastructure Plan 2050 and the London First long term Economic Plan set out the potential, but nowhere are these ambitions translated into a spatial vision with sufficient reach or scope. And this strategic approach stops at the edge of Greater London – the boundary of which was conceived in a past era.

The equally important challenges for the cities, towns, counties and districts across a broad London City Region seem to be regarded as a separate conversation to that of Greater London. Yet, together they form a single functional economic region and their future development is part of the same debate. The success of London is dependent on the City Region and visa versa.

Not only is the capital reliant upon its broad City Region, but also connections to the rest of the UK and the world – and the picture is changing fast.

Tomorrow, London will still be nationally and globally important but will face ever tougher competition from emerging economies and new participants on the global stage. Competing cities, their ‘metro’ regions, and the trade between them, will continue to become more important than that between nation states. London needs to draw on the strength of its regional economy and diverse talent base if it is to stay ahead as other cities compete for increasingly footloose investment.

London needs to strike a balance between its global position and its role in the UK. With devolution, each UK city region will play to its strengths. We should see the London City Region as a strong partner among the other UK regions – using the capital’s global position and connectivity as an engine for the UK.

It is this context of unparalleled change, triggered well beyond the boundaries of London that is driving our call for a strategic framework for growth. The London City Region deserves a proper integrated framework for growth which can for the first time in a generation, tie together the priorities for urban growth, economic potential and infrastructure investment.

The time to act is now. London is growing fast. There are already more than 20 million people living in the London City Region and this could reach 30 million by 2065. The capital is struggling to accommodate the people here now – and we calculate a shortfall of almost a million homes by the mid-2030s.

On the following pages we outline the challenges which underpin this call for a broader approach to future growth.

CHALLENGE 1

LONDON GOES WELL BEYOND THE M25

One million people commute between Greater London and its surrounding region every day.

London’s boundaries were last expanded in 1965, bringing much of the built-up metropolitan area into a single governance structure for the first time.

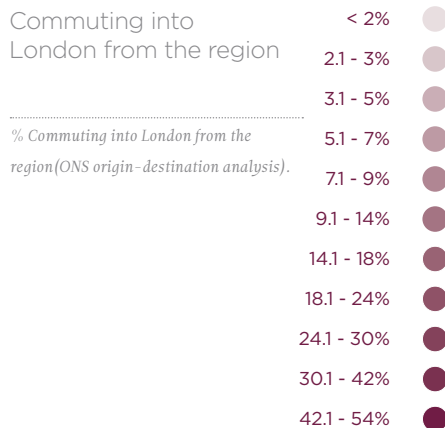
Today, the reach of London has grown. London extends far wider than the M25. More people work in London than in their home local authority in most of the districts which surround Greater London. This area and into a 60 minute travel zone around London is a single functional economic area.

ONS origin-destination analysis.

Regional development, privatisation of infrastructure, globalisation, greater acceptance and faster commuting have outstripped how we plan for growth. The planning process is currently the responsibility of some 127 authorities plus transport and utility providers.

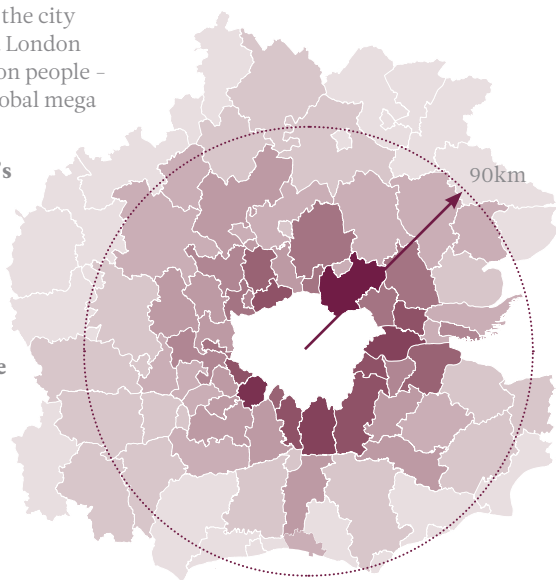
A million people commute across Greater London’s boundary every day into the capital and out to places such as Reading, Oxford and Cambridge. This will only increase as the population grows and as working patterns shift. In considering London’s growth there needs to be a consideration and understanding of these trends.





Within a 60 minute travel time the reach of London extends up to 90km from the centre. If we look at the city in these terms then we have a London City Region of nearly 20 million people – comparable with London’s global mega city competitors.

To effectively balance London’s growth and make informed choices about priorities for infrastructure investment we need to look at London differently as one of the UK’s city regions – looking beyond current administrative boundaries. Only then do we really see the challenge and opportunity.



CHALLENGE 2

LONDON CITY REGION IS FACING UNPRECEDENTED POPULATION GROWTH

The London City Region is already a connected metropolis of nearly 20 million people. This is set to increase to 4.3 million by 2036 and will be pushing 30 million by 2065 if trends continue.

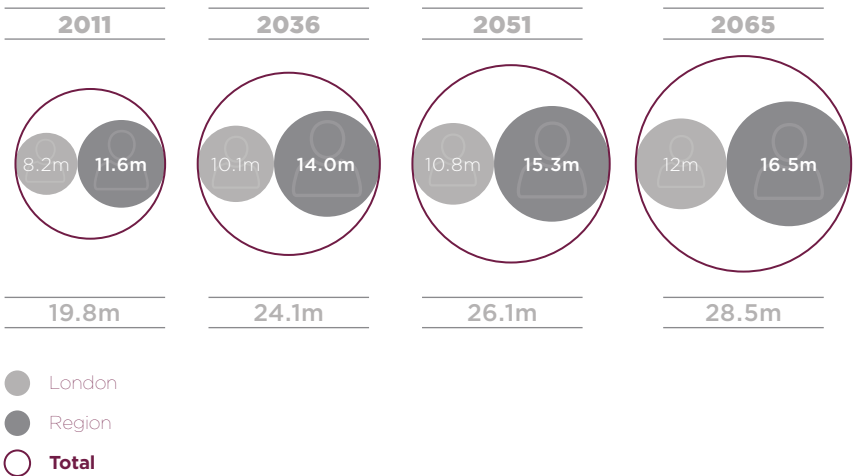
With a population of 19.8 million today, comprising 8.2 million in Greater London and 11.6 million in surrounding districts, towns and cities, projections for the London City Region forecast a resident population of 24.1 million people by 2036.

Looking ahead, this will mean the London City Region may have 26 million people by 2050 and heading towards 30 million 50 years from now.

Stripping back the numbers, we need to build homes, create employment opportunities and deliver the infrastructure for a city almost the size of Milton Keynes or the scale of an average London borough, every year for the next 50 years.

It has taken over 40 years of programmed growth for Milton Keynes to be delivered.

London City Region population forecasts to 2065



The approach to planning, infrastructure delivery and governance across the city region must step up significantly if we are to meet the challenges that regional growth creates.

CHALLENGE 3

WE ARE NOT BUILDING ENOUGH HOMES

The London City Region is already facing a housing crisis with a deficit of some 362,000 new homes required to meet current needs. This gap could reach one million by 2036 without co-ordinated planning and action.

With the population set to increase, we are facing a profound shortage in the delivery of new homes – a trend that has continued since the 1980s.

Taking into account aggregate housing demand and supply, there is already a deficit of over 300,000 dwellings.

Population growth forecasts mean that an additional 2.5 million homes will be required by 2036 in the London City Region (within 90km of the city centre).

We have reviewed all Strategic Housing Land Availability Assessments (SHLAAs) across the region including Greater London and local authorities within 90km of the city centre. The SHLAAs indicate current identified supply of 1,468,000 units to 2036.

Therefore, taking Greater London and the surrounding City Region together, we calculate a shortfall of over one million homes up to 2036 when balancing housing demand and current identified supply.

This means the London City Region needs to find sites for around 50,000 homes per annum on top of what is already identified through planning system.

London City Region housing deficit



Across the City Region new opportunities for sustainable and connected growth are essential to increase the pace of housing delivery and its integration with economic growth and infrastructure.

Considering London and the wider region together, AECOM has identified a need for more than 2.5 million homes by 2036. One million of which are not currently planned for. (Information based on analysis of GLA and ONS population projections and local authority Strategic Housing Land Availability Assessments)

CHALLENGE 4

THE METROPOLITAN GREEN BELT IS TOXIC

The Metropolitan Green Belt covers some 516,584 hectares of the London City Region. There are 63,874 hectares of potentially developable land (outside a protected area or flood zone) within a mile of existing stations.

The reluctance to discuss a comprehensive review of the Metropolitan Green Belt is a major obstacle. It is a politically toxic issue with so much land value invested in this single policy approach.

The Metropolitan Green Belt, reaching from within Greater London into the Home Counties, is more than 50km wide at some points and of very mixed environmental quality.

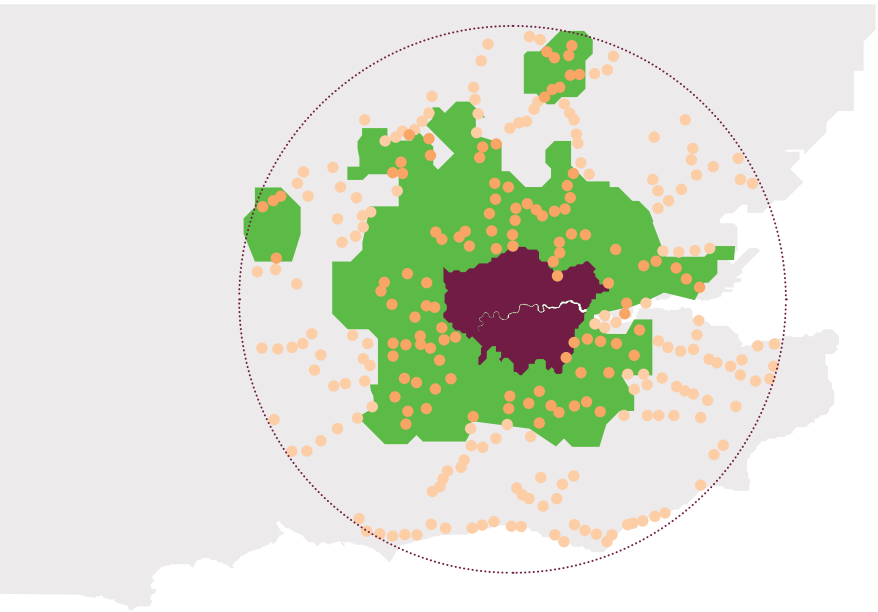
With the variety of radial tube and rail lines running through the green belt, these areas are some of the best-connected parts of the country – with over 63,800 hectares of potentially developable land within one mile of existing stations ⁽¹⁾.

More than 2.5 million homes could, theoretically, be accommodated in these already connected locations (representing the London City Region’s entire housing need to 2036), while leaving 88% of the Metropolitan Green Belt untouched.

London and UK plc have already invested in the infrastructure in these locations and, as part of a wider review of the green belt, there should be serious consideration given to creating expanded or new communities at some of these nodes.

(1) This total excludes all Green Belt land that is subject to environmental designation, within a flood plain or with other constraints to development.

Undeveloped station catchments outside Greater London



- Metropolitan Green Belt
- Within designated green belt
- Not within designated green belt
- 90km radius from central London

The demand for additional homes in the London City Region necessitates a comprehensive review of the Metropolitan Green Belt as part of a framework which balances growth and protection for the next generation.

CHALLENGE 5

LONDON'S COMMUNITIES ARE CHANGING

The approach to development cannot just focus on increasing housing numbers. We have to also emphasise building new types of communities that are multi-generational, and widen the type of housing delivered and broader tenure choices.

Greater mobility and demographics are changing the way we need to see communities in the future. This diversity will have a significant impact on the provision of services and how communities evolve across London.

The age bubble

While the population grows, it will also feature a larger proportion of older people. In 2011, 745,000 people above the age of retirement were living in Greater London. By 2041 this figure will reach 1,340,000. In over 30 years the number of retired London residents will increase by 81% compared to a 26% increase in the total population. This demographic shift calls for a very different approach to community, social care, service provision and an increase in supported housing types at the heart of local communities.

Wider housing choice will also stimulate more home moves as older homeowners seek to stay mobile, connected and independent.

London is becoming a city of renters

At the other end of the household age spectrum, a newly mobile generation is looking to move around London to blend working and social life. Housing costs are also excluding many from home ownership in the capital—with the average home price being 15 times an average London salary and rental levels being 40% of average earnings.

The challenge is regional issue

The strength of the regional economy also means housing across the thriving towns and cities in the South East is also under pressure.

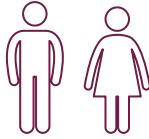
The ageing profile of London's population to 2041

+14%



**Children & Young
0-19 years**

+22%



**Working Age
20-64 years**

+63%



**Retirees
65-79 years**

+105%



**Elderly
80+ years**

Population Change 2011-2041

With 39% growth over the next five years forecast in the south east (compared with a lower 33% in Greater London)

⁽¹⁾ the region will increasingly feel the effects played out in London over the last five years and a trend set to continue while housing supply is constrained in the capital and region – with impacts on placemaking across the region.

Even a headline exploration of these three factors highlights that affordability, demographics and housing choice will necessitate the greatest change in community development and placemaking across the City Region for a generation.

The consequence is a transient city with more renters and less neighbourhood cohesion. This will have an impact on the quality of local communities, particularly in the suburbs. As London becomes less affordable, housing demand across the region increases, there will be greater demands placed on local transport infrastructure.

We must challenge perceived approaches to placemaking and the function of town and local centres across the London City Region

(1) Regional housing price projections from RightMove and Oxford Economics, October 2014

CHALLENGE 6

LONDON'S ECONOMY AND THE WAY WE WORK IS CHANGING FOR GOOD

Highly connected, futuristic and constantly evolving places must emerge in response to the new economy and the way we live. These economic shifts will impact on how the London City Region develops.

We already know that 50 years from now the London workplace will be unrecognisable in comparison with today.

New technology will continue to transform the workplace – with potentially half of current jobs automated within 20 years.

By 2050, it is predicted that all of London's net new jobs will come from the technology, creative and service sectors. Every other industry – including financial services – will shrink.

Jobs and businesses will become more footloose with employers looking to well-connected, cost-effective locations.

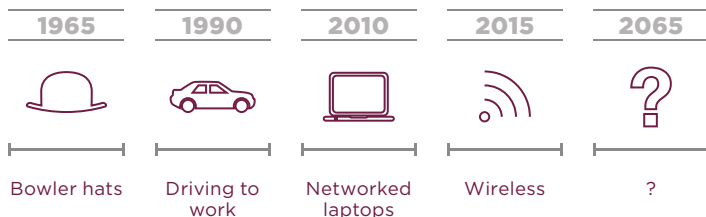
Employees will also have more choice over where to work with super-fast connectivity freeing up home and work location choice.

For London to compete, the City Region will need to find new space and create a variety of quality places for working and living, as these aspects of life merge with the rise of new forms of enterprise.

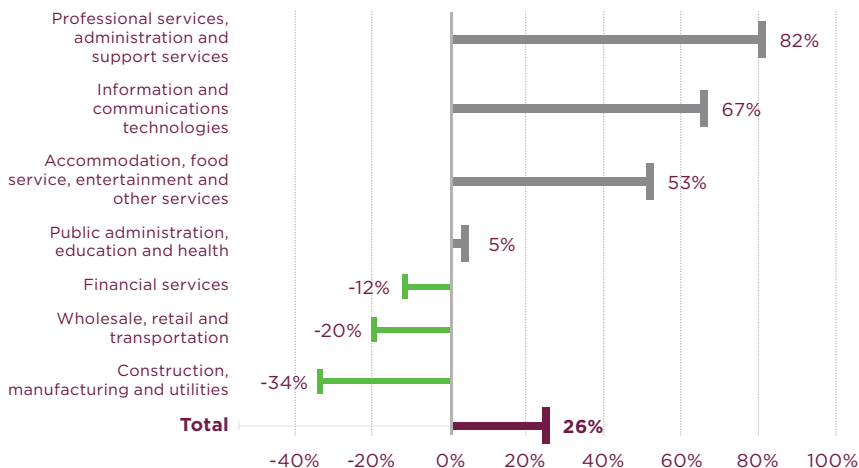
The growing strengths of London around creative, cultural and digital industries require entrepreneurial and incubator space as well as premium space, with the office remaining important for its social function as much as business function.

These industries will thrive with proximity and connection to higher education and research – meaning our universities and high tech clusters across the region connect and diversify.

Workplace change



Growing and declining employment sectors in London's economy to 2036



CHALLENGE 7

LONDON'S GLOBAL POSITION IS UNDER THREAT

London's global position is built on being open, flexible, connected and cosmopolitan. These assets will continue to underpin success but we need joined-up thinking, planning and delivery around a common agenda if London is to retain its Alpha ++ global ranking.

London and New York are currently the world's only Alpha ++ cities when ranked against other global cities. In an era when cultural and economic influence is consolidating in global city regions, London is at the height of its influence. Yet the increasing maturity of emerging cities and investment in global connectivity means that this picture is set to change.

By the mid 2020s, nearly half of the world's leading companies will be based in emerging regions, compared to one-fifth today; and nearly two-thirds of the global middle class will live in Asia, up from one-third. The global map of influence will shift east away from the London-New York City axis.

Somewhere in the world a new megacity region (more than 10 million people) will emerge every year. These will all compete with London for trade and for talent.

To remain economically strong, London needs to address many of the drivers that will ensure London remains globally relevant:

- Connections to and trade with the rest of the world are fundamental to maintaining a global position – reinforcing the need to deliver added air capacity for London and the UK in a well-connected expanded hub airport.
- This needs to be matched by other infrastructure including next generation super-fast broadband and efficient urban systems if the city is to be connected in an increasingly technology driven economy. We also need to be flexible in our approach to planning the city that can embrace the changes that will come, yet remain unknown.

ALPHA++ CITIES*

London
New York

ALPHA+ CITIES

Hong Kong
Paris
Singapore
Shanghai
Tokyo
Beijing
Sydney
Dubai

ALPHA CITIES

Los Angeles
Chicago
Mumbai
Milan
Moscow
São Paulo
Frankfurt
Madrid
Mexico City
Amsterdam
Kuala Lumpur
Brussels

- To compete with the rise of megacities London must draw on its broadest talent pool. By creating a City Region of +20million people embracing world-leading economic and learning clusters, we enable opportunities for business and individuals and remain globally competitive.
- London also needs to renew its position with other UK City Regions by promoting national connectivity as well as acting as a national global gateway.
- To be competitive, London needs to look to the quality of the city – the places and communities within London, the environment and green infrastructure – to enhance quality of life
- London needs to balance affordability with proximity if the city is to attract and retain the best people

London's global position is built on being open, flexible, connected and cosmopolitan. These assets will continue to underpin success but we need joined-up thinking, planning and delivery around a common agenda if London is to retain its Alpha ++ ranking.

CHALLENGE 8

A CONNECTED APPROACH TO INFRASTRUCTURE ACROSS THE LONDON REGION IS MISSING

The challenge of meeting housing demand, and creating and connecting communities that meet future society needs requires us to think of infrastructure in a different way.

Growth in London and across the City Region is functionally and economically interrelated. If we are to embrace this growth, a fundamental shift in how we view, plan for and deliver infrastructure is essential.

When we refer to infrastructure, it must comprise all of the elements that make up London's 'urban eco-system' that help the city function efficiently and promote an open and balanced society.

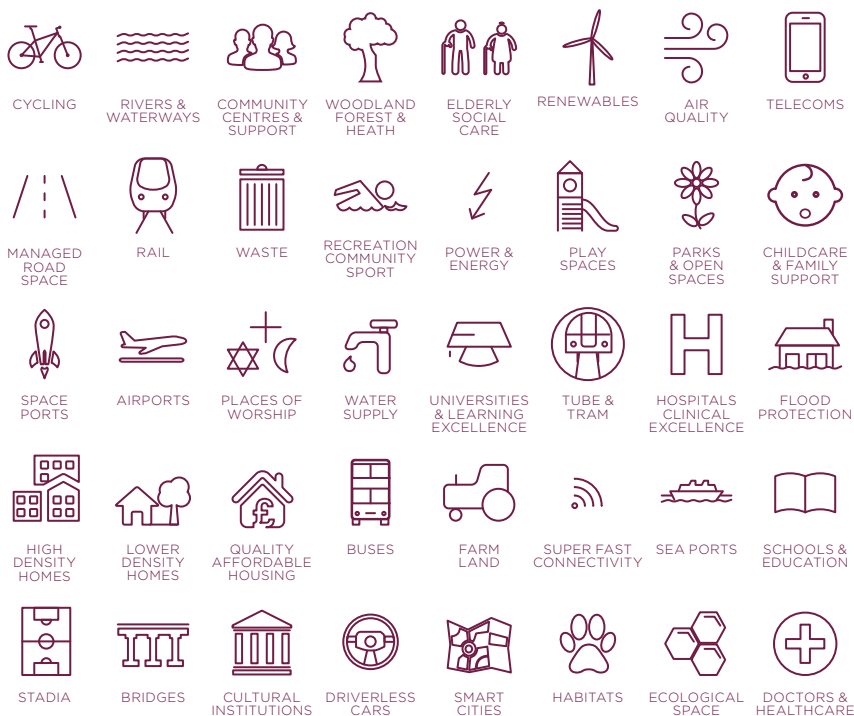
The Mayor's London Infrastructure Plan 2050 starts to raise the issue of how each piece of the city's infrastructure needs to work together if London is to successfully deliver long-term growth – but even this document stops short of the infrastructure challenge of integrated

growth across the City Region for the scale of the challenge ahead and the need to connect across the region – not a linear to/from London axis.

There is no joined-up approach to infrastructure need or delivery beyond the GLA boundary which can only hinder growth and economic potential.

The lack of a co-ordinated approach across the City Region will inevitably slow down delivery of new homes and communities; push up the costs and complicate the ability to capture value from development to support infrastructure.

Think of infrastructure as the glue that binds the city together. A resilient 'urban eco-system'.



The scale and affordability of delivery, in partnerships between public and private providers demands a joined-up approach.



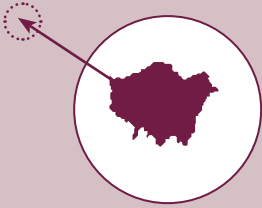
**BRINGING IT
ALL TOGETHER
A LONDON
THAT IS BIGGER,
BOLDER, GLOBAL
AND MORE
CONNECTED.**



3

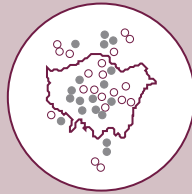
**GREAT
OPPORTUNITIES**

JOINING
THE DOTS



CHALLENGE 1

London is bigger than we think it is.



CHALLENGE 5

London's demographics are changing.



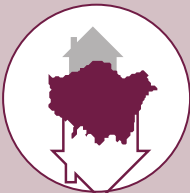
CHALLENGE 2

London's population is growing.



CHALLENGE 6

Our economy is changing.



CHALLENGE 3

We are not building enough homes.



CHALLENGE 7

London's global position is at risk.



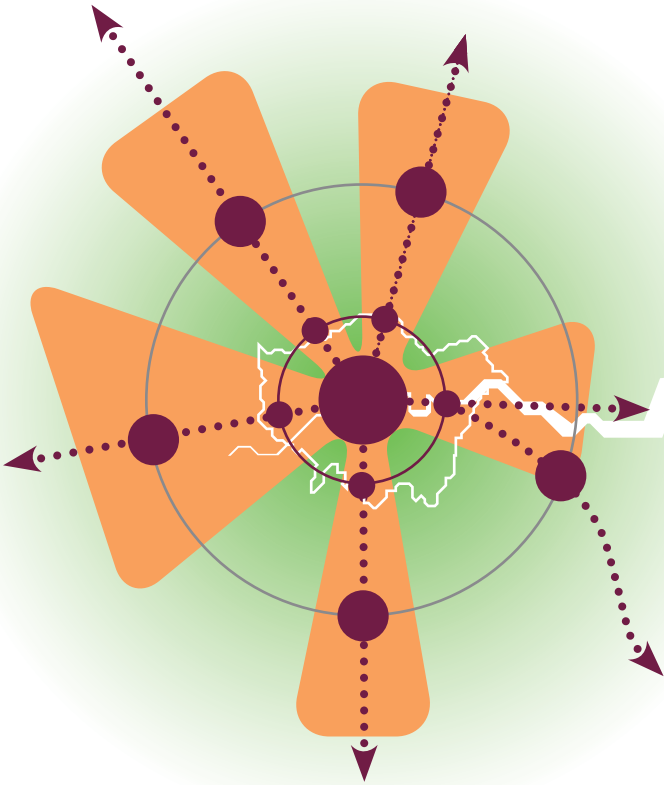
CHALLENGE 4

The Green Belt needs a comprehensive review.



CHALLENGE 8

We lack a regional approach to infrastructure.



A bigger bolder and more connected approach to the London City Region is required to meet the challenges to 2065

Our overall call in this manifesto is for Government, local authorities, developers, communities and infrastructure providers to think at the scale and with the ambition that London deserves – as the global megacity that it already is.

The forecast population, economic growth and a redefined position amongst global cities provide the opportunity for London's – and the UK – future success. But this will only be effective if we co-ordinate planning and growth at the City Region scale.

The Mayor's Infrastructure Plan to 2050 and London First/London LEP's Economic Plan begin to frame this debate, but this picture needs to be combined with a complementary spatial approach to planning that goes beyond the current boundaries of London.

This planning also needs a long time horizon – let's look 50 years out to 2065

**WE NEED TO
THINK OF LONDON
AND SOUTH
EAST ENGLAND
AS THE LONDON
CITY REGION
WITH A SCALE
OF AMBITION TO
MEET THAT OF
RIVAL GLOBAL
MEGACITIES.**

TO MEET THE CHALLENGES OF TODAY AND TOMORROW WE NEED TO THINK...

BIG

The time has passed when London can be managed within the 1965 boundaries. We need to look beyond Greater London and think as an economically, socially and culturally connected city region.

We need to plan for the future at the city region level. No longer is the Greater London boundary adequate to successfully meet the needs of an interdependent region. Twenty million people already live within a 60-minute journey time. These communities are socially, culturally, economically and functionally connected with the capital. Let's view and plan the future of London at this scale – to deliver the scale of homes and other infrastructure that is critically needed – and bring together the power of the combined city region economies.

BOLD

The required homes and economic growth cannot be accommodated within current boundaries. We need integrated strategies that look to balanced growth if we are to deliver the shortfall of one million homes.

We don't make the most of London's town and city centres, or the suburbs and towns in the surrounding region. To balance wealth and economic potential we need to move to a bold model of regional growth – which will require a long-range vision and leadership.

GLOBAL

Somewhere in the world, a new megacity region will emerge every year. These will all compete with London. London needs to adapt to the changing global landscape to remain competitive with the emerging global megacities.

By 2065 the London regional talent pool could be 30 million people. We need an approach to planning and infrastructure delivery that can ensure the potential is optimised and the communities across London and the South East remain great places to live, work and invest in.

CONNECTED

In the last 50 years, London has changed beyond all recognition. Its reawakening in the late 1990s and 2000s as a global capital has attracted a new population, a new dynamic and a new buzz to the city. London now has an international outlook and is often challenged as being no longer connected to the fortunes of the UK. Identifying and understanding the connected needs of the London City Region will reinforce this UK and global role.

Over the coming generation of development, the main enabler of city success will be connectivity and how the London, UK and global talent pool can access economic opportunities. This would involve supporting the development of specialist clusters so the towns of the region are better economically linked; and environmentally connected – seeing the resources support balanced growth and meeting the challenges of climate change.

Connected delivery and governance is also needed. Across all of these issues our approach to managing projects, procurement and delivery needs to be joined up across the London City Region.

**TAKE THE
PLANNING AND
DEVELOPMENT
OF LONDON TO
THE NEXT LEVEL
OF AMBITION**

4

MANIFESTO IDEAS

FOR THE
LONDON CITY
REGION

There is no one answer to where or how the London City Region should grow. A range of growth solutions are needed to ensure a thriving future.

To build the missing million homes we need a blend of solutions to be established which reinforce the quality of the places within and around London, creating communities that meet the needs of society and the economy of tomorrow.

The answer does not only lie in densifying the city, reviewing the green belt, extending regional towns and cities or building new settlements. It will need a blend of all these approaches – and understanding of relationships between each of them – if we are to deliver the quality of homes, communities and infrastructure needed at the speed required to meet demand.

On the following pages we outline ten manifesto ideas for London 2065.

UNLOCK NATIONAL
POTENTIAL

ENABLE A THRIVING
SOUTHEAST NETWORK

LINK UP THE REGION

BUILD A BOLD NEW
TOWN PROGRAMME

MODERNISE THE
GREEN BELT

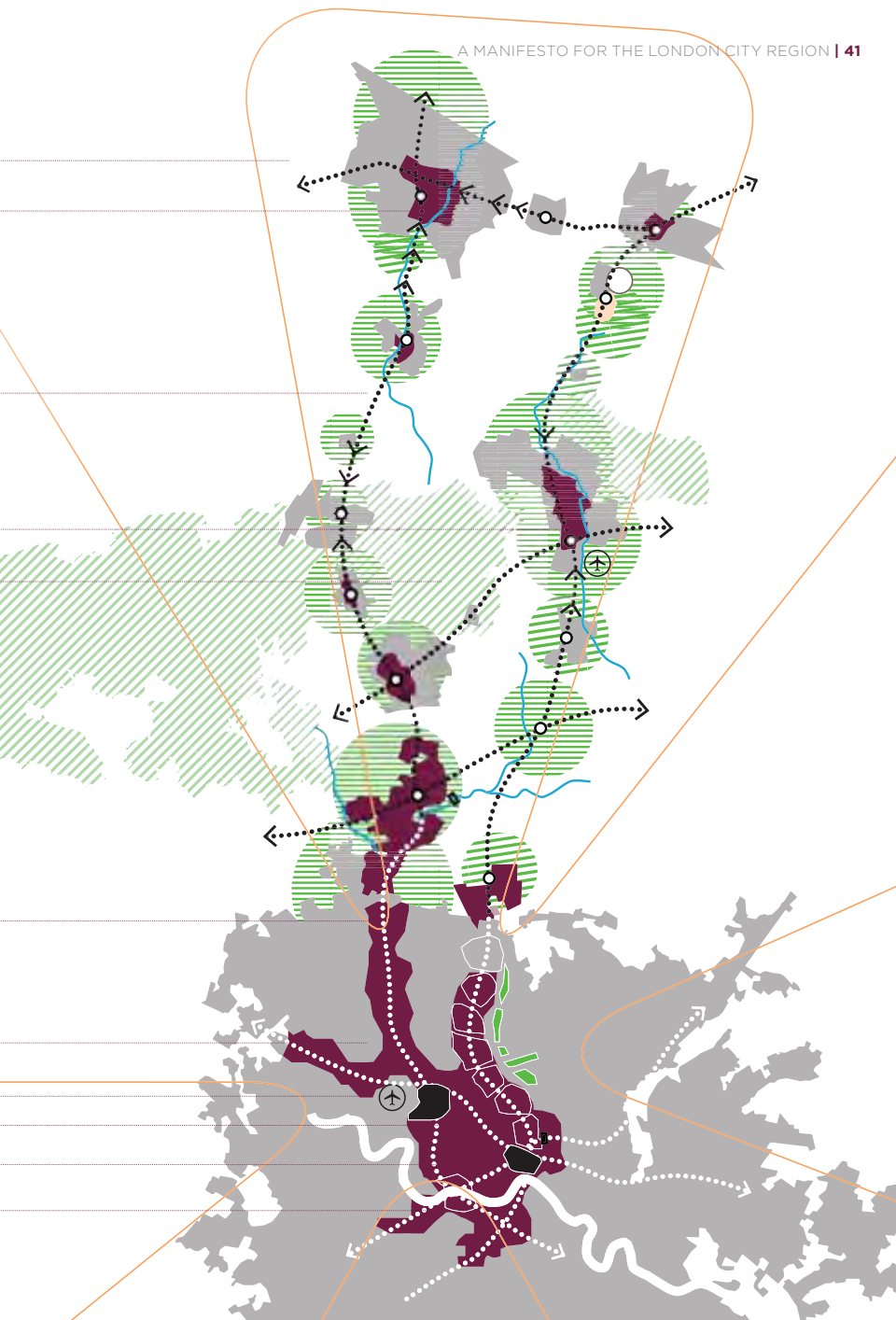
LIVE CLOSER IN
THE SUBURBS

LIVE CLOSER TO THE CITY

CONNECT TO THE WORLD
METRO CITY

RE-IMAGINE LONDON'S
CITY CENTRES
EXPANDED CITY CENTRES





1

RE-IMAGINE LONDON'S CITY CENTRES

London must continue to rethink its city centre and town centres. Intensified development at arrival points for national and international travel should create a new network of city centres across the capital.

London's density has been increasing for over a decade, but is still modest in comparison with rivals such as New York and Paris. Densification at points of greatest connectivity will help strengthen the network of centres in the capital, extending the polycentric nature of the city, renewing local economies and creating more sustainable local community amenities.

Extend the city core

Significant increases in density should accompany redevelopment of rail stations and under performing areas at the edges of the Zone 1 and 2 Central Activity Zone (CAZ). There is still great capacity to spread the central functions of the city beyond the Circle Line loop.

MetroCities

Beyond the city core, a ring of MetroCities act as a catalyst for expanding the economic reach of London into under-performing suburban areas.

These new MetroCities in the capital would be anchored by High Speed Rail, Crossrail and Orbital Rail station hubs. The MetroCities are all within 10-20 minutes of airport check-in. Their scale and the network of Opportunity Areas and under-used sites around them, means they have

the space to accommodate expanding city-wide cultural, learning and economic functions. Combined with premier retail centres and a growing entertainment offer, these super-centres will provide great living and working environments, with high-level public services and sub-regional governance, to a wider population than central London can offer.

All of the MetroCities have the capacity to be the focus of wider regeneration and diversification of wealth and opportunity across the capital, extending the reach of the capital's economy outward. They become the future new city centres in London – a new category in the London Plan centres hierarchy.

1

CENTRAL LONDON SOUTH**CLAPHAM-BATTERSEA WATERFRONT**

South of the river, two new Crossrail lines will provide the necessary connectivity at Clapham-Battersea waterfront to provide the potential to become a part of the CAZ. With direct connections to Heathrow and all the London regional international airports, the new City Centre South is no longer isolated. The stimulus of the waterfront development and imaginative re-use of the over 15 hectares of air rights at Clapham Junction Station offers an incomparable location in the centre of London.

3

CENTRAL LONDON EAST

the Stratford-Greenwich corridor will continue building on the legacy of the London 2012 Games and investments in Canary Wharf and the Greenwich Peninsula.

The parks, canals, rivers and docks reinforce this as a quality environment with key corporates mixing with innovators and entrepreneurs.

4

BRENT CROSS-CRICKLEWOOD METROCITY

sees Brent Cross transform from its role as a regional shopping destination to a new regional MetroCity.

Realisation of the Brent Cross-Cricklewood regeneration is only the first step in establishing this as a focus for North London.

5

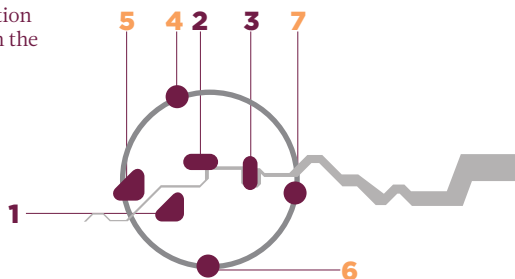
OLD OAK METROCITY

centred on the HS2 hub at Old Oak Common, this MetroCity embraces retail and commercial investments at White City and the national stadium at Wembley. With on-site check-in, Old Oak is the UK's gateway to Heathrow hub airport and the growing Aero City, becoming the UK's most accessible and desirable location.

2

CENTRAL LONDON NORTH**EUSTON-TECH CITY CORRIDOR**

Catalysed by HS2 and Crossrail 2, this extension to Zone 1 will create a focus at Euston-King's Cross with ambitious plans north of the Euston Road from Regent's Park to Tech City. This zone has the greatest national connectivity, with HSR hubs, and a concentration of learning, technology and economic centres of excellence.



6

CROYDON METROCITY

reinforces the role of Croydon in the future of South London connected to the capital and coast with a greatly enhanced Thameslink Crossrail and better access to Heathrow and Gatwick.

7

WOOLWICH METROCITY

is poised to become a major metropolitan centre with the opening of two Crossrail lines.

2

LIVE CLOSER IN THE SUBURBS

Maximising opportunities around tube and rail stations across wider suburban London could create revitalised centres with homes, workplaces and community amenities fit for the city’s future demographic and economy. The London suburbs need a reboot.

Suburban centres provide significant potential opportunities for growth and intensification, often in well-connected areas. We must upgrade tired and under-performing retail centres near tube and rail stations if they are to house rejuvenated communities.



1. MIX IT UP

Replace retail-based models suited to a previous generation of growth. Redundant types of shopping are swept away and replaced with mixed living-working developments focused on an entrepreneurial new economy.

2. HIGHLY ACCESSIBLE

Access to the rail and bus services that are focused on these centres provide a reason to live and work here as well as pass through on the way to elsewhere. They are highly accessible places to live and visit.

3. AFFORDABLE HOUSING

Housing reflects the new demographic of London with community-scale rental developments (both private/PRS and public) and new tenures encouraging affordable purchase, enabling households to grow in one place rather than move on or move out.

4. MULTI-GENERATIONAL

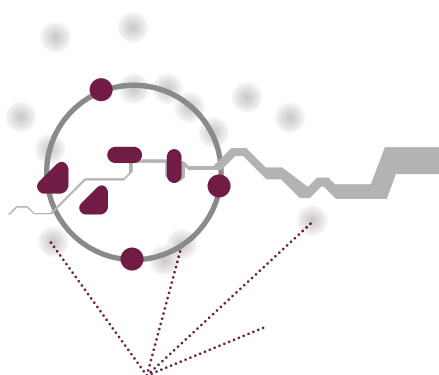
Build homes that are suitable for all ages. By providing a choice of supported living options, older people can live closer to their families, be part of a community and have access to the support services they need.

5. CLOSE TO GREEN SPACE

As part of a citywide Green Review, ensure that local facilities and green space are located in close proximity to these new local centres. This would involve re-designating some hard-to-develop opportunity areas.

6. DENSIFY AND BUILD UP

A combination of land assembly and co-ordinated re-use of public land assets, alongside 'upzoning' in these areas will assist in kickstarting redevelopment of underutilised areas including building above and around rail stations, ageing linear high streets and low intensity employment areas.



COMPACT AND CONNECTED

The suburb, rebooted for the 21st century

The ambition is to create new local centres at the heart of revitalised communities in London's suburbs. With the catalyst of new development around transport nodes and the proximity of city-scale facilities in local MetroCities there would be a ripple effect in wider suburbia; stimulating community-led change and intensification.

3 **ENABLE A THRIVING SOUTH EAST NETWORK OF CITIES**

We need a renewed focus on the potential of the towns and cities across the London City Region. Connecting specialist economic sectors, an exceptional educational offer, and unique cultural and environmental assets of the region is critical to maximise growth potential. These London regional centres also become highly-connected nodes on the strategic transport network.

Towards a networked megacity.

If London is to achieve a pace and quality of growth that meets population needs, the rest of the South East can no longer be seen as a series of individual towns surrounding the metropolitan area. These regional towns and cities have the capacity to expand and provide the scale, critical mass and facilities to attract an increasingly diverse and economically successful population. Many are thriving centres already, but would benefit from an enhanced role.

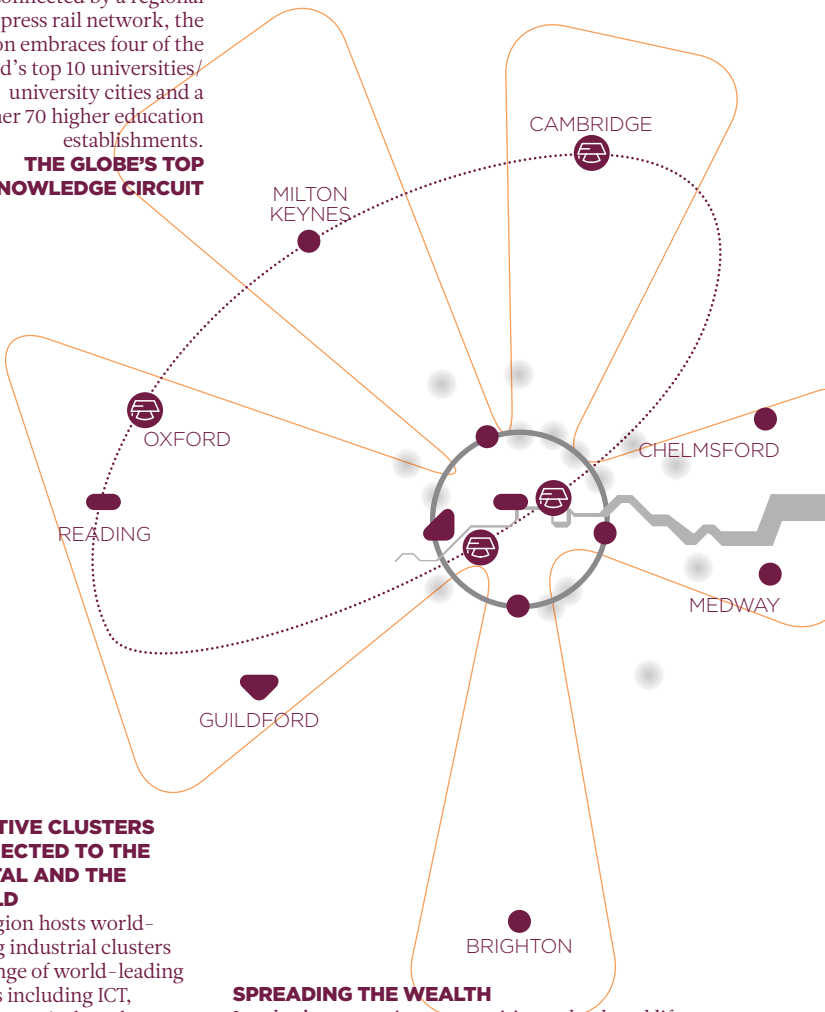
Priority must then be given to creating a range of exciting places and centres, each with their own character, to maximise economic potential. By understanding that places such as Oxford, Cambridge, Reading and Milton Keynes are commercial centres and destinations for people to live as well as inter-dependent cities within the London City Region, a system for working together and prioritise investments can be developed.

This polycentric city region model of development will enhance the capital's position as the hub of global integration and high-level enterprise, with a network of towns and cities all within a 30–45 minute commute of central London and of each other. Each of the enhanced regional centres will have strong specialist economies and be great places to live, learn and work, helping to meet their growth needs in a sustainable way.

Such focus drives more balanced regional growth, uses the engine of London as a driver for the City Region and beyond while taking the emphasis off the over-heating capital. The strategy would connect specialist economic sectors, exceptional educational offer and unique cultural and environmental assets to maximise growth potential.

Connected by a regional express rail network, the region embraces four of the world's top 10 universities/university cities and a further 70 higher education establishments.

THE GLOBE'S TOP KNOWLEDGE CIRCUIT



CREATIVE CLUSTERS CONNECTED TO THE CAPITAL AND THE WORLD

The region hosts world-leading industrial clusters in a range of world-leading sectors including ICT, pharmaceuticals and professional services. Each of these is fundamental in capturing growth in design, creative, science and technology that will fuel the future economy.

The region has thriving regional commercial centres seen as a real alternative to London's business base.

SPREADING THE WEALTH

London's economic opportunities and cultural life attracts talent from across the globe. The lack of value-added or knowledge-based employment opportunities or cultural facilities in many towns and cities in the region makes it difficult to attract talent. The growing scale and regional importance of these centres would focus on making them destinations of choice, enhancing their role as independent cities and also as London network cities offering a different quality of life to that of the capital.

4

BUILD A BOLD NEW TOWN PROGRAMME

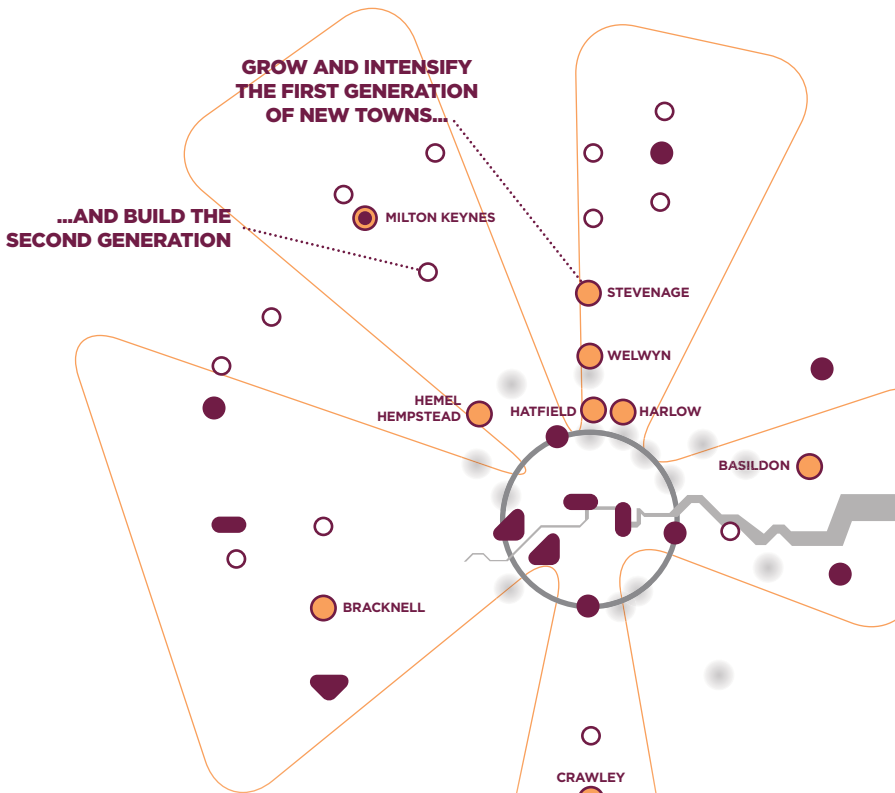
A 21st century programme of new towns needs to be initiated. A co-ordinated programme of new towns, each with a target population of over 100,000, would have the critical mass to deliver infrastructure and support strong, diverse communities.

Existing new towns

Upgraded for a new generation

A major opportunity lies with revisiting the 20th century New Towns. From Stevenage in 1947 to Milton Keynes in 1967 these grand projects now house over one million people in the London City Region. However, in many of these towns, the buildings and infrastructure are now tired and the urban model has created often sterile and under-performing centres. There is huge potential here in a second generation of growth.

- New growth would **maximise the benefit of the investment already made** in the new towns – utilities, transport, green infrastructure and community facilities as well as town and district centres. Each is connected with road and rail, and local governance is already in place. The potential to kick start regional growth from these towns is far greater than to start from scratch.
- Additional homes will **support improved transport connections** and services in towns currently too small to support quality recreation or shopping facilities.
- A programme of **densification would look to repair the urban design challenges** introduced by 1960s and 1970s planning and extend housing choice and economic opportunities in these towns
- A new programme of growth will also **attract new investors to the towns as they mature as regional centres** and are no longer viewed as being too small and isolated centres.



New new towns ○

Go Big and Bold

Fewer but larger urban projects with target populations of 100,000–250,000 will have critical mass to deliver transport, social and cultural infrastructure and support strong, diverse communities.

- Located on the Regional Express Network these 21st century New Towns would be 25-year development projects.
- Locations for development north and west of London, would have 30–45 minutes' travel time of the city; many on lines with capacity released by HSR.
- To the east and south east, proposals should connect with the HS1 network and promote regeneration of existing towns in the region.
- Current proposals for 'locally-led' garden cities of around 15,000 homes are also valuable. These projects need to be clustered or be urban extensions to existing towns in the region, so they do not become relatively isolated commuter towns.



EXISTING NEW TOWNS
+100,000 POPULATION: **400,000**
5-6 DISTRICTS
1 x MAJOR CORE
100,000 HOMES



5

MODERNISE THE GREEN BELT

A Commission should be charged with a comprehensive review of the Metropolitan Green Belt alongside a City Regional strategic plan that considers a new purpose and boundaries. Protection of the best green belt land should be enhanced as part of London's 'green infrastructure', focusing on ecological, recreation and environmental capacity which permeates into the city.

London needs a new approach to green infrastructure within and around the city.

Green infrastructure is as important an investment as the built environment – particularly in meeting long term risks associated with climate change, including flood, drought and overheating.

Rather than using a green belt as an arbitrary growth boundary and amenity, we need a multi-functional green infrastructure network that permeates the city, bringing greater urban resilience.

There is much speculation about its potential to meet growing housing needs and its value as a unique 'unbuilt' resource; but there has been no comprehensive review to understand this potential against other growth options.

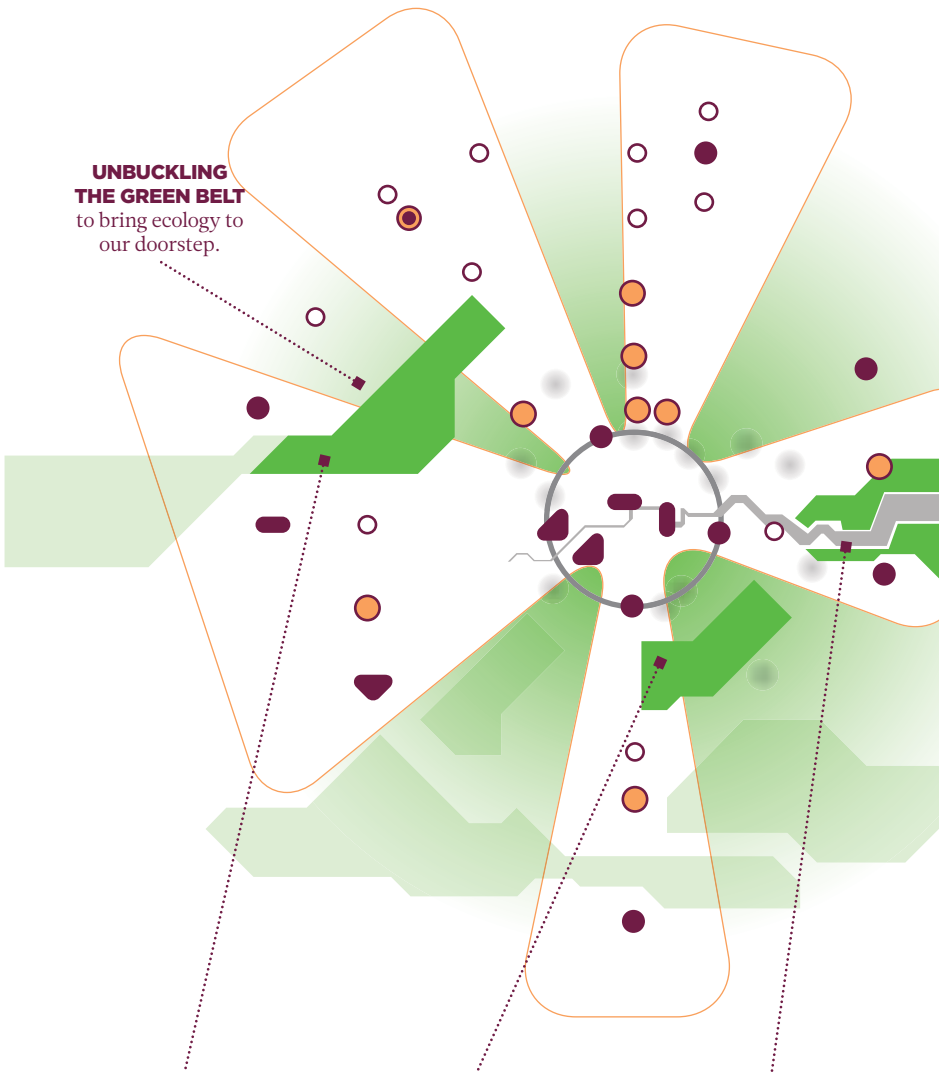
Although the green belt policy is still valid, today it is failing to meet the scale and needs of the 21st century London City Region. Much of it provides significant ecological, environmental, visual and amenity function, but there are areas that should be subject to review and may assist in achieving sustainable urban growth. In some cases, protecting land close to London which is of less ecological, recreational and amenity or visual value is putting other, more environmentally valuable land at risk.

**UNBUCKLING
THE GREEN BELT**
to bring ecology to
our doorstep.

**THE CHILTERNS
REGIONAL PARK**
would stretch
from the Dunstable Downs
to the Thames Valley.

**NORTH DOWNS AND
WEALD REGIONAL PARK**
to the south of the capital
will embrace much of the
area already identified for
as an area of outstanding
natural beauty.

**THAMES ESTUARY
REGIONAL PARK**
would stretch from the
Marshes at Rainham to the
sea, protecting valuable
estuary habitats and also
contribute to future tidal
flooding defence.





Comprehensive green review

A comprehensive Green Review must take a regional approach and consider how any loss of green belt to development could be mitigated through reprovion or enhancement elsewhere, including within existing urban areas or around the regional towns and cities.

This is a true regional challenge. The Metropolitan Green Belt has to be seen in its entirety and any review lifted from local consideration – with the establishment of a Commission looking at its overall value to the capital and not solely the local value.

New communities in the green belt

The review would look to identify sites for housing and community development. Green belt land without landscape, recreational or environmental protection, yet highly connected within a 15–20 minute walk of existing tube and rail lines would be a focus.

Originally intended for housing growth but frozen in time with Green Belt designation these highly accessible sites would be considered for new **Garden Villages** – making best use of the investment London has already made in transport infrastructure.



As new settlements or extensions to existing communities, these Garden Villages would be built with particular attention to their setting and the opportunities to open up access to the green belt for recreation.

Not just green belt:

More green upgraded for a new generation

A region-wide Green Review would look at all green space including Green Belt, Metropolitan Open Land and London's Parks and Gardens looking to reinforce its ecological, landscape quality and amenity capacity, ensuring this permeates the city and also extend the green infrastructure network.

Some of the most contaminated or difficult-to-develop sites in London are Opportunity areas targeted for housing development yet the costs of clean-up and enabling infrastructure are prohibitive.

A region-wide Green Review would be able to take a balanced view. Rather than absorb a disproportionate amount of infrastructure spend to bring these sites forward, we should create new green lungs in the city.

Regional park designations

The London City Region also boasts some nationally significant landscapes within the capital and beyond. Not only is their protection valuable in checking urban sprawl, but there are real ecological assets to cherish. And the value of these areas for recreation, health and well-being cannot be underestimated – particularly where our cities and towns are becoming more densely developed and intensively used.

6 LINK UP THE REGION

A London City Region-wide transport authority will ensure there is joined-up thinking between urban growth, connecting economies and movement.

A Regional Express Network will connect the key Regional Cities with each other and MetroCity hubs – extending choice and ease on the ‘60 minute commute’. We need a network that connects and activates all growth centres in the polycentric city region.

Connectivity is crucial to a thriving regional and national economy. Prioritising investment in the public transport network will unlock population and economic growth. However, given that London does not stop at the GLA boundary, neither should planning for transport.

The energy that goes into planning transport capacity, choice and quality in the capital needs to be extended out to the City Region.

A London City Region-wide transport authority will ensure there is a new focus on joined-up thinking between urban growth, connecting economies and movement.

A network is required that connects and activates growth centres as part of a polycentric city region – increasing accessibility for towns and cities within a 60-minute commute of the city centre.

A transformation of local and regional transport across the London City Region is critical to the creation of a new generation of fast and efficient local public transport linking regional centres with their

hinterlands, enhancing their role as regional ‘powerhouses’ of growth.

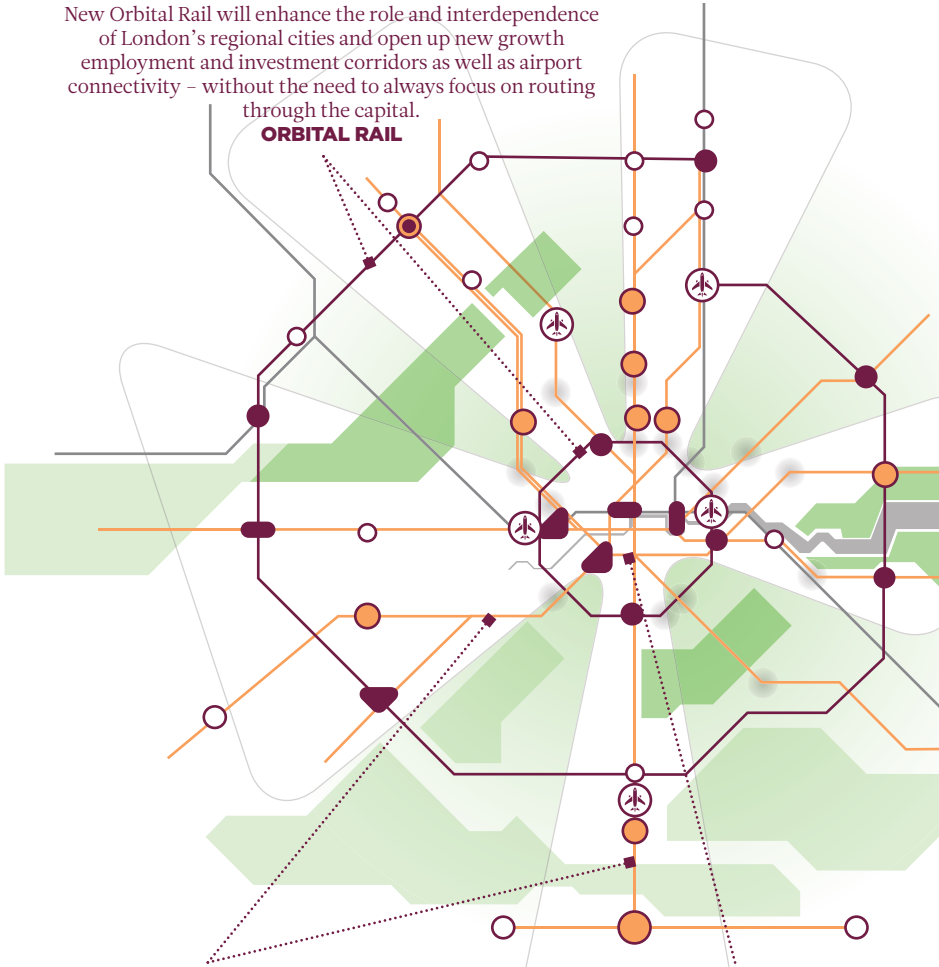
Local improvements to accessibility would accommodate additional housing and jobs growth and not rely so heavily on the single connections for communities to the capital. Investment in the London regional network should include a Regional Express Network, Crossrail 3 and Orbital Rail.

These are the major moves needed to connect the region. Rail-based investments linked to new community development and the creation of new ‘places’ in the region. This also needs to be seen hand-in-hand with other innovations in transport and connectivity.

Managed highways, the acceptance of driverless vehicles and pods all add to the capacity of the existing network – and provide more and safer road space for pedestrians, cyclists and new innovations in local people movement.

New Orbital Rail will enhance the role and interdependence of London's regional cities and open up new growth employment and investment corridors as well as airport connectivity – without the need to always focus on routing through the capital.

ORBITAL RAIL



REGIONAL EXPRESS RAIL

The Crossrail network incorporating Crossrail 2 and Thameslink should be made to work harder – with new branches and expansion beyond Greater London boundaries. Expansion of the high speed rail network over the next 50 years will also open up high speed commuter capacity on the today's inter city lines.

CROSSRAIL 3

would add to planned and extended Express routes. Connecting inner South London and the new City Centre at Clapham – Battersea Waterfront to the Thames Gateway in South Essex (via a new Thames tunnel at Woolwich) and west to Old Oak (for Heathrow and HS2) as well as the growth areas opened up by new capacity on the West Coast Main Line.

7

UNLOCK NATIONAL POTENTIAL

The opportunity exists to renew the UK's historic trading and mercantile connections through a national high speed rail network with direct connections to and from all the country's great cities through the UK's expanded hub airport at Heathrow – as the national gateway to the world.

Unlock national potential with high speed rail

In the next 50 years, completion of a high speed rail network across the UK will focus on Inter City Region connections – extending access to global markets via Heathrow but also facilitating a broader economic devolution strategy.

HSR growth would extend the planned routes of HS2 (from London to the Midlands & Northern England) and HS3 (as a trans-Pennine connection), adding HS4 to the west and an HS5 eastern route.

These two added routes connect the UK city regions and provide direct access to the expanded hub airport at Heathrow from across the UK.

Unlock regional potential

In the London City Region, the new high speed routes connect our world-leading university cities to those with specialist industrial and technology sectors, promoting and bringing together learning, employment and trading markets.

These HSR routes also open capacity on existing InterCity lines to enable growth along strategic corridors and provide an alternative to connecting to Europe without routing trains via a disrupting inner London 'loop'.

Connecting the UK: A future 'complete' UK high-speed rail network



8 CONNECT TO THE WORLD

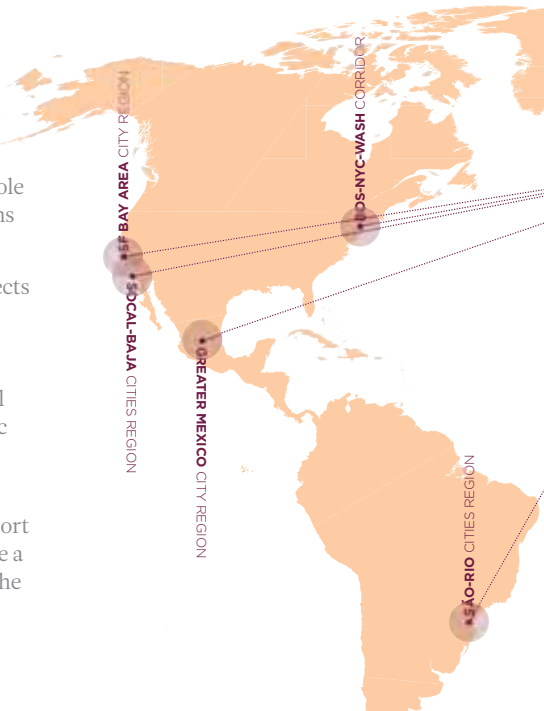
An expanded hub airport for the whole of the UK and ‘Aero City LHR’ at Heathrow will be the UK’s gateways to the world.

Connecting the London City Region to areas of growth

Heathrow is and will remain the UK’s largest port. Expansion at Heathrow remains the only deliverable solution to hub airport capacity that serves the whole UK (rather than looking through the lens of London accessibility).

A future high-speed rail network connects directly to Heathrow. With added capacity, the super-hub airport offers unrivalled access from across the UK to world markets and not just from central London. It opens up UK-wide economic potential.

Investment in London regional rail also transforms inter-airport transfers. Airport transit routing via Old Oak would create a network of BHX-LGW-STN-LTN with the LHR hub.



LONDON CITY REGION

EUROPE'S MEGACITY

The London City Region is well-placed to be among the world's largest metropolitan areas and most vibrant economies. Welcoming the world as Europe's front door in an increasingly urbanised and hyper-connected planet.

HEATHROW AERO CITY

For London's growth and development, reinforcing Heathrow as the hub airport is critical.

Creating Heathrow Aero City at the airport, along the Great Western corridor to MetroCity West at Old Oak, would create the best connected commercial corridor in Europe; attracting corporates and innovators and entrepreneurs who will thrive by having direct access to competitors and collaborators across the UK and the world.



9

CELEBRATE INFRASTRUCTURE

London needs to make infrastructure more ‘bankable’ to capture the interest of investors in the capital. This can be improved when planned at the City Region scale giving clarity to investors and users alike.

Infrastructure investment is the key to unlocking successful growth of our cities and London’s City Region will be competing for a limited public and private ‘pot’ in the coming generation of growth and renewal. The competition for funding and financing is global not local.

With less direct public sector funding for transport and community facilities, privatisation of utilities and growing usage demand, new models of funding and delivery are necessary. Clustering projects, linking new development to revenue streams, capturing land value and establishing a clear delivery plan will all make infrastructure investment more bankable.

To ensure that economic growth across the London City Region goes hand-in-hand with population growth, a clear programme addressing transport, utilities, energy, communications and flooding, as well as homes, employment locations and green infrastructure is required.

We must consider **infrastructure in its broadest definition** – all of the essential components that enable the efficient running of the ‘urban eco system’. If we place this alongside a spatial and economic plan it will be easier to clearly articulate how investments in infrastructure deliver growth and where the greatest impact could be made. We have the beginning of this for Greater London but not for its connected region.

Thinking differently about urban infrastructure

There are six drivers which will also consider infrastructure investment as a great driver of economic growth and to sustainably house a growing population – to help us celebrate rather than accommodate infrastructure investment.

1

Set out the full picture

With a clear plan the London City Region can match priority needs with programme and affordability. Such a plan will enable all agencies to align investment around underpinning growth where needed, but also where infrastructure will have the greatest impact.

The Mayor of London's London Infrastructure Plan 2050 is a strong platform for this but stops short of looking beyond the GLA boundary. There is the potential to create an integrated programme which demonstrates the economies of scale offered by looking at the whole urban infrastructure network.

Such a plan also demonstrates momentum following the successes of HS1 and Crossrail 1. It sets out the next steps for an ongoing programme to match the needs of the growing city.

2

Get joined up and prioritise

An infrastructure plan that aligns with the City Region's spatial and economic plan will enable public and private agencies or providers to understand the full context of long term regional growth rather than artificially see the benefits, costs or impacts occurring on one side of the GLA boundary or another.

When benefits are considered along the whole development corridor it will be easier to prioritise and investment programme that delivers greatest housing or economic growth.

3

Make the most of what we have

London and its region benefit from two centuries of urban infrastructure investment, with our city shaped by each advance in connectivity. This heritage requires a great programme of renewal. It also means we have under-used rail lines or sites that can be made to work better for a 21st century London.

Continuing with recycling of serviced urban land for growth and significantly increasing the density around outer suburban and rural stations all work to maximise the impact of embedded and future infrastructure spend.

4

Learning from best practice

Current experiences of infrastructure planning and funding tend to ‘reinvent the wheel’.

Having agencies co-ordinated, learning from best practice around delivery in London’s landmark urban and infrastructure projects including HS1, London 2012 and Crossrail, will drive savings and accelerate delivery

The real benefit has come when seeing investment infrastructure hand-in-hand with the value it generates and urban development stimulated.

Joining up approaches to integrated urban delivery have to be a priority.

5

Leveraging private sector investment and partnering

Create the conditions for investors to innovate. Models of delivery from around the globe can be applied to London and its regional development of infrastructure. Asian investors and sovereign funds are targeting opportunities in London and see the coalescence of a strong economy, housing demand and a list of potential infrastructure projects as the key reason to invest. They are also now looking beyond central London for better value projects.

We should use the long range infrastructure plan – tied to a regional spatial development plan – as a **Prospectus for Investment** so global funders can see the bigger picture.

Also, clustering projects, linking new development to revenue streams, capturing land value and establishing a clear delivery plan for larger integrated programmes should make infrastructure more bankable.

6

Housing is infrastructure

The final driver is to make it easier to invest in and deliver new homes and bring land back into use.

We need to see housing more clearly as part of our urban infrastructure; underpinning the ability of the city to work efficiently and to create socially and economically balanced communities. We need to see the delivery of new homes as an end in itself.

The housing and placemaking programme – called for in this manifesto and needed if we are to meet the housing growth challenge – will demand this integrated approach to urban infrastructure delivery.

We need to start to celebrate infrastructure and sell the opportunities in London City Region as a place of choice for investment.

10 DELIVER DIFFERENTLY

Governance for growth needs to be ‘fit for purpose’ to ensure co-ordinated decisions are taken which balance development and investment across the London City Region, as well as foster proactive partnering for UK-wide growth. We need a refreshed system of governance.

Fit for purpose

The current ‘Duty to Co-operate’ across local authority boundaries does not work as a mechanism by itself. Delivering growth in the London City Region requires a more joined-up approach to implementation which involves the public and private sector working in partnership if we are to manage the pace of change which is forecast.

The approach needs to balance local decision-making and influence within a framework capable of creating and implementing an integrated spatial London City Region plan that seeks

- **balanced growth** across the region to maximise economic potential and quality of place;
- **efficient delivery** of infrastructure to drive synergies across the region beyond individual projects; and
- **proactive partnering** with other UK city regions to drive UK-wide growth.

Today, strategic governance and co-operation is strong within London, with the elected Mayor, Greater London Authority and TfL taking the lead on strategic issues. Across the region, where a significant amount of growth pressure exists, the statutory mechanisms for joined-up thinking between and across counties, boroughs and districts have been largely dismantled.

Yet, citizens and businesses operate agnostic to administrative boundaries with over a million people crossing the GLA boundary every day and many more travelling between the region's economic centres. Many businesses locate in the region's towns and cities because of the proximity and agglomeration effects of London. **We need an approach to governance that reflects how the region works, lives, travels, invests and communicates.**

The approach is required at multiple levels, building on existing organisations arrangements and relationships, not creating new for the sake of change. Boundary reform may play a part in the solution, particularly for those districts that are functionally and culturally connected to the capital.

We support the establishment of a two-tiered approach to London City Region collaborative governance – which will need statutory weight and funding if it is to have real impact.

A London City Region Board would be the vehicle for ensuring an overall integrated approach to planning and implementation across the London City Region through:

- development and ownership of a co-ordinated strategic **spatial plan** alongside long-range economic and infrastructure plans;
- a build up and **integration of plans** for each of the City Region growth corridors;
- **managing cross-region**, cross-boundary and orbital relationships;
- strategic decision-making on **core projects**;
- leading the rethink of the Metropolitan Green Belt with a dedicated commission as part of the wider **Green Review**; and
- furthering the role of London City Region as a **collaborative UK region and global city**

The LCR Board would be complemented by a **London City Region Transportation Authority** responsible for integrating and co-ordinating all transport plans and initiatives consistent with the balanced spatial growth proposals.

LCR Growth Corridor Delivery Consortia would grow out of the non-statutory partnerships which exist today (such as the London Stansted Corridor Consortium). The Corridor Consortia would develop and own Infrastructure Implementation Plans prepared in conjunction with all the key public and private delivery agencies – including local authorities, local enterprise partnerships, environment agencies, transport, health, education and utility providers – reaching from the city to the region.

Together the Board, Transport Authority and Corridor Consortia would articulate spatial solutions for accommodating balanced growth along with associated infrastructure proposals and programmes for meeting this growth, and align the plans and programmes of the delivery agencies and utility providers.

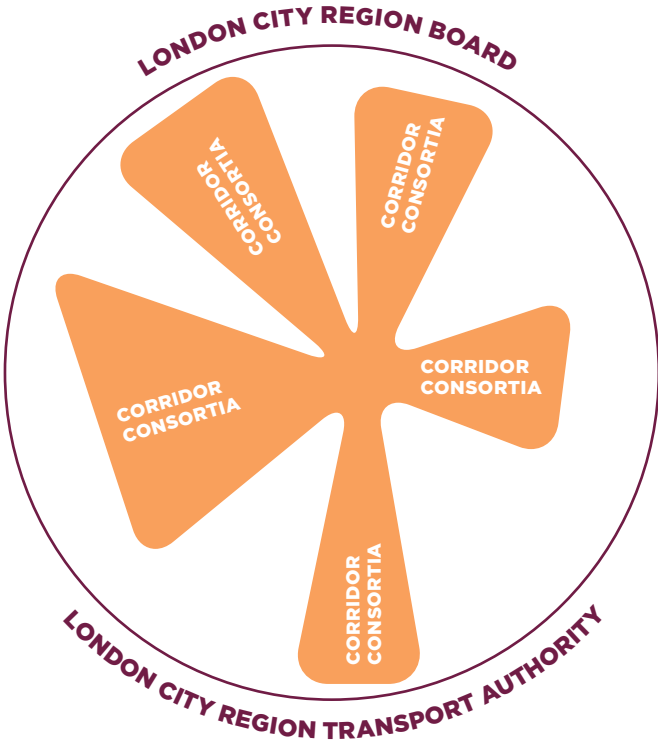
Connections and collaboration

The London City Region approach also aligns with the rise of the UK cities and devolved regions. The progress made by Manchester illustrates how collaboration with neighbours who share economic, social, cultural and functional relationships can support stronger economic success. The successful relationships are combining authority areas, making shared transport decisions and successfully lobbying devolution of tax and funding and the ability to raise capital. The weight of influence really only has impact at the city region scale.

For the London City Region, this collaboration will optimise the potential for the city, the region and the nation.

Ongoing evolution to stay relevant

Over two centuries the governance structure in London and South East England has adapted to the needs of the larger more complex urbanisation challenge. There has been a 50 year cycle of change and with today's challenges of growth and regional integration, now is time to reassess the relationship between London and its hinterland through an integrated and coordinated approach to future balanced growth throughout the London City Region.



CONCLUSION

To build the missing million homes and ensure London's long term economic success, we need a blend of solutions to be established within a coherent city regional growth strategy.

The answer does not lie only in densifying the city, reviewing the green belt, extending regional towns and cities or building new settlements. It will need a blend of all these approaches.

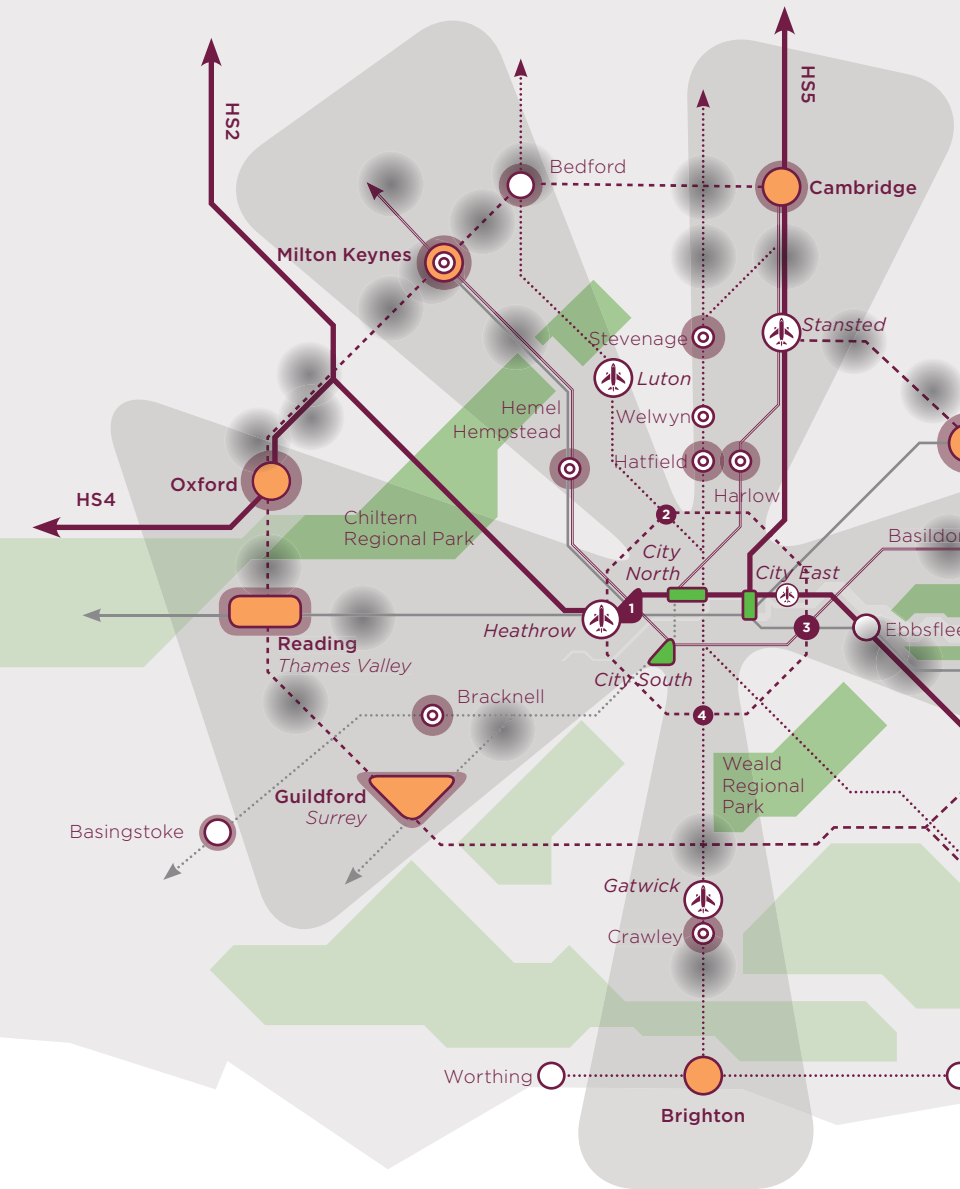
Bold vision and strong leadership is required to ensure delivery, with collaboration across the region essential to seeing growth as an opportunity and not as a burden.

The ideas set out in this manifesto document are intended to add to the debate over the future of London and the South East. Underpinning them is the need for a joined-up spatial vision for the City Region to complement the infrastructure and economic work already well progressed in London.

Our thoughts on that spatial plan are illustrated on the 'key diagram' overleaf...

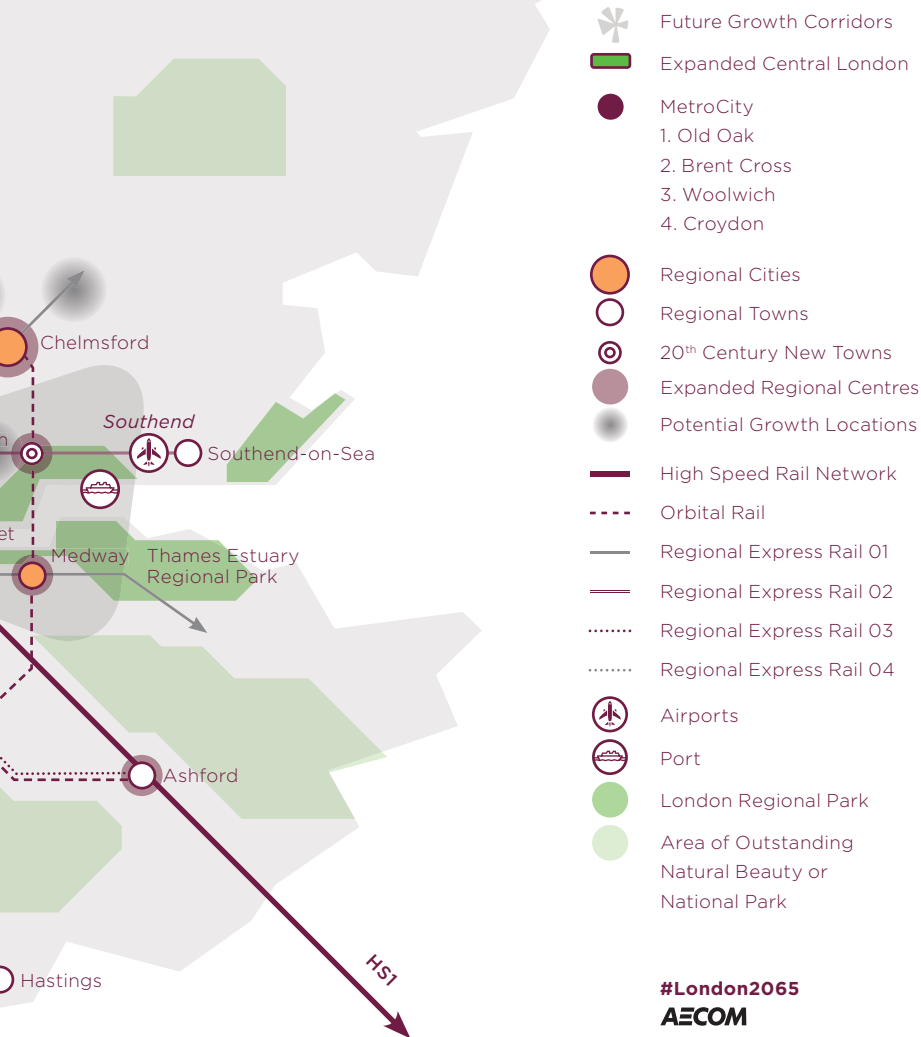
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**A JOINED-
UP SPATIAL
VISION
FOR THE
LONDON
CITY
REGION**



LONDON 2065

London City Region Key diagram



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