

Committee(s):	Date(s):	Item no.
Open Spaces (for information) Planning and Transportation	13 th October 2014 14 th October 2014	
Subject: Suggested Response of the City Corporation to the Mayor's London Infrastructure Plan 2050 Consultation	Public	
Report of: Director of the Built Environment	For Decision	
<p style="text-align: center;"><u>Summary</u></p> <p>On the 30th July 2014 the Mayor published for public consultation his draft London Infrastructure Plan 2050. The document summaries the significant growth expectations for London during this period and then suggests what infrastructure London will need, how much it will cost, and how we can fund and deliver it. The document is 89 pages long and includes a series of 24 consultation questions to stimulate responses. It is available from the Mayor's website at https://www.london.gov.uk/priorities/business-economy/vision-and-strategy/infrastructure-plan-2050</p> <p>Section A of the document describes how London's resident population is projected to grow from 8.5 million now to over 11 million by 2050, its working population from 4.9 million in 2011 to 6.3 million in 2050, and its annual visitor numbers to grow from 15 million to 21 million during 2012-22. Such changes will need to be complemented by significant new and enhanced infrastructure as outlined in Section D of the document. The actual infrastructure projects delivered over this long timeframe may not be those identified in this document but it does usefully identify six priority infrastructure types considered essential for London's continuing success:-</p> <ol style="list-style-type: none"> 1. Transport – a better connected city 2. Green infrastructure – forming a strategic network 3. Digital connectivity – fast and ubiquitous access to the internet 4. Energy supplies – secure, affordable and sustainable 5. Water supplies – secure and resilient 6. Waste management – moving from waste to reuse <p>Other parts of the document address the need to take full account of innovation and new technology, of the need for better infrastructure delivery structures and practices, of spatial planning objectives, and of the cost implications. The total</p>		

infrastructure investment costs are estimated to be in the order of £1.3 trillion with current estimated annual investment of £16 billion needing to rise to £38 billion annually in later decades. Such costs seem daunting but do not take into account the wealth creation brought about by infrastructure investment that could offset some of these costs.

The City Corporation welcomes this pioneering and ambitious attempt to set out the infrastructure implications of the significant future growth projected for London and agrees that such long term planning is essential to the long term success of London as a world city.

The key points in the suggested response are set out below:-

- LIP2050 recognises that employment growth is likely to continue to be concentrated in central London and therefore infrastructure investment needs to address the current deficiencies and future needs of central London, including the City, as a key employment centre.
- Key elements of infrastructure needed by central London are good public transport to the centre, reliable energy, excellent digital connectivity throughout buildings and the public realm, efficient highway management using the latest smart technology, and high quality green infrastructure to act as a foil to the expected intensification of activities and population.
- Housing growth and community facilities are likely to be more evenly dispersed across London but good public transport access from residents to jobs will remain essential for such communities to be sustainable. Effective housing delivery that is affordable for and accessible to London's workforce will be critical to London's long term success.
- Climate change will be more apparent by 2050 so needs to be addressed more directly in the document. New infrastructure should help reduce the risks of climate change and should be resilient to the inevitable effects.
- The proposed Infrastructure Delivery Board is a welcome innovation to overcome existing disjointed arrangements. It will need to be complemented by greater financial flexibility and innovation to enable London to address its particular needs.

The suggested full response is set out as Appendix A to this report.

Recommendations

- That Appendix A should form the basis of the City Corporation's submission to the Mayor in response to his consultation paper.

Main Report

Background

1. The draft London Infrastructure Plan 2050 is promoted as London's first long term infrastructure plan. It is published by the Mayor to demonstrate his commitment to bringing about the infrastructure changes that London will need to support its continued growth. The Mayor states that it complements previous reports such as his 2020 Vision and the London Finance Commission's call for London to have greater financial independence to achieve its ambitions. The draft LIP2050 notes that the Mayor's London Plan sets out the spatial pattern of growth to the 2030s and then considers how this pattern might be amended to delivery sustainable growth to 2050.

Overview of the draft London Infrastructure Plan 2050

2. The Mayor's draft LIP2050 comprises 24 chapters divided into seven sections. It is also complemented by separate reports on the website providing further details on population and employment projections, delivery structures, transport, digital connectivity, enabling infrastructure and long term costs.

Section A: London's First Long Term Infrastructure Plan

3. Section A describes how London's resident population is projected to grow from 8.5 million now to over 11 million by 2050, its working population from 4.9 million in 2011 to 6.3 million in 2050, and its annual visitor numbers to grow from 15 million to 21 million during 2012-22.
4. Key implications for infrastructure demand include: - public transport 50% growth, energy 20% growth, expectations of ubiquitous and fast digital connectivity, water demand reaching a 21% deficit by 2040, green infrastructure becomes an essential foil to intensification, recycling becomes essential, 600 new schools needed and 49,000 new homes annually.

Section B: The Impact of Innovation and Technology

5. Section B considers the effects of new technology on how infrastructure works and people behave. It describes how London can embrace existing leading technology; how it can prepare for technological change already underway and how it can be open to future changes not yet known.

Section C: Delivering London's Infrastructure

6. Section C advocates more integrated and efficient delivery of infrastructure to ensure provision ahead of demand, and proposes the creation of a new Infrastructure Delivery Board to overcome existing fragmentation. It argues for statutory recognition of the Mayor's growth projections by infrastructure providers and their regulators so that they will plan for the long term.

Section D: London's Infrastructure Requirements

7. Section D sets out the infrastructure needed to meet projected demand to 2050. It includes sections on transport, green infrastructure, digital connectivity, energy, water and waste. It describes diverse infrastructure projects including:-
 - Airport capacity improvements including the Mayor's preference for a new airport to the east of London.
 - Rail improvements such as Crossrail 2, Bakerloo Line extension, 24-hour tube running, south London 'metro', and West Anglia lines four-tracking towards Stansted.
 - Road improvements such as an inner orbital road tunnel, new river crossings and new cycle highways.
 - Green infrastructure improvements for better flood protection, shade, biodiversity, air quality and wellbeing plus a 'task force' to review structures, governance and funding.
 - Digital connectivity improvements aiming at 5G deployment in 2020s.
 - Energy investment to decarbonise supply and encourage decentralised energy generation including local heat recovery.
 - Water supply projected gap to be addressed by better demand management and leakage control; support for the Thames Tideway Tunnel and for sustainable drainage management.
 - Waste management improvements including 40 new facilities to boost reuse and recycling.

Section E: Spatial Patterns of Growth

8. Section E discusses the spatial pattern of growth in and around London, moving beyond the 2031 horizon of the current London Plan, to provide a context for a full revision of the London Plan to commence in 2016. It reaffirms that growth can be accommodated within London on brownfield land at least until 2025. It reaffirms that identified Opportunity Areas and Intensification Areas will have an important role to play, complemented by higher density development in town centres and other locations well served by current or projected public transport projects. The Mayor also notes the inter-dependence of London and surrounding regions and suggests that

further intensification is likely in the South East in town centres along rail corridors.

Section F: Costs and Payment Methods

9. Section F addresses the cost implications of the identified infrastructure and also raises the subject of fiscal devolution for London in order to incentivise growth and provide a local revenue stream to support growth and integrate infrastructure investment. It suggests the total cost of the infrastructure needed could be £1.3 trillion with an annual investment of £38 billion needed 2016-2050, though this includes capital, operating and maintenance costs. It suggests that costs would double over the next decade but would then decline as a proportion of the overall economy as the economy grows.
10. Housing and transport investment would make up 77% of the total costs, followed by energy which makes up 11%. Combined expenditure on green infrastructure, water, waste and digital connectivity would be just 8%, a relatively low figure given their importance in the Mayor's priorities.

Section G: The Way Forward

11. Section G invites comments on the document stimulated by a series of questions and explains that the aim is to complete the plan during the winter of 2014/15.

Key Points in the City Corporation's Suggested Response

12. The suggested response in italics focusses on key points and is not constrained by the consultation paper questions:-
13. *The City Corporation welcomes this pioneering and ambitious attempt to set out the infrastructure implications of the significant future growth projected for London and agrees that such long term planning is essential to the long term success of London as a world city. Such planning needs to retain flexibility where practicable to allow for unforeseen events and trends.*
14. *The draft LIP2050 recognises that employment growth is likely to continue to be concentrated in central London and therefore infrastructure investment needs to address the current deficiencies and future needs of central London, including the City, as a key employment centre. This approach complements the spatial strategy already set out in the London Plan.*
15. *Key elements of infrastructure needed by central London are good public transport to the centre, reliable energy, excellent digital connectivity*

throughout buildings and the public realm, efficient highway management using the latest smart technology, and high quality green infrastructure to act as a foil to the expected intensification of activities and population.

- 16. Housing growth and community facilities are likely to be more evenly dispersed across London but good public transport access from residents to jobs will remain essential for such communities to be sustainable. Effective housing delivery that is affordable for and accessible to London's workforce will be critical to London's long term success.*
- 17. Climate change will be more apparent by 2050 so needs to be addressed more directly in the document. New infrastructure should be designed to help reduce the risks of climate change and to be resilient to the inevitable effects. Green infrastructure can play an important role in mitigating climate change and adapting to its effects. The City Corporation plays its part as a key guardian of open space in and around London. The proposed 'task force' to review green infrastructure management structures, governance and funding is welcomed.*
- 18. The proposed London Infrastructure Delivery Board is a welcome innovation to overcome existing disjointed arrangements for infrastructure delivery. It will need to be complemented by greater local financial flexibility and innovation to enable London to address its particular needs. There is scope for closer cooperation between public-private and between different public bodies to deliver services more efficiently in financially constrained times.*
- 19. The City Corporation welcomes the ambitious mix of infrastructure improvements set out in Section D of the document and considers that further debate will be needed to establish priorities. Projects that are particularly welcomed are the diverse rail and tube improvements to increase capacity to and across central London, the highway and public realm design and management improvements in central London to address congestion issues, the digital connectivity improvements and 5G aspirations, electricity investment ahead of demand, the Thames Tideway Tunnel, and the Thames Estuary 2100 flood defences.*
- 20. A significant omission from the document is the recognition that most physical trade is still conducted through shipping and that London is a great port and a world centre for maritime business. London infrastructure for maritime trade needs to keep pace with future changes and it needs to be planned at a regional level that is not constrained by artificial Greater London boundaries. There is also insufficient recognition that the River*

Thames is a major transport artery with potential for greater passenger and freight traffic in the future.

21. The key points set out above are repeated in the formal response set out in Appendix A. This enables the City to make its own specific key points as well as addressing where relevant the 24 consultation questions set by the consultation paper.

Consultation

22. This report has been the subject of consultation with the Town Clerk, the City Surveyor, the Director of Economic Development, the Director of Open Spaces, the Remembrancer, and the Comptroller and City Solicitor. Their comments have been incorporated.

Conclusions

23. The draft London Infrastructure Plan 2050 is welcomed as a pioneering and ambitious attempt to set out the infrastructure implications of significant future growth projected for London. It recognises that employment growth is likely to continue to be concentrated in central London and therefore infrastructure investment needs to address the current deficiencies and future needs of central London, including the City, as a key employment centre. The broad infrastructure categories identified are supported and many of the identified infrastructure projects will bring direct or indirect benefits to the City.

Background Papers: Nil

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■ **Appendices**

- Appendix A: Suggested Response of the City of London Corporation to the Mayor's draft London Infrastructure Plan 2050.

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