

# Planning for London's Growth



Statistical Basis for the Mayor's Spatial Development Strategy



**MAYOR OF LONDON**

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All Londoners know the strengths and weaknesses of their city. Its incredible dynamism, economic growth, cultural richness, diversity, heritage and wealth creation, coupled with housing costs that eat into the income of everyone but millionaires. Concern over crime, a transport system that impairs quality of life and some of Europe's worst slums less than a mile from a central financial district that is the richest region in the continent. Parks and green spaces envied by other world cities but facing pressures of encroachment or pollution.

These issues are often treated individually. Each must receive a specific response but this publication and the London Plan, my statutory Spatial Development Strategy which will follow, shows that they are not separate but interconnected issues. London today is undergoing growth that is without parallel not only in any other part of the UK but in any other major city in Europe. This is a tribute to the success and dynamism of London but it is also an extraordinary policy challenge.

Take just one feature. London now accounts for 72 per cent of the natural increase in population of England and Wales. It adds to its inhabitants at the rate of a major city every decade and a borough every two years. Almost every part of London is expanding in population, with all the consequent requirements for infrastructure and public services. This build up is driven by deep economic forces and will continue. The only choice that is posed is whether there will be an appropriate policy response.

With adequate resources, and the right policies, London can build on this success not only to enhance the quality of life of its citizens but to act as a powerhouse aiding the entire UK economy. London contributes a net £20 billion a year to the rest of the UK. Its financial and business services are the greatest economic complex in the country. London's creative, leisure and tourist industries, which are developing in a widespread way throughout the city, are cutting edge growth sectors for the UK's future and also a

key input into not only London's but the UK's manufacturing industry. London is already Europe's financial capital and one of the three great financial centres of the world. It is a unique and irreplaceable asset for the UK, but one facing enormous challenges, and therefore an issue of national significance.

I look forward to continuing to work with national government and with all London's stakeholders to ensure the success of the city and to meet the policy challenge it faces. But a precondition for this is to accurately measure the scale of the issues that are posed. This is the aim of this publication.

As it concludes, London's growth is now by far the biggest regional issue and challenge in Britain.



*Ken Livingstone*  
**Mayor of London**

- London's population has increased by almost 600,000 since 1989, the equivalent of a city the size of Sheffield.
- London will grow by a further 700,000 by 2016, equivalent to the population of Leeds.
- A rapidly growing city cannot function on the resources of a smaller one.
- The rapid rise in London's population is expected to be matched by a corresponding growth in employment provided infrastructure shortages are successfully dealt with.



London is growing, and at a rapid pace. Its population has increased by almost 600,000 since 1989, the equivalent of the capital absorbing a city the size of Sheffield.

The rate of London's population growth has been progressively accelerating, with two thirds of the increase during the 1990s occurring in the second half of the decade. In the past two years alone the capital has gained about 190,000 more people, which is as many as the complete populations of existing London boroughs such as Islington, Tower Hamlets or Hammersmith and Fulham.

With London's growth being driven by globalisation, projections leave room for no doubt that the city is in line for further population increases

on a scale entirely outside the experience of any other UK nation or region. The capital's population, which fell to 6.8 million in the 1980s but is now above 7.4 million, is projected to exceed 8.1 million by 2016. This further 700,000 increase implies that London, after accommodating Sheffield during the 1990s, will now grow by the equivalent of the population of Leeds.

Over the period to 2016 London will undergo a similarly substantial rise in employment, with the total number of jobs in financial and business services alone projected to increase by more than 400,000.

These trends mean that London's growth is by far the biggest regional issue in Britain.

Population and employment growth are potentially good for London's economic and social vitality, and for the UK economy. They reflect the success of both. However, without an adequate policy response growth will inevitably aggravate pressures on housing, the environment, transport infrastructure and other public services that are, as all Londoners are aware, already under pressure.

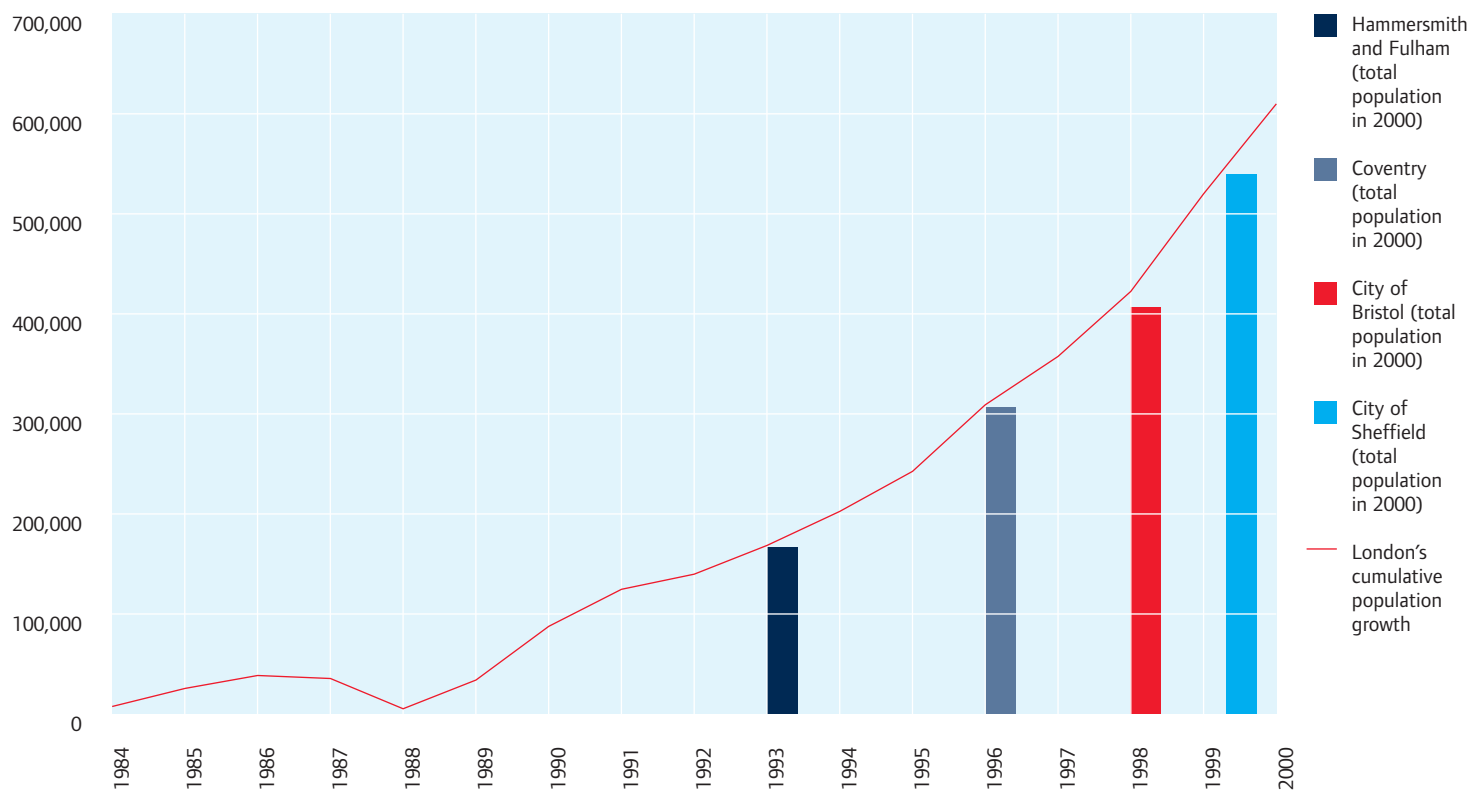
A rapidly growing city cannot function on the resources of a smaller one, particularly as many of London's public services are already affected by past under-investment. Therefore crucial decisions must be made in the near future on major projects to maintain and improve

[continued on page 6]



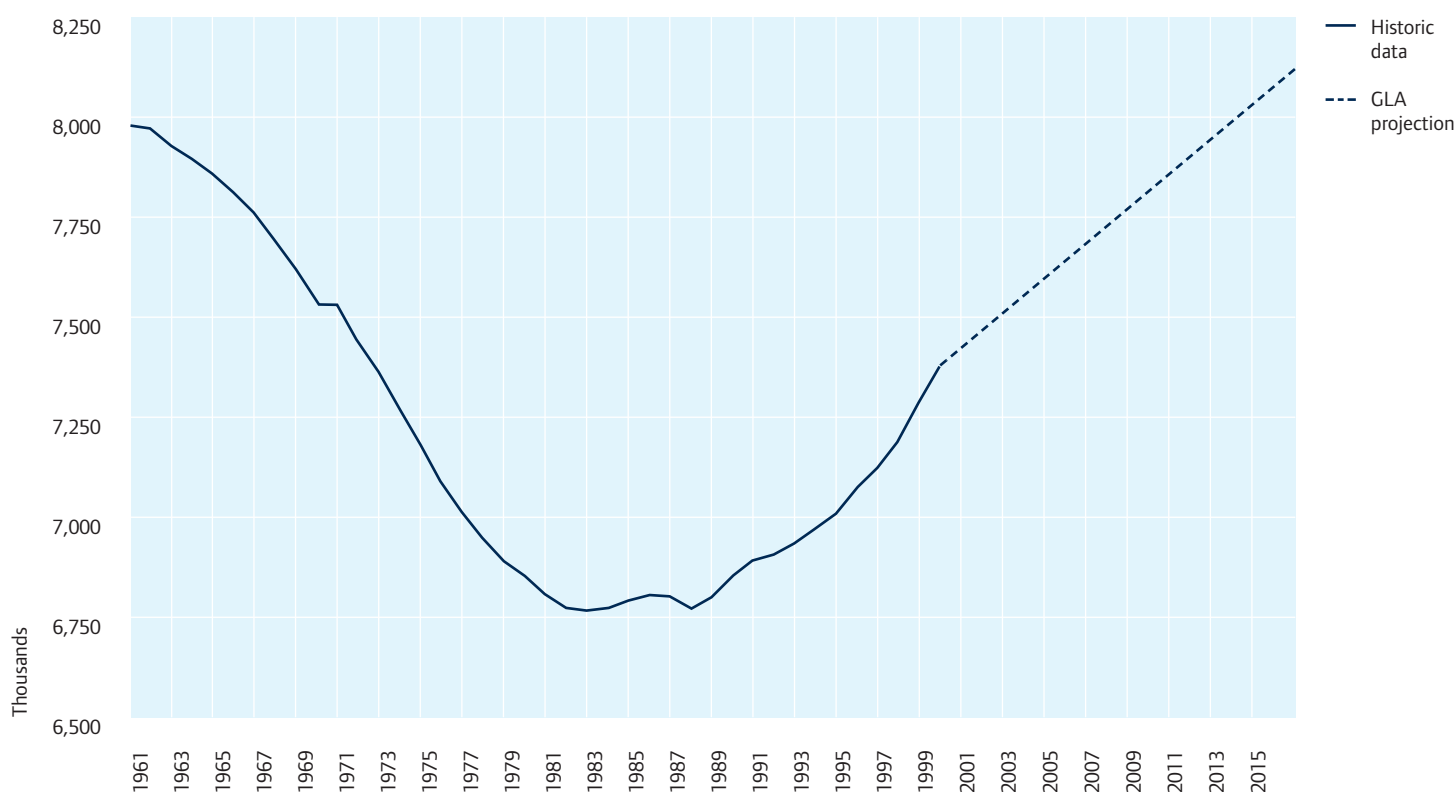
## 1 London's cumulative population growth since 1984

Comparison with other areas



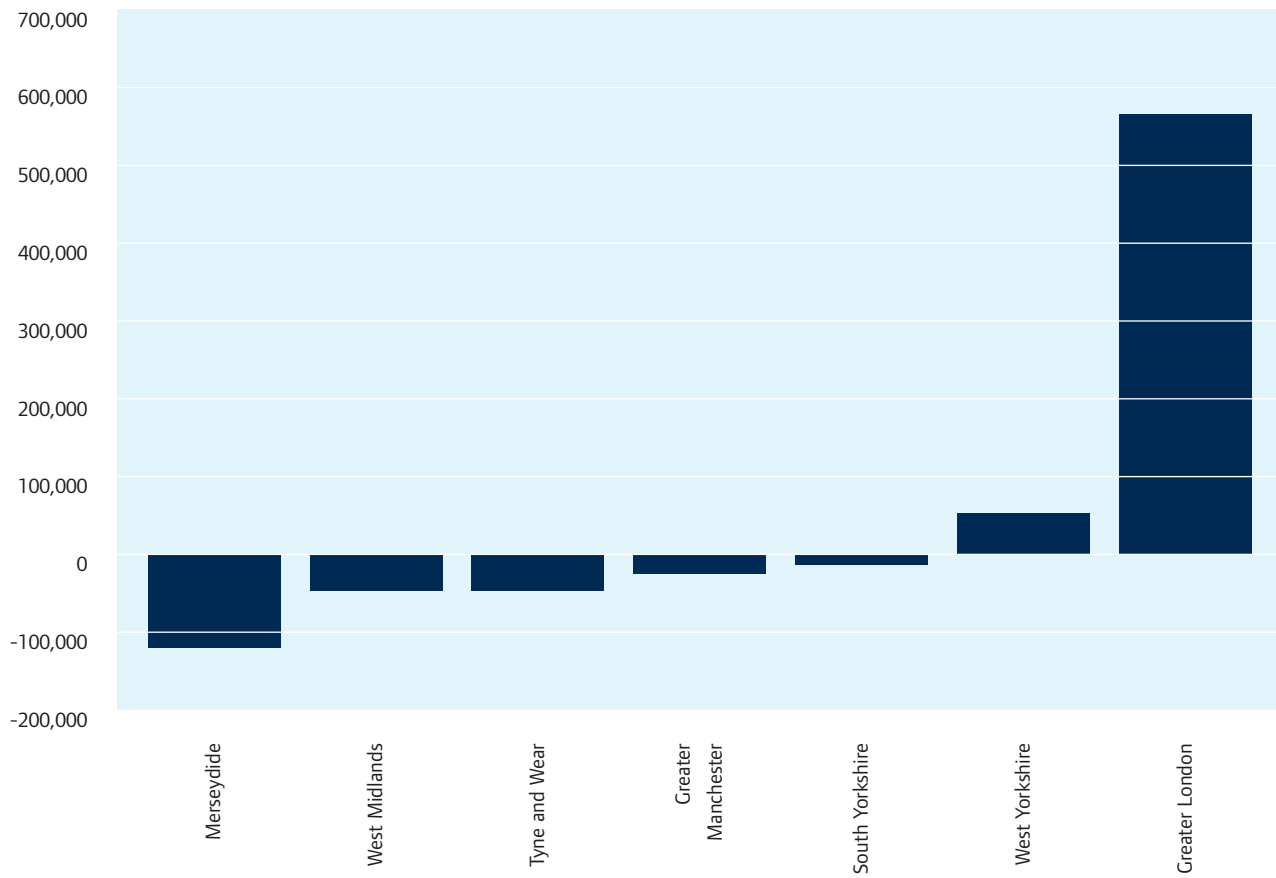
Note: Sources for data which are published in the appendix (pp41-44) are provided with the table in which the data appears

## 2 Change in London's population



### 3 Population change between 1981 and 2000

London and other Metropolitan Counties



London's infrastructure, and the city's planning and other policies must reflect the need to accommodate this growth in a sustainable way.

For several decades after the Second World War, government policy favoured the dispersal of people and economic activity from London. New Towns and estates outside the capital's Green Belt were built. Industry moved away, either as a result of financial incentives or through lack of suitable space to expand.

While this post-war policy of dispersal eased pressure on public services, it also weakened the London economy. This policy is now impossible to implement. But, to support sustainability in the

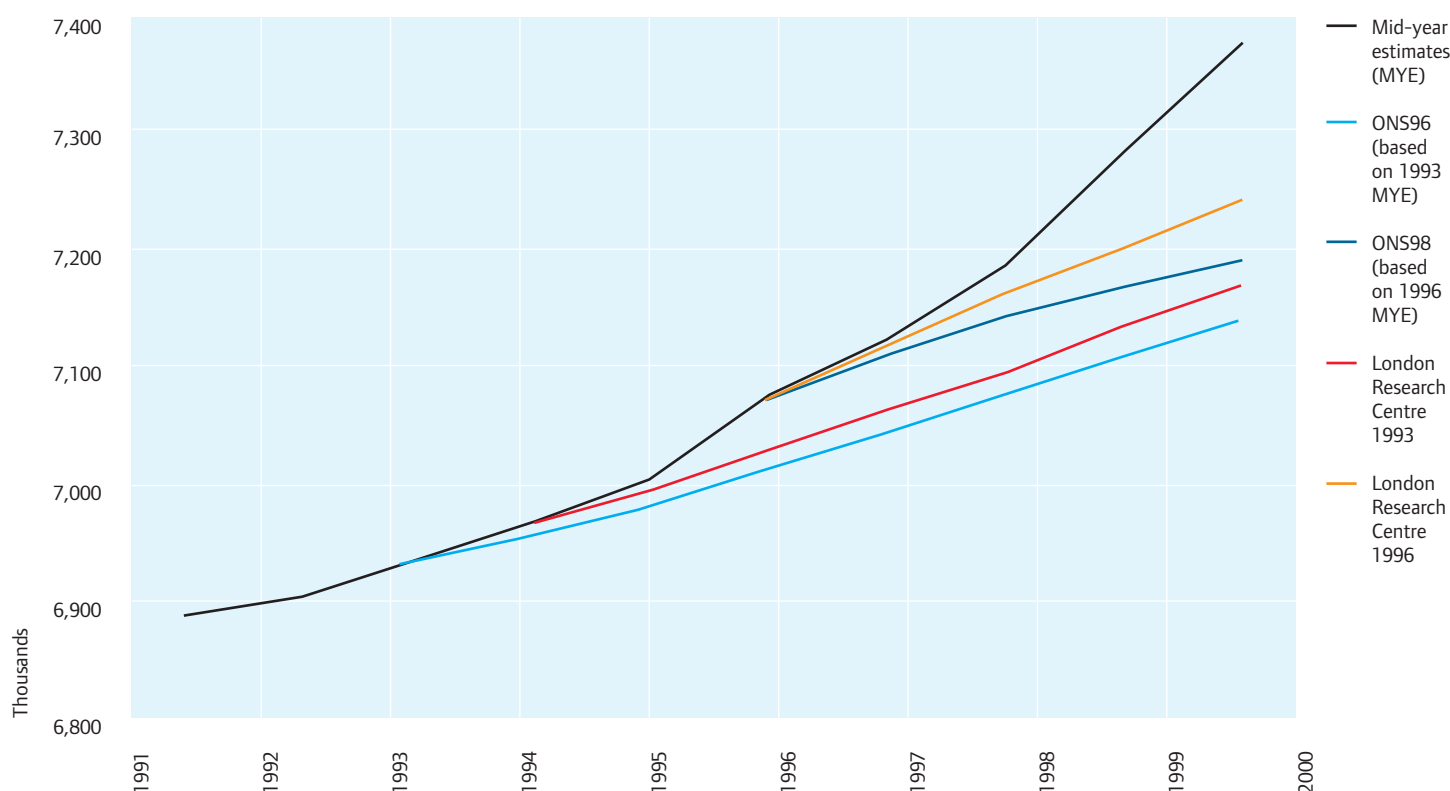
UK as a whole, London must accommodate its growing population within its existing boundaries—proposals to build over the Green Belt are environmentally unacceptable. This rapid growth within existing geographic boundaries, with all its implications, is the great policy challenge for the city and has ramifications for the rest of the UK.

London's rapid growth stands out even more when compared to other UK cities and urban regions. Its population has grown by over 570,000 since 1981. In the same period the population of the former Merseyside metropolitan county fell by 119,000, and the population of the similar regions of the West Midlands, centred on Birmingham, fell by

54,000, Tyne and Wear by 52,000, Greater Manchester by 33,000, and South Yorkshire by 16,000. The old West Yorkshire metropolitan county grew by 55,000, but that is less than a tenth of London's increase.

The build-up of population in London is powered by the direct and indirect consequences of globalisation. The only choice is whether the city and government will plan for growth, continuing to make London a powerhouse of the UK economy and an international business growth story, or whether the necessary decisions will be delayed— weakening London's contribution to the success of the UK economy and producing substantial social

#### 4 London population estimates and projections





and environmental problems in the city.

All the Mayor's strategies, including the forthcoming London Plan—his Spatial Development Strategy—are based on understanding the expansion of London's population and its economy as positive and planning to successfully and sustainably accommodate their development.

In more detail GLA projections show that London's population, an estimated 7.47 million this year, will be 8.15 million by 2016. This is substantially higher than the figures produced in 1998 by the Office for National Statistics, previously used by the government, which envisaged a population of 7.24 million this year reaching

7.60 million by 2016.

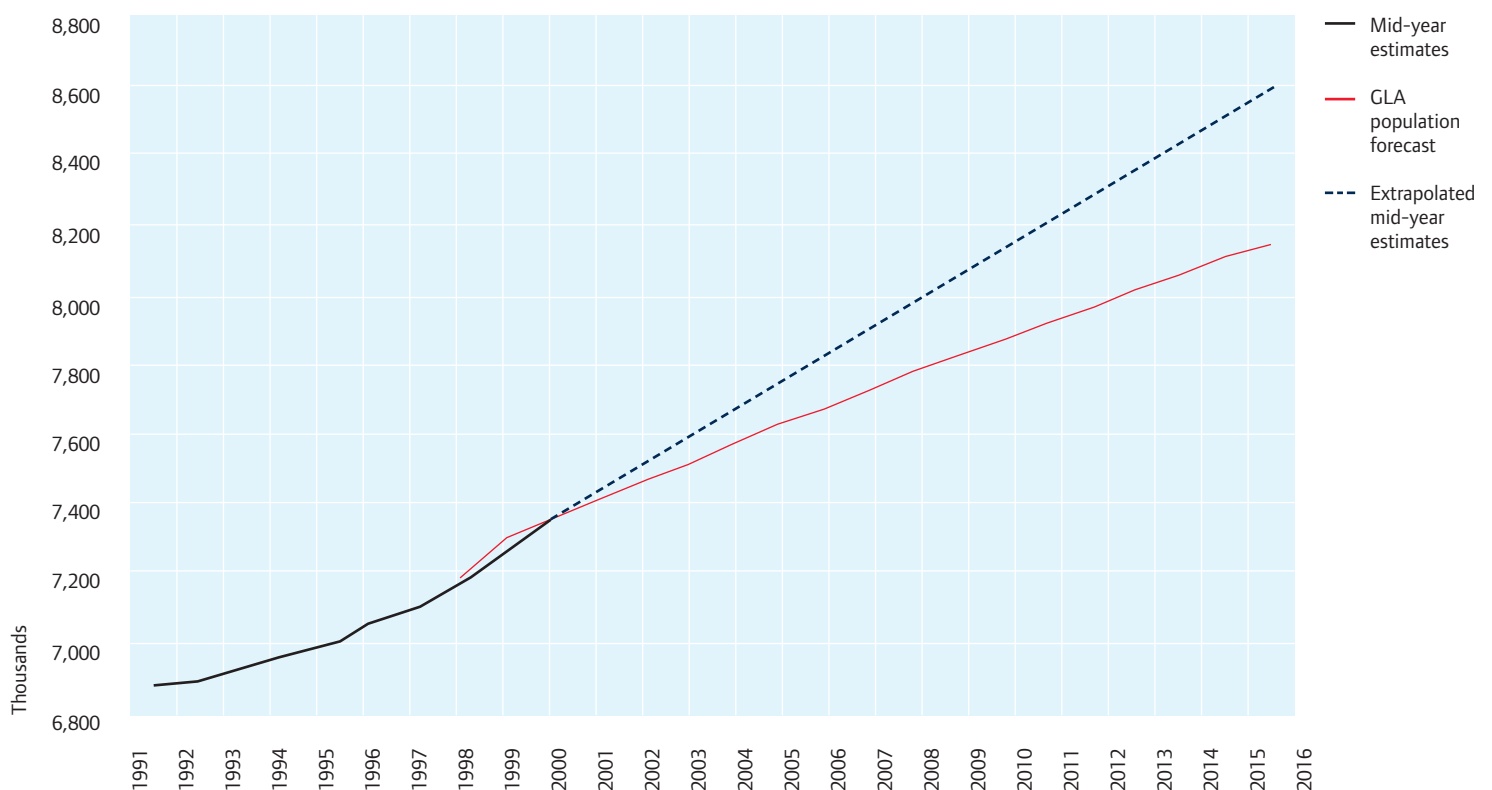
The main reason that the former government figures under-estimate the increase is that the GLA projections capture more up-to-date information, being compiled on a more frequent basis. However there has been a clear pattern in projections over the last decade. The bodies that formed the GLA consistently predicted higher rates of population increase than the government. But the actual rate of increase turned out to be above even the GLA's projections and far above the government's.

London's population, on the basis of the Office for National Statistics' (ONS) mid-year estimates (MYE), reached 7.38 million in 2000. The highest 1996-based projection for

2000, from the then London Research Centre which has now been incorporated into the GLA, forecast a population of 7,240,000—135,000 below the estimated out-turn. The ONS 1996-based projection, formerly used by the government, was 183,000 below out-turn. The projections by the GLA estimate that the current rate of increase of population will decelerate to 50,000 a year from the current 90,000 under the pressure of economic conditions and other factors. Therefore the balance of risk on the population projections must be considered to be on the upside.

However, government projections are now themselves catching up with those by the GLA. A 1998 revision of the [continued on page 8]

## 5 London population estimates and projections



ONS figures to 2008, used mainly for NHS planning purposes, comes much closer to the GLA figures.

This estimates London's population reaching 7.70 million by 2008 compared with the GLA's 7.78 million. It is therefore not in dispute than London faces further very substantial population increases. What is more significant is that none of the recent projections—even the higher ones—has managed to predict the full scale of the actual growth that is taking place.

Indeed, if the most recent levels of growth were to continue until 2016, the GLA's projection of 8.1 million Londoners would prove to be an under-estimate.

A straight-forward mechanical projection of the growth-rate shown in the last two ONS mid-year estimates produces a population of 8.6 million by 2016. The Mayor does not propose to make such an upward revision in population projections at present, because the last two years' figures were a record high, and because it is anticipated that the upward pressure on costs of such a development would slow it down, but it is necessary to be aware that the planning assumptions of the GLA as regards population risk being too low, not excessively optimistic.

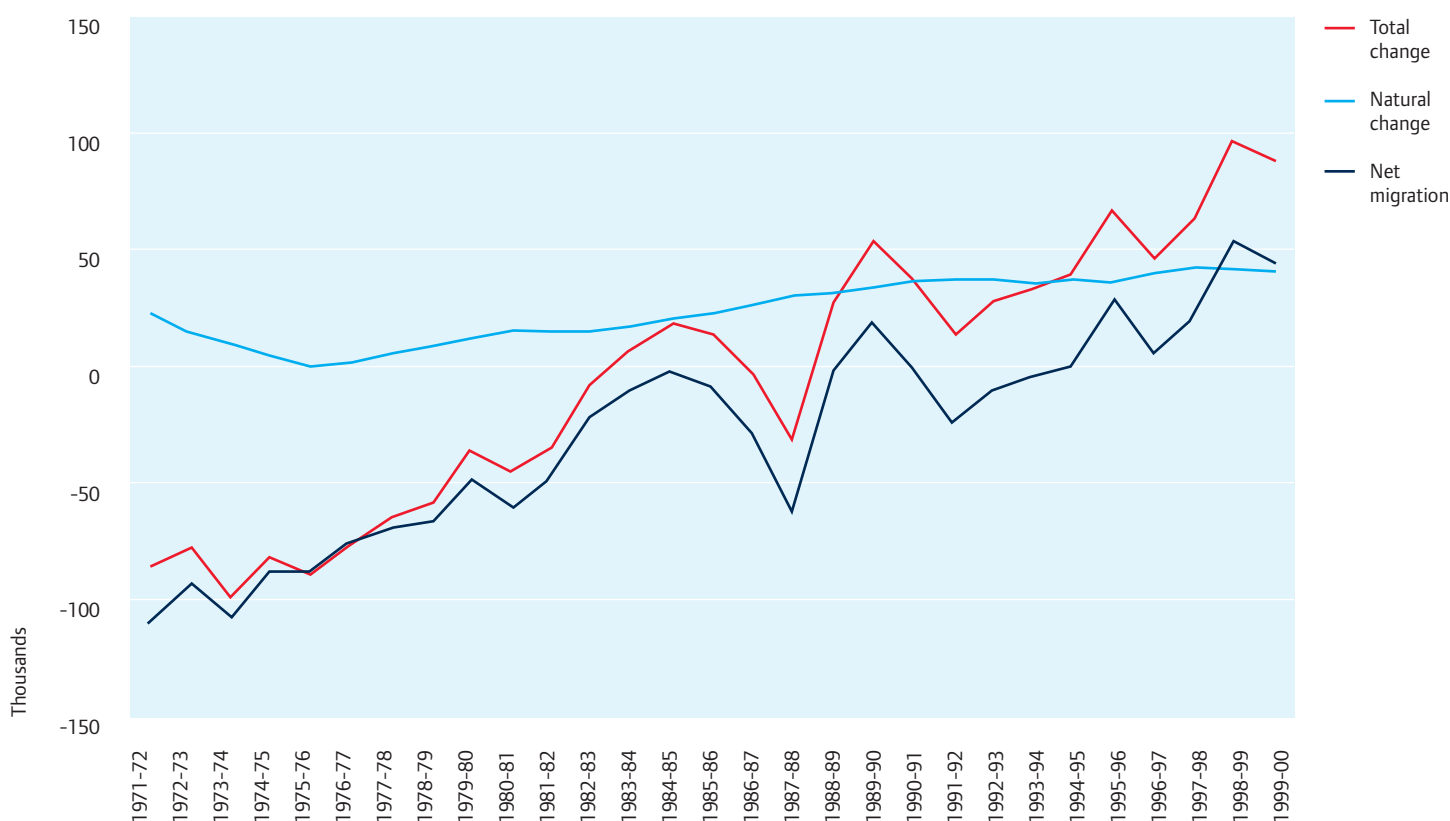
The trends driving London's population increase are also clear and their long-term nature indicates why they will

continue. Natural increase in population and international migration each account for about half the annual rise.

London's natural population increase—the excess of births over deaths—is about 40,000 a year. London now accounts for 72 per cent of the natural increase in population of England and Wales.

Domestically each year London gains many, predominantly young, people such as students and those arriving in the capital to take up their first jobs. At the same time other, older people move out. London experiences an average gross loss of 50,000 people a year as a result of these movements.

## 6 Changes in London's population 1971–2000



Inward migration from overseas, however, helps sustain continued overall growth. About half the new arrivals are British-born people returning home after living overseas, while the remainder are such groups as residents of other European Union countries, those entering the country with work permits, and asylum seekers.

It is important to note that London's population has risen regardless of business cycles. When in the early 1990s there was a sudden and sharp drop in employment levels in London this did nothing to check a continuing increase in population—indeed the population increase accelerated. There is therefore no reason to assume that future changes in

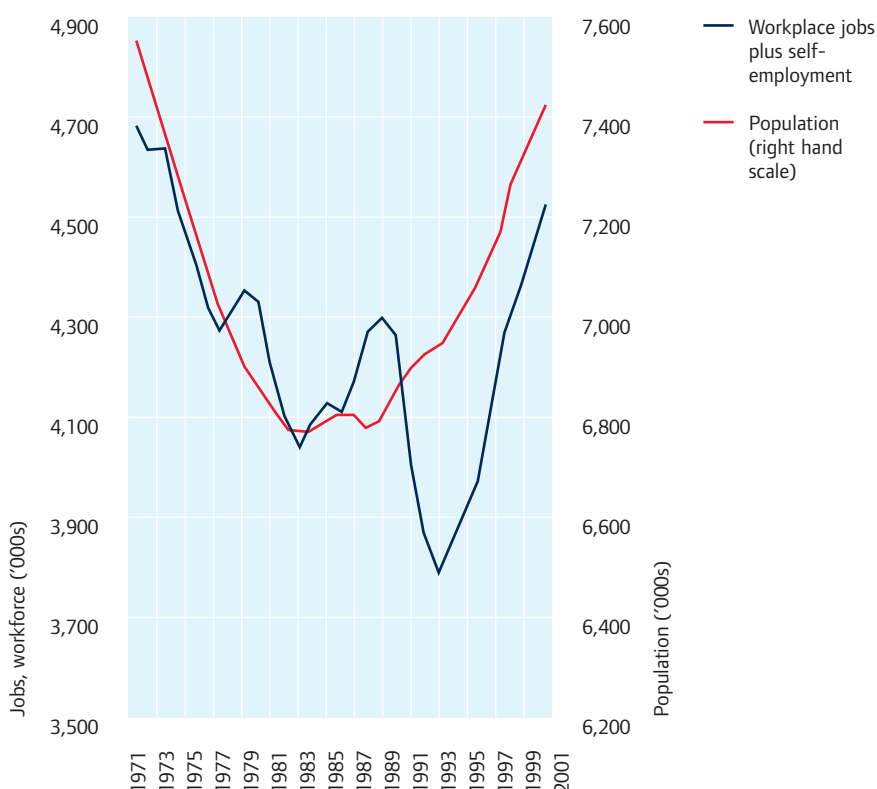
the economic climate would act as a natural brake on population growth. It is most likely to continue even if the city's economy slows—with important consequences for the social and environmental situation in the city if jobs growth were to falter. Helping create conditions for rapid job growth, while protecting London's environment, is therefore a key goal of the London Plan.

However, the rapid rise in London's population is expected to be matched by a corresponding growth in employment provided that the infrastructure shortages are successfully dealt with. Projections from the GLA indicate that more than 400,000 jobs will be created in

financial and business services alone by 2016. Employment is returning to levels seen in the early 1970s but within a totally different jobs structure. Service-based activities have replaced employment in manufacturing and other traditional areas, and this pattern is set to continue.

The challenge caused by London's growth is made greater by the concentration of jobs, both by industrial sector and in some cases geographically. This intensifies the demands placed on London's infrastructure and services—particularly office spaces, housing, transport and environmental protection—and highlights the need to ensure that the whole of the city, not just the central business district, benefits from London's growth.

## 7 Employment and population in Greater London



- Financial and business services are the city's jobs powerhouse, the prime compensating factor for job losses in other sectors.
- Population is, almost without exception, rising throughout London – bringing with it employment in personally oriented services.
- London must accommodate its increasing population, and the requirements of economic growth, within its existing boundaries. . . This means protecting London's green belt and its internal open spaces.



Job creation in London has followed a consistent pattern for the last thirty years. Financial and business service growth is concentrated in the centre. Other new jobs, particularly those oriented to personal services, are created throughout London.

Financial and business services are the city's jobs powerhouse, being the prime compensating factor for job losses in other sectors. Between 1973 and 2001 employment in financial and business services rose by 643,000, from 755,300 to 1,398,600. This more than compensated for the 621,000 jobs lost in manufacturing during the same period. Jobs in other services, particularly centred on leisure and creative industries, increased by 180,000.

A number of other sectors closely associated with London, such as retailing and health and education, show little or no change in the number of jobs they provide today compared with the early 1970s, although some such as retailing grew rapidly in the 1990s. Others, including public administration and transport and communications, have shrunk by considerably more than 100,000 jobs apiece since 1973.

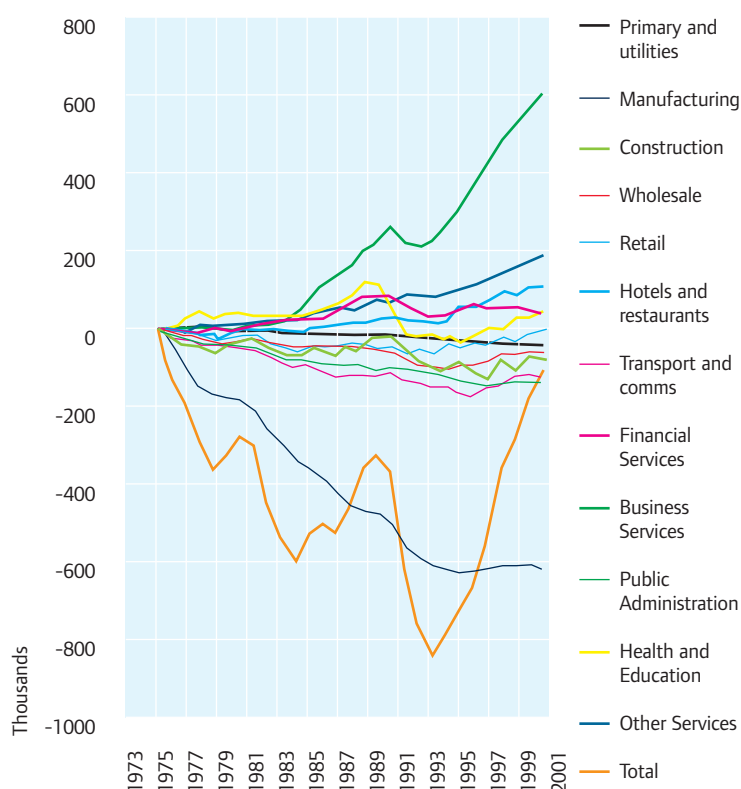
Financial and business services already provide one-third of London's jobs. The scale of the sector's importance to London can be seen in a comparison with Birmingham, a city that is renowned as a pre-eminent engineering centre, where manufacturing accounts for only 23.3 per cent of jobs.

London's financial and business services sector accounts for 6.6 per cent of UK GDP and is the most important economic complex in the country, requiring major new infrastructural support. The London Plan will identify the most important of these projects as being the construction of CrossRail.

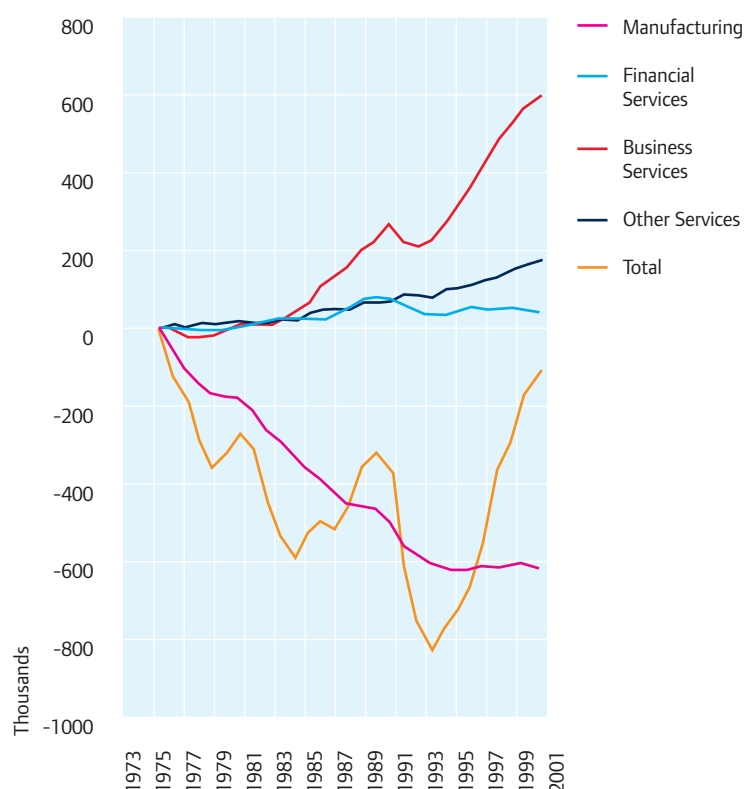
The Mayor, in preparing the London Plan, has used detailed figures for employment developed for the GLA by a team headed by Bridget Rosewell—a Special Adviser to the House of Commons Treasury Select Committee, a founding director of Business Strategies, now of Volterra Consulting, and a leading expert on the London

[continued on page 12]

### 8 Change in employment by category: London 1973–2001



### 9 Change in employment by category: London 1973–2001



economy. These projections were chosen by the GLA as being in line with the real population build up, the most realistic, internally consistent and closest to the trend for London's economy during the last thirty years and over the last business cycle. This advisory work is ongoing and will continue to influence the contents of the emerging London Plan.

In the key area of financial and business services, with its concentration in the centre of the city, it is clear that, as with population, if anything the balance of risk in these projections is on the upside. Of the 600,000 plus new jobs projected for London by 2016, the external forecasts for the London Plan indicate 460,000

being in financial and business services. However a mechanical projection of the last thirty years would give an increase of 547,000, and a mechanical projection of the last decade would give 574,000. The figures used in the London Plan for the critical sector of business and financial services are therefore unlikely to be exaggerated and are moderately conservative. Projections and extrapolations for growth in financial and business services are shown in the graph.

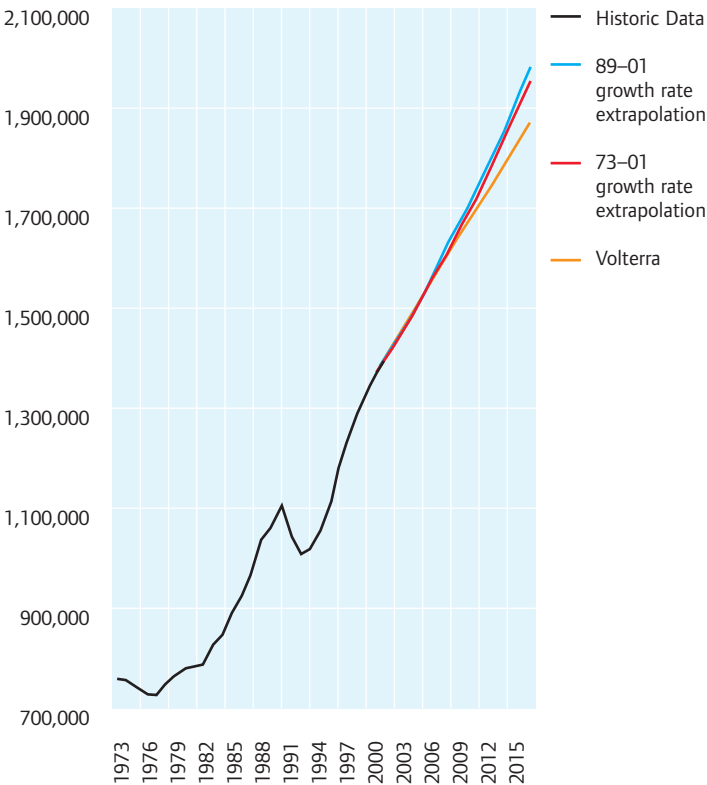
The other major driver for jobs growth in London is personally oriented services, particularly concentrated in entertainment, leisure and creative industries. Unlike financial and business services, job growth in these

sectors is not concentrated in the centre but is spread widely throughout London. Between 1973 and 2001 these industries created 180,000 jobs in London. The projections used by the GLA indicate that these services will create 178,000 jobs by 2016. Areas such as creative industries and design are key inputs into those areas of London manufacturing which are strong.

Financial and business services job growth, together with other personal services and sectors such as retail, hotels and restaurants, leisure, health and sporting activities, will more than compensate for further projected job reductions in manufacturing and other traditional areas.

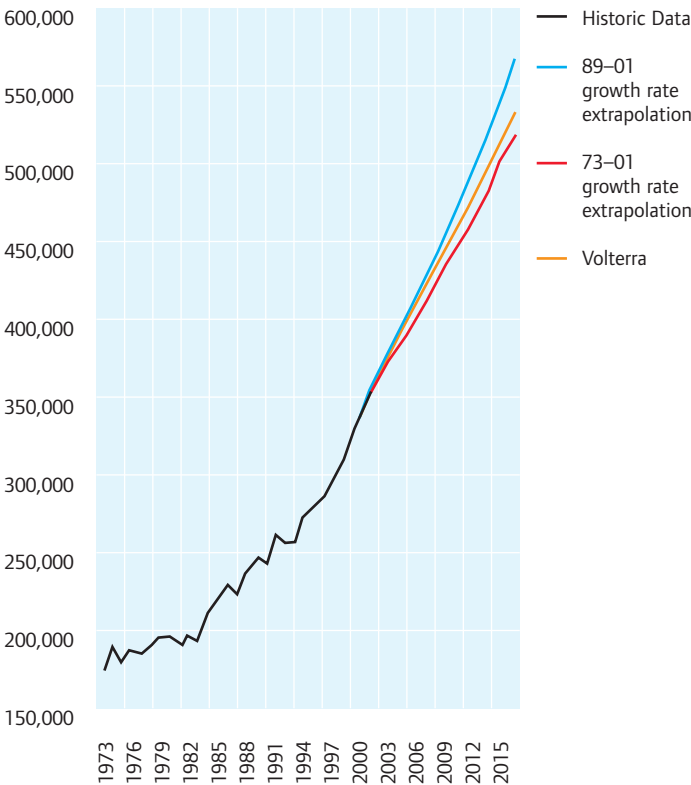
10 Financial and Business employment: London 1973–2016

Historical data, extrapolations and GLA commissioned forecast



11 Other Services employment: London 1973–2016

Historical data, extrapolations and GLA commissioned forecast





Structural changes in London's economic base, illustrated most graphically by the switch between manufacturing and financial and business services employment, have also altered the geographical distribution of jobs in the capital. In London, as in other financial centres, large financial and business service companies tend to be concentrated in close-knit clusters. The City of London, where financial and business services provide 81 per cent of total employment, is a powerful example of such clustering. In Tower Hamlets, where Canary Wharf and other commercial activities on the Isle of Dogs are located and where development of new office buildings is still in progress, financial and business services activities are already

responsible for 38 per cent of employment.

Service activities, led by financial and business services, are therefore redrawing the map of employment. More than 53 per cent of London's gross jobs growth, and 90 per cent of its net job growth between 1989 and 1999, took place in the six central boroughs of the City of London, Westminster, Camden, Tower Hamlets, Islington and Kensington and Chelsea.

Given this tendency to clustering, the City and its fringes, and Docklands, will continue to be the main growth areas for employment in financial and business services. More broadly, a pattern has emerged of job

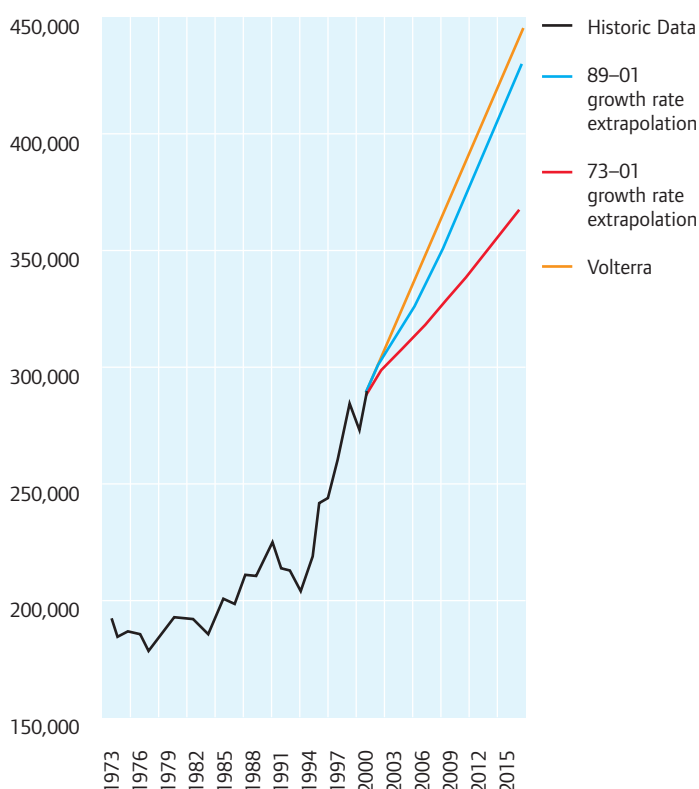
growth in the north west of London running in a triangle down to Docklands. This must be given adequate infrastructural support.

A strong build up of population has taken place in south-west London which, allied to the shifting employment patterns, places additional demands on the transport network. Strategically the large area for future housing development is the Thames Gateway to the east.

Population is, almost without exception, rising throughout London—bringing with it employment in personally oriented services and it is projected that the widely dispersed pattern of growth [continued on page 14]

## 12 Hotels and Catering employment: London 1973–2016

Historical data, extrapolations and GLA commissioned forecast



## 13 Total employment: London 1973–2016

Historical data, extrapolations and GLA commissioned forecast



in these sectors will continue. Apart from the immediate central area, some of the highest levels of population growth in 1989-2000 took place in outer boroughs such as 47,000 in Barnet, 35,000 in Richmond, 27,000 in Ealing, and 24,000 in Croydon.

The retail sector occupies a crucial role within this development. London's unique variety of shopping areas is based on a town centre network that includes 10 metropolitan centres, each attracting customers from several boroughs, most of which are in outer London locations including Ilford, Bromley and Croydon. They provide a firm and continuing basis for retail and other service based employment growth.

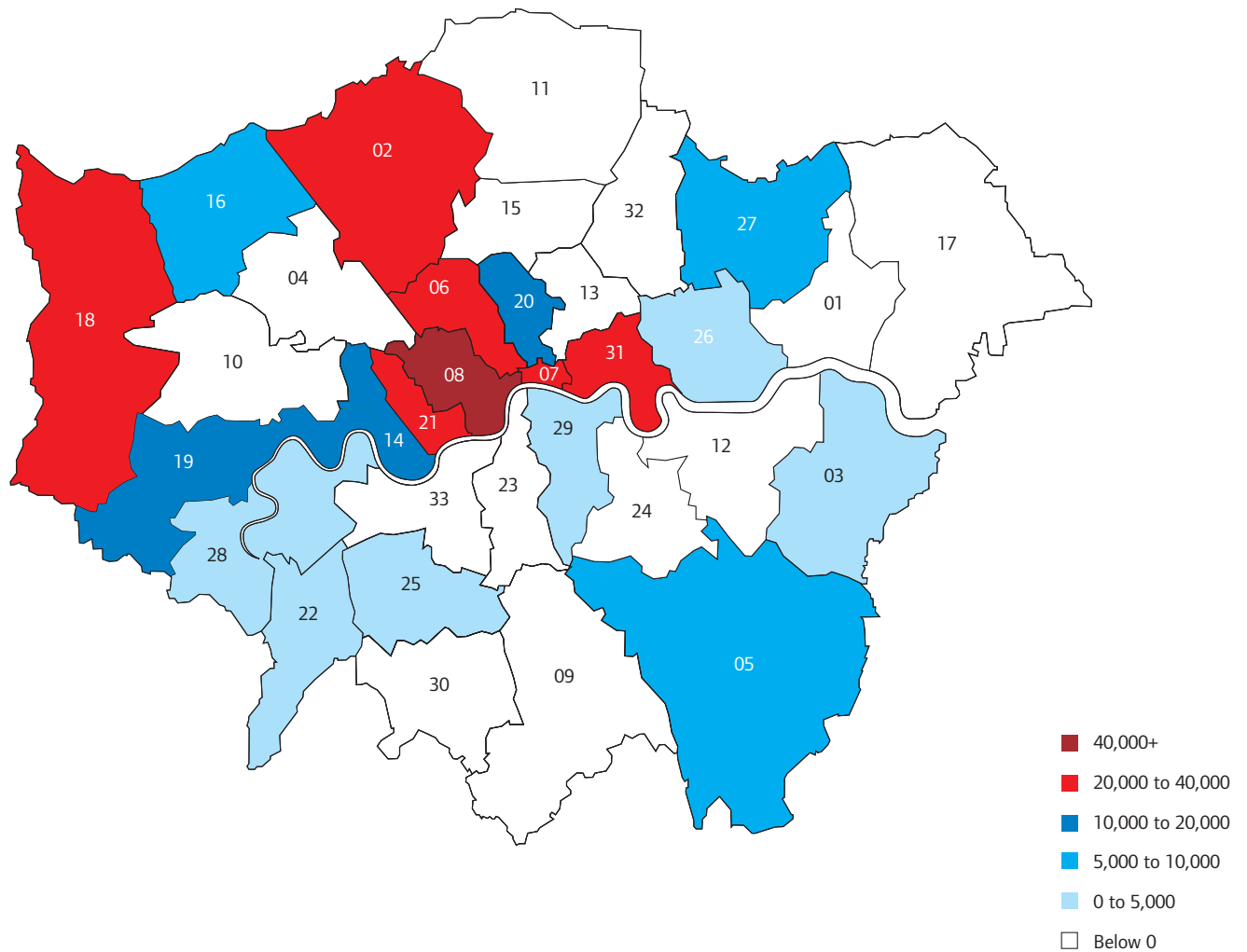
A pattern of growth based on personally oriented services, in

the widest sense and including sectors such as retail, creative industries and tourism, can be seen emerging in the employment structure of outer London over the last decade. In the six boroughs of Barnet, Bromley, Hillingdon, Kingston-upon-Thames, Croydon and Bexley the hotels and catering sector provided 13,000 new jobs between 1989 and 1999, and retailing almost 24,000 more jobs. Parts of outer London are becoming established as a base for computer related activities, leading to 11,000 new jobs in the same six boroughs over the period, with business related services adding a further 24,000. Hillingdon, due largely to Heathrow airport, saw a 17,200 increase in transport and communications employment between 1989 and 1999.

The wide pattern of build up in population and jobs is expected to continue, with consequent generalised requirements across London for infrastructure, transport and environmental investment and improvement. Only the financial and business service sector is expected to continue to show an extremely strongly concentrated trend in central London.

The challenges facing London's infrastructure, public services, environmental protection and development are made greater by the much higher expectations and more complex life styles of contemporary Londoners. London has, in its past, actually experienced bigger populations than the present 7.4 million or the 8.1 million projected for 2016. Even an extreme 8.6 million figure for 2016 was equalled at London's population peak in 1939.

# 14 Change in total employees between 1989 and 1999



01 Barking and Dagenham	13 Hackney	24 Lewisham
02 Barnet	14 Hammersmith and Fulham	25 Merton
03 Bexley	15 Haringey	26 Newham
04 Brent	16 Harrow	27 Redbridge
05 Bromley	17 Havering	28 Richmond upon Thames
06 Camden	18 Hillingdon	29 Southwark
07 City of London	19 Hounslow	30 Sutton
08 City of Westminster	20 Islington	31 Tower Hamlets
09 Croydon	21 Kensington and Chelsea	32 Waltham Forest
10 Ealing	22 Kingston upon Thames	33 Wandsworth
11 Enfield	23 Lambeth	
12 Greenwich		

In the 1930s, however, levels of car ownership were low and people lived in fewer, bigger households. Fewer women were in employment, and there were simpler travel-to-work patterns. Travel for leisure purposes and tourism made less demand on the transport system, and quality of life expectations were entirely different. Encroachments at that time took place on the green spaces surrounding London that would now be entirely environmentally unacceptable.

To give an example of these pressures, a century ago at the time of the 1901 census, the population of the area that is now Tower Hamlets was 600,000. It is now 180,000, but today's 180,000 people occupy more rooms than the former 600,000 did. A modern London of more than 8 million people, in terms of their living accommodation, employment

arrangements and expectations of services, has far greater requirements than London before the Second World War.

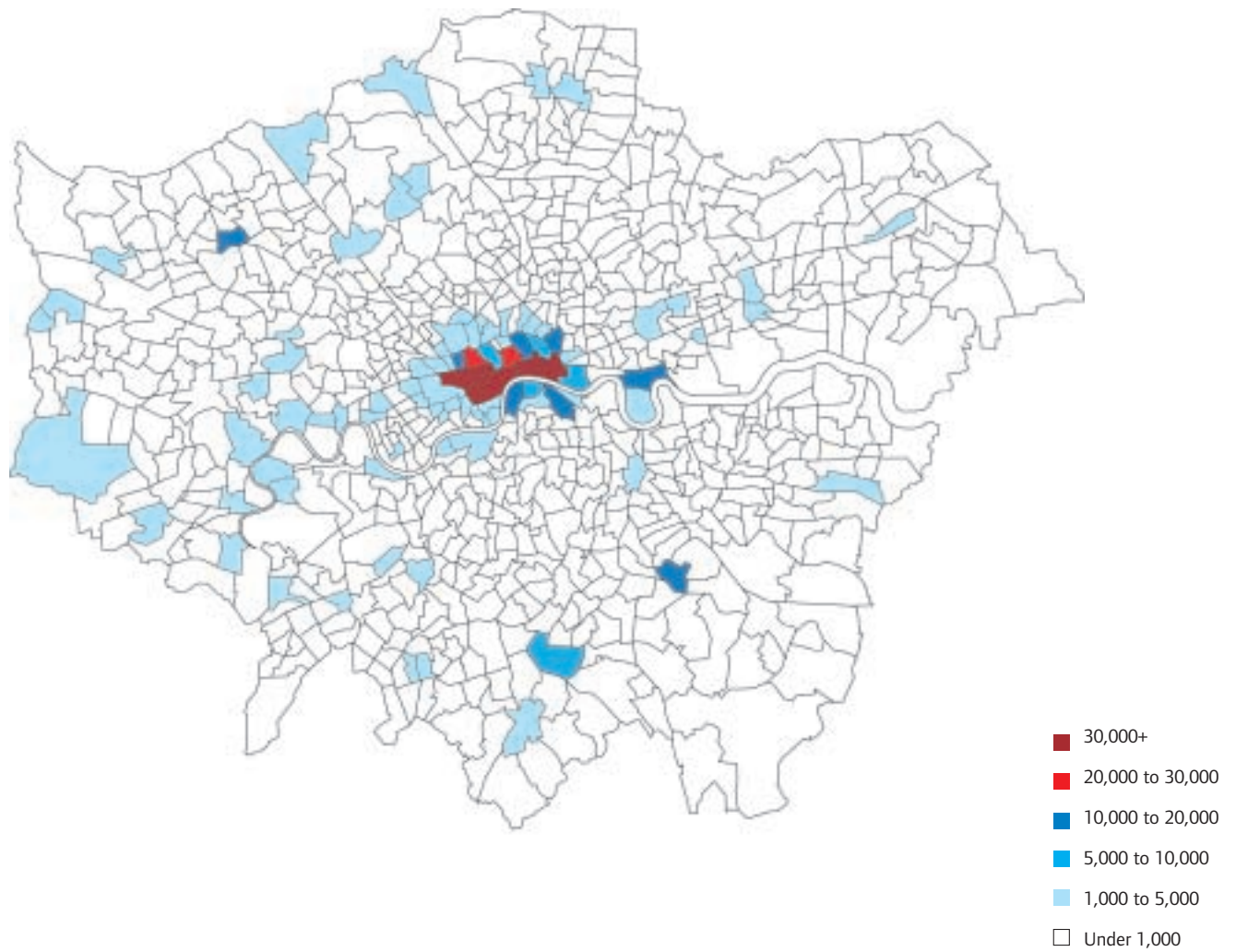
Another significant trend is that modern London is a highly diverse city, one of the most multicultural in the world. Nearly one-third of its people are from minority ethnic groups if we include residents from white minority groups such as Irish or Cypriots. Non-white ethnic minorities make up 27 per cent of the population, which is projected to rise to 31 per cent by 2011. Children in London's schools speak more than 300 languages.

The city's diversity is one of its great strengths, and new arrivals moving to London from overseas as part of the present population growth will contribute further to it. Diversity, however, brings its own resource requirements to

be successfully maintained: an estimated one in five of all secondary school children in London do not have English as their first language, while 21 per cent of pupils in Local Authority secondary schools are not fluent in English.

Unemployment among minority ethnic communities is more than double the level of the white population.

Finally, and decisively for its environment, London must accommodate its increasing population, and the requirements of economic growth, within its existing boundaries not only externally but internally. This means protecting London's green belt and its internal open spaces—protection of the 'inner green spaces' is as important as the outer green belt.

**15 Number of employees in strictly defined Business and Finance Services, London 1999**

Source: GLA calculations based on Annual Business Inquiry data from ONS

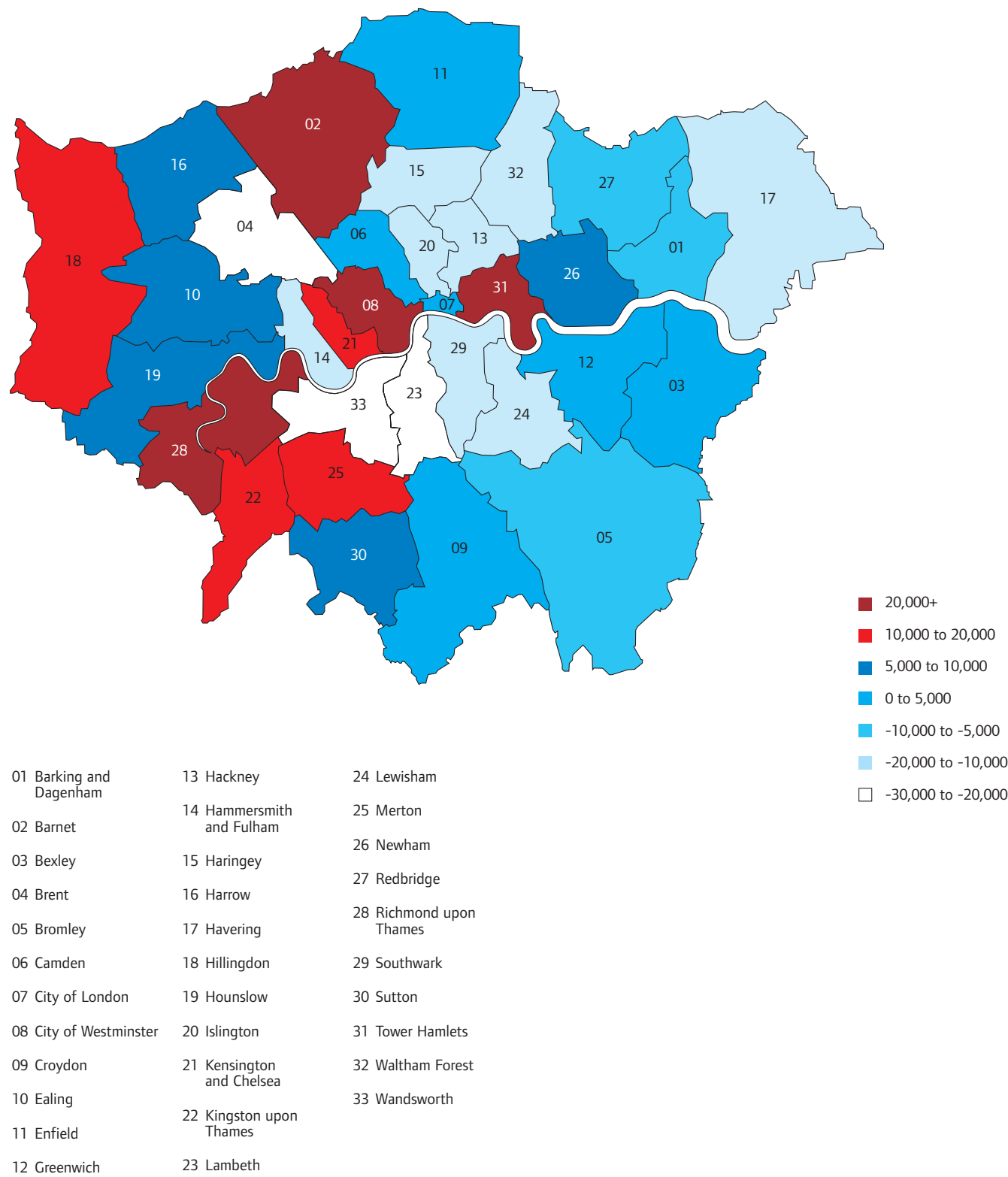
Note: Map refers to finance-related Business Services omitting sectors such as real estate and ICT





- Even if placing a brake on London's economic and population growth were an option it would be the wrong approach.
- London is internationally recognised alongside New York and Tokyo as a rare example of a true world city – a unique asset for the UK in an era of globalisation.
- No other UK location could substitute for London's world city status under a renewed policy of dispersal from the capital.
- London requires decisions on new investment now – particularly since major infrastructure projects have long lead-times.
- The office has become London's factory floor.
- Income distribution between the wealthiest and poorest households is far more polarised in London than elsewhere.

16 Population change between 1973 and 2000



Attitudes towards sustainable development have changed dramatically since the inter-war period when the city expanded geographically. Continued expansion would now be environmentally unacceptable, and the loss of large greenfield areas to house London overspill would not be tolerated by adjoining regions.

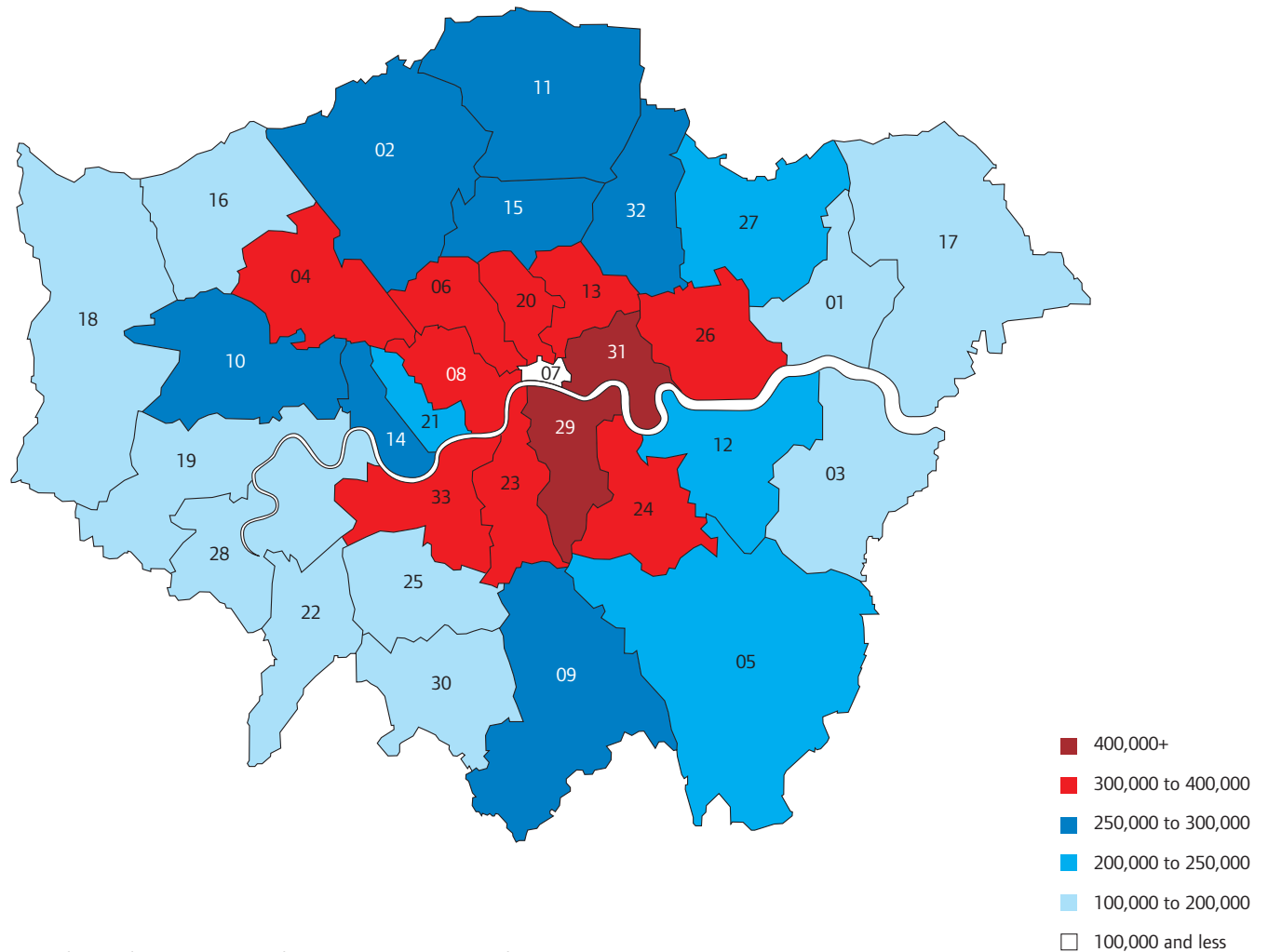
Even if placing a brake on London's economic and population growth were an option, it would be the wrong approach. London is internationally recognised alongside New York and Tokyo as a rare example of a true world city—a unique asset for the UK in an era of globalisation. This is something from which the capital's economy derives much of its

core strength. London is established as Europe's pre-eminent financial centre. No other UK location could substitute for London's world city status under a renewed policy of dispersal from the capital. Companies that decide not to locate in London, perhaps because of high office costs or frustration over transport problems, are likely to be lost to overseas competitors. It serves the national interest for the UK to support a strong and growing London, enabling it to make the maximum-possible contribution to the overall economy. The capital already contributes an estimated £20 billion a year to the national exchequer.

London, sustained by adequate investment in its infrastructure,

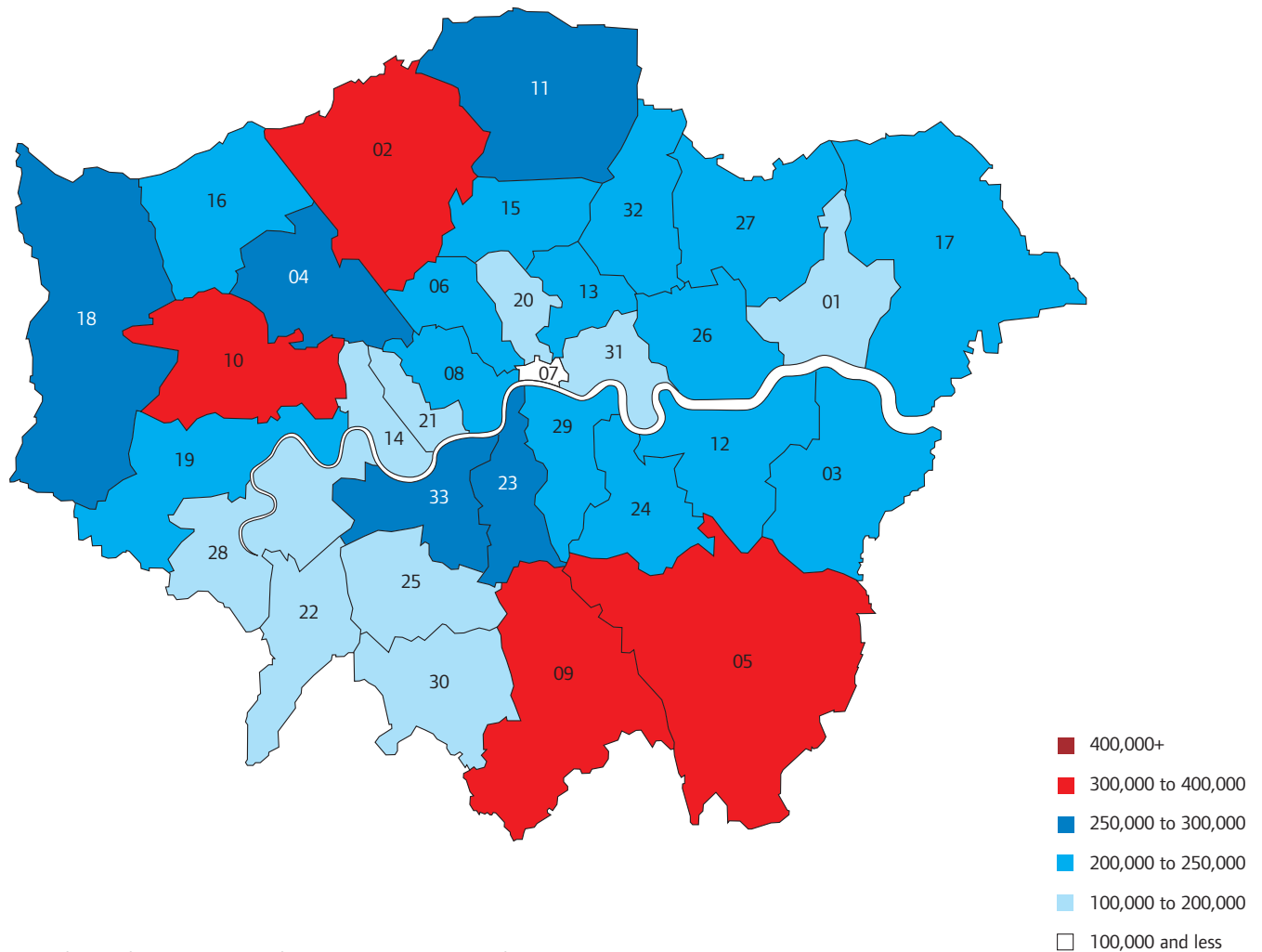
therefore can and must rise to the challenges posed by growth. But, first, this unique growth of London must be recognised both in terms of UK regional policy and strategies by the city's administrations. If not planned and prepared for this growth would create adverse tendencies that would affect both its citizens and the UK. Population increases on the current and projected scale, allied to the emerging concentration of financial and business service employment around the central area, would test the most effective and well-resourced of public services. But in London's case these extra pressures are falling on a public infrastructure that is already demonstrating the weakening effects of long-term under-investment.

## 17 Population distribution 1939



01 Barking and Dagenham	13 Hackney	24 Lewisham
02 Barnet	14 Hammersmith and Fulham	25 Merton
03 Bexley	15 Haringey	26 Newham
04 Brent	16 Harrow	27 Redbridge
05 Bromley	17 Havering	28 Richmond upon Thames
06 Camden	18 Hillingdon	29 Southwark
07 City of London	19 Hounslow	30 Sutton
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09 Croydon	21 Kensington and Chelsea	32 Waltham Forest
10 Ealing	22 Kingston upon Thames	33 Wandsworth
11 Enfield	23 Lambeth	
12 Greenwich		

## 18 Population distribution 2000



It is due to this rapid growth of population and employment that London requires decisions on new investment now—particularly since major infrastructure projects have long lead-times. The proposed east-west London CrossRail project, one of the most vital of several urgently-needed transport improvements, has been under discussion for the past decade and, even with a smooth path from now on, could not open before 2010. Without the early commitment of adequate resources to London its growth, rather than proving an economic advantage, will have a negative impact on individuals, businesses and the environment in years to come.

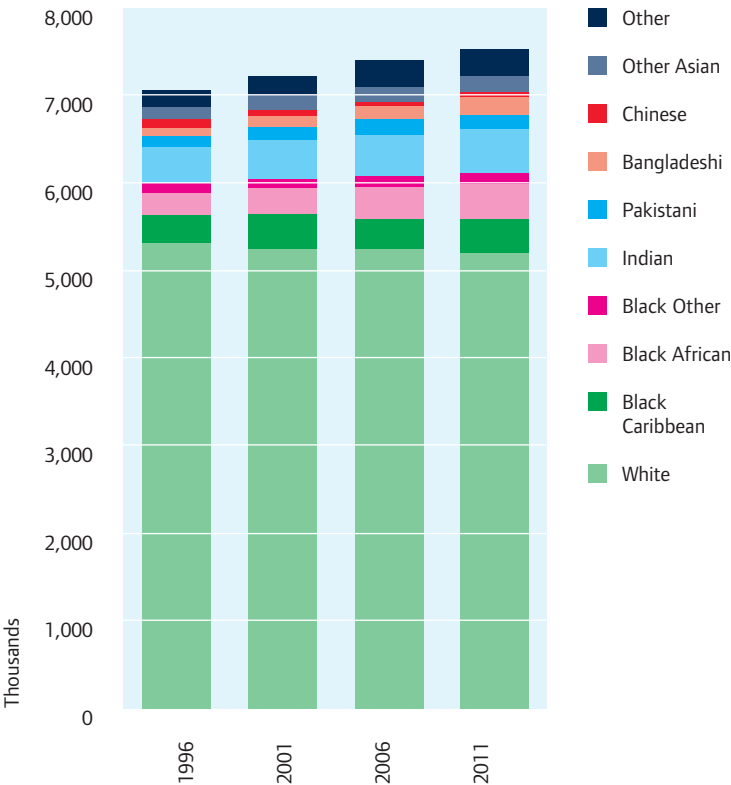
It is also indisputable that a larger population and greater economic activity will place additional pressures on a wide range of areas including education and skills, health and social care, transport, policing, housing and environmental protection.

Pressures that would result from the failure to resource the services of a growing London adequately can already been seen. Their impact would fall not only on people who live in London, but also on the business community. Office occupancy costs in London have now become the highest in the world, creating problems for the city's continued international competitiveness. The urgency

of tackling this issue is increased by the projections that most of London's new employment opportunities will be office-based. The office has become London's factory floor.

Similarly insufficient homes are being built in London. When the population was in decline 25 years ago, house building was running at a rate of 32,000 dwelling completions a year; ironically, with a growing population, the recent average has been only 19,000. House prices in London, little higher than the UK average during the 1970s, have since risen out of all proportion to the rest of the country. It has become impossible for people on average incomes to afford homes in many parts of the capital. [continued on page 26]

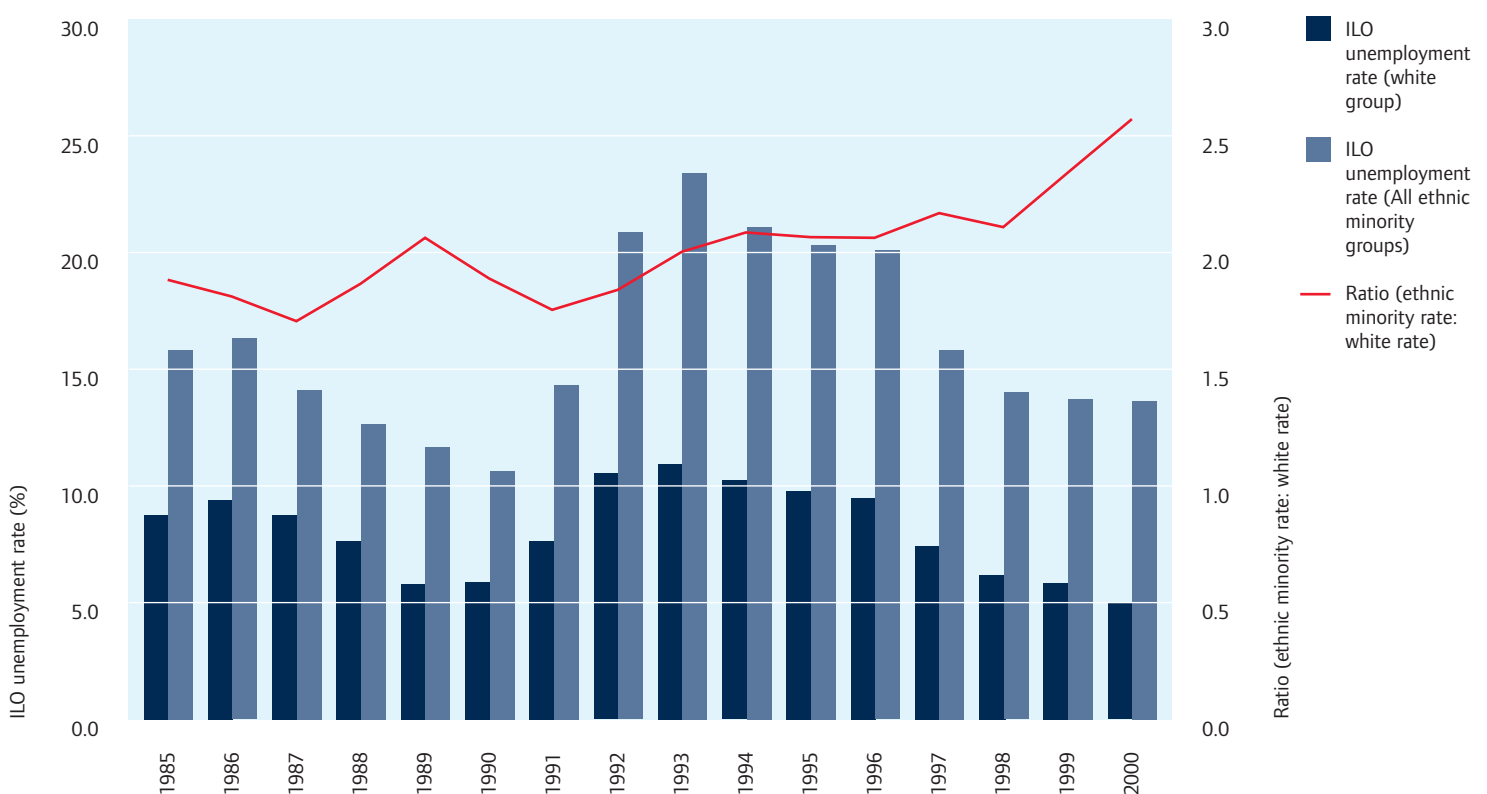
19 Population by ethnic group





- London has always been one of the most diverse cities in the world; almost a third of its population is of black/ethnic minority origin and its children speak over 300 languages.
- The constant change in London's population will continue.

**20 International Labour Organisation (ILO) unemployment rates by ethnicity 1985–2000**  
Greater London



Based on the GLA population and household projections, London will need more than 23,000 additional homes a year to meet its housing needs. Investment of £6.1 billion by 2016 is required to provide 10,000 additional affordable homes per year. Without these extra homes recruitment problems in both the private and public sectors will intensify. This is a 35 per cent increase on Housing Corporation plans for 2003/4.

The people on whom a growing London will place extra demands to deliver health, education, transport and other essential services are being priced out of the housing market. Furthermore this tendency is spreading up the income ladder to affect those teaching in higher education,

workers in creative industries and others.

A GLA housing study estimated that there is capacity for about 19,000 dwellings a year by 2016. When multi-occupancy housing and returning vacant properties to use is included, this rises to 23,000—the government's housing provision figure for London. This would accommodate a projected growth in households of 20,700 a year and allow for some vacancies, second homes and partially meet the backlog for affordable homes.

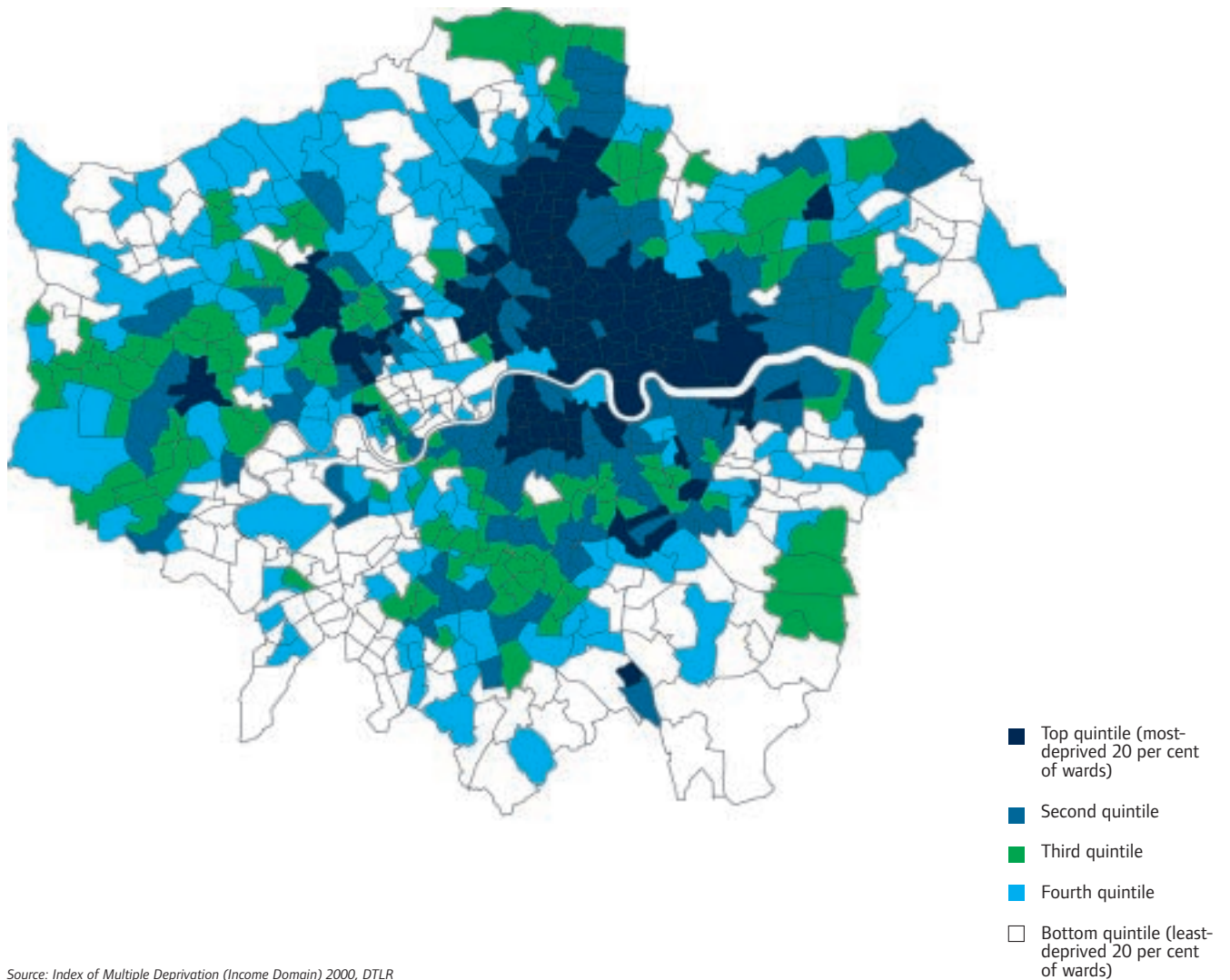
Such pressures on offices and houses interact strongly with the social situation in the city. There is sometimes a perception elsewhere in the UK that London is simply a wealthy city that can prosper without

the levels of support from public resources needed in other areas. The more complex reality is that income distribution between the wealthiest and poorest households is far more polarised in London than elsewhere. In London the incomes of the wealthiest 20 per cent are more than seven times higher than the bottom 20 per cent, while in the rest of the country the difference is less than five times.

Housing costs strongly exacerbate this situation. Income after housing costs have been taken into account is used in the monitoring of government poverty targets. On this basis, incomes after housing costs of the least

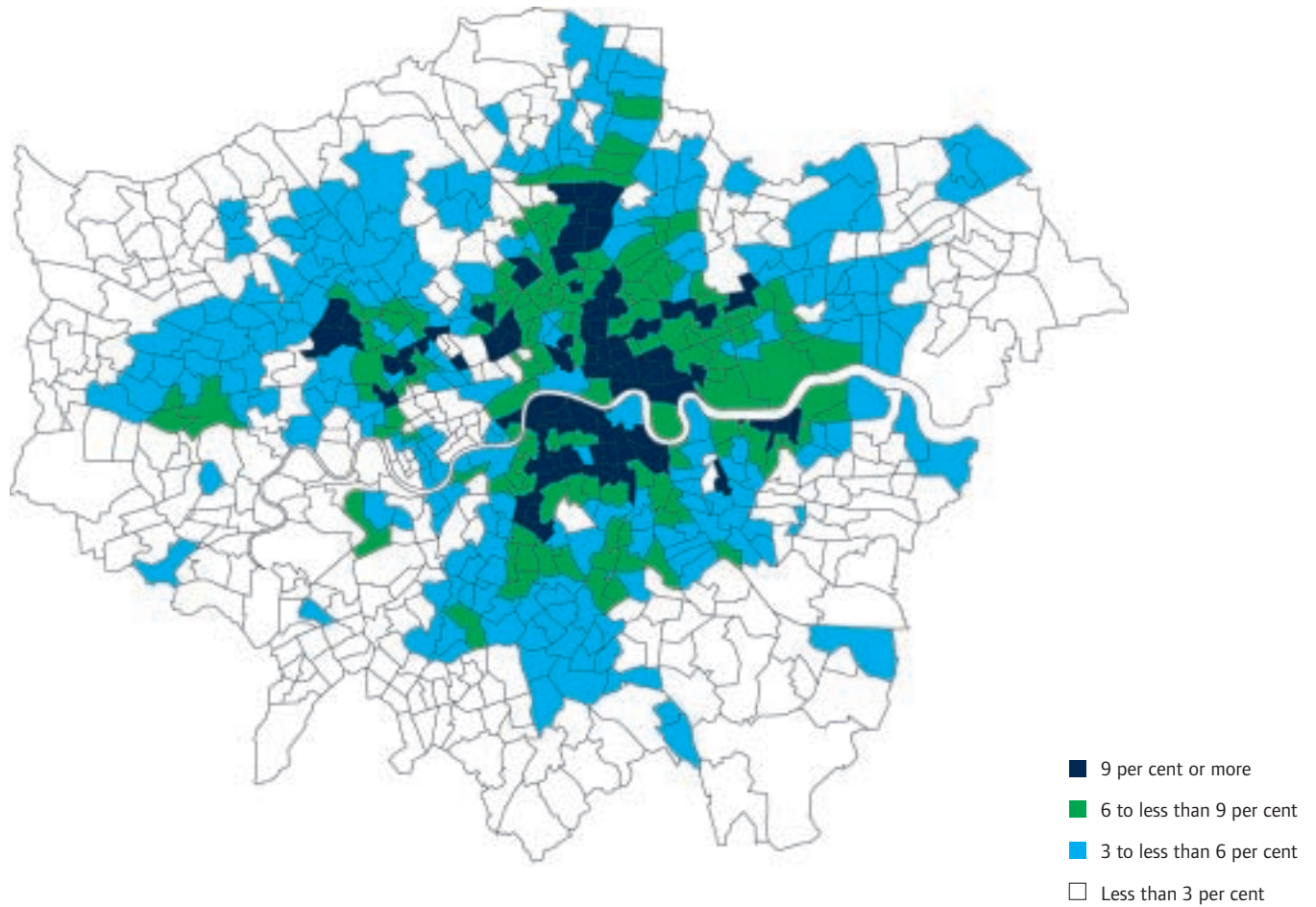
[continued on page 34]

## 21 Income inequality in London



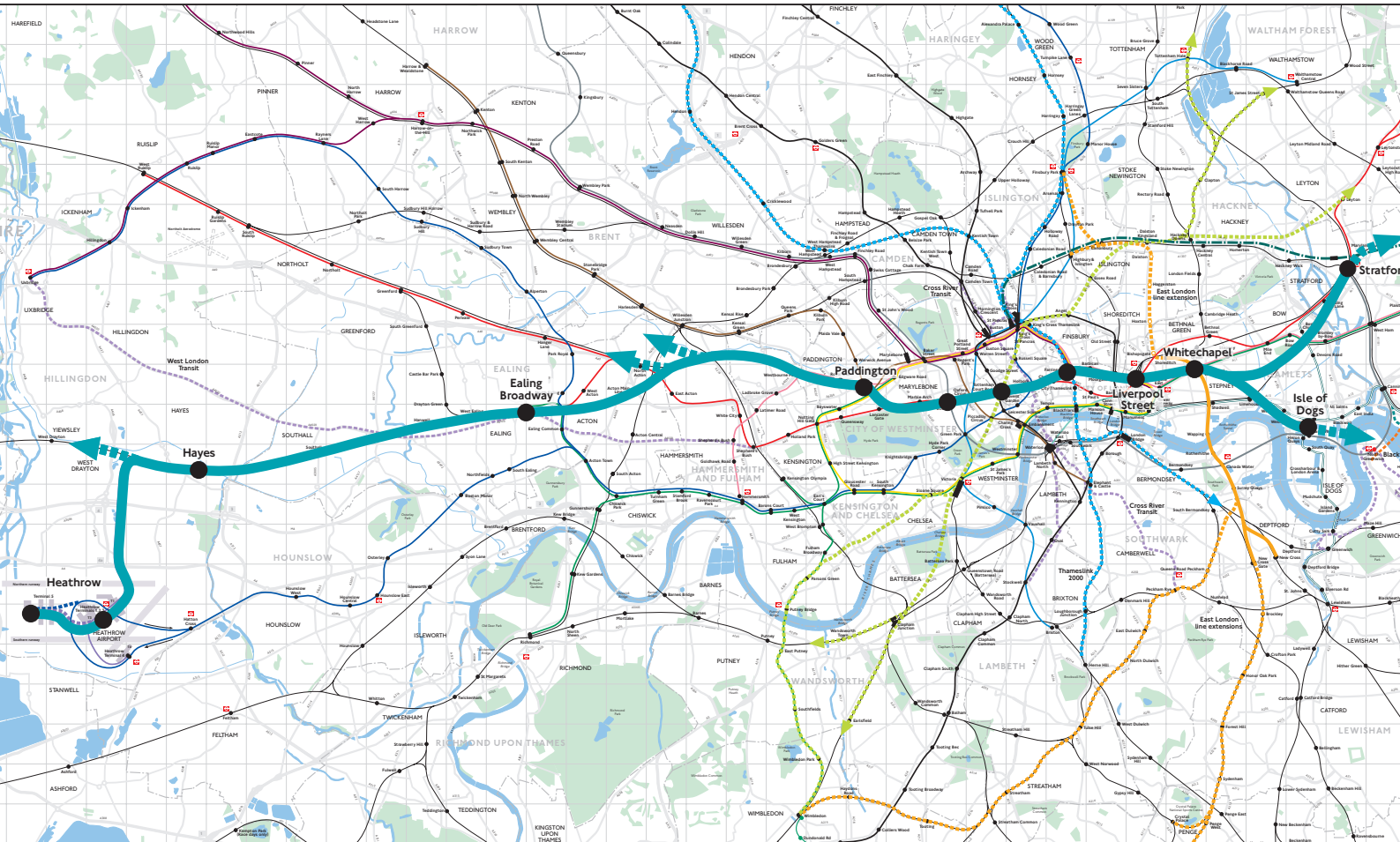
Source: Index of Multiple Deprivation (Income Domain) 2000, DTLR

## 22 Claimant count unemployment rate - December 2001



Source: GLA calculations based on data from ONS

23 CrossRail



**Key to lines**

- Bakerloo
- Central
- Circle
- District
- East London
- Hammersmith & City
- Jubilee
- Metropolitan
- Northern
- Piccadilly
- Victoria
- Waterloo & City
- Bus stations
- Roads
- Docklands Light Railway
- Railtrack Lines

**Proposed lines**

- Crossrail
- Hackney-SouthWest line
- Channel Tunnel Rail Link
- DLR extensions
- East London line extensions
- Heathrow Express to Terminal 5
- Piccadilly line to Terminal 5
- Thameslink 2000
- Thames Gateway Bridge & Blackwall-Silvertown crossing

**Intermediate modes**

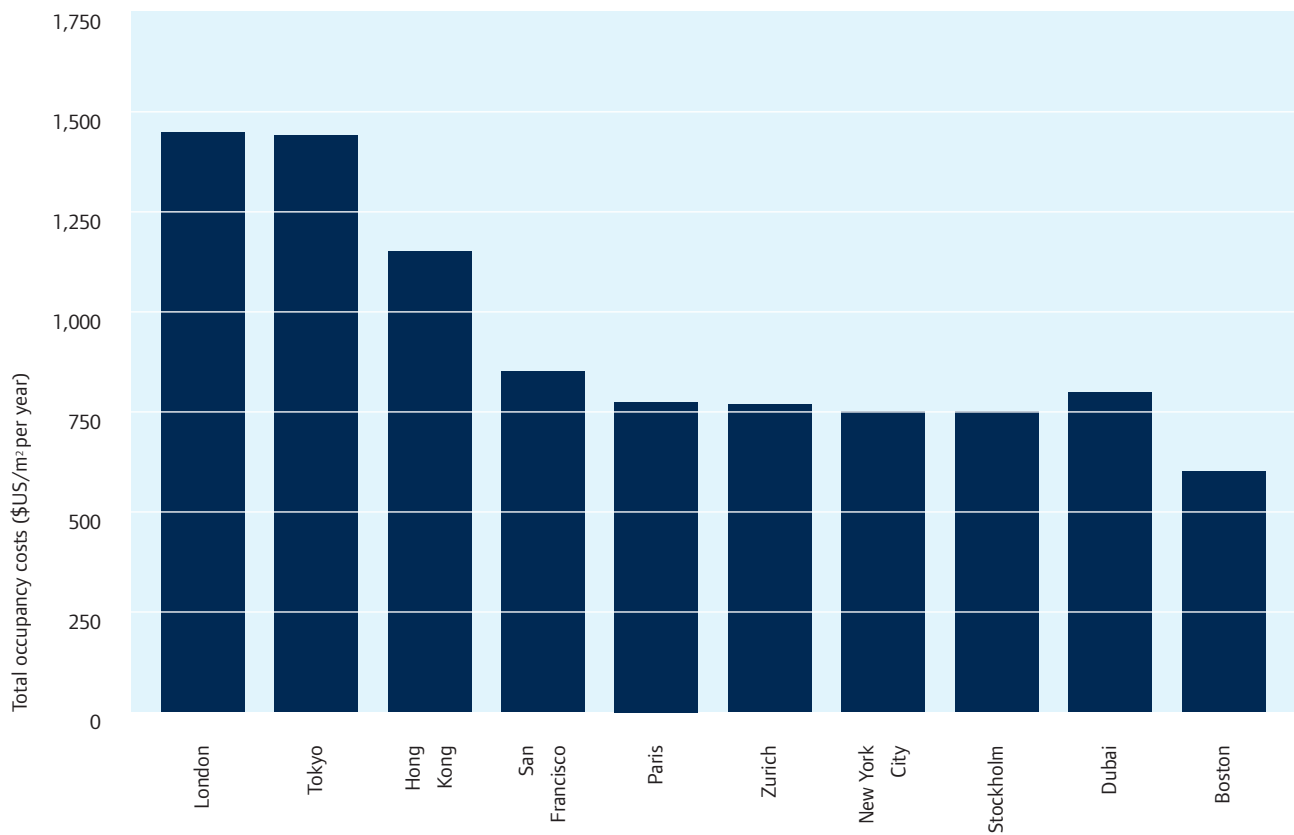
- Proposed routes

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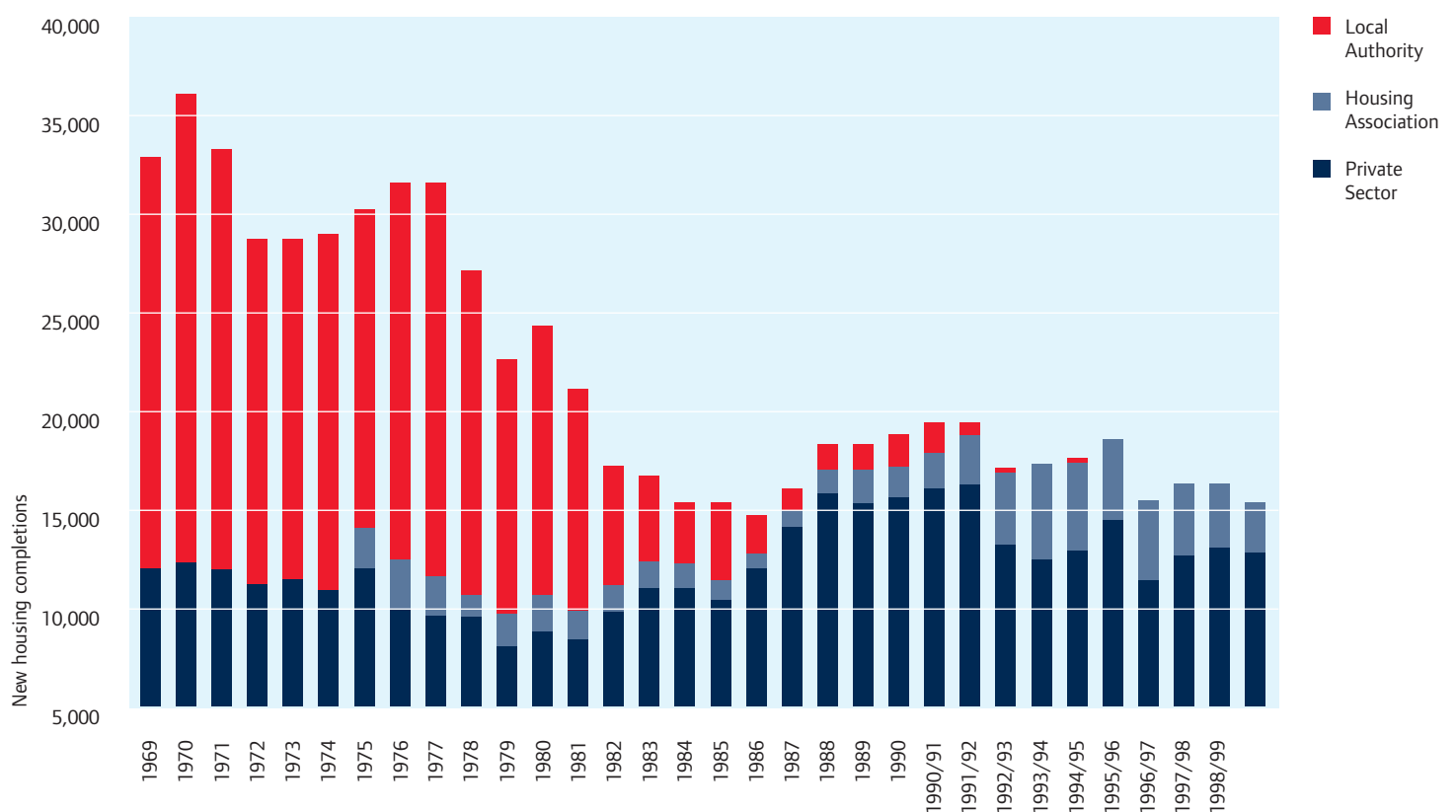
Transport for London, Rail Services Department, Windsor House, 42-50 Victoria Street, London SW1H 0TL, November 2001

Transport  
for London

30 **24 Office occupancy costs in London and other major cities**

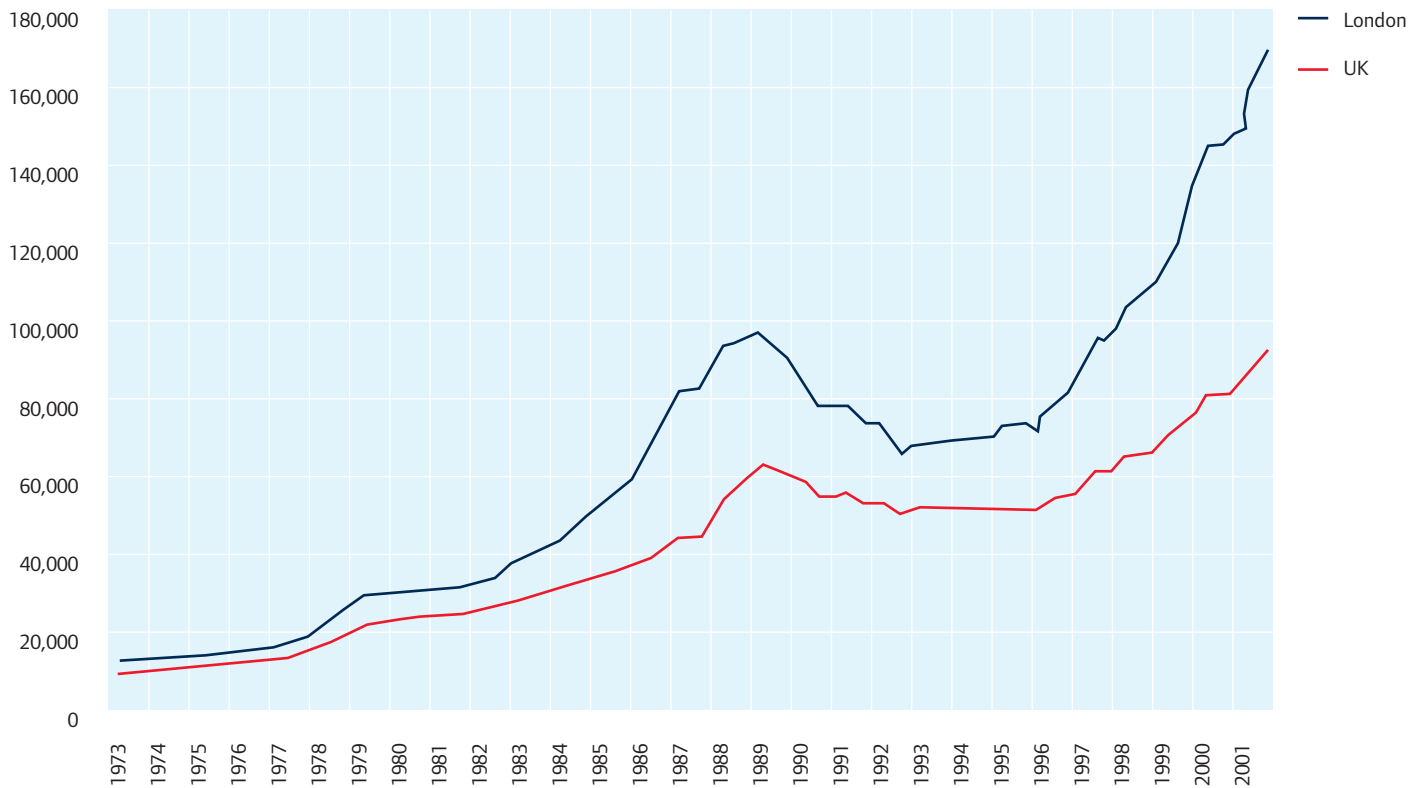


**25 Sources of housing investment in London 1969–99**



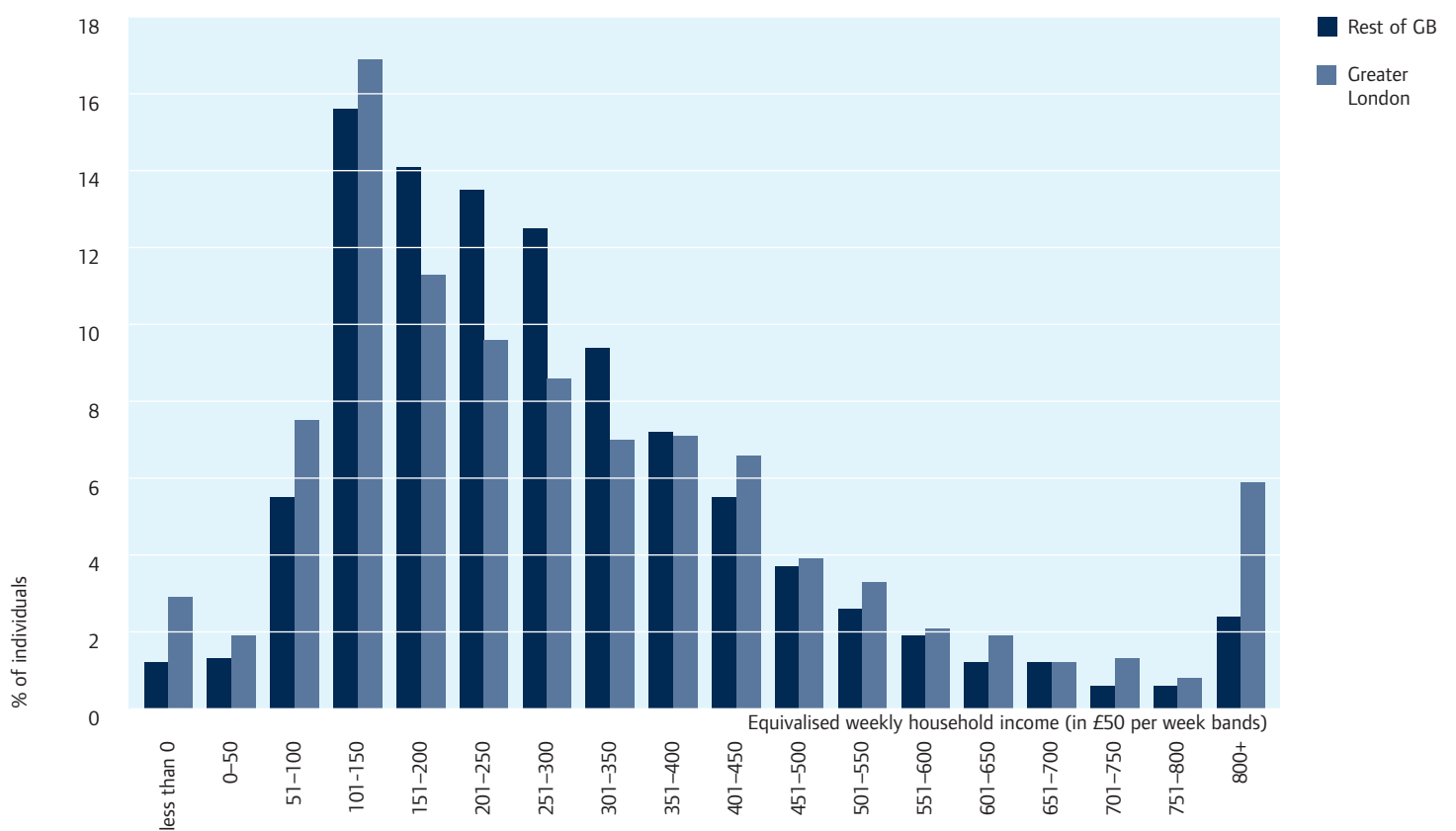


## 26 London's housing costs compared with the UK and regions



## 27 Income distribution after housing costs 1999/2000

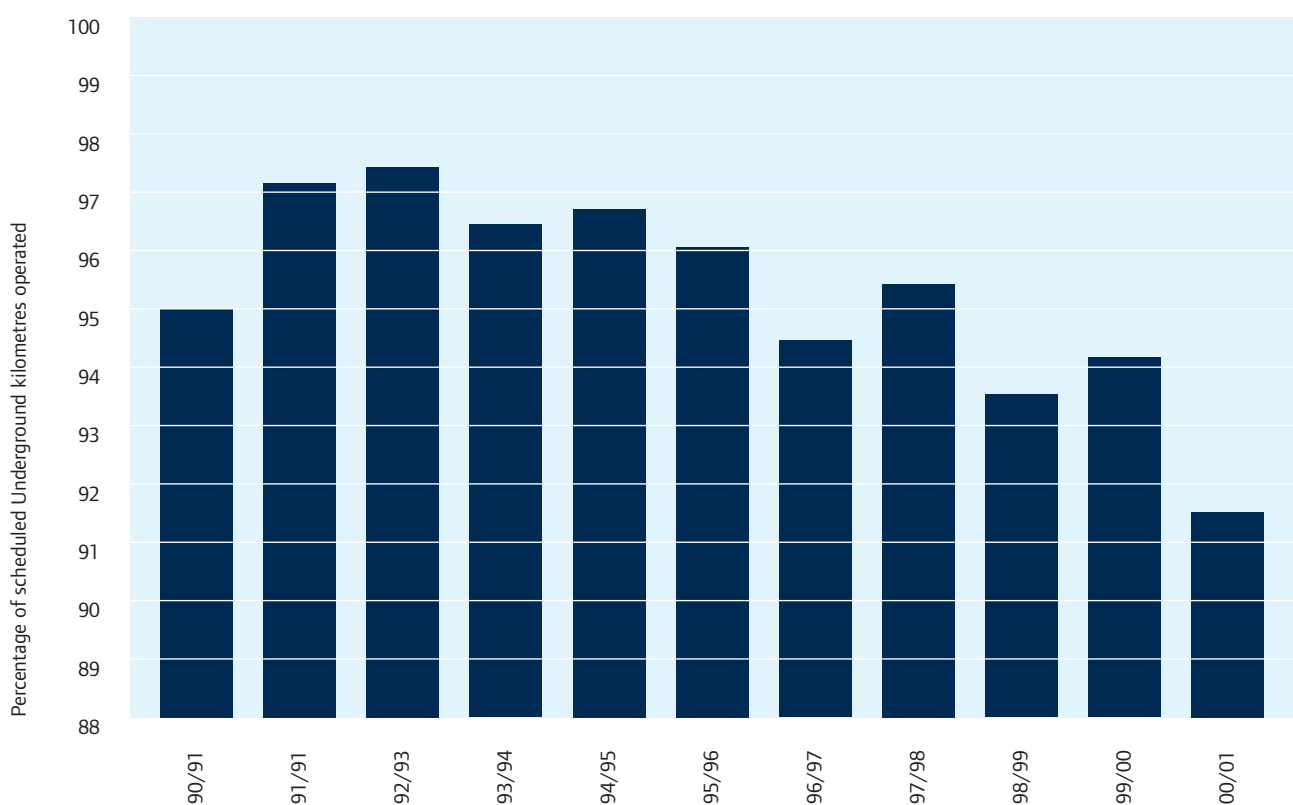
Includes self-employed, London compared to rest of Great Britain



## 32 28 Capital investment and ridership in the Underground



## 29 Underground reliability



**30 Projected AM peak Underground crowding in 2011 without Transport Strategy**

■ Very crowded  
■ Crowded  
■ Busy  
■ Uncrowded

**31 Projected AM peak Underground crowding in 2011 with Transport Strategy**

wealthy 40 per cent of Londoners are about £20 per week lower than the comparable groups in the rest of Britain. Child poverty rates in London after housing costs are 43 per cent, by far the highest in the UK.

A disturbingly large number of London's homes are unfit for people who will be expected to contribute to an expanding economy of new employment opportunities.

Solving the housing problem is therefore crucial for both social equity and sustainable economic growth.

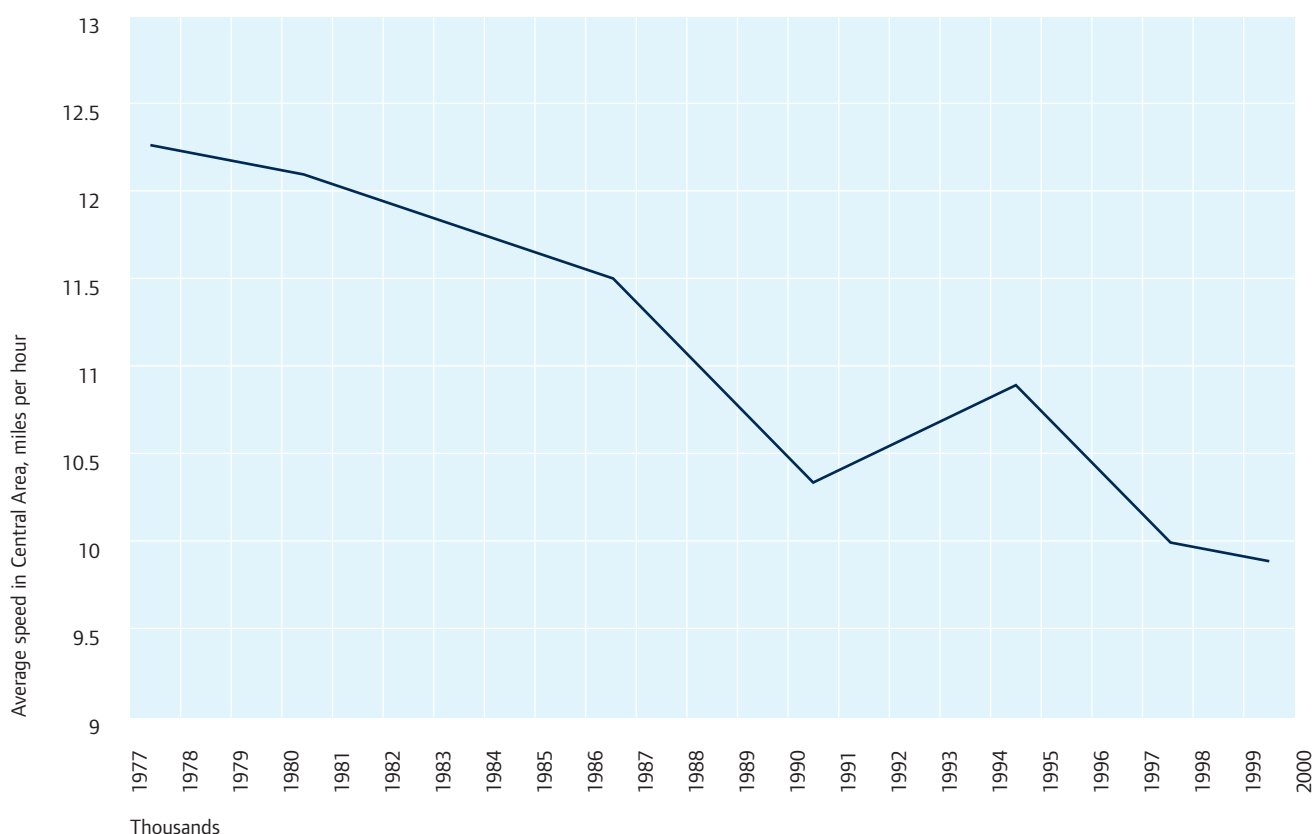
As regards infrastructure a widely experienced example of the dangers of allowing London to grow without the

commitment of adequate public resources already exists. The London Underground shows a service stretched both ways between greater use and reduced investment. Passenger journeys on the Underground went up by 7 per cent in 1999-2000, and have risen by 21 per cent over ten years. The system is now used by 400,000 more passengers a day than in 1983. Until this year, Underground use has been on an upward trend every year since the mid-1990s, during which time reliability has declined hand-in-hand with diminishing investment. London Underground estimates that 60 per cent of delays result from infrastructure and rolling stock failure.

Congestion is not confined to the Underground. Average traffic speeds on London's roads are down to 10 mph during morning peak periods. This is not only inadequate from a transport point of view but is environmentally unacceptable. Road traffic is responsible for up to 90 per cent of air pollution in London. Air quality is the worst in Britain and vehicle emissions cause an estimated 350-400 premature deaths a year in the city, one of many examples of health pressures that will increase if adequate policies are not adopted.

However increasing levels of congestion, and consequent economic inefficiency, are not inevitable. The London Plan, together with the Mayor's

### 32 London traffic speeds during the morning peak



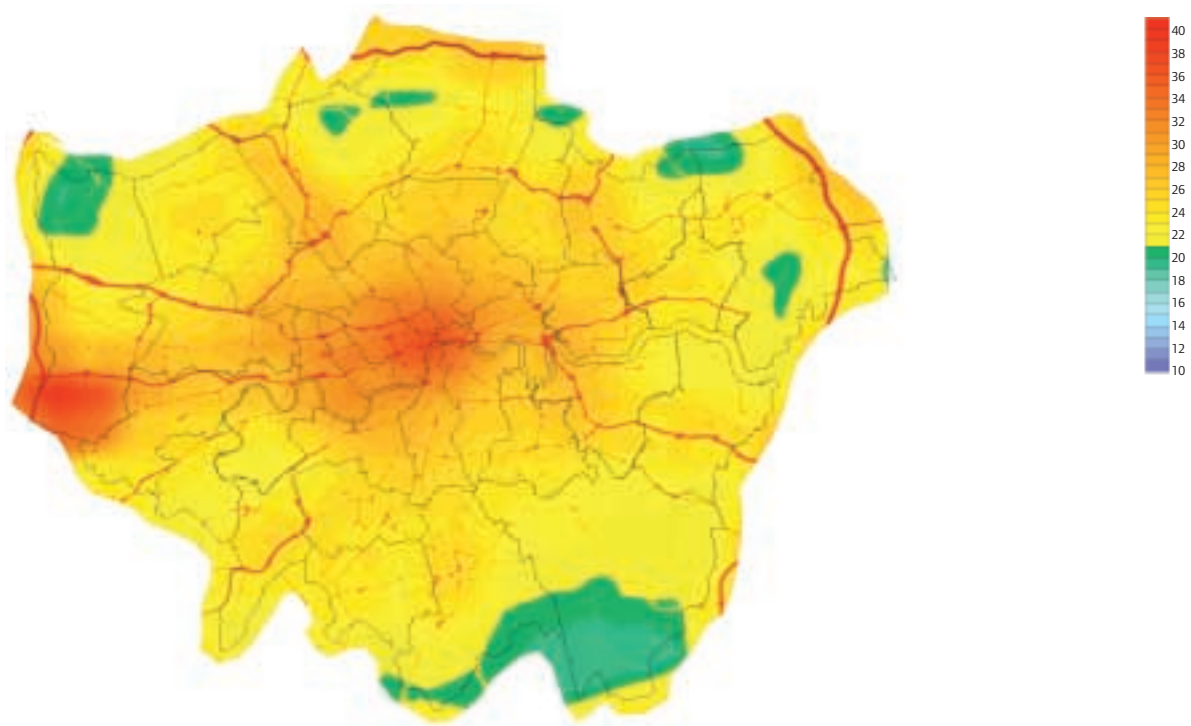
Transport Strategy, demonstrate how the most urgent pressures on the Underground can begin to be relieved during the current decade with the introduction of developments such as the east-west London CrossRail, the Hackney South West Line and the East London Line extension.

Equally important will be investment in health. The extent of health inequalities in London, like the proliferation of poor housing conditions, challenges the perception of the capital as a universally advantaged city. The number of patients treated within one hour in London accident and emergency services is the

lowest in the country. Life expectancy for men in East London is among the lowest in the country.

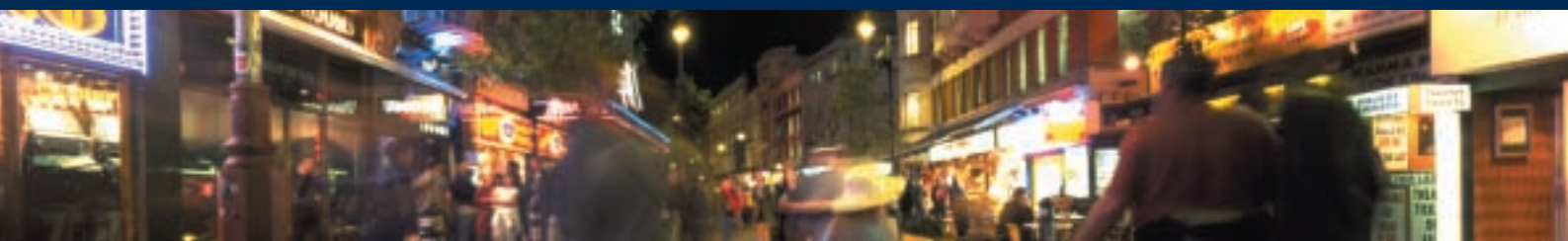
Extra people living in London will translate into additional demands on other public services that in some cases, such as policing, have already suffered relative reductions in government resources—proportionately national funding for policing London has fallen since the mid-1990s. In some areas there is an unchallengeable relationship between growing population and the need for additional resources. GLA calculations show that London will need 130 more schools by 2016—itsself a major policy challenge.

### 33 Modelled 1999 annual average NO<sub>2</sub> concentrations in ppb



**Source** Greater London Authority and Transport for London, 2001  
**note** Using 1997 weather data

- The Mayor's London Plan . . . will address many specifics such as the case for higher densities of development and tall buildings, the importance of large infrastructure projects and the need to integrate transport developments with economic policy and land-use planning – while, just as importantly, promoting London's sustainability and ensuring that development does not encroach on the city's precious inner green spaces or green belt.



To set out this scale of the pressures on London's infrastructure and services is not to imply that they are beset with problems beyond resolution. But continuing population and economic growth on the predicted scale requires early action both in terms of strategic development and in resourcing and implementing the necessary solutions. The Mayor's policies demonstrate that solutions to apparently intractable issues can be fashioned through an intelligent combination of investment and clear priority-setting.

As one example since the Mayor came to office in 2000, an overhaul of the entire framework of operation of London's long-criticised but

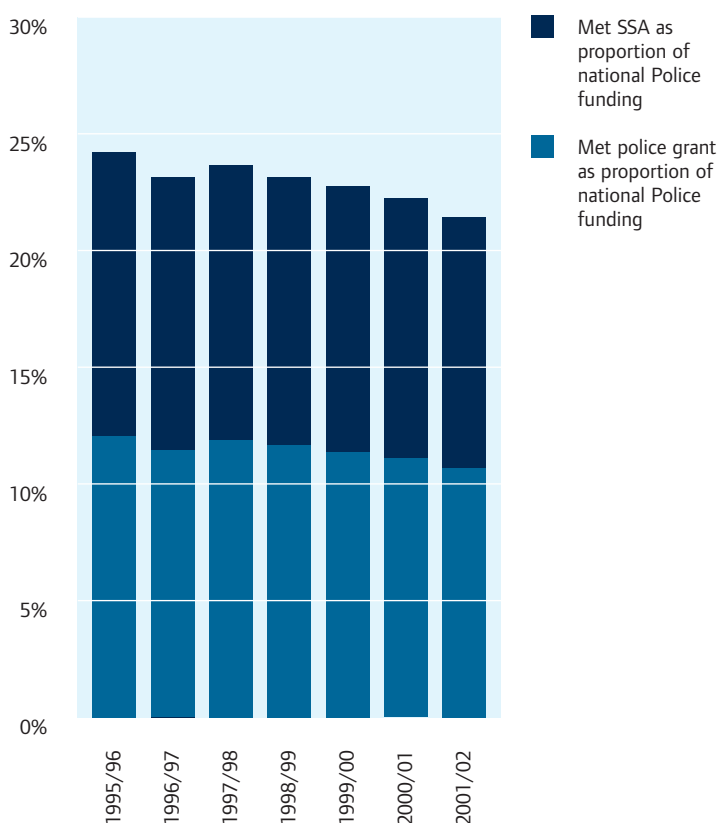
vital bus network has taken place. A comprehensive management approach has been adopted, combining investment in new routes and vehicles with integration of fares, infrastructure and information into one organisation; there is now co-ordination of bus services, road management and policing. The public has responded to improving services to such an extent that, in the past year, London has been responsible for the entire national increase in bus ridership. Use of services in the capital rose by 6 per cent, with night bus travel alone up by almost 3 million trips last year.

The Mayor has set a target of recruiting 1,000 police a year throughout his term.

However the major infrastructural projects, and areas such as housing, require much longer to complete; work and planning on these must commence as soon as possible.

The overall framework for responding to the demands of growth will come together in the London Plan, the Mayor's statutory SDS. This will address many specifics such as the case for higher densities of development and tall buildings, the importance of large infrastructure projects and the need to integrate transport developments with economic policy and land-use planning—while, just as importantly, promoting London's sustainability and ensuring [continued on page 38]

#### 34 Metropolitan police funding as share of national general grants for policing



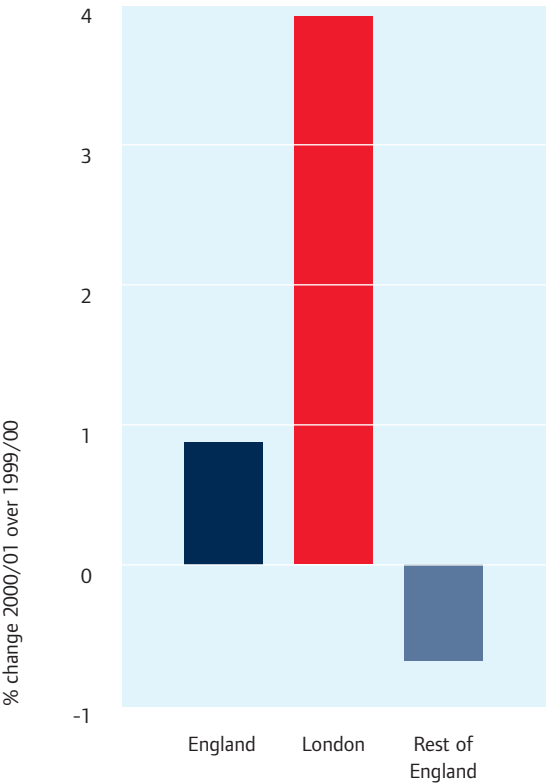
that development does not encroach on the city's precious inner green spaces or green belt.

The fundamental framework is set by one overarching reality. London, having grown by the equivalent of one large UK city in the course of the 1990s, will grow by the size of another during the next fifteen years. London is currently growing by the equivalent of a borough every two years. Almost all parts of the capital will grow with the consequences of this.

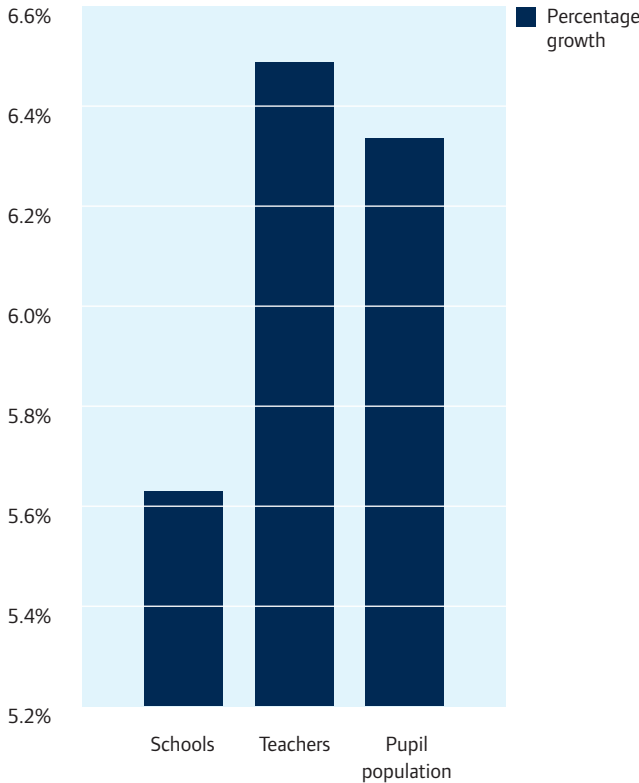
London must accommodate this growth without any increase in its geographic size or, if its quality of life and environment is to be maintained, without encroaching on its internal green spaces. The London Plan will lay down the policies by which this will be tackled. But the realities cannot be wished away. As this document shows the very high growth trends of the London Plan are not exaggerated but, in an important number of areas, are if anything on the responsibly conservative side.

This trend is the challenge facing London. It is the biggest regional issue in Britain.

35 Bus ridership change

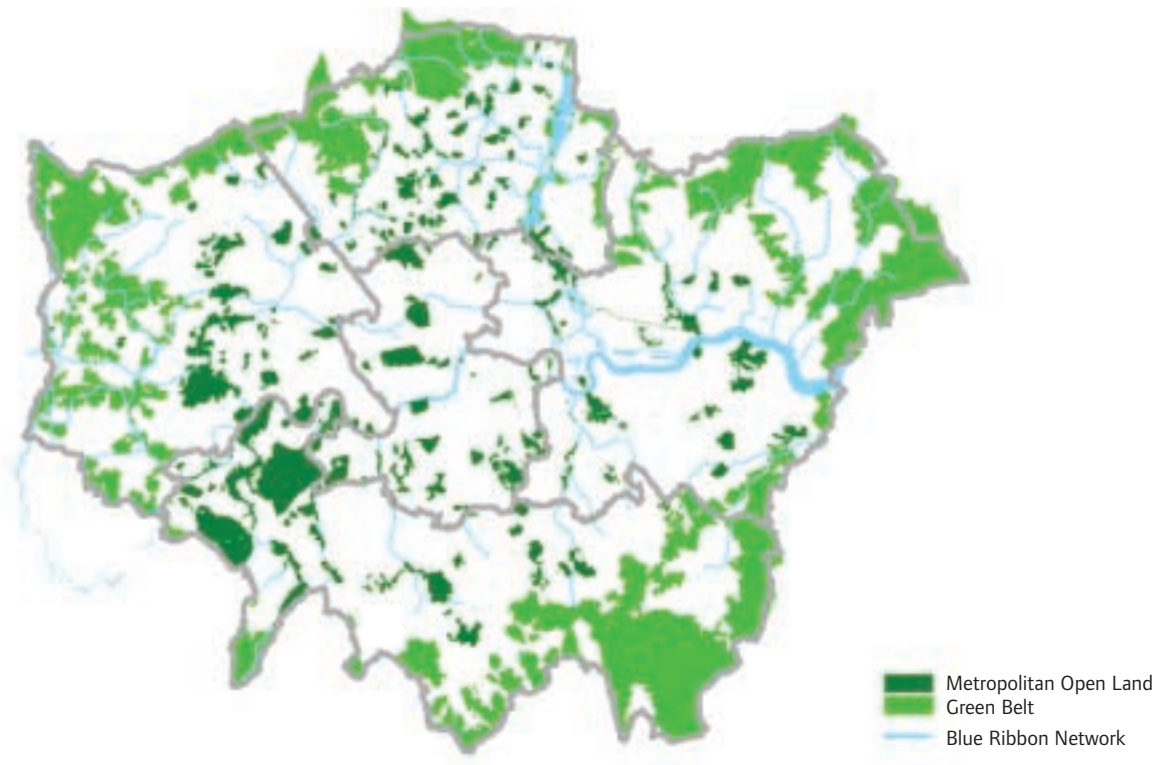


36 Required growth in schools and teachers between 2001 and 2016





### 37 Strategic open spaces in London and the Blue Ribbon Network



# Tables

**Table 1** Population trends and projections**1a detail**

Year	Start Population	Births	Deaths	Natural Change (Births – Deaths)	Net Migration	Boundary Adjustment (net)	End Population
1991-1992	6,890,000	106,600	67,700	38,900	-17,800	0	6,911,200
1992-1993	6,911,200	104,500	66,300	38,200	-11,100	-1,500	6,937,000
1993-1994	6,937,000	105,700	67,800	37,900	-3,000	100	6,972,200
1994-1995	6,972,200	104,100	66,200	38,000	9,400	1,000	7,020,800
1995-1996	7,020,800	103,900	66,100	37,800	12,500	0	7,071,300
1996-1997	7,071,300	106,400	65,100	41,300	19,800	0	7,132,600
1997-1998	7,132,600	105,100	61,400	43,700	17,100	0	7,193,600
1998-1999	7,193,600	104,500	63,000	41,400	67,800	0	7,303,100
1999-2000	7,303,100	105,800	64,100	41,700	11,500	0	7,356,800
2000-2001	7,356,800	107,100	63,700	43,400	10,100	0	7,410,800
2001-2002	7,410,800	107,800	63,200	44,600	8,800	0	7,464,600
2002-2003	7,464,600	108,000	62,800	45,200	7,400	0	7,517,600
2003-2004	7,517,600	108,900	62,500	46,400	6,000	0	7,570,400
2004-2005	7,570,400	109,200	62,100	47,100	4,600	0	7,622,500
2005-2006	7,622,500	110,200	61,800	48,400	3,100	0	7,674,500
2006-2007	7,674,500	110,600	61,400	49,200	1,700	0	7,725,800
2007-2008	7,725,800	111,100	61,100	50,000	200	0	7,776,400
2008-2009	7,776,400	111,600	60,900	50,700	-1,400	0	7,826,100
2009-2010	7,826,100	112,200	60,800	51,300	-3,100	0	7,874,800
2010-2011	7,874,800	112,700	60,700	52,000	-4,600	0	7,922,700
2011-2012	7,922,700	113,300	60,600	52,700	-6,100	0	7,969,600
2012-2013	7,969,600	113,800	60,500	53,300	-7,700	0	8,015,700
2013-2014	8,015,700	114,300	60,400	53,900	-9,000	0	8,061,000
2014-2015	8,061,000	114,800	60,400	54,400	-10,300	0	8,105,400
2015-2016	8,105,400	115,200	60,400	54,800	-11,500	0	8,149,100
2016	8,149,100						

**1b Summary**

1991-1996	6,890,000	524,800	334,100	190,800	-10,000	-300	7,071,300
1996-2001	7,071,300	528,900	317,300	211,500	126,300	0	7,410,800
2001-2006	7,410,800	544,100	312,500	231,600	29,800	0	7,674,500
2006-2011	7,674,500	558,300	305,000	253,300	-7,200	0	7,922,700
2011-2016	7,922,700	571,300	302,300	269,100	-44,700	0	8,149,100

Source: GLA population projections

Totals may differ from the sum of sub-totals due to rounding and technical adjustments which are never greater than 0.02%

**2 Employment****2a Historical data**

Total employment by sector

	Primary & Utilities	Manufacturing	Construction	Wholesale	Retail	Hotels & Restaurants	Transport & Communications	Financial Services	Business Services	Public Administration	Health & Education	Other Services	Total
1971	75,900	1,070,500	275,800	322,500	427,400	185,000	505,200	195,200	532,300	341,300	542,900	173,000	4,673,100
1972	70,900	997,300	282,100	327,600	418,100	191,600	489,600	197,800	533,000	348,300	564,800	173,300	4,620,500
1973	66,200	940,800	293,800	333,700	419,300	199,200	480,900	202,800	552,500	353,500	580,900	175,500	4,625,000
1974	63,100	900,700	274,400	306,400	412,500	189,300	460,200	205,100	549,200	345,700	576,400	190,400	4,497,700
1975	61,000	833,800	262,300	303,000	410,000	191,300	461,900	205,600	532,300	354,300	609,300	182,700	4,431,900
1976	58,300	789,900	249,700	294,600	396,500	189,800	444,500	199,500	525,800	352,400	619,800	186,900	4,331,000
1977	55,000	768,900	242,800	294,400	394,500	182,700	437,400	195,000	530,700	342,600	609,400	187,700	4,263,300
1978	57,600	758,300	246,700	300,100	402,100	186,600	436,800	202,400	544,200	336,900	618,000	191,600	4,303,500
1979	58,700	755,500	258,100	307,200	406,700	192,500	435,900	206,400	559,000	327,600	620,800	196,300	4,346,100
1980	59,000	728,700	259,300	313,600	401,900	196,900	435,900	213,500	564,400	312,100	618,300	196,000	4,321,100
1981	58,200	677,400	241,400	300,900	381,900	197,000	416,200	218,600	560,300	297,000	612,400	193,100	4,175,700
1982	55,800	640,100	226,900	291,100	369,200	195,700	398,900	216,400	568,900	283,700	612,900	199,300	4,081,400
1983	52,400	601,200	220,900	285,400	366,200	190,900	379,300	225,000	595,300	280,200	614,300	197,700	4,030,700
1984	51,300	574,300	242,100	291,300	373,500	199,800	383,800	225,800	616,000	276,900	623,800	212,400	4,093,400
1985	50,900	546,200	244,000	290,400	373,600	204,800	373,300	227,300	662,000	268,500	636,300	222,700	4,122,100
1986	47,600	512,500	233,600	285,900	375,400	203,100	358,800	238,000	685,800	264,700	647,800	229,800	4,104,000
1987	46,700	480,000	248,600	291,400	380,900	214,900	361,500	253,400	712,300	265,400	661,600	226,100	4,162,800
1988	44,300	466,400	258,600	293,200	379,300	214,000	359,800	276,100	757,100	264,100	695,700	237,800	4,266,400
1989	46,300	464,900	277,600	283,500	370,600	222,600	360,500	281,900	780,400	248,900	693,700	245,800	4,297,000
1990	42,700	434,200	282,500	276,200	371,100	227,000	367,200	278,500	818,000	253,600	639,400	245,600	4,255,200
1991	40,300	372,200	258,700	253,500	359,500	218,300	348,800	263,200	778,300	256,600	576,600	263,000	4,007,900
1992	38,900	343,100	223,700	240,100	363,500	216,900	342,900	245,200	763,000	250,300	559,700	257,000	3,863,000
1993	37,400	329,500	199,200	234,600	356,900	207,800	332,000	233,500	783,000	242,500	554,900	258,300	3,786,100
1994	33,400	318,100	199,400	230,000	380,900	222,700	332,600	235,000	819,800	236,400	549,700	272,900	3,845,700
1995	26,300	306,400	207,700	240,200	374,600	247,100	317,600	245,100	865,700	228,100	544,600	279,900	3,897,100
1996	24,100	312,100	188,600	236,900	374,600	249,100	310,500	257,700	924,300	222,900	561,200	286,400	3,960,100
1997	23,000	319,500	172,100	255,200	372,700	264,200	329,900	252,100	980,600	215,100	581,700	300,100	4,077,300
1998	22,000	320,800	218,500	267,100	396,900	287,100	338,900	250,500	1,039,800	219,400	581,000	309,800	4,263,000
1999	20,300	327,300	194,600	270,300	385,700	278,500	357,700	251,200	1,083,500	225,400	605,000	327,100	4,337,400

Source: ONS, Cambridge Econometrics and Warwick Institute for Employment Research.

**2b Projections**

	Primary & Utilities	Manufacturing	Construction	Wholesale	Retail	Hotels & Restaurants	Transport & Communications	Financial services	Business services	Public administration	Health & Education	Other services	Total
2000	20,000	328,000	215,000	275,000	404,000	294,000	361,000	248,000	1,123,000	227,000	610,000	339,000	4,453,000
2001	20,000	322,250	211,583	275,750	405,333	303,583	358,000	249,667	1,152,667	223,000	610,000	351,750	4,483,583
2006	20,000	295,000	195,000	280,000	410,000	350,000	345,000	260,000	1,300,000	205,000	627,000	415,000	4,702,000
2011	15,000	270,000	180,000	285,000	415,000	400,000	335,000	270,000	1,445,000	190,000	644,000	470,000	4,919,000
2016	15,000	240,000	160,000	290,000	415,000	445,000	325,000	275,000	1,590,000	175,000	660,000	530,000	5,120,000
Change	-5,000	-82,250	-51,583	14,250	9,667	141,417	-33,000	25,333	437,333	-48,000	50,000	178,250	636,417

Source: Volterra Consultants

Projections for 2000 and 2001 as historical data are not yet available

# Planning for London's Growth

42

## Chart data

Tables of data are referenced to the charts which illustrate them

### 1 London's cumulative population growth since 1984

	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
Hammersmith & Fulham (total population in 2000)										166,200							
Coventry (total population in 2000)													307,200				
City of Bristol (total population in 2000)															406,200		
Sheffield (total population in 2000)																	539,100
London's cumulative population growth	7,400	25,400	38,600	35,700	5,500	33,900	87,700	125,100	139,800	168,200	202,700	242,300	309,500	357,400	422,500	520,200	610,300

Source: GLA and ONS Crown Copyright Protected

### 2 Change in London's population

Year	Population ('000s)	Year	Population ('000s)	Year	Population ('000s)
1961	7,977	1975	7,179	1989	6,799
1962	7,970	1976	7,089	1990	6,853
1963	7,926	1977	7,012	1991	6,890
1964	7,894	1978	6,947	1992	6,905
1965	7,857	1979	6,888	1993	6,933
1966	7,810	1980	6,851	1994	6,967
1967	7,761	1981	6,806	1995	7,007
1968	7,693	1982	6,771	1996	7,074
1969	7,619	1983	6,765	1997	7,122
1970	7,530	1984	6,772	1998	7,187
1971	7,529	1985	6,790	1999	7,285
1972	7,443	1986	6,804	2000	7,375
1973	7,362	1987	6,801		
1974	7,264	1988	6,770		

Additional population projection data are given in table 1a

### 3 Population change between 1981 and 2000

Total Change	
Merseyside	-118.8
West Midlands	-54.1
Tyne and Wear	-51.6
Greater Manchester	-33.4
South Yorkshire	-15.6
West Yorkshire	54.6
Greater London	569.5

Source: ONS Crown Copyright protected

### 4 London population estimates and projections

	000s	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
Mid Year Estimates (MYE)		6,890	6,905	6,933	6,968	7,007	7,074	7,122	7,187	7,285	7,375
Office of National Statistics 93				6,933	6,955	6,981	7,011	7,043	7,076	7,108	7,139
Office of National Statistics 96							7,074	7,115	7,146	7,169	7,192
London Research Centre 93				6,933	6,968	6,997	7,030	7,063	7,098	7,133	7,167
London Research Centre 96							7,074	7,120	7,160	7,200	7,240

Source: GLA and ONS Crown Copyright protected

### 5 London population estimates and projections

000s	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
Mid Year Estimates	6,890	6,905	6,933	6,968	7,007	7,074	7,122	7,187	7,285	7,375			
GLA								7,187	7,303	7,357	7,411	7,465	7,518
000s	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Mid Year Estimates													
GLA	7,570	7,623	7,674	7,726	7,776	7,826	7,875	7,923	7,970	8,016	8,061	8,105	8,149

Source: GLA and ONS Crown Copyright protected

## 6 Changes in London's population 1971–2000

	Total Change	Natural Change	Net Migration		Total Change	Natural Change	Net Migration
1971-72	-86.6	22.6	-109.2	1985-86	13.2	22.2	-9
1972-73	-80.4	14.1	-94.5	1986-87	-2.9	26.5	-29.4
1973-74	-98.8	8.9	-107.7	1987-88	-30.2	30.7	-60.9
1974-75	-84.6	4.6	-89.2	1988-89	28.4	32	-3.6
1975-76	-89.9	0.2	-90.1	1989-90	53.8	34.5	19.3
1976-77	-77.1	0.6	-77.7	1990-91	37.4	37.1	0.3
1977-78	-65.2	4.5	-69.6	1991-92	14.7	38.6	-23.9
1978-79	-59.2	8.1	-67.3	1992-93	28.4	37.4	-9
1979-80	-37	12.8	-49.8	1993-94	33.8	36.8	-3
1980-81	-45	15	-60	1994-95	40.3	38	2.3
1981-82	-34.3	14.7	-49	1995-96	67.2	37	30.2
1982-83	-6.5	15	-21.5	1996-97	47.9	41.2	6.7
1983-84	7.4	17.4	-10	1997-98	65.1	43.8	21.3
1984-85	18	20	-2	1998-99	97.8	42.8	55
				1999-00	90	43.5	46.5

Source: GLA

## 7 Employment and population in Greater London

Population (GLA) 000s	1971 7,529	1972 7,443	1973 7,362	1974 7,264	1975 7,179	1976 7,089	1977 7,012	1978 6,947	1979 6,888	1980 6,851	1981 6,806	1982 6,771	1983 6,765	1984 6,772	1985 6,790	1986 6,803
Workplace jobs plus self-employment (Cambridge Econometrics) 000s	4,673	4,621	4,625	4,498	4,432	4,331	4,263	4,304	4,346	4,321	4,176	4,081	4,031	4,093	4,122	4,104
Population (GLA) 000s	1987 6,801	1988 6,770	1989 6,799	1990 6,853	1991 6,890	1992 6,905	1993 6,933	1994 6,968	1995 7,007	1996 7,074	1997 7,122	1998 7,187	1999 7,285	2000 7,375	2001	
Workplace jobs plus self-employment (Cambridge Econometrics) 000s	4,163	4,266	4,297	4,255	4,008	3,863	3,786	3,846	3,897	3,960	4,077	4,263	4,337	4,453	4,517	

Source: GLA and Cambridge Econometrics

## Charts 8-13

Data for these graphs either presents or is directly derivable from table 2

## 14 Change in total employees between 1989 and 1999

	Westminster	Camden	Hillingdon	Tower Hamlets	Barnet	Kens & Chelsea	City of London	Hounslow	Hamsth & Fulham	Islington	Redbridge	Harrow	Bromley	Merton	Bexley	Richmond upon Thames	Newham
Total Change	44,743	31,359	29,284	26,047	24,611	21,192	20,361	15,715	15,044	12,163	9,226	6,894	5,801	3,034	2,887	2,116	1,449
		Kingston upon Thames	Southwark	Havering	Hackney	Haringey	Sutton	Wandsworth	Brent	Greenwich	Lewisham	Enfield	Barking Dagenham	Waltham Forest	Ealing	Croydon	Lambeth
Total Change		1,226	988	-1,119	-1,848	-2,937	-3,177	-3,219	-4,250	-7,288	-7,785	-8,738	-9,186	-11,842	-12,988	-14,916	-18,349

Source: BSL Making sense of the ABI

## 16 Population change between 1973 and 2000

	City of London	Barking Dagenham	Barnet	Bexley	Brent	Bromley	Camden	Croydon	Ealing	Enfield	Greenwich	Hackney	Hamsth & Fulham	Haringey	Harrow	Havering	Hillingdon
Population change between 1973 and 2000	1,700	-4,500	37,800	900	-23,200	-4,300	4,300	4,700	8,300	1,700	0	-12,100	-12,900	-12,500	9,800	-17,100	18,400
		Hounslow	Islington	Kens & Chelsea	Kingston upon Thames	Lambeth	Lewisham	Merton	Newham	Redbridge	Richmond upon Thames	Southwark	Sutton	Tower Hamlets	Waltham Forest	Wandsworth	Westminster City of
Population change between 1973 and 2000		5,300	-11,900	15,400	11,900	-27,900	-19,000	10,400	5,200	-6,800	21,900	-14,600	9,700	30,900	-16,300	-27,500	25,000

Source: GLA

## 17 &amp; 18 Population distribution in 1939 and 2000

Year	Westminster	Wandsworth	Waltham Forest	Tower Hamlets	Sutton	Southwark	Richmond upon Thames	Redbridge	Newham	Merton	Lewisham	Lambeth	Kingston upon Thames	Kens & Chelsea	Islington	Hounslow	Hillingdon
1939	347,000	358,000	286,000	419,000	167,000	456,000	178,000	232,000	381,000	197,000	325,000	391,000	129,000	228,000	343,000	196,000	159,000
2000	244,600	271,100	218,800	186,700	178,700	238,700	195,100	233,600	239,500	189,900	246,000	275,800	151,900	190,300	178,200	213,000	255,700
		Havering	Harrow	Haringey	Hamsth & Fulham	Hackney	Greenwich	Enfield	Ealing	Croydon	City of London	Camden	Bromley	Brent	Bexley	Barnet	Barking Dagenham
1939	139,000	190,000	292,000	259,000	332,000	243,000	272,000	285,000	297,000	9,000	301,000	237,000	310,000	179,000	296,000	184,000	
2000	230,900	214,900	225,100	166,200	202,900	218,100	269,500	311,500	339,900	6,400	202,800	302,400	254,900	220,500	345,500	156,000	

Source: GLC Research Memorandum 413, GLA

## 19 Population by ethnic group (000's)

	1996	2001	2006	2011
Other	204	249	295	338
Other Asian	145	156	169	179
Chinese	66	71	75	79
Bangladeshi	115	140	160	180
Pakistani	120	144	163	180
Indian	403	446	469	486
Black Other	107	128	142	154
Black African	272	313	361	402
Black Caribbean	327	350	355	356
White	5,310	5,266	5,230	5,220

Source: GLA Demographic round 1999

## 20 International Labour Organisation (ILO) unemployment rates by ethnicity 1985-2000

	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
White	8.6	9.5	8.6	7.1	5.9	6	8.1	11.2	11.8	10.4	9.8	9.5	7.3	6.4	5.8	5.1
Ethnic Minority	16.3	17.3	14.4	13.1	12.3	11.1	14.5	20.7	23.6	22.3	20.7	20	16.4	13.9	13.8	13.5
Ratio	1.9	1.81	1.69	1.84	2.09	1.84	1.79	1.85	2	2.14	2.12	2.11	2.25	2.18	2.38	2.63

Source: ONS and Labour force Survey (Commissioned tables)

## 24 Office occupancy costs in London and other major cities

	London	Tokyo	Hong Kong	San Francisco	Paris	Zurich	New York City	Stockholm	Dubai	Boston
Total occupancy costs (\$US/m2 per year)	1,445	1,441	1,149	863	776	766	722	721	798	615

Source: Healey and Baker, Reproduced from Office Trends, May 2001

## 25 London's housing investment costs

	Local authority	Government departments	Public sector	Housing associations	Private sector	Total	Volume for data
1969	23013	2092	25105		8198	33,303	1969-70
1970	27235	1432	28667		8769	37,436	1970-80
1971	23142	2373	25515		8342	33,857	1971-81
1972	19033	1939	20972		7452	28,424	1972-82
1973	15686	1314	17000		7718	24,718	1973-83
1974	19728	1922	21650		6991	28,641	1974-84
1975	18909	2769	21678		8513	30,191	1974-84
1976	22,675	15	22,690	2,825	6,063	31,578	1976-86
1977	22,554	281	22,835	2,347	5,590	30,772	1977-87
1978	19,613	43	19,656	1,491	5,291	26,438	1978-88
1979			15,877	1,584	3,773	21,234	1979-89
1980			16,316	2,402	4,426	23,144	1980-90
1981	13,406	31	13,437	1,979	4,021	19,437	1981-91
1982			7,254	1,612	5,807	14,673	1982-92
1983			5,151	1,563	7,289	14,003	1983-93
1984			3,494	1,560	7,185	12,239	1984-94
1985			2,773	1,122	6,475	10,370	1985-95
1986			2,337	769	8,534	11,640	1986-96
1987			1,258	1,320	10,944	13,522	1986-96
1988	1,403		1,403	1,459	12,952	15,814	1988-98
1989	1,372		1,372	1,860	14,117	17,349	1988-98
1990	1,961		1,961	2,137	13,795	17,893	1988-98
1991	723		723	2,716	12,834	16,273	1988-98
1992	249		249	3,946	11,361	15,556	1988-98
1993	96		96	5,213	8,870	14,179	1988-98
1994	280		280	5,764	9,222	15,266	1988-98
1995	60		60	5,174	11,114	16,348	1988-98
1996	35		35	5,793	8,152	13,980	1988-98
1997	48		48	3,992	9,034	13,074	GB December Quarter 1999 Part 1
1998	39		39	3,453	9,406	12,898	GB December Quarter 1999 Part 1
1999	-		0	2,885	9,467	12,352	GB December Quarter 1999 Part 1

Data taken from Housing & Construction Statistics Great Britain, various years

## 26 London's housing costs compared with the UK and regions

	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987
UK	9,767	10,208	11,288	12,209	13,150	16,823	21,966	23,497	23,798	25,580	28,623	32,543	35,436	39,593	44,355
LONDON	12,848	13,223	14,351	15,196	16,281	21,729	29,661	30,538	30,559	33,325	38,889	46,131	54,428	68,073	81,452
	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	
UK	57,245	61,495	54,919	53,635	50,168	51,050	52,114	50,930	55,169	61,830	66,313	74,638	81,628	92,533	
LONDON	94,565	93,541	77,884	75,322	66,573	67,780	70,121	74,161	80,433	94,055	107,464	130,598	147,704	168,783	

Source: CML/DETR survey of lenders

## 27 Income distribution after housing costs 1999/2000

Income band £ per week	Rest of GB % total after housing costs	London % total after housing costs
less than 0	1.22	2.95
0-50	1.31	1.89
51-100	5.5	7.48
101-150	15.57	16.94
151-200	14.09	11.27
201-250	13.5	9.62
251-300	12.53	8.59
301-350	9.38	7.05
351-400	7.16	7.13
401-450	5.54	6.57
451-500	3.72	3.95
501-550	2.62	3.31
551-600	1.86	2.12
601-650	1.19	1.87
651-700	1.16	1.22
701-750	0.6	1.32
751-800	0.61	0.79
800+	2.45	5.93

Source: Based on data from the Department of Work and Pensions, Households Below Average Income (HBAI) series

## 28 Capital investment and ridership on the Underground

	1990-91	1991-92	1992-93	1993-94	1994-95	1995-96	1996-97	1997-98	1998-99	1999-00	1999-00 (restated)	2000-01
Capital investment excluding JLE (£m)	326.5	224.8	414	320.6	318.3	209.9	172.7	133.2	170.9	134.3	251.5	293.3
Passengers entering central London in the morning peak period (000s)	775	751	728	735	764	784	772	832	866	927		

Source: London Underground Limited

## 29 Underground reliability

	90/91	91/92	92/93	93/94	94/95	95/96	96/97	97/98	98/99	99/00	00/01
Percentage of scheduled Underground kilometers operated	95	97.2	97.6	96.5	96.8	96.1	94.5	95.5	93.6	94.2	91.6

Source: London Underground Limited

## 32 London traffic speeds during the morning peak

	1977	1980	1983	1986	1990	1994	1997	2000
Miles per hour	12.3	12.1	11.8	11.5	10.3	10.9	10	9.9

Source: TFL

## 34 Metropolitan police fundings as share of national general grants for policing

	Met police grant as proportion of national police funding	Met SSA as proportion of national police funding
1995/96	12.40%	12.00%
1996/97	11.90%	11.70%
1997/98	12.30%	11.70%
1998/99	12.10%	11.50%
1999/00	11.70%	11.50%
2000/01	11.40%	11.10%
2001/02	11.10%	10.90%

Source: High level review of the police funding formula for the Metropolitan police (KPMG 25 January 2001)

## 35 Bus ridership change

	% change 00/01 over 99/00
England	0.94
London	4.00
Rest of England	-0.70

Source: TFL

## 36 Required growth in schools and teachers between 2001 and 2016

	% growth
Schools	5.6%
Teachers	6.5%
Pupil Population	6.3%

Source: GLA





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