

A CITY FOR ALL LONDONERS

Economy Workshop
23rd November 2016, 9.30 – 13.00

Infrastructure Table 10 Session 1

Facilitator in bold – facilitator comments in bold

Respondents in regular text

These notes are a summary of the conversation

Session 1, Table 10

Facilitator, Jeremy Skinner, Greater London Authority

Kat Hanna, Centre for London

Karen Galey, Camden Council

Peter Murray, New London Architecture

Ken Bean, London Borough of Barnet

Adam Mills, Royal Borough of Greenwich

Luke Wood, West London Alliance

Strong Borough representation in the workshop. Any thoughts from the presentation?

There was an omission: digital connectivity and broadband is a key element and was not in the presentation.

Was the Arup 2050 report accepted?

The costings in the previous Mayor's policy – £1.4 trillion etc – are solid truths about London's future growth.

I would debate the importance of the central activities zone.

Population profiles have changed since the 1950s. We need to recognize the importance of the centre.

Connectivity back into the centre is important.

Rents in outer London areas are lower and competitive.

Permitted development makes more money if it is housing.

It is critical to get over political differences.

Green belt and industrial land uses.

There is nothing about universities.

Look at wider south-east.

Return to regional planning.

Polycentric versus agglomeration. Jeremy's view is that it is not an either/or situation.

Market prefers central London but sometimes move out.

Context determines where people choose to base themselves.

Having a well-defined story around inner and outer.

Need a sophisticated analysis.

New infrastructure is changing the character of places – conflict.

See London as a wide, consolidated area.

People want to be where things are happening.

London has a reputational pull for businesses; it has reputational value.

Boroughs have a key role.

What changes are you looking for with reference to planning?

Clustering and infrastructure.

Divide it into smaller areas such as Boroughs and cross London

Strengthen existing legislation eg geographic targets.

Boroughs want creative centres eg the development called Meridian Water in Edmonton has used the industrial heritage of the area.

Have a strategic view of the shape of future London.

See the London Commission research.

Some areas want to encourage growth, have a wider strategy around fiscal devolution and grow business rates – show them the love.

I disagree. The infrastructure has to be in place first; branding cannot be the starting point.

How do you attract and create investment and have continued investment in successful areas?

SME need to reinvent themselves. Want orbital and central links to ensure this.
Lack of orbital connectivity.

Repeat the success of the overground

Use existing freight lines and disused lines.

Recap of the discussion so far – agglomerated city is now old fashioned.

Network city recognizes connectivity in a number of centres.

Digital networking needs to be strategic, not reactive. Changes needed?

Improve service and reduce connection costs.

Review the BT monopoly.

There are many other providers. Why do you think people think that BT is the only provider? Should we leap ahead to 5G? Planning permission could be devolved from the London Boroughs.

Same with electricity supply and roads etc.

There are small cells that attach to lamp posts, and companies pay the Borough to attach them. It's a win-win situation, because the Boroughs need the money. These cells are often future proofed for 4G. We could extend this to 5G.

Replace phone boxes with link units. Adverts are used to fund them, but would need planning permission for the adverts.

Could London Boroughs band together to get a better deal on connectivity? That could give a good signal about what could happen in the future if Boroughs banded together.

Utilise discussions around upskilling

Standardise wayleaves.

Crossrail 2 is significant. Crossrail 1 has not opened yet, and there will be HS2 and a tube upgrade. The hypothesis is that these will shape London's growth. How do you feel about that?

Think creatively about regeneration. Have mixed use development.

Think ahead. Enable 24-hour use.

How do these things support development across the board, beyond stations?

High-density mixed use development and TfL sites.

Make over-station development pay.

Look at the meanwhile infrastructure during development. Use the river to remove waste.

Increase density for housing and other social infrastructure such as schools, health centres and GPs.

Old Oak and Park Royal Development Corporation needs to be part of any future plan.

Include all the other areas that are the new reimagining of London. Review the current list.

Waste disposal – essential services are battling for priority in terms of land space. There needs to be a GLA perspective on this. Delivery consolidation is key to waste management and moving goods around the city.

Delivery and freight. Analyse the flow of goods, services and people. Need freight.

50 percent of deliveries could be done by cargo.

How can the Mayor's strategies support the development of local infrastructure?

There is a funding issue. They are metropolitan issues, not just Borough issues.

Look strategically at the conflicting drivers. Need the social infrastructure; otherwise you are driving the non-creation of place.

Green grid should be supported.

Every place is unique. Boroughs know their area inside out, but strategic support is key.

London Land Commission report was not a good one, but it was inaccurate.

Sustainable urban drainage systems are important. TfL could embed this at a Borough level.

Digital broadband – business connectivity was oversubscribed.

The GLA could act as a strategic convener to get joined-up working.

Economic institutions in the creation of place.

Active travel – systems should link health and travel systems.

See how things connect regionally.

The duty to co-operate is taken seriously by the new Mayor.

There is a list of key infrastructure designed by that SE regional group. Population growth in these places. Digital is a basic skill that people need to know, possibly more than maths and English.

How does it fit in with the skills agenda?

Affordability.

Is the Mayor right to oppose Heathrow expansion?

We need to get on with it now the decision has been made – use it to create jobs.

Have a consistent message now the decision has been made.

Table 10 Session 2 Infrastructure

Facilitator in bold - facilitator comments in bold

Respondents in regular text

Session 2, Table 10

Facilitator, Jeremy Skinner, Greater London Authority

Verina Glaessner, London Forum of Amenity and Civic Societies

Alex Savine, London Legacy Development Corporation

Peter Shadbolt, City of London Corporation

Steven Burak, Just Space

Peter Eversden, London Forum of Amenity and Civic Societies

Introductions.

Alternative ways of thinking.

Work with Just Space. Engaged with London Plan. Regeneration and planning policy.

City of London.

The definition of infrastructure is the structure that is underneath, what lies beneath the surface. This is normally a critical element. Interpretation is key. Is there a gap between practice and ideas?

Relates to facilities that sectors need. We need to know how things interrelate – deliveries, transport, digital etc.

Land has been grabbed for Crossrail 1 and 2.

There are finite resources in London – land, energy, water. The management of these is key.

Materials and air quality. Use of resources is an issue.

Planners deal with a range of issues. The issue is the co-ordination of those elements of infrastructure. We need to get infrastructure providers to work together.

Businesses and the city talk to us. We need to maintain competitiveness of London moving forward.

Servicing of deliveries, pavement spaces, IT infrastructure.

Thinking about the 2015 London infrastructure plan.

The hypothesis is that infrastructure is essential – transport, local roads, utilities, digital, connectivity. Green infrastructure, social infrastructure – all in development. Healthcare is excluded for the exercise.

Workers want healthcare where they work, not where they live.

There are some certainties – Crossrail 1 and a possible extension, Thameslink, tube upgrade. Crossrail 2 is the biggest London project to date. Streamline the south-east London rail network.

Transport is needed to serve the growing city. Everything else comes after that.

In the 2015 infrastructure plan, Thames Water said that there is not enough water to develop north-west London.

Freight management with regard to businesses.

Need to attend to logistics.

Attending to logistics is a role for the Mayor. We rely on other Boroughs to provide land for waste disposal etc. This is not an efficient way to do it. The Mayor could create a framework.

The Assembly Planning Committee focused on housing and nothing else. The Assembly challenged this.

HS2 and Heathrow.

Civic communities think Heathrow is badly managed and does not need expanding. You could make it a short-trip airport.

We want action, not just words.

The conversation should include people, not just business. Politicians do not seem to take climate change seriously.

Any thoughts on HS2?

Maintain houses rather than demolish them. Traffic will find its own way through the city. Large-scale demolition projects are having an impact. 75 percent of the traffic on Marylebone Road does not need to be there. Ring roads are being overburdened. The shortest journey may not be the fastest.

The air quality around King's Cross is terrible.

There needs to be commensurate environmental work with all of the projects now and in the future in London.

What is it that we are planning for – now or future trends?

We need to emphasise other methods of transport.

Are we looking at the right infrastructure targets? The national infrastructure needs to be included.

London will rely on ancient infrastructure. Innovation will mean new infrastructure types.

Electric cars are not always the answer to pollution because they produce particulates and the tarmac in London also produces particulates.

Try and co-ordinate activities. Reduce traffic and make it easier to get to work.

Have more express buses. TfL needs to look at its bus network again.

Rush-hour bus routes could be a possibility. We need a nuanced approach.

Workspace parking levy – Oxford pilot study.

Park Royal Atlas is a great study – use it as a basis.

How can local infrastructure be improved?

Planners look at this all the time. Established communities are more problematic. It is more than providing new schools.

It is easier to have multiple uses of schools in new schools.

How will community space be funded and managed?

Engage communities. Chiswick business park is a good example.

Can we rely on existing funding schemes?

There is a backlog. Under the Localism Act, 15 percent needs to be spent on the local area.

National funding. The schools formula does not allow schools to be built in high-density areas.

Is fiscal devolution the answer?

Finance Commission is great – retention of money and the proper use of it.

The price of land is dominating the whole arena. The price of land varies.

We need to make places affordable. Subsidisation is needed. Create a multiplicity of financial markets.