The Mayor’s Prospectus for London Thames Gateway
The London Thames Gateway is where London’s future prosperity is unfolding. Canary Wharf, the O2, ExCeL, Stratford City and the 2012 Games all bear witness to the shift eastwards in London’s economic centre of gravity. My ambition is to drive this process forward and spread the benefits of success to all of east and south east London’s communities.

And now we have won the prize of Crossrail – the keystone of the next stage of the renewal, linking London Thames Gateway with the West End, the City, Heathrow and beyond, and offering unparalleled prospects for growth and regeneration.

The 2012 Olympic Games and Paralympic Games will catapult the London Thames Gateway to a global profile and provide a transformational regeneration legacy in the Lower Lea Valley and Stratford City. Legacy planning is already well underway, with up to 40,000 new homes forecast, together with massive new commercial, leisure and retail development.

The opportunities to make fundamental and lasting improvements in the life chances of some of London’s poorest communities have never been greater, and I intend to work with all sectors – private, public and voluntary – to see that we capitalise on these. The new GLA Act gives the Mayor significant new powers to set the priorities for London’s housing investment and to take important planning decisions, and I aim to use these powers to deliver my vision for London Thames Gateway.

Although much has been achieved, some real challenges remain. It is disappointing that the Thames Gateway Bridge has still not been approved, but I will be working hard to see that we get a positive decision at the earliest opportunity. We still need to secure funding for the much-needed DLR extension to Barking Riverside and Dagenham Dock and we need to find better ways to deliver properly co-ordinated funding for the new schools, healthcare and community facilities that will be essential for the sustainable prosperity of the London Gateway.

London is the fastest growing city in Europe or North America. After decades of decline, we now have the chance to accommodate much of this growth in the London Thames Gateway. Nowhere else offers the vast tracts of urban land and the public transport capacity needed. And nowhere else has the same opportunities to create a high quality of life around the river, new parks and renewed town centres. London’s future lies in the east, and this short summary shows where, and how, we intend to rise to that challenge.
The London Thames Gateway comprises nearly 10,000 hectares (more than 35 square miles) of land, running along the River Thames, east from the Isle of Dogs to the edge of London.

The area once served as the heart of London’s manufacturing industry and trading economy, and is now finding a new lease of life as London’s prime growth corridor. The next twenty years will see partners working together to build on the success of Canary Wharf, Crossrail, and the 2012 Games, in order to make the most of the area’s extraordinary opportunities.

The Mayor’s vision is for:
- **exciting and varied places**, that will draw people to London Thames Gateway
- **well connected places**, linked by excellent public transport, improved cross river links, walking and cycling routes
- **green places**, with great new buildings and public spaces, including three large new parks, integrated with the area’s existing heritage
- **working places**, which build on success, revitalise local economies, and integrate it with the rest of London and the south east, creating opportunities for new and existing residents
- **environmentally, socially and economically sustainable places**, which help local people to access opportunities, which strengthen community cohesion and which become models of
more environmentally responsible development and energy use.

The Mayor’s London Plan says that London Thames Gateway should plan for a minimum of 120,000 homes during 2001-2026, and could accommodate up to 200,000 more jobs over the same period. This document outlines the action that is being taken by the GLA Group and its partners to turn this vision into reality.

The London Thames Gateway is a diverse place, with two main character types:
- towards the centre of London, City East is characterised by a dense web of public transport infrastructure and local centres, and a close-textured and complex mix of land uses.
- further east, Woolwich and Barking mark the change to the eastern riverside areas, with fewer town centres, larger areas of single land uses and less concentrated public transport infrastructure.
The Mayor of London will use his agencies, their budgets and his recently extended powers to realise his vision:

- **the Mayor** guides London’s housing, transport, skills and economic development budgets (a total budget of over £10bn), makes strategic planning decisions, and sets out his spatial development strategy in the London Plan

- **the London Development Agency (LDA)**, has extensive land holdings in London Thames Gateway and, as the Mayor’s agency for driving London’s sustainable growth, joins up physical regeneration with skills and training opportunities

- **Transport for London (TfL)** runs London’s expanding transport network (including DLR, London Overground and London Underground), leads on Crossrail, and implements the Mayor’s transport strategy

- **Design for London**, the Mayor’s urbanism and architecture champion, promotes design excellence in projects, masterplans and urban strategies.

Working with these and other partners, including Government, local authorities and the London Thames Gateway Development Corporation (LTGDC), the Mayor’s strategy is to:

- **link development with infrastructure** – building homes near stations, providing local bus, cycle and pedestrian routes, new cross river connections, and planning ahead for...
social, community and energy infrastructure needs
- revive existing centres – using them as the engine for regeneration and ensuring that new developments support and link into them
- make the most of opportunities – planning for and then building the density and use mix that makes the most of sites and of transport infrastructure
- demand high standards – of architectural and urban design, and environmental performance

- capitalise on London 2012 – to leave a great legacy, and to enhance London Thames Gateway’s image and boost its profile
- actively manage and steer change – using the planning system, land holdings, investment and negotiation to get London Thames Gateway right.

The Mayor’s strategy promotes specific tactics tailored to real places. Development is already underway in many areas where transport and other infrastructure is in place (like existing town centres), and places where there is certainty about what will be provided. In these areas the Mayor will focus on making sure that the right quality, quantity and mix of development comes forward.

In other places, the Mayor will push for further investment in new infrastructure—especially the Thames Gateway Bridge and the DLR extension to Dagenham Dock, as well as planning for the growth that will follow.
Successful regeneration of an area as large and complex as London Thames Gateway requires clear and long-term planning, supported by focused implementation. The Mayor has put the framework and levers in place:

- the Mayor’s London Plan provides the framework for managed release of industrial land, as well as policies for housing and employment density, housing affordability and environmental performance
- the Mayor and his agencies are working with partners to prepare a comprehensive package of design-led planning frameworks and regeneration strategies, from the scale of areas like the Lower Lea Valley (see case study), to individual sites or clusters of sites
- public bodies control 70 per cent of major development sites, of which the LDA owns around 300 hectares and is working with partners to make sure that these sites are used strategically
- the LDA has a database with details of London Thames Gateway sites with a capacity of more than 100 homes (available at http://www.lda.gov.uk/tghousingsites)
- the Mayor will use his new powers to determine important planning applications to make sure that the right quality and quantity of development can be delivered in London Thames Gateway.
Case study: planning in the Lower Lea Valley

Officers from the GLA, TfL and LDA worked with four local authorities, and the LTGDC, to prepare plans for the Lower Lea Valley during 2003-06. These plans have been adopted by the Mayor as a planning framework for this important opportunity area, and also form the basis of the LTGDC’s regeneration strategy.

http://www.london.gov.uk/mayor/planning/lower-lea-valley.jsp
Recent years have seen a huge boost in transport accessibility in the inner areas of London Thames Gateway: the Docklands Light Railway (DLR) extensions to City Airport and Lewisham have been completed, and work is well advanced on the DLR extension under the Thames to Woolwich. The following schemes – from TfL’s costed delivery plan – will consolidate and extend these improvements, creating a network that hugely enhances access for London Thames Gateway residents and businesses (see table above):

- Crossrail will run fast services (beginning in 2017) from Heathrow Airport and Maidenhead to Shenfield and Abbey Wood via central London. Its capacity will be double that of the current Jubilee Line
- the DLR is being extended to Stratford International, opening in 2010, and three car operations will be provided from Bank to Lewisham (2009) and Stratford to Lewisham (2010)
- London Underground upgrades will boost capacity of the District, Central and Jubilee lines
- The East London Line extension is underway and, together with enhancements to the North London Line, will form part of the new London Overground network, linking inner London Thames Gateway into London’s orbital transport network from 2011
- Thameslink will add vital capacity to the transport network from

<table>
<thead>
<tr>
<th>Number of jobs that can be reached by public transport (000s)</th>
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<tr>
<td><strong>Within 30 minutes</strong></td>
</tr>
<tr>
<td>2006</td>
</tr>
<tr>
<td>From Bromley by Bow</td>
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<tr>
<td>From Abbey Wood</td>
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<tr>
<td><strong>Within 45 minutes</strong></td>
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<tr>
<td>2006</td>
</tr>
<tr>
<td>From Bromley by Bow</td>
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<tr>
<td>From Abbey Wood</td>
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2015, and will complement other increases to capacity on National Rail (eg c2c and South Eastern)
- Thames Gateway Bridge, connecting the north and south banks of the Thames at the eastern end of the Royal Docks could be open by 2016 (subject to public inquiry)
- East London Transit (ELT) and Greenwich Waterfront Transit (GWT) are modern transit schemes that will strengthen links between existing centres and new housing sites. The first phases of these schemes will open in 2009 (ELT) and 2011 (GWT).

The Mayor will continue to plan for the DLR extension to Dagenham Dock and future phases of the transits and other schemes to benefit the whole London Thames Gateway.
London’s future is unfolding in London Thames Gateway, the place where the capital’s opportunity and need meet.
The London Thames Gateway offers phenomenal housing capacity. In the period up to 2016, 100,000 new homes – one third of London’s housing need – can be built in the area. Realising this capacity means building where transport and local services already exist, whilst putting in place the infrastructure for longer-term developments. In this way we will revive existing town centres and neighbourhoods, as well as creating new places. The aim is to enhance existing neighbourhoods and enable sustainable and cohesive communities to develop.

Communities need more than housing; they also depend on local shops and services, high quality public spaces and play areas, and community centres, schools and health centres. The Mayor will work with Government to make sure that these can be put in place in a timely and efficient way.

The London Plan sets out minimum housing numbers for key London Thames Gateway areas during the period up to 2026 (see table above). The LDA is promoting development at a number of key locations in London Thames Gateway (see case study). Its sites database has identified the potential for around 100,000 new homes by 2016, so the Mayor expects that the London Plan minimum targets will be significantly exceeded. For example, once Crossrail and other schemes are in place, there could be capacity for 20,000 more homes in the Royal Docks, Greenwich Peninsula and Woolwich.
The Mayor’s draft Housing Strategy sets out the importance of accelerating delivery of high quality, low carbon homes in London Thames Gateway, with the right mix of social, intermediate and market housing, and a particularly strong focus on providing more housing for families with children. It also provides the framework for the Mayor to direct the allocation of London’s affordable housing budget.

Case study: Royal Arsenal, Woolwich
The LDA has driven the transformation of the Royal Arsenal from a derelict, walled-off site to a high-quality destination that celebrates its heritage. It is already home to more than 1,200 people and workplace for several hundred, and in coming years Crossrail, Greenwich Waterfront Transit and the DLR extension will create a boost to accessibility and a magnet for investment.
Canary Wharf has changed the economic map of London. Over the last six years employment there has doubled, to nearly 100,000 today. This success has begun to ripple out, with the O2, ExCeL and City Airport forming new drivers of economic development.

But Canary Wharf’s success is only the most visible part of a reinvigorated London Gateway economy:
- major office-based developments, with complementary retail uses,
- dominate Canary Wharf and will become a major feature of Stratford City – together they could accommodate three quarters of the total employment growth in the London Thames Gateway (see table above).
- local services – from shops to hospitals – that are growing with residential communities. It is estimated that 230 new jobs of this type are created for every 1000 new residents
- industrial areas have an ongoing role to accommodate a wide range of industrial uses which support London as a sustainable city, including logistics, construction and green industries such as recycling, for example at Dagenham Dock, Charlton and Newham’s Thameside (south of Royal Docks)
- ‘one-off’ economic centres – many of which form part of a growing visitor economy – include ExCeL, the O2, London City Airport as well as the Olympic Park (before, during and after 2012).

Opportunity area    Indicative employment capacity to 2026

<table>
<thead>
<tr>
<th>Opportunity area</th>
<th>Indicative employment capacity to 2026</th>
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<tbody>
<tr>
<td>Isle of Dogs</td>
<td>110,000</td>
</tr>
<tr>
<td>Lower Lea valley including Stratford</td>
<td>50,000</td>
</tr>
<tr>
<td>London Riverside</td>
<td>14,000</td>
</tr>
<tr>
<td>Woolwich, Thamesmead and Charlton Riverside East</td>
<td>9,000</td>
</tr>
<tr>
<td>Greenwich Peninsula and Charlton Riverside West</td>
<td>7,500</td>
</tr>
<tr>
<td>Royal Docks</td>
<td>5,500</td>
</tr>
<tr>
<td>Bexley Riverside</td>
<td>4,900</td>
</tr>
<tr>
<td>Deptford Creek/Greenwich Riverside</td>
<td>4,000</td>
</tr>
<tr>
<td>Lewisham-Catford-New Cross</td>
<td>3,500</td>
</tr>
<tr>
<td>TOTAL</td>
<td>208,400</td>
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</table>
The Mayor is committed to realising the potential of dynamic and diverse business growth in the London Gateway:

- The London Plan sets out policies for the location of office development, with a focus on the Isle of Dogs – the UK’s fastest growing employment location – and the Lower Lea Valley (including Stratford)
- The London Plan seeks the consolidation, intensification and hence release of old industrial land for housing and other uses, while retaining capacity for employment, including functions that support the city (such as waste management)
- The LDA is promoting employment-generating development projects, including Gemini Park, the Royals Business Park, Lewisham Gateway and the Dagenham Sustainable Industrial Park, as well as finding new premises within London Thames Gateway for businesses moving out of the Olympic Park
- the Mayor has established the business-led London Skills and Employment Board to provide leadership in improving adult skills and employment in London. He has also established the London 2012 Employment and Skills Taskforce, part-funded by the LDA, to help people living around the Olympic Park to get jobs there.
Public space is an essential element of a successful city – for relaxation, as a route for walking and cycling, as a calm backdrop to the urgent life of the capital and as a context for successful urban communities. The London Thames Gateway already contains some amazing public spaces, from the sweeping set piece of Greenwich Maritime, to the wild marshland space at the edge of London, to the River Thames itself.

Protecting, enhancing, linking and adding to these assets is central to the strategy for London Thames Gateway – so that new and existing communities can benefit from a unique network of high quality public space, and from the boost to environmentally responsible development that these offer.

The Mayor and partners are working on two major programmes – the East London Green Grid, and the Grey Grid network. The East London Green Grid is a network of green infrastructure projects across east London, designed to support the growth of new communities and to improve the quality of life for local people, as well as helping east London to adapt to climate change by reducing flood risk and overheating. Delivery plans are now being prepared for key projects. These include three big parks which form part of the Green Grid and will become key elements of London Thames Gateway’s urban structure:

- the Lower Lea Valley park will extend the Lee Valley Regional Park through the London 2012 Olympic...
Park to the River Thames, creating a linear park from the edge of London to the heart of the city.
- Cross River Park, to be built at Beckton and Thamesmead, along the route of the Thames Gateway Bridge;
- at the outer edge of the city, the London Marshes (which include Erith and Rainham Marshes) will be an enormous, enhanced natural environment open to the public, including the 1,500 acre Wildspace Conservation Park.

The Grey Grid, which consists of the local movement network and has a key role in providing local access to sites and path networks to centres, stations, schools and other local amenities. This programme includes:
- the Mayor of London’s 100 Public Spaces programme, which seeks to improve the quality of public space – from streetscape to local squares – across London includes a number of projects in London Thames Gateway. These include: Woolwich Town Centre, Chequers Lane, Erith Town Centre, East India Quay, Rainham Village and the Bow Flyover.
The climate change challenge for new developments is three-fold:
• to minimise the greenhouse gas emissions caused by the construction, operation and demolition of buildings
• to ensure that the design and specification of buildings and urban districts enables and encourages residents and workers to live low-carbon lifestyles
• to ensure that buildings, public spaces and infrastructure are able to adapt to the impacts of climate change – from hot summers to heavier rainstorms, to an increased risk of flooding.

The Mayor is promoting and supporting action on several fronts:
• The London Plan sets targets for building performance and for the provision of on-site renewable energy infrastructure
• the LDA is making land available and protected for low-carbon infrastructure in the London Thames Gateway, including for new ‘green industry uses’ (see case study)
• the Mayor has established the London Climate Change Agency, which is working with partners to map the potential for decentralised energy solutions (like CCHP plants) across the Gateway
• as well as providing space for walking and cycling, the East London Green Grid will provide capacity for storing flood waters, as well as helping to mitigate hotter urban conditions in summer time
TfL is actively promoting the use of public transport, walking and cycling, as well as using lower carbon fuels to power its own vehicles.

**Case study: creating a new centre for the green economy**

Funding has been agreed for a £12 million plastic bottle recycling plant, backed by £1 million in grant support from the government-funded Waste and Resources Action Programme (WRAP), on land in Dagenham, purchased by the LDA with funding from the Department of Communities and Local Government. Based on the Sustainable Industrial Park at Dagenham Dock, the Closed Loop Limited plant will open in 2008 and be the first in the UK to turn old water, soft drinks and cosmetics bottles back into packaging suitable for food and drinks products.

For other challenges, action is needed at a national or international level. For example, the Environment Agency’s Thames Estuary 2100 project is developing the next generation of flood risk management options to protect London and the Thames Estuary from tidal flooding. Recent findings from the project have shown that London is currently well protected and can be protected from even some of the most unlikely increases in flood risk throughout the coming century.
Ongoing development of Albert Basin by the London Development Agency which will include low-carbon housing, industry and improved infrastructure.

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To find out more about the Mayor’s vision for the London Thames Gateway, please call: • GLA – 0207 983 4450
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