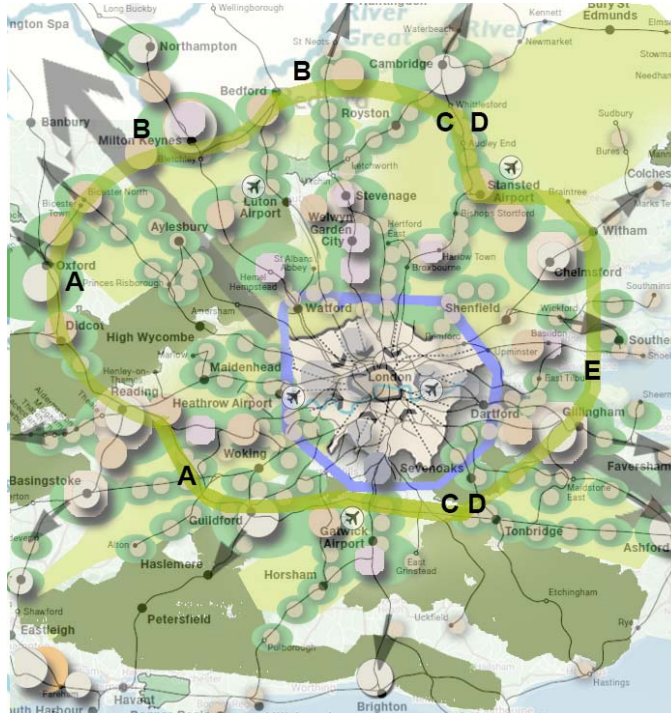


Greater London 2020



March 2020

Greater London 2020 - London's Workable Planned Future Drummond Robson Hon Sec LPDF & Gary Young, Place 54 Architects

- Draft New London Plan has taken three years and £2m to produce
- Housing and infrastructure needs have never been greater since the 1940s
- But
 - the Planning Inspectors' Report has reduced Borough Housing Targets by 20% so housing need is even less likely to be met
 - Reviews of the plan and Green Belt are considered necessary but recommended for delay for at least 5 years
 - Pressure for housing and green belt housing is now intense in the Districts adjoining GLA but lacking any coherent framework
 - Elizabeth Line, HS2, Crossrail and Crossrail 2 are delayed or uncertain
- A workable and integrated Plan for London and the wider South East Region is needed now
- A better model for the regional plan is the practicable but workable Great London Plan of 1944 which took a very small team one year to produce and be consulted upon. Like all plans it was imperfect but both workable and implemented. It was based on Masterplan principles not process.

Greater London 2020 is London's Workable Planned Future and needs to be a regional plan whose detailed implementation will need collaboration across the wider region to create a blend of approaches:

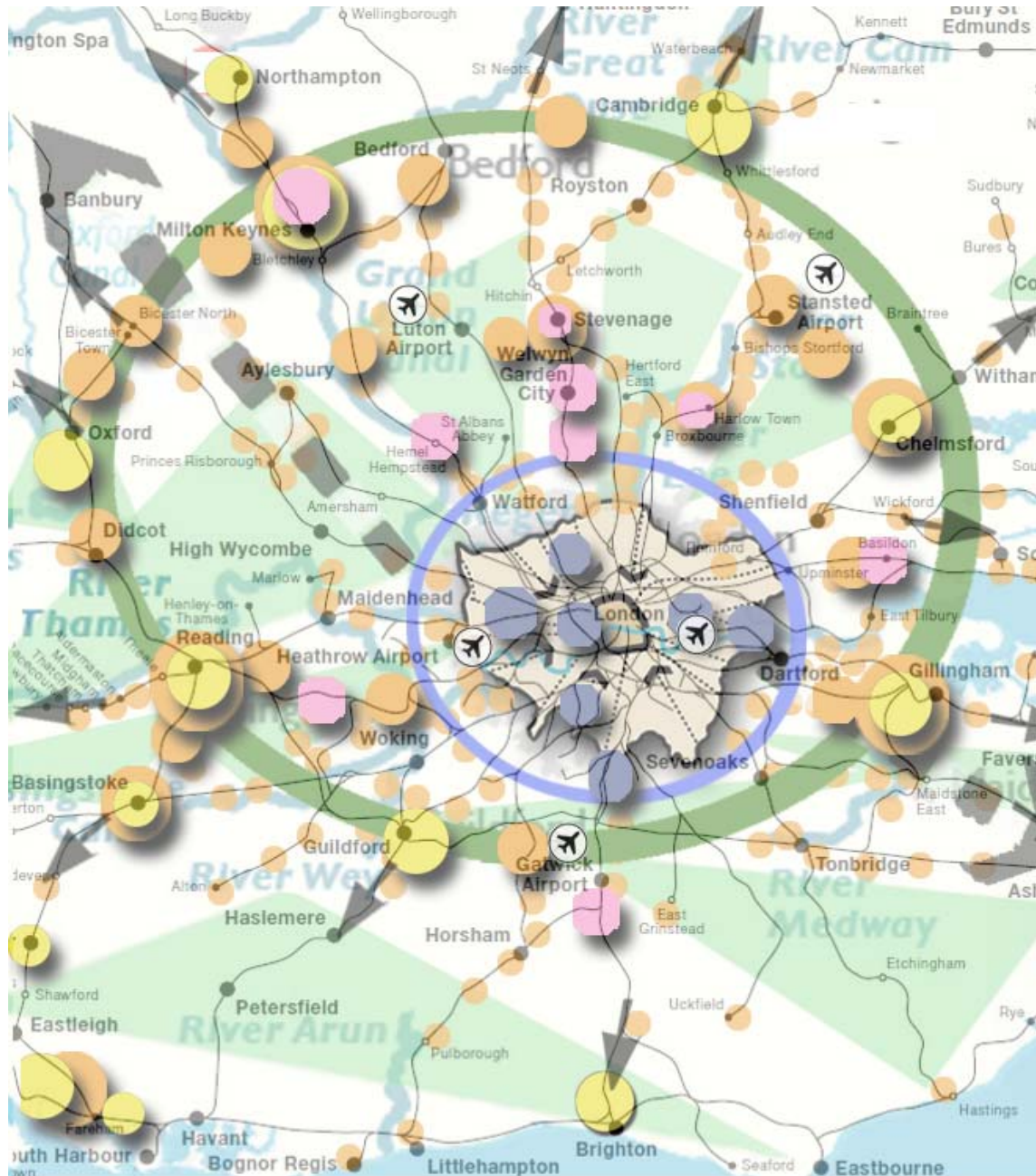
- Densifying and expanding central areas of the city,
- Reviewing the green belt,
- Extending regional hubs towns and cities
- Building new settlements.

Greater London 2020 requires collaboration with surrounding region to share economic, social, cultural and functional relationships.

- Shared transport decisions based on approved Network Rail infrastructure
- Development and ownership of a genuine coordinated strategic spatial plan with no arbitrary boundaries of Green Belt or administrative area alongside long-range economic and infrastructure plans;
- Capturing growth in design, creative, science and technology will fuel the future economy with more knowledge-based employment opportunities and cultural facilities in the region making it possible to attract talent
- Creating Green infrastructure is as important an investment as the built environment so both need realistically integrated designs.

Greater London 2020 ensures London and its region will benefit from previous urban infrastructure investment, which has shaped existing connectivity and place. This heritage requires a programme of renewal to make best of under-used rail lines or sites that can be made to work better for London, increasing the density around outer suburban and rural rail stations where there is also adequate road capacity.

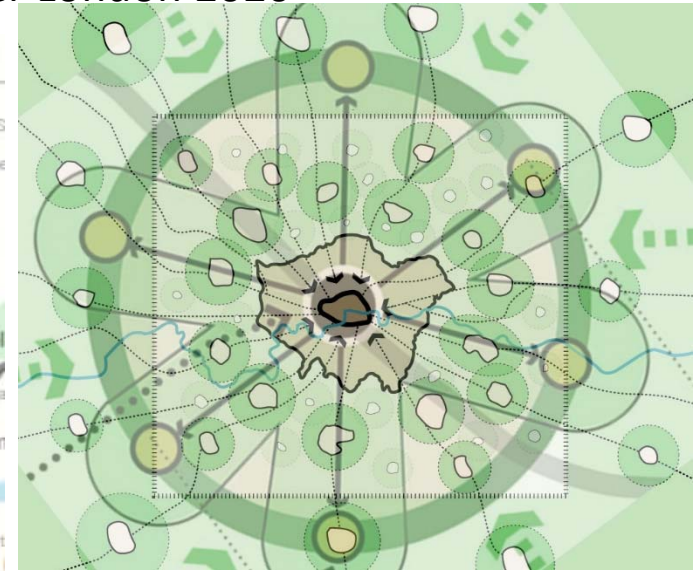
Concept diagrams created for the evolving plan for Greater London 2020



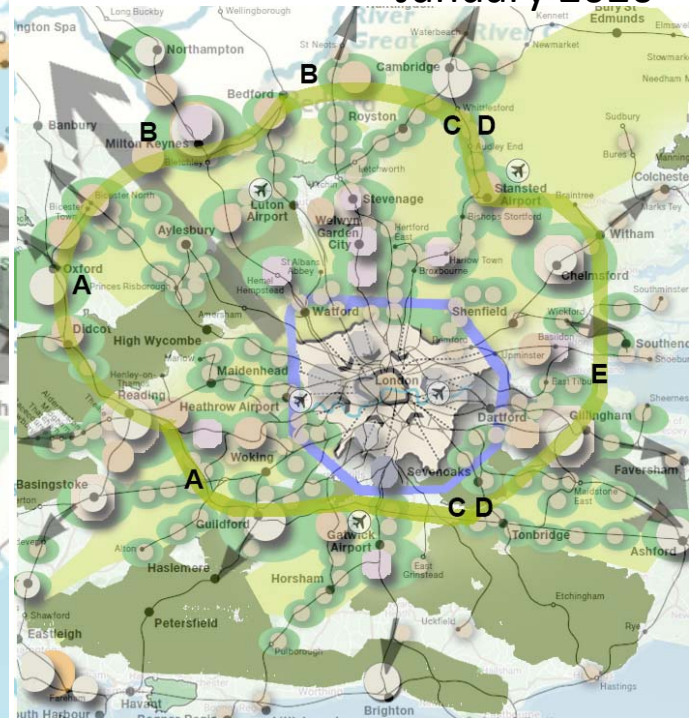
February 2020

GREATER LONDON 2020

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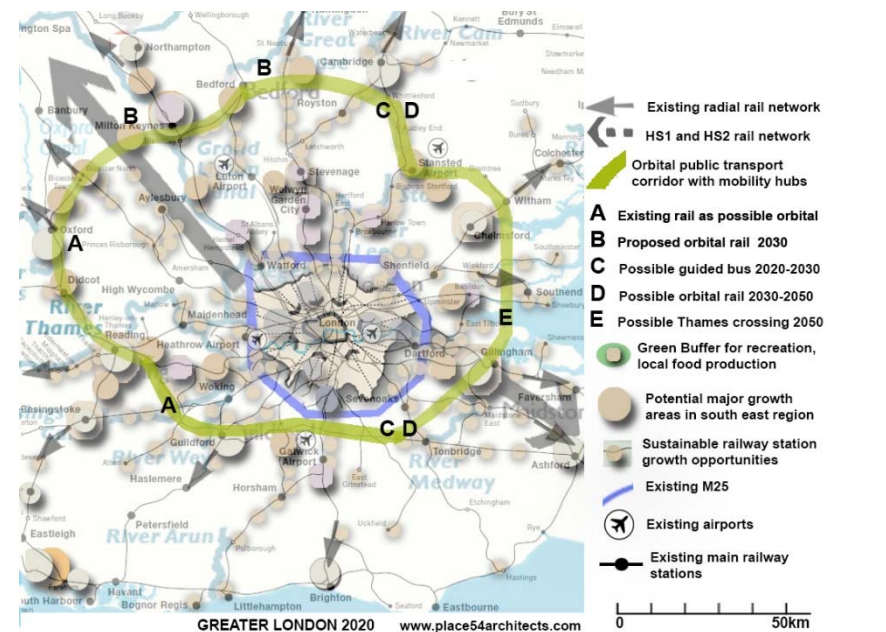
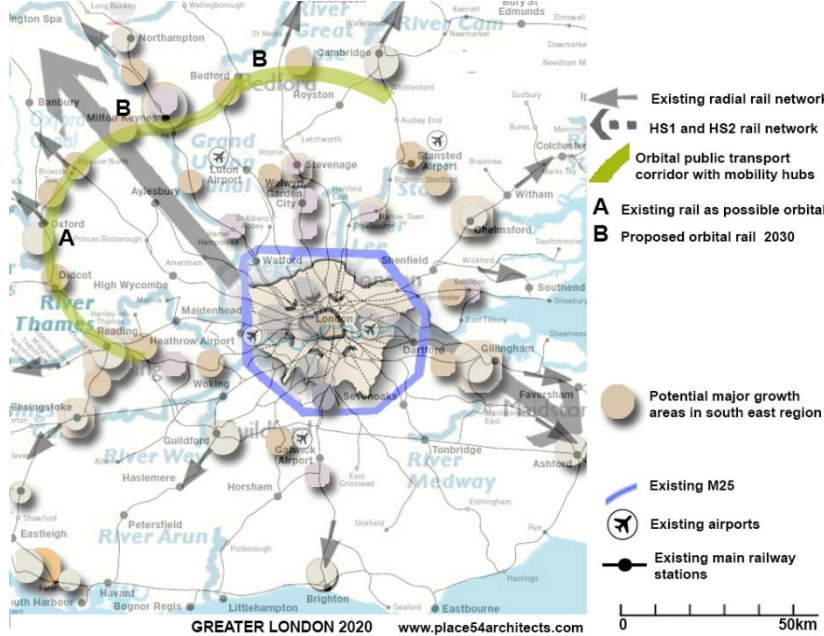
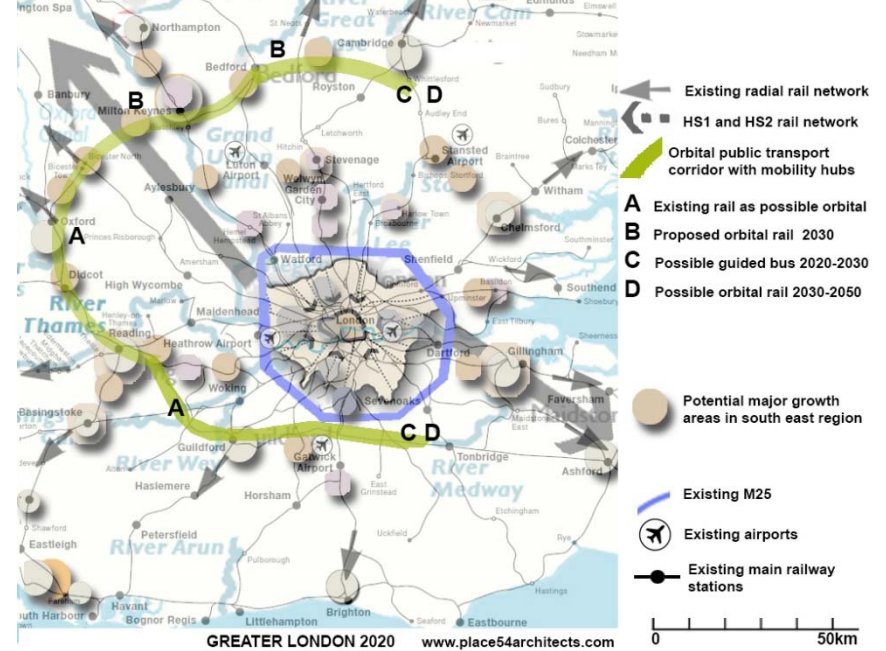
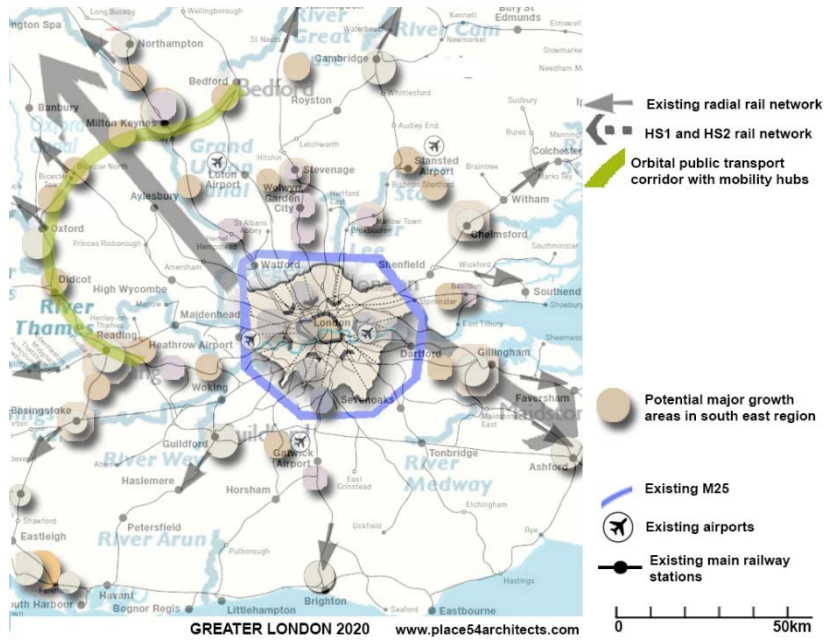


January 2020



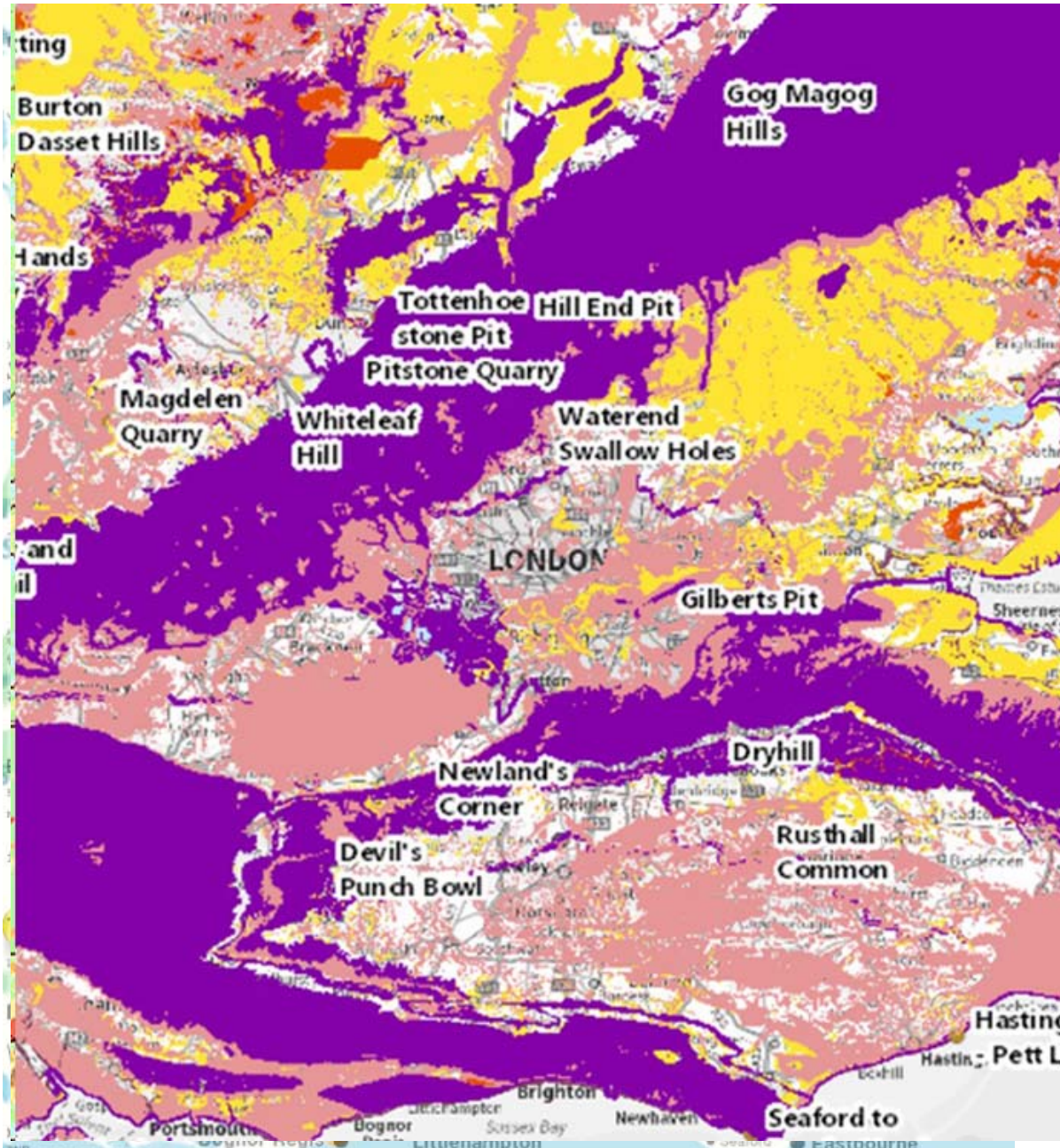
March 2020

Green transport infrastructure provides capacity for regions to support Greater London 2002

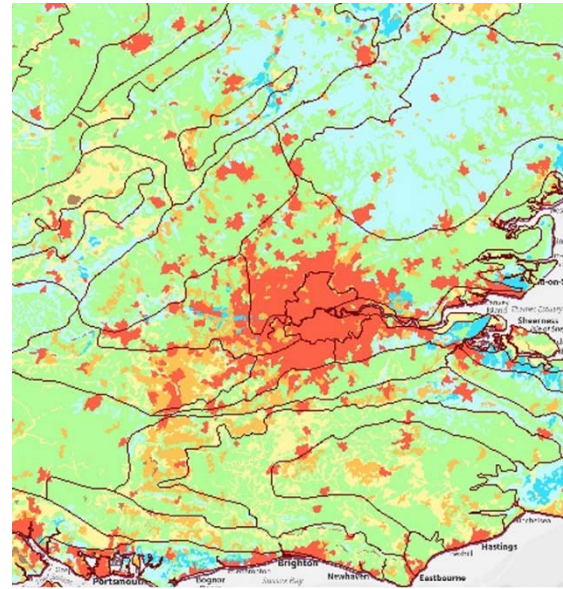


Orbital green transport rail, bus & cycle mobility hubs and Thames crossing & flood barrier

Landscape qualities / underlying geography influences the plan for Greater London 2020



Geology

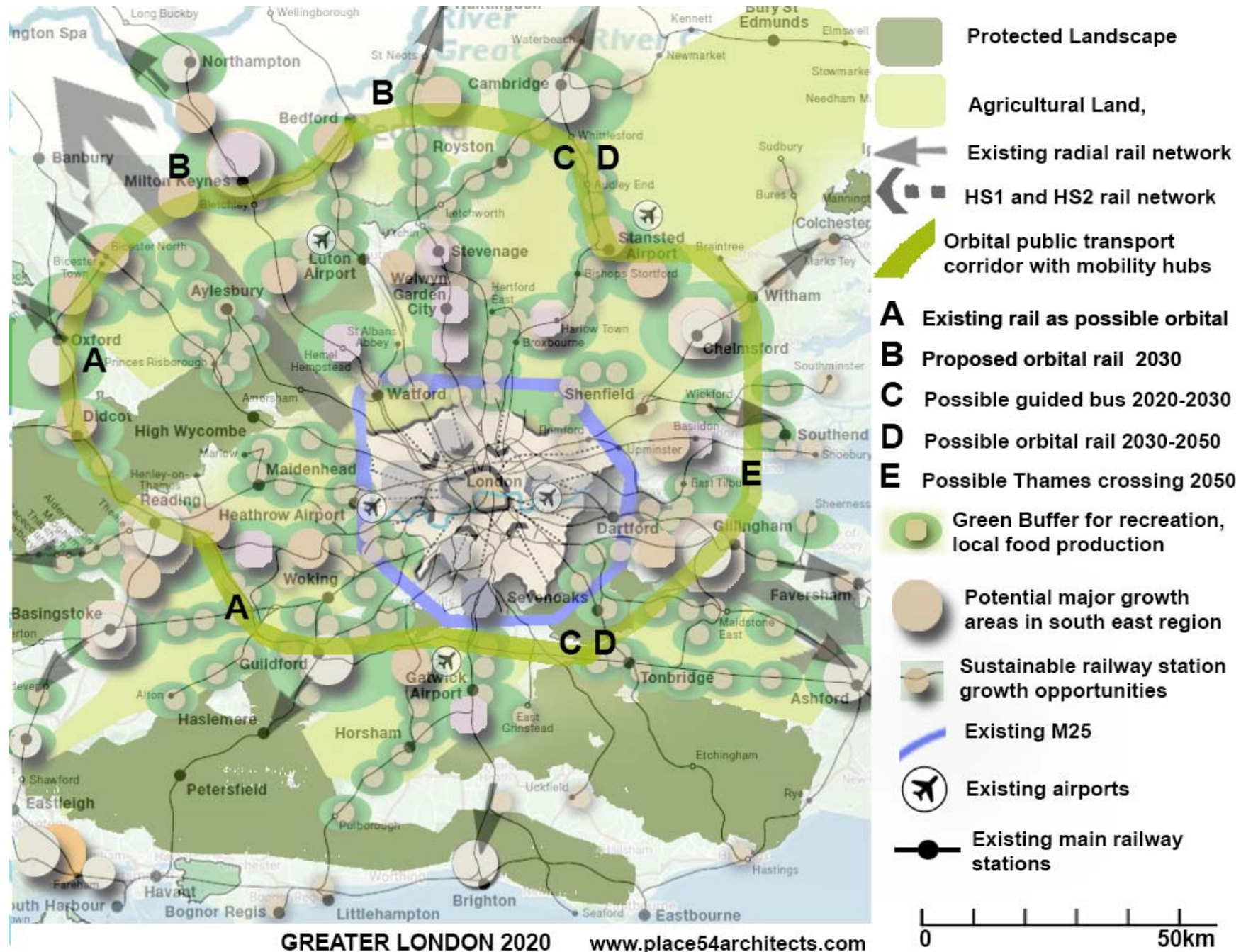


Agricultural land quality

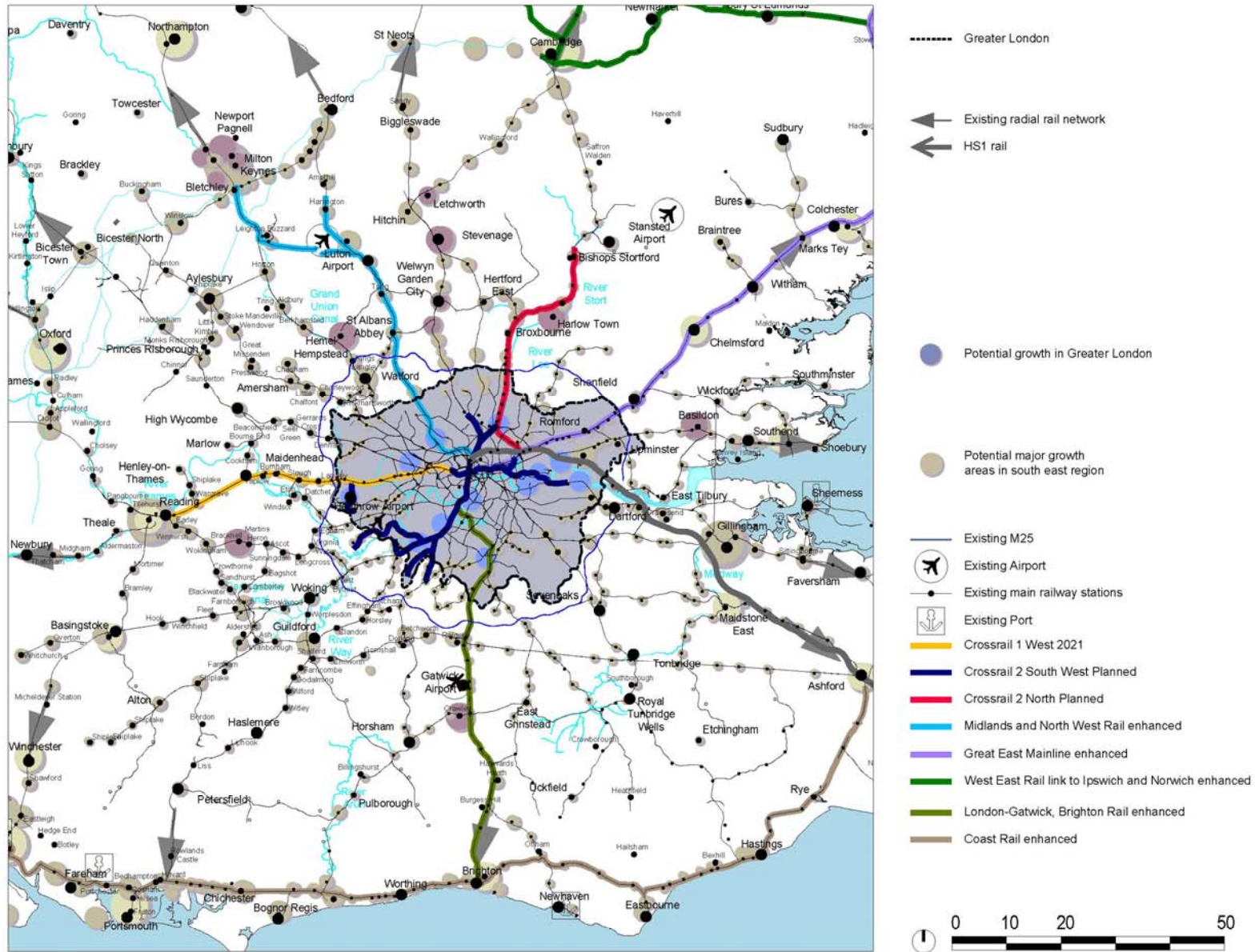


Rivers and waterways

A landscape & transport led infrastructure plan for growth - Greater London 2020



Existing railway infrastructure provides the potential for Greater London 2020

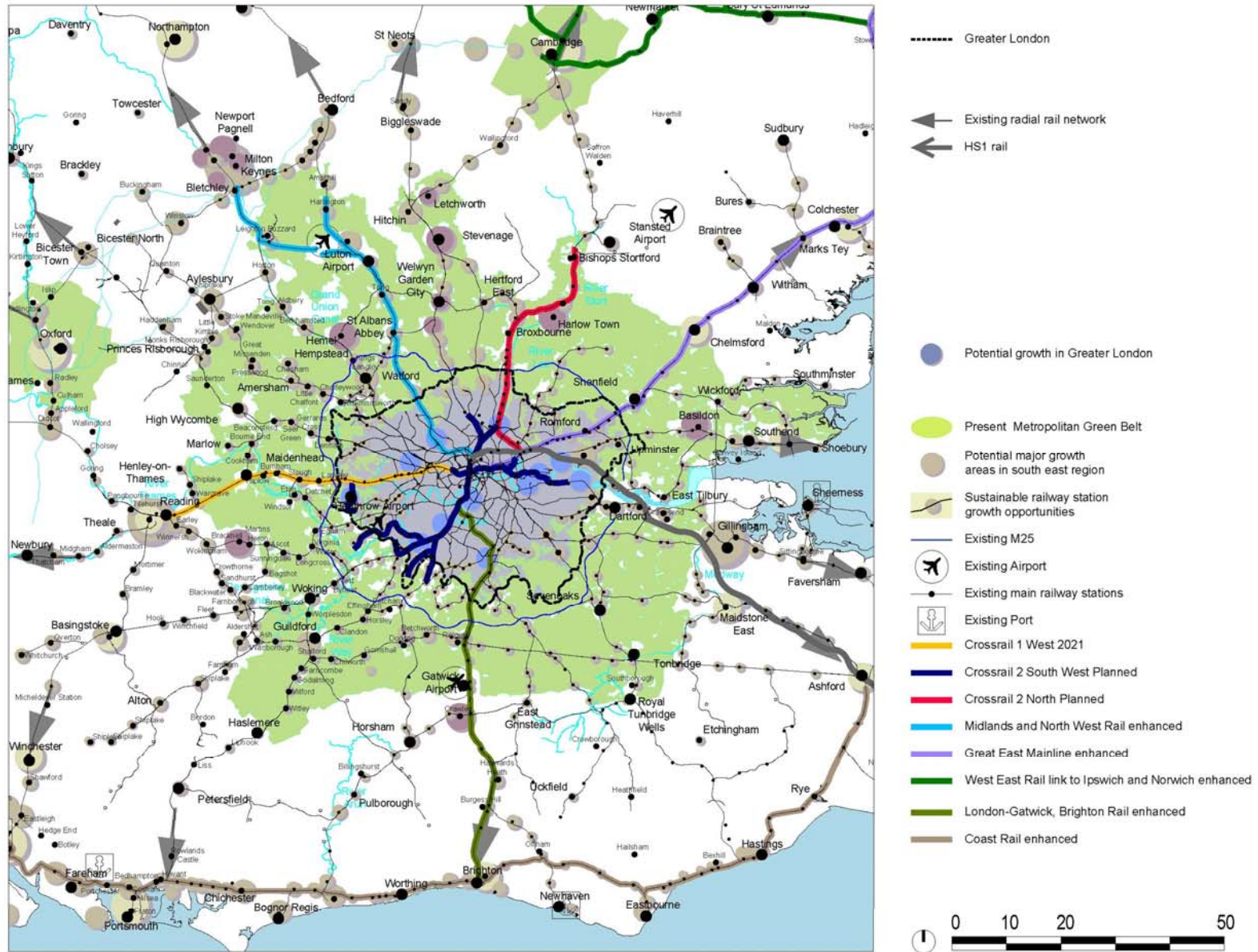


GREATER LONDON 2020

EXISTING RAIL ACCESS PROVIDING POTENTIAL FOR GROWTH

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Existing green belt is a major limitation to the potential for Greater London 2020

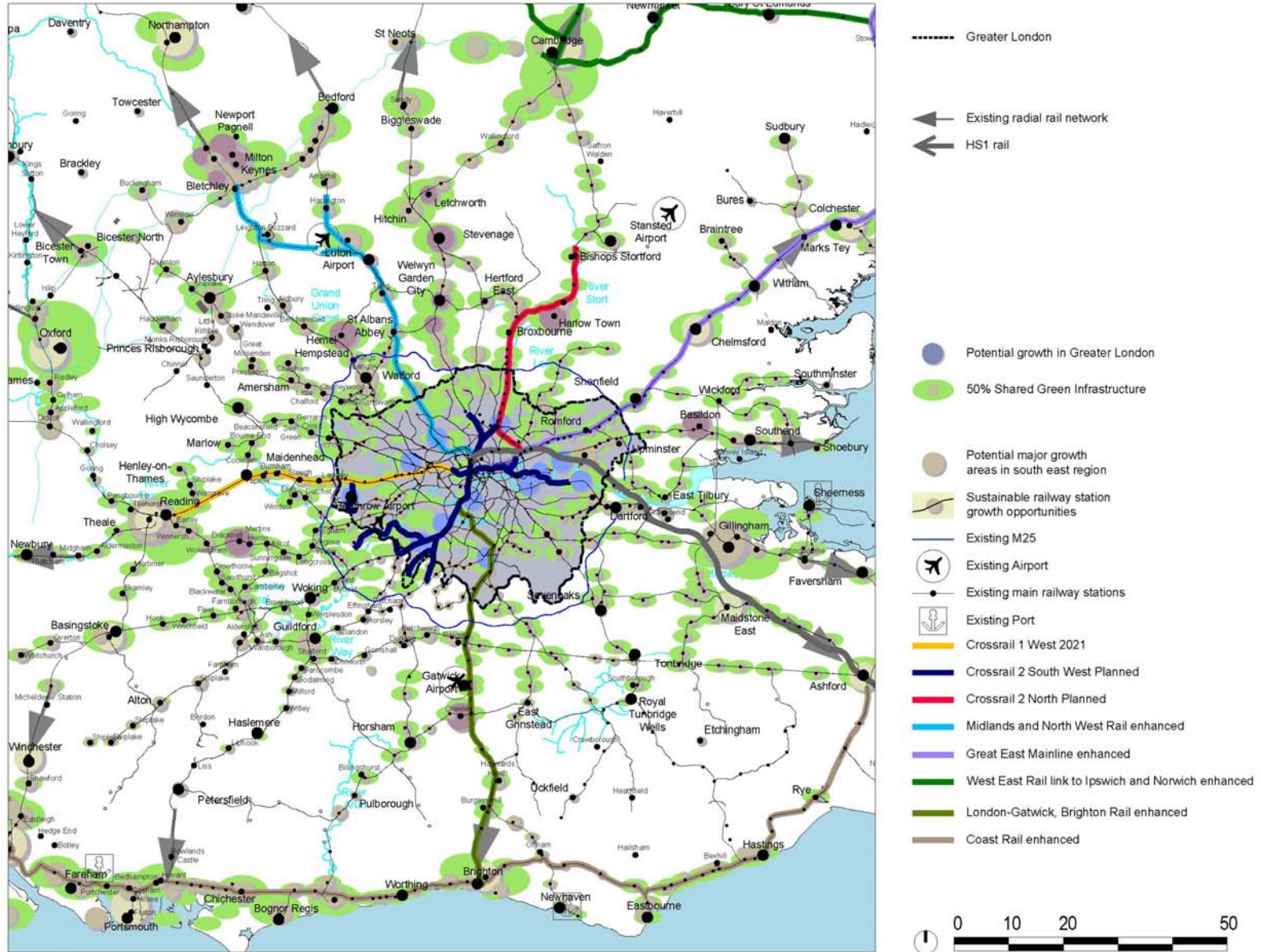


GREATER LONDON 2020

CONSTRAINT OF EXISTING DISFUNCTIONAL GREEN BELT LIMITS PLAN GROWTH

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Alternative - Growth of existing accessible towns with flexible and functional landscape plan

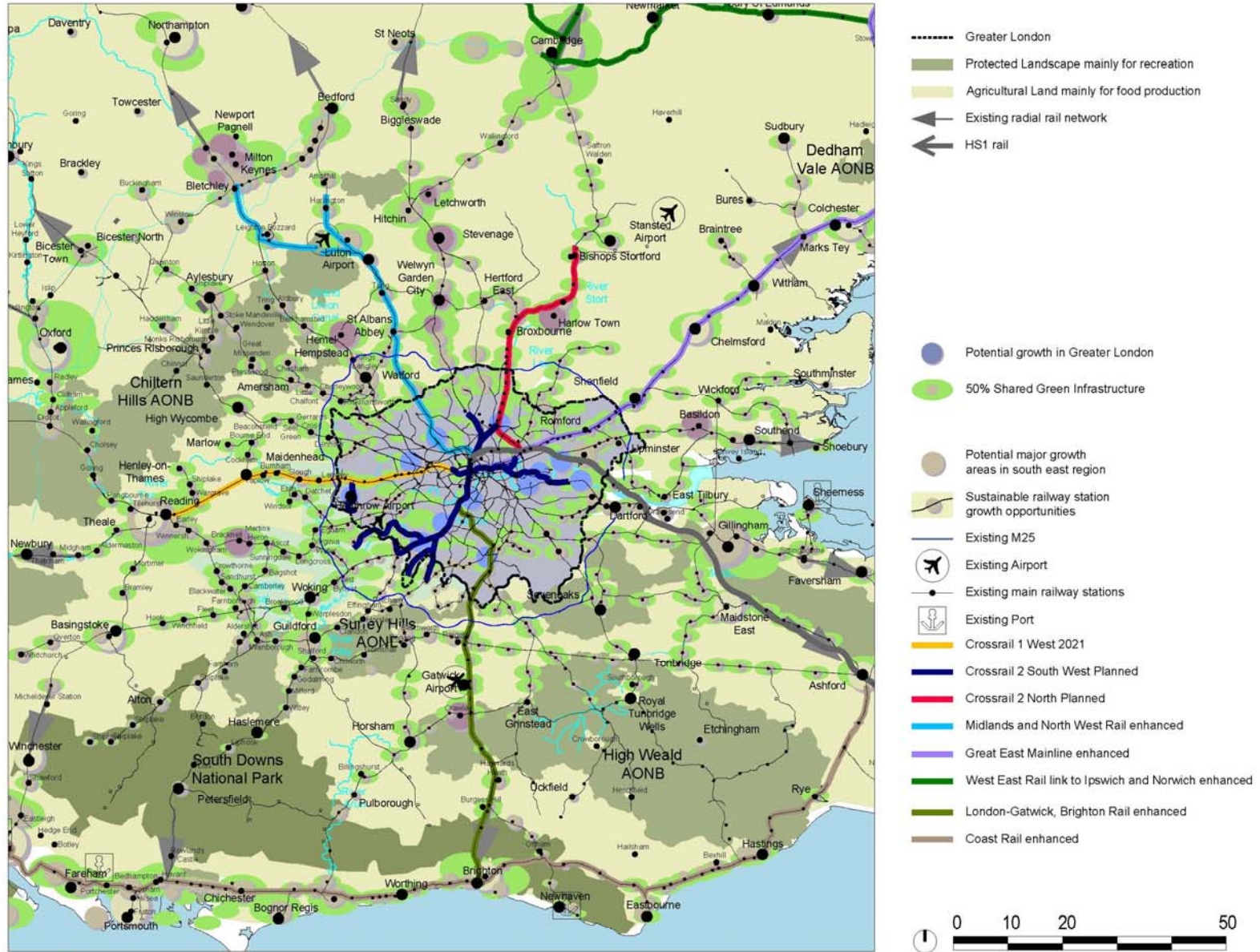


GREATER LONDON 2020

LOCAL LANDSCAPE BUFFERS INFLUENCING GROWTH CAPACITY THROUGH LOCAL DEBATE

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Existing landscape protection & local stakeholders influence each town's growth & landscape



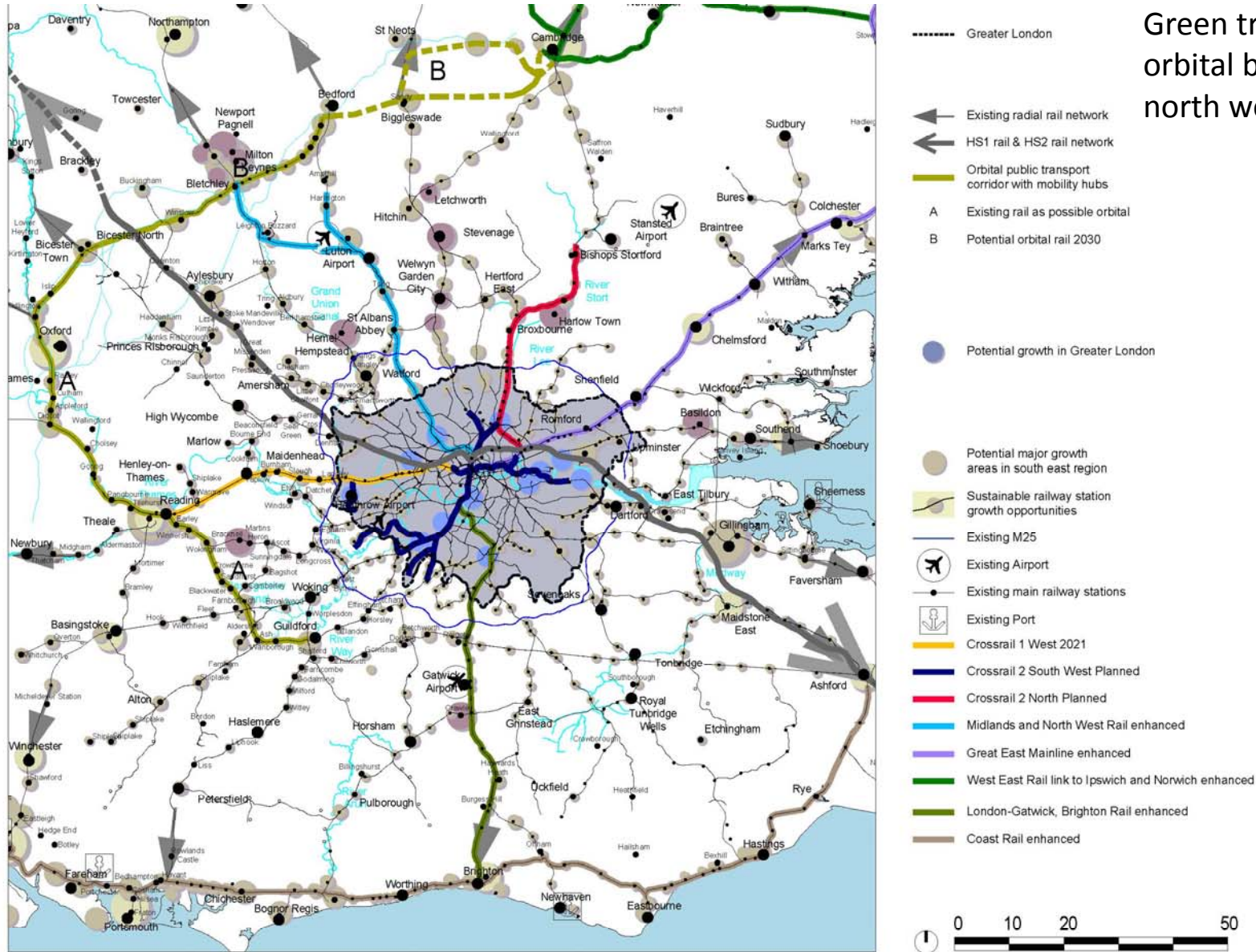
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LANDSCAPE INFLUENCING GROWTH CAPACITY THROUGH LOCAL DEBATE

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New green transport infrastructure provides capacity for region to support growth

Green transport orbital begins as north west arc



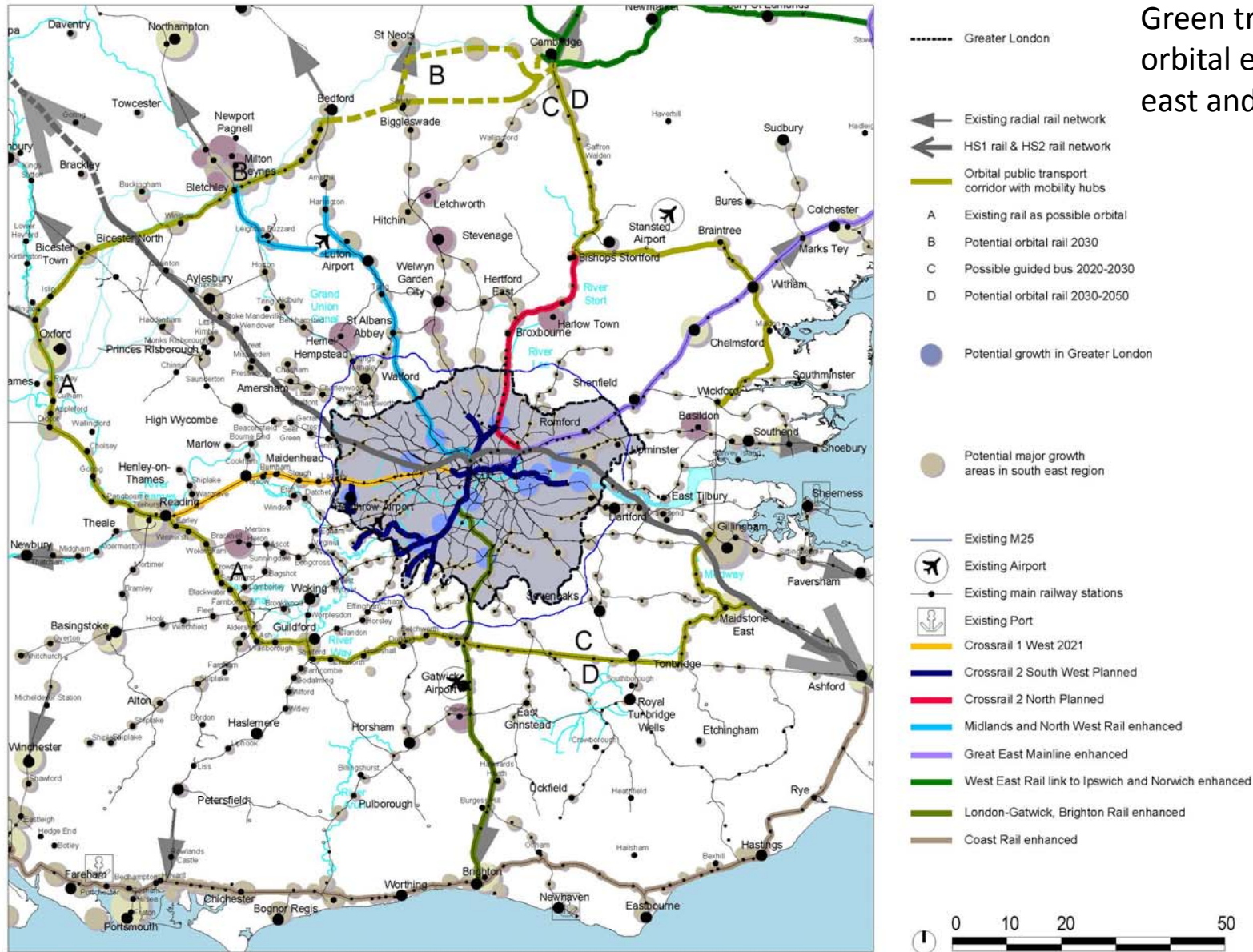
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ORBITAL GREEN TRANSPORT CORRIDOR - FIRST PHASE WESTERN ARC

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New green transport infrastructure provides capacity for region to support growth

Green transport orbital extended east and south



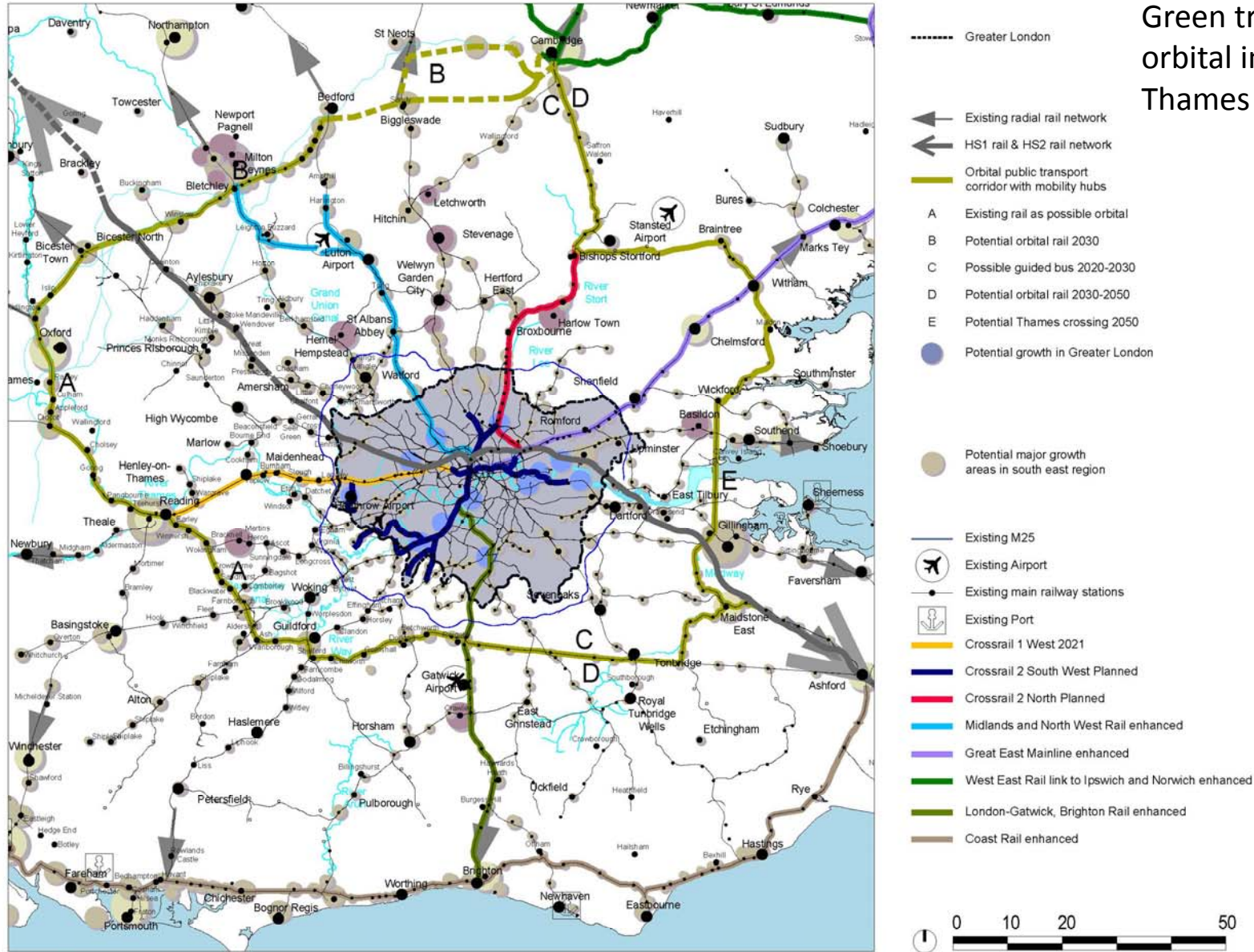
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ORBITAL GREEN TRANSPORT CORRIDOR - EXTENDED TO SOUTH & EAST SECTORS

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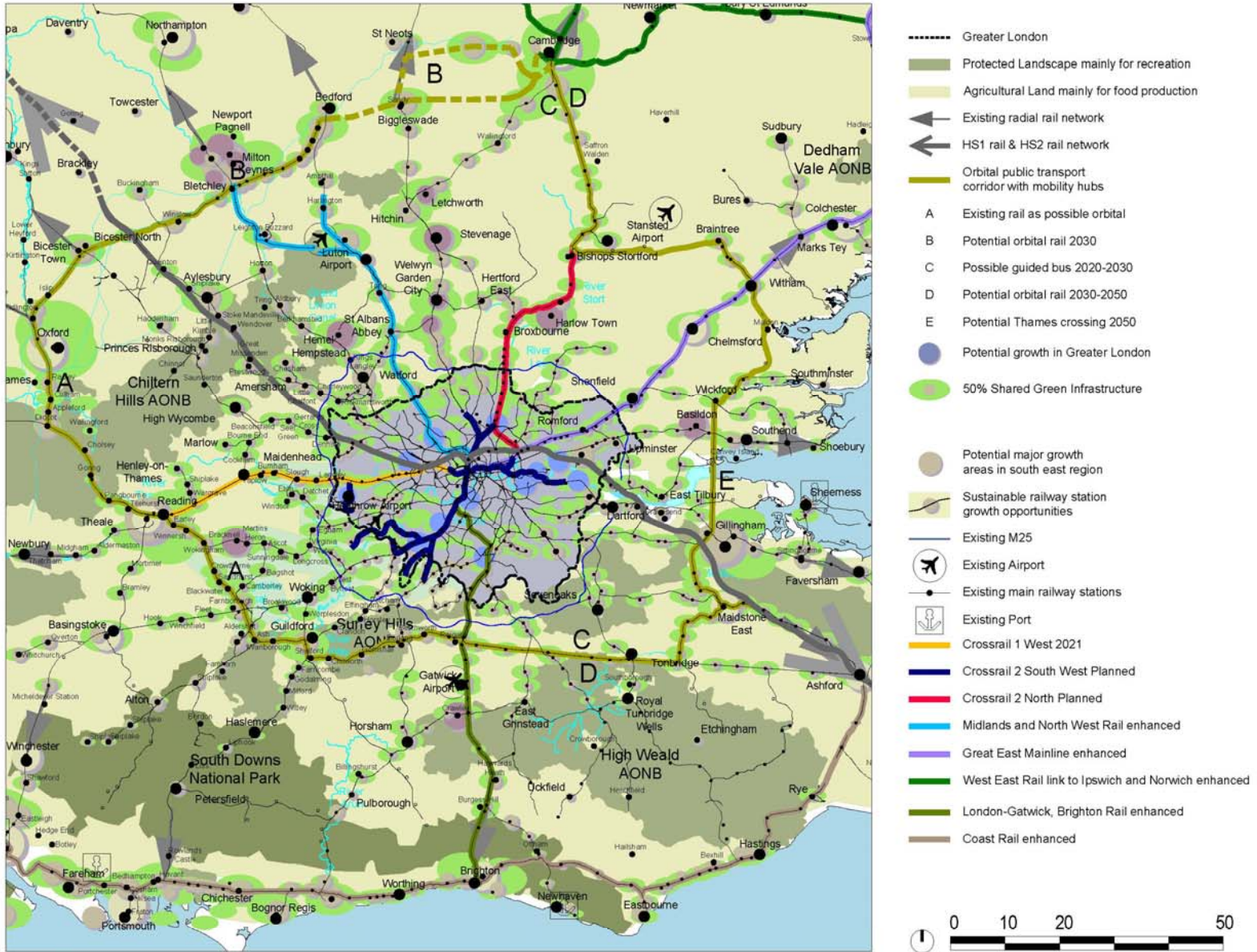
New green transport infrastructure provides capacity for region to support growth

Green transport orbital includes Thames crossing



**GREATER LONDON 2020
ORBITAL GREEN TRANSPORT CORRIDOR - AND THAMES CROSSING**

A landscape & transport led infrastructure plan for growth - Greater London 2020



GREATER LONDON 2020

A LANDSCAPE AND TRANSPORT LED INFRASTRUCTURE PLAN FOR GROWTH

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