



- Focus investment in the priority economic clusters including advanced manufacturing, creative, agri-tech, life sciences and financial services, in addition to the role of 'Capital London', to deliver balanced economic growth.
- 2 Invest in the 7 Inclusive Growth Corridors that combine areas of economic opportunity, the potential to deliver new and expanded communities at scale and provision of priority transport corridors that connect the region.
- Invest in Skills by leveraging assets such as world leading universities and establishing training courses for re-skilling to ensure clusters and Inclusive Growth Corridors are maximised.

02 Critical Assets: Connectivity.

Invest in MaaS and community hubs (major rail interchange points in cities and towns across the Mega Region) to encourage behavioural shift and provide reliable and frequent transport access for all residents in the megaregion.

the map' as a destination

- Invest in Urban Mass Transit
 across the cities of the South East,
 by giving people a real alternative
 to the car in the region's cities;
 enabling sustainable growth and
 putting the regions' core cities 'on
- Deliver Existing Planned
 and Proposed Transport
 Infrastructure within London
 to alleviate capacity constraints
 including DLR, Bakerloo and
 Northern Line extensions as well as
 Crossraill 2 and a Crossrail 3.
 - Invest in high-speed connectivity, taking advantage of new technologies to link the Mega Region with other areas of the UK through investment in National Highspeed Transit Corridors.
- Deliver Existing Planned and Proposed Transport that focuses on connecting the region East-West. This includes East West Rail and Oxford to Cambridge Expressway, as well as major upgrades to the A27 along the South Coast.
- Connectivity as Heathrow,
 London Gateway, Felixstowe and
 Southampton/Portsmouth all
 reinforce their role as major hubs,
 this will require investment to
 allow businesses to link into the
 global economy.

03 Critical Assets: Housing Delivery.

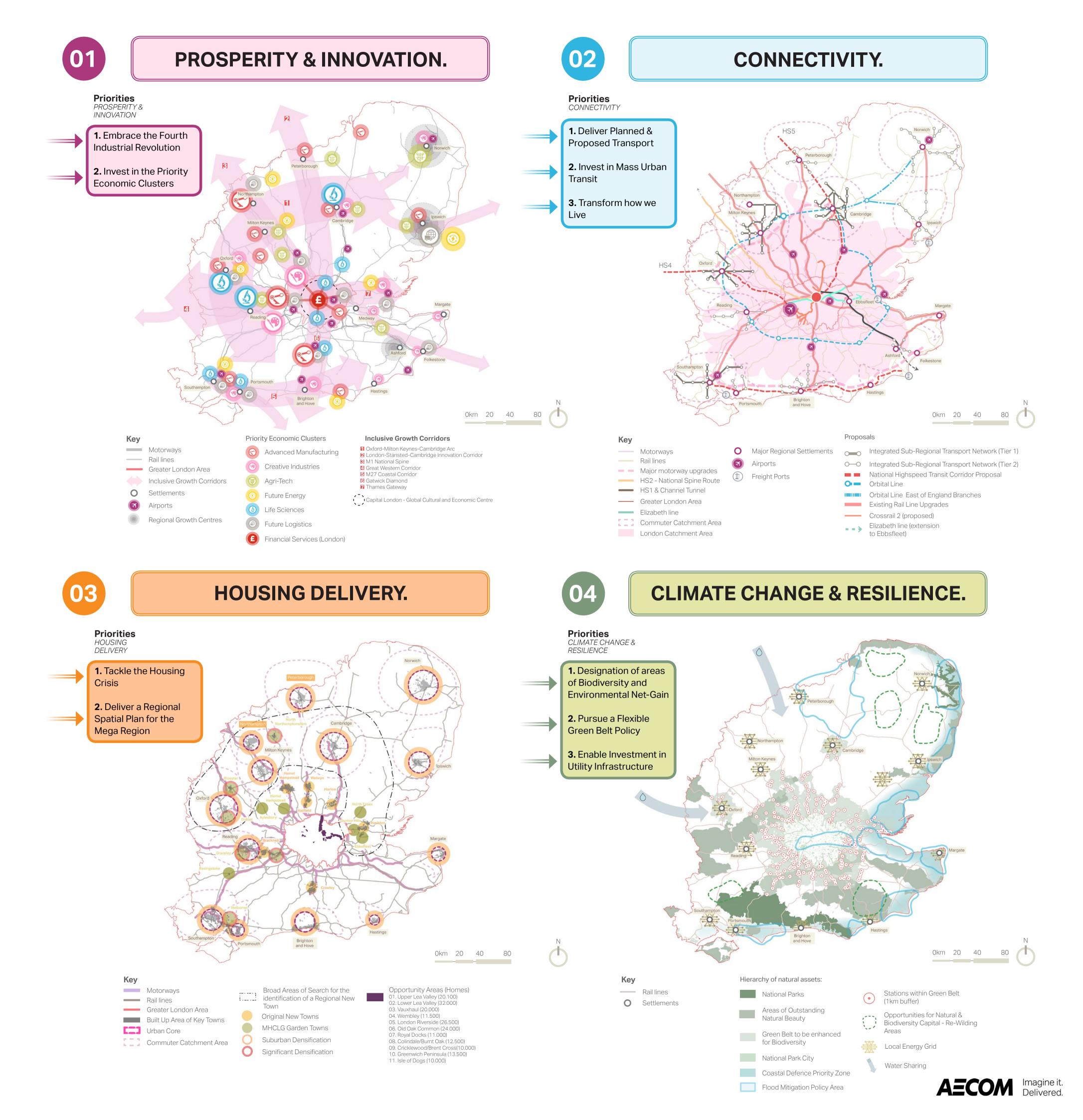
- Intensification of existing settlements to densify suburbs around under developed public transport hubs and invest in brownfield sites to unlock potential and within existing New Towns.
- New Towns programme of strategically located, well-connected Garden communities with the scale and ambition of the 20th century programme, located on strategic growth corridors
- Investment in new technologies and techniques to facilitate development of more adaptable, more environmentally-friendly building techniques and housing models

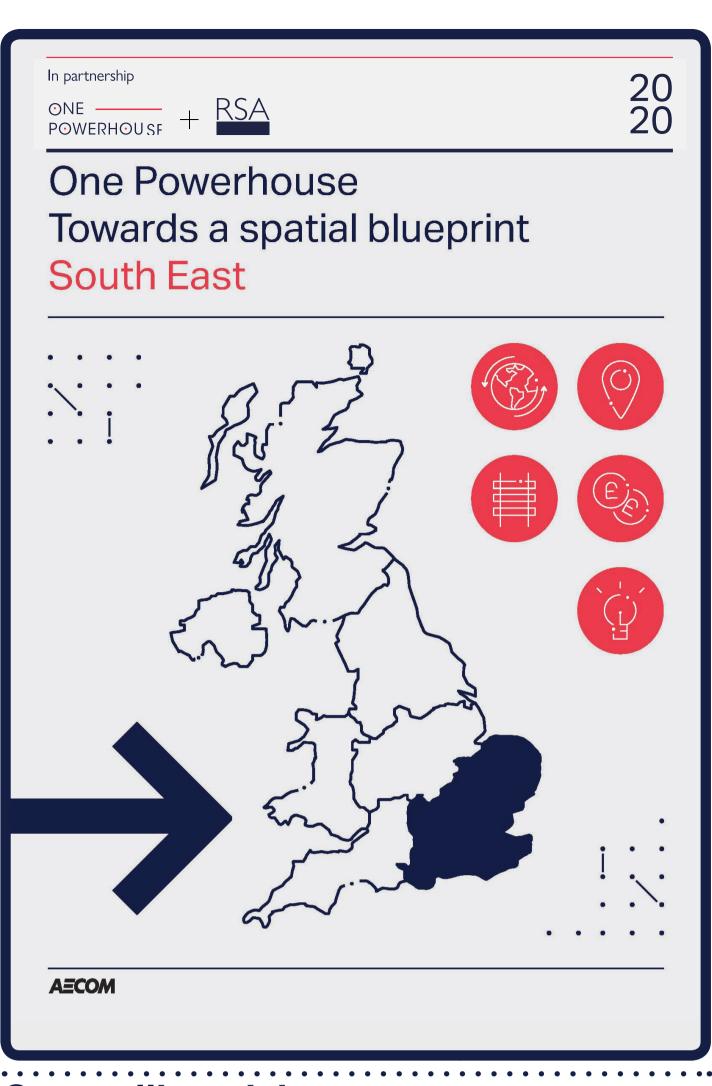
04 Critical Assets: Climate Change & Resilience.

Reform Green Belt policies to allow for the Green Belt, which is highly connected to transit and employment, to be used for sustainable development, while Green Belt of high biodiversity and environmental benefit would be enhanced and protection reinforced.

Invest in strategic re-purposing of land uses in particular areas that could be used for re-wilding to reduce impact of Climate Change, wahile also promoting environmental net gain.

Invest in Renewable and
Decentralised energy, and water
efficiencies across the region,
including strategic water transfers
to support population and economic
growth.





Compelling visions.



PROSPERITY & INNOVATION.

Embracing the Fourth Industrial Revolution

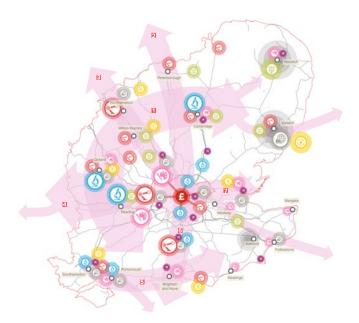
New technologies have already led to disruptions in the way people live, work and relate to one another. The speed, breadth, and depth at which these changes are continuing to occur presents **opportunities and** challenges which must be embraced by policy**makers.** The region's priority economic clusters such as Advanced Manufacturing, Agri-Tech and Life Sciences are already leading the way in to the Fourth Industrial Revolution, and will undergo further transformation.

Network of Inclusive Growth Corridors

Seven Inclusive Growth Corridors have been identified to deliver balanced economic growth and promote collaboration across sectors, disciplines and **geographies.** Some build on the relationships between the wider region and Greater London; others expand on cross-regional strengths and connections with the rest of the UK and internationally. All require a coordinated approach in leveraging existing local strengths and delivering future strategic investments in infrastructure.

Realignment of Skills

The megaregion must adopt a comprehensive approach to workforce planning, reskilling and upskilling to prevent an **emerging skill gap** induced by the Fourth Industrial Revolution.





CONNECTIVITY.

Delivering an Integrated Transport System

By 2070 the UK will already have achieved its net zero greenhouse gas emissions target and will be working towards achieving Vision Zero.

An integrated transport system requires enhancements at several scales. **East-west links** across the region will connect homes and jobs, and support the Inclusive Growth Corridors. In addition, **enhanced city mass transport** in the regional towns outside of Greater London and the integration of **Mobility as a Service** to improve 'first mile / last mile' connectivity will be crucial for the region to meet its potential.

Connecting the Megaregion with the UK and the World

The megaregion provides both **key national** infrastructure and international gateways via airports, seaports, rail and road. By 2070, the megaregion will be connected to the UK and Europe by **National Highspeed Transit Corridors** with routes adding to HS1 to France, Belgium and the Netherlands, with HS2 to the Midlands, Northern England and Scotland, HS4 to the west and HS5 to the east. The current rail-based systems will prevail but these corridors may well offer potential for new modes and zero carbon alternatives. Meanwhile, **Heathrow Air Hub** will remain a gateway for investment and seaports will link businesses into the global economy, and move freight more efficiently. By leveraging existing assets and delivering strategic investments in infrastructure,



Context.

The Spatial Blueprint

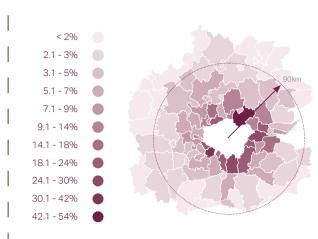
This blueprint is a call for a **reawakening of the role for** regional and national spatial planning as an effective tool to tackle challenges and bring about opportunities for investment and sustainable growth.

The London and Wider South East Regional Blueprint sets out the issues, drivers, opportunities and constraints that are affecting this complex megaregion today. It then sets out a potential vision and a range of priority interventions and investments which would be required to support growth to 2070. The aim is to illustrate the benefits of regional planning and how a coordinated and multi-disciplinary approach can provide a framework that draws key issues together and enables aligned decision-making, based upon need and opportunity, to create a more resilient region and a more equitable society.

The London and Wider South East megaregion has benefited from significant economic growth over the last few decades. However, at the scale of the megaregion, there is no one plan that is guiding both economic and housing growth or coordinating regional investment. While Greater London and its immediate hinterland have benefited from economic and infrastructure investment, this has not been the case for the network of cities and towns across the megaregion, particularly in peripheral areas. The lack of a coordinated plan has led to infrastructure decisions being made in isolation, focused on competitive bidding processes, rather than based on a structured and prioritised list of infrastructure investments that would help to deliver balanced growth.

A high-level, coordinated spatial plan for the region would identify key issues and prioritise opportunities for growth and new infrastructure at the regional scale.







HOUSING DELIVERY.

Building on Existing Assets

By 2070, the megaregion will have transformed through an increase of housing both by intensification of the capital and regional towns, and from new communities in a **polycentric network** of towns and cities; meeting the needs of a growing workforce and addressing affordabiltiy issues. **The bulk of growth will occur** in existing towns and cities. This will require the intensification of well-connected suburbs and postwar New Towns, based on **Transport Orientated Development principles.** It is vital to ensure that the megaregion takes advantage of its existing assets.

New Town Programme 2.0

While there is capacity within existing settlements to absorb growth, a **further generation of New Towns** will be needed to provide housing in successful communities. These garden communities will need a **suitable critical mass** to create complete communities, while being located where there are opportunities to leverage transport, community and utility infrastructure, aligned to job growth.

Reinforcing a Polycentric Region

Housing delivery should be located with an approach that supports and enables a **thriving south east** network of cities and towns. London will continue to be the megaregion's nucleus, however, the region is **polycentric** and housing delivery should also create a critical mass in other areas to spur economic development and enterprise.



CLIMATE CHANGE & RESILIENCE.

Assets Climate change has rapidly become a major

Enhancing Environmental

concern in the public consciousness. Solutions will require rethinking our approach to planning policy, especially the current approach to the Green Belt and wider green space. These areas comprise environmental assets that can mitigate high temperatures and flooding, provide habitats and support human wellbeing. Today we **are not realising**

that full potential with development-focused mitigations and not looking to the benefits of strategic interventions.

Unlock the Benefits of **Changing Land Uses**

Wider societal changes and shifts in the agricultural sector will see a need to repurpose land use across the megaregion. There will be opportunities for ecosystem enhancement and restoration. Planning should incorporate environmental net gain and ecosystem service concepts as part of a wider regional strategy that recognises the relationships between urban areas and their hinterlands.

Resilience Planning

Infrastructure will require renewal to combat issues such as flood risk and water stress. Investment in sustainable water systems and renewable energy will provide opportunities for climate change adaptation and mitigation.



Challenges.

Connectivity

Challenge 1 Investment in a Regional

Network: Investment historically has focussed on London and its radial network, but this has come at a cost to the wider region, where east west connectivity and reliable local networks also need investment to contribute effectively to the national economy.

Challenge 2 Maintain Global Presence: The megaregion accounts for 61% of all UK airport capacity and is the location of four of the UK's top ten ports (accounting for a third of all UK freight). These assets need continued investment to ensure the region and the UK remains competitive

Infrastructure

Challenge 3 Water Stress: The megaregion is facing chronic water shortages, for which innovative, large-scale solutions and investment are required.

Challenge 4 Delivery of Utility Infrastructure: Investment in utilities (energy, water, etc) needs to be long-term and approached in an integrated manner with housing and economic growth.

Challenge 5 Access to Digital Technology:

The megaregion needs to be prepared to invest in Next Generation technology, which will be critical for economic growth, and ensuring all residents have the same opportunities and access to employment.

Placemaking

Challenge 6 Inequality: The megaregion is the wealthiest English region but it has the greatest inequality between the wealthiest and poorest and is home to a fifth of the 10% most deprived communities.

Challenge 7 Unbalanced Investment: Infrastructure investment is not equitable as per capita investment in the South East is only 25% of that in London. A more equitable approach to investment is required to balance growth and improve the quality of life for all residents.

Challenge 8 Housing Delivery: With the current trend of housing delivery, there could be a shortfall of over 1 million homes by 2036. This will constrain economic growth and ambition if delivery is not

Prosperity & Innovation

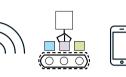
Challenge 9 Maintain Current Economic

Strengths: The megaregion has already grown economic and academic assets which are a foundation for future economic growth, but these cannot be taken for granted. The industrial clusters and research facilities across the wider region require continued investment and enhanced connectivity for the megaregion to remain an economic leader in the world

Challenge 10 Productivity: The megaregion is the most productive area of the UK, however productivity has been growing at a slower rate than global counterparts. Strategic investment needs to continue to ensure the megaregion remains competitive globally and nationally.

Challenge 11 Skilled Labour: As the economy shifts towards sectors that employ highly skilled individuals, continued access to a skilled labour force will be crucial, requiring locally trained talent and efficient connections to a wide talent pool from the UK and internationally.

Challenge 12 Fourth Industrial Revolution: New and disruptive technologies will transform the economy, which will necessitate investment in new and emerging sectors.



Resilience

Challenge 13: Access to Green Infastructure:

Nearly 400,00 people lack adequate access to green infrastructure in the megaregion. Combine this with the requirement to deliver strategic natural capital for a growing population and combating climate change, and there is challenge to find, manage and invest in natural resources wisely.

Challenge 14 Green Belt: The Green Belt is not meeting its potential, of managing natural spaces wisely. It should adapt to a more positive role to balance sustainable growth linked to economic clusters and transport investment, with greater biodiversity adding to its natural capital and its accessibility to citizens.

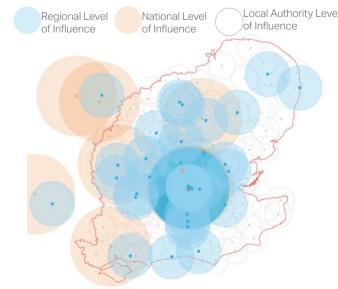
Challenge 15 Climate Change: It is difficult to plan for the exact impacts of climate change. However, we do know that urban infrastructure needs to be more resilient to shocks and the inevitable effects of climate I change and put in comprehensive plans to be prepared for, and adaptable for, all expected threats.

Institutions.

Existing Institutional Structure

Today, institutional relationships in London and the Wider South East cut a convoluted and complex **picture.** The existing institutional structure and working relationships of the region involve a series of localised governance bodies, with varying agendas and trains of thought. This can result in bespoke local planning and decision-making tailored to addressing specific district-level issues, but can also lead to a disjointed approach to planning at a strategic scale. Due to this complexity, there is an argument for a more joined - | • managing cross-region, cross-boundary up approach to governance and implementation, particularly if the megaregion is to manage the pace of economic and population change that is forecast.

Institutional Influence across the Megaregion



Deliver Differently

Delivering growth in the megaregion requires a more joined-up approach to implementation, involving the public and private sectors working in partnership to manage the pace of growth. There is a need for a **coordinating organisation** overseeing the megaregion or for cohesive parts of the region which share common economic, social or environmental issues, anchoring consistent and clear strategic objectives at the meta-policy level.

Regional agencies should develop a framework that balances local decision making and influence, that allows for localised issues to be planned for effectively and incorporates community involvement, with a regional planning approach that can address common issues and shared solutions for the implementation of strategic infrastructure.

A London and Wider South East Megaregion Board would be the vehicle to ensure an integrated approach to planning and implementation across the region, through:

• development and coordination of a high-level strategic spatial plan, alongside long-term economic, infrastructure and housing plans;

integration of plans for growth corridors - and

- create a context for sub-regional coordination
- balanced growth-planning between Greater London and the Wider South East
- relationships; and
- strategic decision-making and prioritisation on core

This would be complemented by a **Regional Transport Agency** that would be responsible for integrating and coordinating all transport plans and initiatives consistent with balanced spatial growth.

Infrastructure Programme

The successful delivery of large-scale infrastructure projects is crucial to enable growth. The UK is facing mounting economic, environmental and social problems if the nation's infrastructure fails to meet present and future demands. The Government has estimated that almost **£500 billion** is required to bridge the infrastructure funding gap across the UK The London and Wider South East Megaregion Board must apply an integrated approach to planning and implementation.

The Regional Blueprint has developed a **critical asset investment schedule** to deliver growth to 2070. This framework identifies key milestones and delivery requirements for critical infrastructure projects to ensure delivery of the Regional Blueprint and its vision. The Regional Blueprint sets out an example of how a regional spatial plan could deliver growth alongside infrastructure investment.

About AECOM

As an integrated multi-disciplinary consultancy, AECOM draws upon the work of technical leads in spatial planning, economics, transport, utility infastructure, strategic masterplanning and data analytics. This integrated approach allows for a holistic understanding of the region.

A Vision for Britain, Planned.

The One Powerhouse Consortium, supported by The Sir Hugh and Lady Ruby Sykes Charitable Trust, believes that a substantial part of the problem of regional inequality in the UK can be solved not just by money, but by the transformative potential of spatial planning.

Spatial planning is the 'where' of decisions. It looks at a | The value of place and scale defined geographical area and makes an assessment of everything contained in that area – towns, cities, housing, schools, universities, roads, rails, airports, offices, factories, hospitals, energy sources, museums, parks and leisure activities - and makes a plan to develop those assets for the benefit of the people who I are coherent regional economic plans: London and live in that region, now and for the future.

Regional inequality in the UK

Today, just under half of the UK population live in regions with a comparable productivity to the poorer parts of former East Germany – and comparable living standards are worse. According to the recent UK2070 Commission, the UK today is more intraregionally unequal than Germany was in 1995. Since reunification, Germany has since pulled itself together, through decisive investment programmes underpinned by visionary spatial planning. During a similar period the UK, on the other hand, has fragmented.

The nature and extent of the so-called 'North-South' divide can be presented in many forms. Maps showing economic productivity, educational attainment and poor health all present sharp disparities between regions and nations. Current forecasts suggest the situation will only get worse and that in fact the economy of London and the South East is 'decoupling from the rest of the UK (McCann 2016). The repercussions are stark and grow more evident all the

Spatially-sensitive policy is not simply a matter of social justice and political prudence. Regional prosperity drives national prosperity and so regional imbalance constrains overall performance. Accommodating agglomeration in some places while servicing mounting welfare bills in others damages the UK's fiscal balance and exacerbates the underlying problem.

There is evidence that spatial planning has already begun to deliver results in the UK. We are not alone in recognising that the two 'regional economies' that have the highest levels of productivity are those where there

Indeed, in England, there is good work taking place through some Local Enterprise Partnerships (LEPs) and Combined Authorities and Mayoralties but not all. In strategic planning and investment terms, these tend to be rather small and the outcome is rather patchwork.

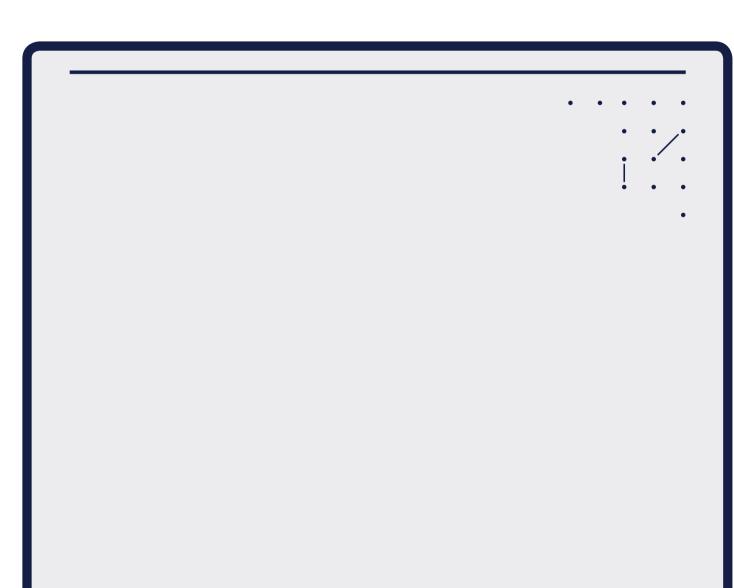
Our Plan

The clear 'gap' in terms of economic planning in the UK, therefore, is at the level of the English regions. Any spatial strategy needs to bring together the best local industrial strategies and plans within a wider regional strategy framework. The foundations of how this can be achieved are already present. The regions of England are already coming together: The Northern Powerhouse, The Midlands Engine, The Great South West and The Wider South East all exist as functional

Our ambition has been to prepare a series of draft spatial blueprints that will better enable decisionmaking and prioritisation of investment across the country and thus help the UK as a whole develop over the long term – creating opportunity for all, jobs for all and prosperity for all.

Our definition of a blueprint is that of 'an early plan or design that explains how something might be achieved' (Cambridge dictionary). While based on thorough analysis and evaluation, our draft blueprints are by no means the finished product but they point to what could be achieved with better resourcing, co-ordination and support.

The technical work has been led by planning consultancies linked to the regions: Atkins in the North, Barton Willmore in the Midlands and the South West and AECOM in the South East. The One Powerhouse Consortium has also worked hand-in-hand with the UK2070 Commission and drawn upon the support of the well-respected think tank the RSA.



This regional blueprint has been prepared from the inputs of multi-disciplinary technical experts from across London and the South East at AECOM and developed by the Town Planning practice and Cities team. For more about our integrated approach to spatial planning please get in touch.

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For more information about AECOM's approach to integrated spatial planning, or our vision for the future of the London City Region, South East Mega Region and the UK more widely, please contact:

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