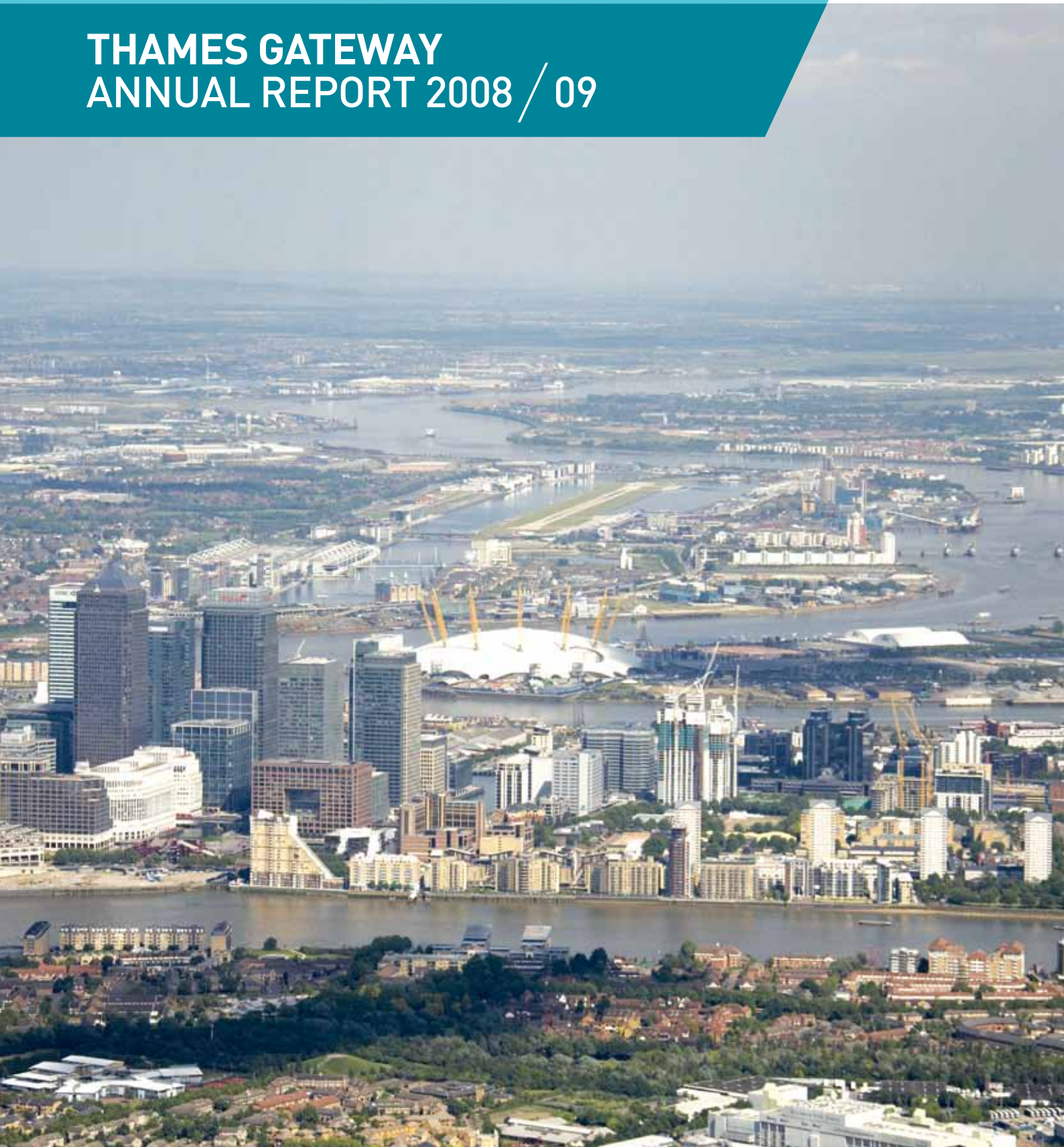


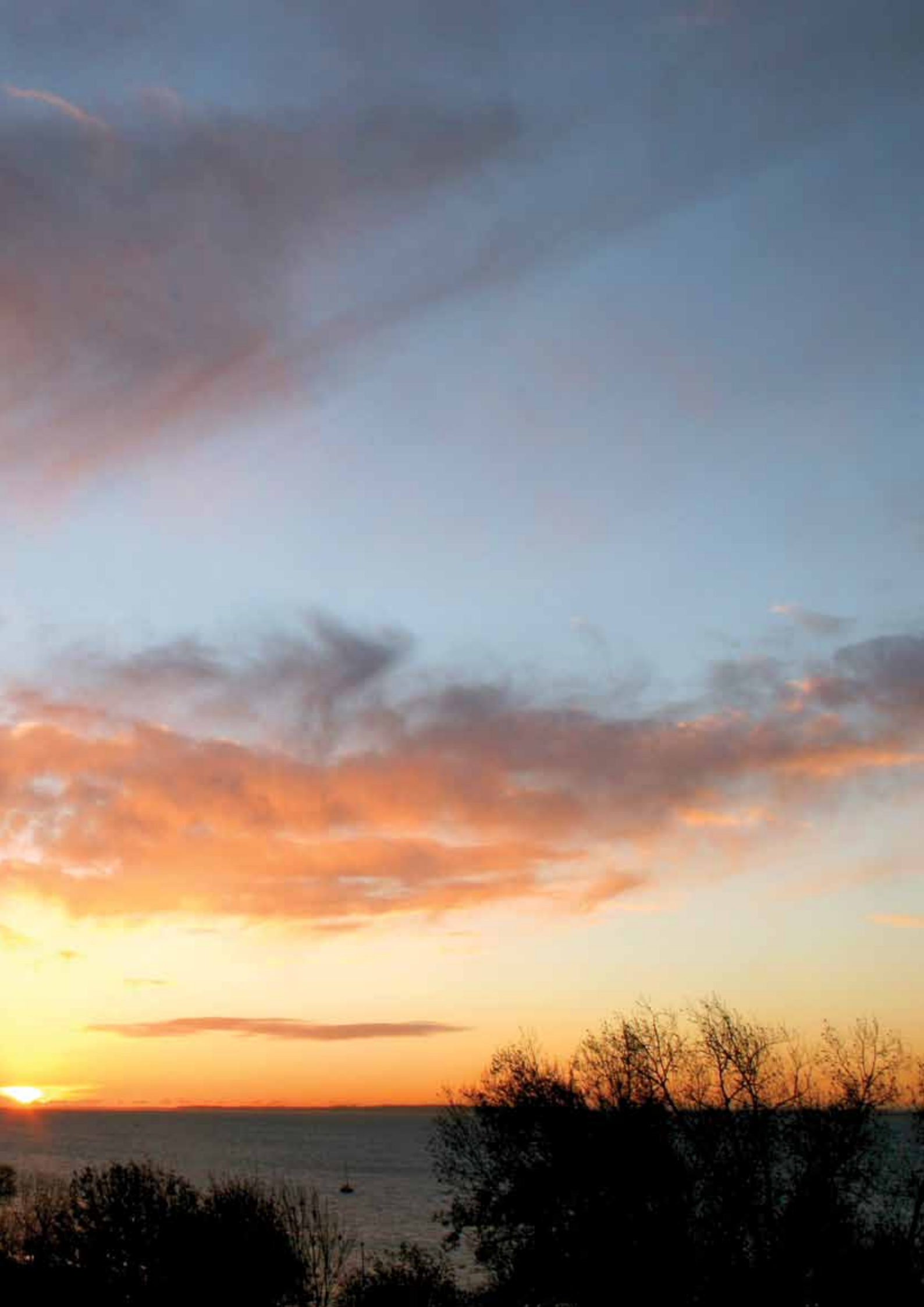
THAMES GATEWAY ANNUAL REPORT 2008 / 09



VISION /

All communities in the Thames Gateway should benefit from its vibrant economy and improved quality of life.





1 /



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FOREWORDS /

The Thames Gateway is not just about economic growth and regeneration – it is also about building the future while preserving the past.

MINISTERIAL FOREWORD

The regeneration of the Thames Gateway has never been more important. Continued investment by the Government in jobs, housing and infrastructure are helping the region weather the current recession and will help it play a key role in the recovery of the Greater South East and the UK as a whole. We can justly be proud of the major progress made over the last year. Together we can meet the challenges we face in the current economic climate and secure the Thames Gateway's long term success.

The importance of the Thames Gateway was absolutely clear to me on my recent visit to the Royal Opera House Production Park site at Thurrock. This fantastic scheme shows how the Thames Gateway is not just about economic growth and regeneration – it is also about building the future while preserving the past. The Royal Opera House draws on these strengths as a visionary project. Uniquely, it integrates the needs of a premier cultural organisation with the UK's first ever national centre of excellence for technical and production skills for the performing arts and live music industries. It is already giving local people new chances.

The Government continues to invest £3bn each year in the Thames Gateway. As well as the Royal Opera House, over the past year work has started at Canary Wharf on the £16bn Crossrail scheme; £100m worth of construction started at seven schools in the Thames Gateway; two new further education campuses opened; and the Environment Agency published a major study -Thames Estuary 2100, which showed that the Thames Gateway is better protected from tidal flooding than previously understood. Continued maintenance and upgrades to defences later in the century, can provide a very high standard of protection through to 2100 and beyond.

These are just some of the key achievements among many in the Thames Gateway over the last year, which are described in this report. It reflects the sustained and substantial progress that has been made since the Prime Minister launched the Delivery Plan in November 2007.

Progress over the last year builds on the significant achievements that have come before, laying the foundations for the major existing and future private sector investment needed to transform the Gateway. Progress which saw almost 69,000 new jobs created between 2001 and 2007; four times the rate of increase for the Greater South East as a whole. But we recognise the challenges that many businesses and investors face in the current economic climate. Like countries all over the world, the UK has had a challenging year and the Thames Gateway is by no means immune.

People and businesses in the Thames Gateway stand to benefit from the exceptional measures that the Government has taken to limit the impact and to contain the damage to our economy following the international banking crisis, the ensuing credit crunch and global economic downturn. We have worked to protect those who are most vulnerable to the recession's impact in the Thames Gateway and nationally: raising pensions and child benefits, helping homeowners in mortgage difficulties and those who, through no fault of their own, have lost their jobs. We have also maintained and brought forward investment in infrastructure and public services, vital for families and for businesses in the Thames Gateway and elsewhere. The initial results of some of these actions are now becoming evident. Although this will take time, the financial system is on its way back to functioning properly, supporting the housing and business sectors.

Underlying these decisions is a core judgment that despite the tough times, it is better to keep investing in growth and jobs in order to speed recovery. This requires the "smarter, more joined-up Government" that we have been building in the Thames Gateway, to create a coherent strategy for investment and remove the barriers holding businesses back. This is why it is even more important to remain focussed on the Thames Gateway's strengths and immense potential, and to invest properly in its future.

All this has only been possible because of the depth of commitment of all our delivery partners, Government as a whole, businesses and everyone who has a stake in the Thames Gateway. I applaud the effort of all those who have participated in making the Thames Gateway a great place that offers unique opportunities and benefits for local communities, businesses and new investors.

This partnership is what will secure the Thames Gateway's future as a model of sustainable economic development for the 21st century. One which supports increased inward investment, the creation of new green jobs and the construction of good quality new homes in the UK's first eco-region. Together we are determined that local people should benefit from these opportunities. That is why we have put skills at the heart of the programme by promoting enhanced learning and training opportunities that will meet the needs of local people and employers alike.

The establishment of the Homes and Communities Agency in December 2008 offers huge potential. Sir Bob Kerlake, drawing on his outstanding record at Sheffield City Council, is leading the Agency and all its local partners with even greater drive towards delivering our ambitions for the Thames Gateway.

The way forward is not through a few initiatives in the current period but through a sustained programme of effort over the coming decades to prepare our economy for the future and provides for existing and future communities. I am confident that our collective endeavours will prove we are equal to the challenges that lie ahead. It is this spirit of partnership that will ensure we realise the huge potential of the Thames Gateway to the great benefit of local people, local business and to the benefit of our national economy.



A handwritten signature in black ink that reads "Shahid". The signature is written in a cursive style and is positioned above a horizontal line that extends to the left.

Shahid Malik, MP
Parliamentary Under Secretary of State

COMMUNITIES AND LOCAL GOVERNMENT / HOMES AND COMMUNITIES AGENCY FOREWORD

We are pleased to present the Thames Gateway Annual Report 2008/09 on behalf of both Communities and Local Government (CLG) and the Homes and Communities Agency (HCA). This is a joint report to reflect the transfer of programme delivery and budgetary responsibilities from CLG to the HCA from 1 December 2008. This means that the HCA is now responsible for working with its local and regional partners to secure the delivery of the Government's ambitions for the Thames Gateway.

There have been many achievements this year, which provide strong foundations for the future, including:

- Opening of the £180m extension of the DLR under the river to Woolwich Arsenal.
- Purchase of Harty Marshes as a strategic mitigation site enabling the development of major projects at Neat's Court on the Isle of Sheppey and at Kingsnorth to go ahead.
- Opening of the Joiners' Shop in Chatham Historic Dockyard providing space for 44 new creative businesses.
- The Olympic Stadium taking shape in Stratford.
- The start of construction on Ravensbourne College of Design and Communication at Greenwich Peninsula.
- The construction of Crossrail, an emerging fifth economic transformer, has started.

The last few months have seen a successful, measured transition to these new arrangements and the establishment of a strong and effective partnership between CLG and the HCA. Delivery will be further enhanced by the integration of the Thames Gateway delivery responsibilities within the HCA's regional teams and through the HCA's 'Single Conversation'. This aims to secure delivery at the local level in support of our national objectives.

This is a long term programme, measured not in years but decades. The Gateway has been subject to Government intervention of varying kinds since the decline of the London docks in the 1980s. The economic rationale for intervention remains as sound now as it was when the Gateway was first conceived. The infrastructure and strategic investment in recent years, such as the Channel Tunnel Rail Link, Docklands Light Railway and Jubilee Line extension, provide a long term basis for the creation of new and improved communities to London's east.

As the 2007 Delivery Plan made clear, the Gateway is a priority for the Government as a whole. The total investment from Government will exceed £9bn in 2008/11. This investment is making a real difference in the Thames Gateway: supporting private investment in new jobs, homes and the prospect of a more prosperous future.

We have commissioned Sir Terry Farrell to help restate the rationale for the Gateway and our vision for the coming decades. This will build on the 2007 Delivery Plan and reflect the social economic and environmental improvements that have been secured in recent years. It will also take account of the unrivalled opportunities presented by the Olympics and Crossrail. We expect the work to be completed by the autumn.

This report sets out the significant progress made over the last year. Notwithstanding the economic downturn, the year has seen some real successes. We will continue to do all that we can to support the Thames Gateway through the recession and to help ensure that the area secures the public and private sector investment it needs in order to thrive. Our ambition is that the Gateway should be prepared to enter the upturn as strongly and sustainably as possible, poised to draw a dividend from the good work done by both business and our local delivery partners in the current period.



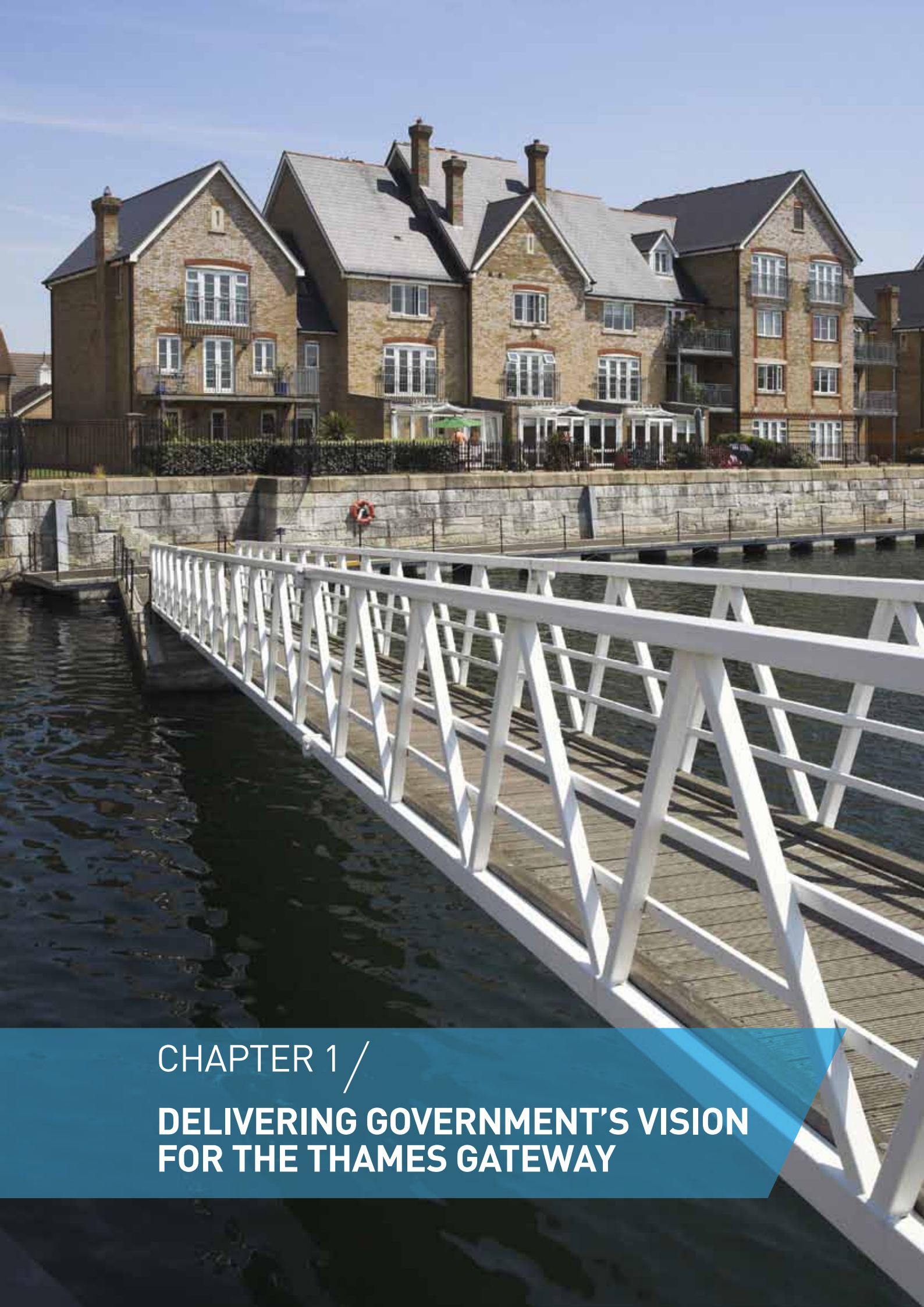
A handwritten signature in black ink that reads "Bob Kerlake".

Sir Bob Kerlake
Chief Executive, Homes
and Communities Agency



A handwritten signature in black ink that reads "Montgomery".

Joe Montgomery
Director General,
Regions and Communities



CHAPTER 1 /
**DELIVERING GOVERNMENT'S VISION
FOR THE THAMES GATEWAY**

1 /

Real progress has been made between 2008 / 09 towards achieving our strategic objectives for the Thames Gateway.

THIS REPORT

- Restates our vision for the Thames Gateway
- Describes the new delivery model for securing it
- Acknowledges the impact of the recession
- Outlines some of the key achievements in the Thames Gateway in the financial year 2008/09 in relation to:
 - our strategic objectives for the Thames Gateway
 - London 2012 Olympic and Paralympic Games Legacy
 - specific projects funded by the Thames Gateway programme

1.1 THE VISION

London's continued growth is critical to the future prosperity of the Greater South East and the United Kingdom as a whole. Crucial to that continued growth is the sustainable economic growth and regeneration of East London and the Thames Estuary. This area, the Thames Gateway, offers unique potential because of its strategic waterside location, landscape, and position between London and mainland Europe. We want to use these unique advantages so that the area can fulfil its economic potential and contribute more fully to the nation's economic prosperity.

But the Gateway faces specific challenges including low skill levels, the scale and contamination level of its brownfield land, poor connectivity and its limited residential offer. These challenges must be addressed. Successive governments have recognised the need to commit to the long term transformation of the Gateway and the need to ensure that local people benefit from these changes.

A range of interventions and investments over the past decades have helped to develop the area. These include the development of Canary Wharf; the renewal of the London Docklands, and the creation of the Docklands Light Railway; the Jubilee line extension; high-speed rail access to central London and Europe; the ExCel exhibition centre and the highly successful O₂ concert venue. The East London part of the Gateway has an important cluster of economic growth generators which include the Olympic zone. Crossrail will add to these advantages. The creation of the new urban settlement at Ebbsfleet, and the deepwater harbour at Shell Haven will help stimulate economic growth in North Kent and South Essex respectively. The Thames Gateway will lead the way in sustainable growth, embracing new environmental technologies and the employment opportunities they offer.

The Thames Gateway's coherence is secured through the exceptional estuary environment. There is a need, however, to vary the approach geographically to reflect sub-regional variation, shifting economic cycles and emerging opportunities.

Our approach is one that remakes London's East End, that capitalises on the distinctiveness of the estuary towns, utilises the growth opportunities throughout the Gateway, and enhances the qualities of the landscape. Drawing it together is the need to create a sustainable future for new and existing residents.

Since 2003 this ambition and progress has been reinforced by:

- significant additional funding for new and upgraded infrastructure, public services and environmental improvement; and
- specific extra capacity to coordinate all the necessary public-sector intervention across the area.

This has further strengthened the Government's commitment both now and for the long term: to create the conditions that trigger private sector investment that will continue to transform the Thames Gateway over the next 40 years.

1.2 THE DELIVERY MODEL

The Thames Gateway is unique, both in the sheer scale of growth to be achieved and in the significance of the area's future for London and the wider UK economy. Ensuring tailored delivery arrangements are in place is therefore vital to the Programme's success.

When the HCA was established in December 2008, it took on the delivery of Government's ambitions for the Thames Gateway. In place of the Thames Gateway Executive, English Partnerships and the Housing Corporation there is now just a single agency, with the right people, resources and skills all in one place.

Close working between the HCA and CLG has ensured continuity and that momentum is maintained. Under the new arrangements:

- CLG continues to define Government's ambitions within the Thames Gateway, commissions the HCA's delivery of these ambitions, and co-ordinates across departments to maximise the impact of the Government's £9bn investment in the Thames Gateway.
- HCA identifies and leads the delivery of the strategy to achieve these objectives with its delivery partners, including the local authorities; and takes financial responsibility for the programme.

The HCA will further increase the impact of its investment in the Gateway by integrating delivery into its regional teams. It will set out and implement through a strong corporate team, a clear strategy for future actions that will provide Gateway-wide coherence. This will both allow the integrity of the Gateway to be maintained, and for local priorities to shape the approach in each of the three Thames Gateway regions. These arrangements present new and exciting opportunities to streamline decision making and accelerate delivery. Over the current three-year CSR period the HCA will invest around £1bn in the Thames Gateway.

There is the potential for investment decisions to be more tailored to Government's and local communities' ambitions for the area through a new approach, the 'single conversation'.¹ The 'single conversation' will provide the means to identify and exploit synergies between programmes. Initially piloted in North Kent, it will enable investment in line with a shared vision and objectives for localities. The single conversation will provide a more integrated approach to realising the opportunities to each place.

This will help simplify and clarify the development process for private sector investors and delivery partners.

This division of responsibilities plays to the respective strengths of the HCA and CLG and is supported by appropriate Gateway-wide governance arrangements. Annex B shows the governance and delivery structures for the Thames Gateway.

■ ■ We will fight hard to expand opportunities for the British people, by getting Britain back to work quickly and by developing new, stable, sources of growth. We will build Britain's future by investing in that future ■ ■

THE RT HON GORDON BROWN PM, Building Britain's Future 2009

1.3 KEY ACHIEVEMENTS 2008 / 09

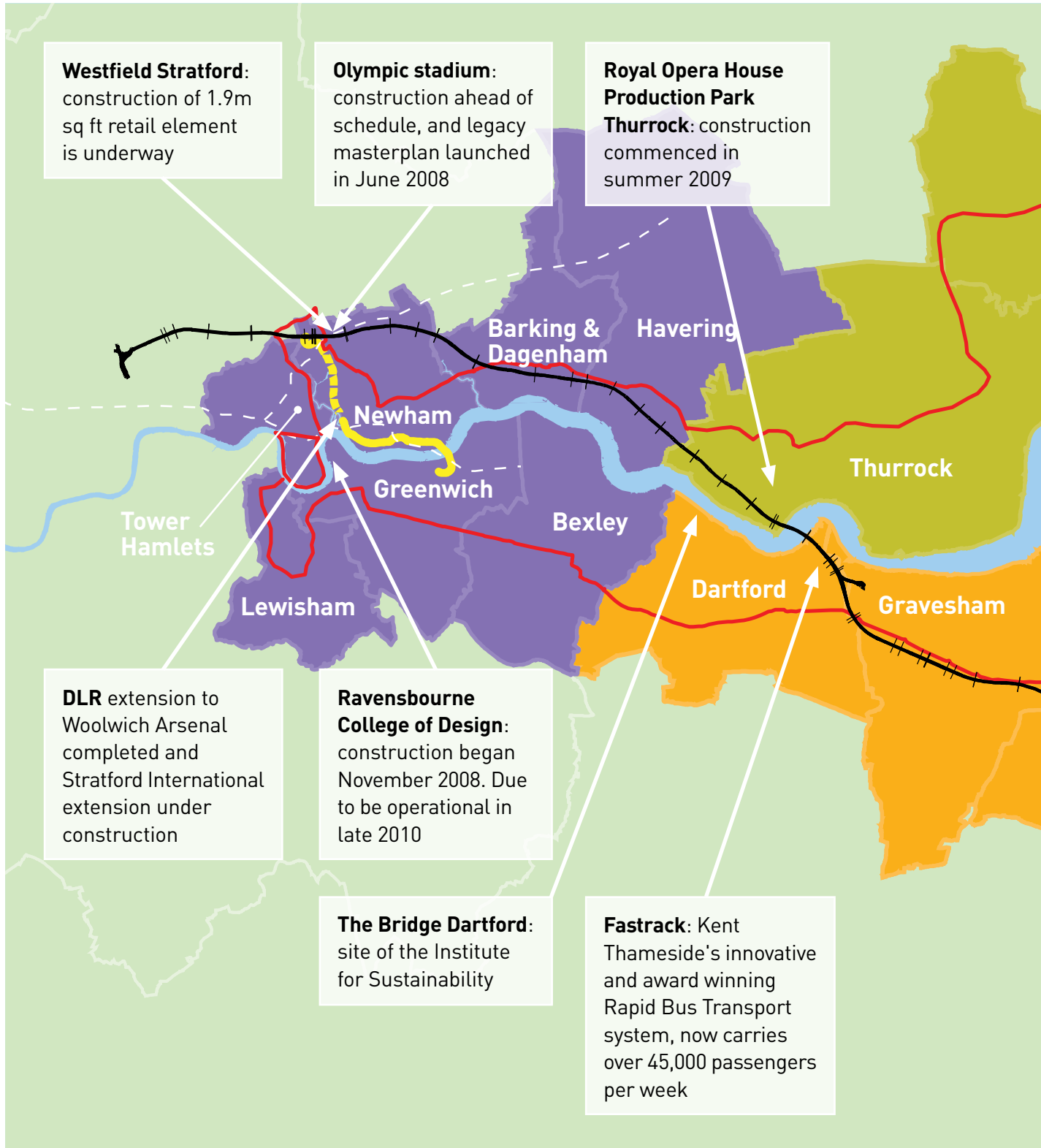
Strategic progress over the last year includes:

- Launching Invest Thames Gateway, providing a single pan-regional inward investment promotional and lead referral service to potential new foreign direct investors
- Establishing of the Institute for Sustainability
- Publishing of the eco region prospectus outlining our ambitions and expectations for making the Thames Gateway an eco region
- Learning Skills Council publishing the *Thames Gateway Skills Plan*
- Launching a skills framework in conjunction with Sir David Melville, the Thames Gateway skills envoy
- Setting out the Parklands vision with Sir Terry Farrell, the Parklands champion, and confirming over £30m in funding towards specific Parklands projects
- Significant progress towards multi-area agreements for North Kent and the five Olympic host boroughs

This has been matched by concrete delivery by public and private sector partners across the whole of Thames Gateway, as illustrated in the following map.

¹ For more information on the single conversation see <http://www.homesandcommunities.co.uk/singleconversation.htm>

THAMES GATEWAY REGION





Southend town centre:
 start on site of new car park at London Road, releasing Farringdon car park for redevelopment for multiple higher education uses

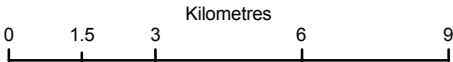
New college, Basildon:
 opening at The Icon giving a new dynamism to the town centre

Neats Court, Isle of Sheppey:
 Pre-let of 600,000 sq ft of commercial space to ALDI for a distribution centre

G-Park in Sittingbourne:
 Morrison Supermarkets' prelet 920,000 sq ft

Rochester Riverside: a new construction skills centre has opened to meet the demand for training skilled construction workers in Medway

- LEGEND**
- - - - - CrossRail (approval granted)
 - + + + + + High Speed 1
 - DLR to Woolwich Arsenal
 - DLR to Stratford Intl.
 - ■ ■ Thames Gateway subregions
 - ▭ Thames Gateway



Nominal Scale 1:250,000 @ A3

Data Sources:
 OS Boundary Line



1.4 THE RECESSION

Significant achievements have been delivered despite the economic downturn – the severity of which few could have predicted. These circumstances make delivery of our immediate ambitions for the Thames Gateway all the more challenging.

The Gateway is feeling the impact. In the year to April 2009, the proportion of working-age residents claiming jobseekers allowance rose from 2.7 per cent to 4.8 per cent. The number of claimants rose by around 20,700, from 25,300 to 46,000². This rate of increase is higher than the respective regional average.

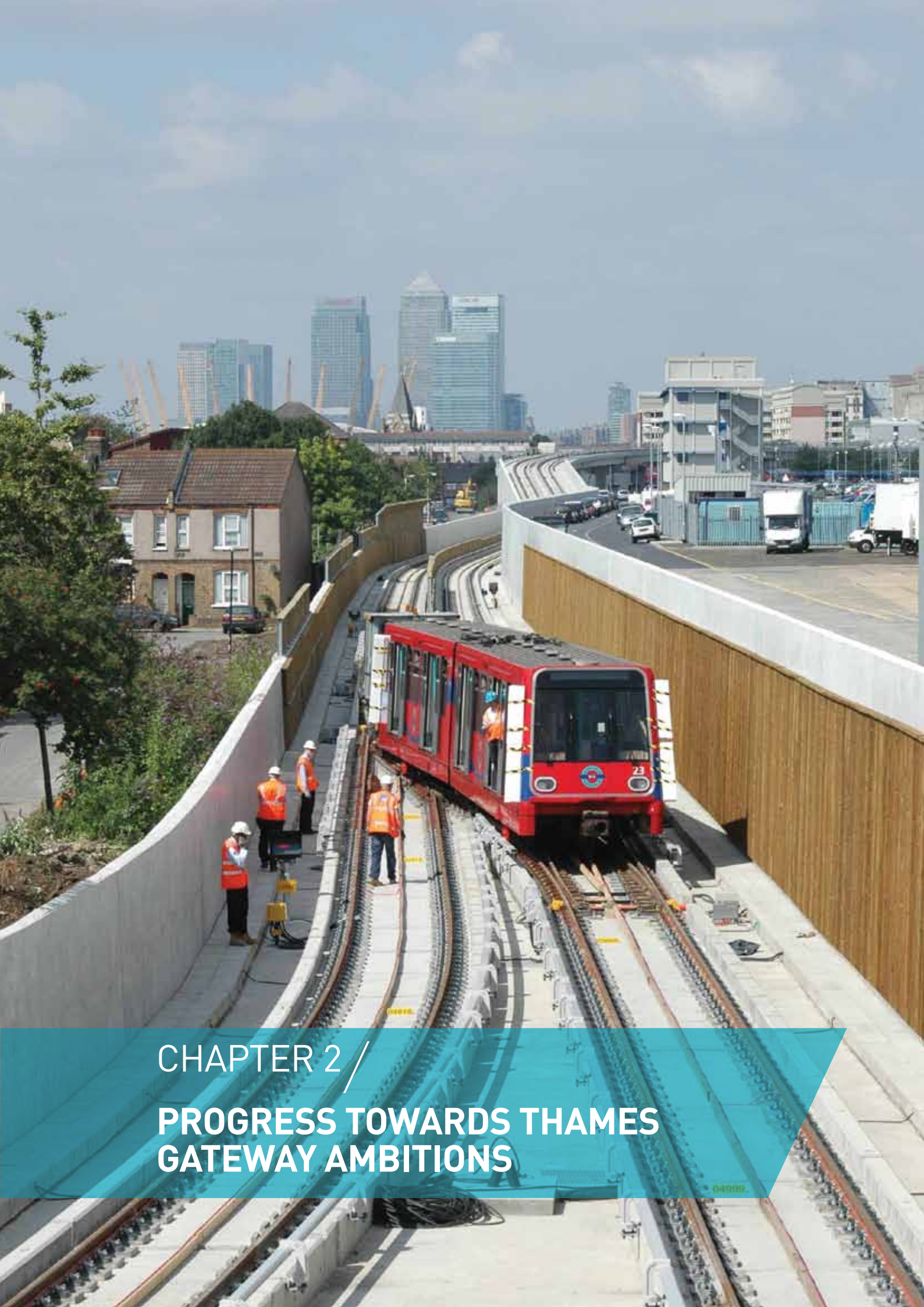
Public sector investment is, however, being maintained, although receipts from land sales are inevitably less than originally anticipated and budgets are under increasing pressure.

Significant private sector led developments are also continuing despite the downturn:

- Westfield's investment in a substantial new retail and residential centre around Stratford International Station and the Olympics site.
- the work now underway doubling the Excel Centre in the Royal Docks to make it the capital's premier exhibition venue.
- the purchase of Southend Airport by the Stobart Group with ambitious plans to enhance the airport's infrastructure.

East London has a unique combination of economic drivers – Stratford, the Olympics and Canary Wharf – which offer continued potential during the downturn. Essex and Kent need rather more help to position themselves to benefit quickly from the eventual upturn.

Over recent years employment in the Gateway has grown at a rate more than double the England average. Our ambition is for that rate performance to continue in the decades ahead.



CHAPTER 2 /
**PROGRESS TOWARDS THAMES
GATEWAY AMBITIONS**

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2 /

Government set out its ambitions for the Thames Gateway in the Delivery Plan, launched by the Prime Minister in November 2007. These ambitions reflect our belief that all communities in the Gateway should benefit from its growing prosperity.

WE WANT TO:

- build a vibrant economy with an aspiration to stimulate the creation of 225,000 new jobs and help local people develop the skills to compete for them
- improve the quality of life for residents, with an ambition to provide 160,000 good quality homes at all levels of affordability, reviving town centres and improve the natural environment
- establish the Gateway as an eco-region, leading the way for the rest of the country in low carbon growth and sustainable regeneration.

This chapter outlines the progress that has been made in 2008/9 towards achieving these ambitions.

2.1 IMPROVEMENT IN THE QUALITY OF LIFE FOR COMMUNITIES

Homes are the building blocks of our communities. They affect our health, our wealth, and our opportunities for happiness. Good quality, affordable housing enables stable and secure family lives: we are all healthier, happier and wealthier when we have decent homes close to schools, healthcare and transport links.

Successful schools today are dynamic, engage with the local community and promote aspiration and ambition. Schools can also be powerful partners in local economic development. Timely provision of good schools is important to the people who already live in the Thames Gateway and vital to attracting a new and mixed population to relocate there. It also helps meet the requirements of businesses looking for a skilled workforce.

The Building Schools for the Future (BSF) programme, transforms local secondary schools and provides a significant regeneration opportunity against a current backdrop of low skills levels.

- Over the last year construction has started on seven schools in the Thames Gateway, worth up to £100m:
 - Essex – Barstable School
 - Kent – Northfleet School for Girls; Northfleet Technology College; Saint George’s Church of England School; St Johns Catholic Comprehensive School; Thamesview School
 - Newham – Rokeby School.

- With support from CLG, five Thames Gateway local education authorities – Bexley, Thurrock, Havering, Southend on Sea and Medway were better linked in to the BSF programme. Expressions of interest submitted by Bexley and Thurrock are currently being assessed and, if successful, could secure between £150m and £200m of capital investment in new and refurbished schools. The three remaining local authorities have also indicated when they will be in a position to lodge their submissions for comparable sums.

The London Borough of Havering and the primary care trust are working closely together to develop plans for the rebuilding of Rainham Village Primary School and co-locating a health centre along with GP surgeries, a children's centre and specialist health facilities on the same site. Government is providing £3m capital funding to pump-prime this multi-million pound development.

The £12m Barking Child and Family Health Care Centre opened in January 2009. It combines health and social care, providing GP services and a nurse-led health advice service, together with new affordable housing on its upper floors.

The centre will provide 21st century healthcare to the citizens of Barking and Dagenham.

CASE STUDY 1

University of Essex Acting School 'East 15' benefits from Clifftown Studios Development

With the acquisition and development of Clifftown Studios, the University of Essex has not only found a learning and performance space that complements the range of courses on offer to students at East 15 Acting School, but also provides real opportunities for the community.

The magnificent clear space in the building has proved perfect for training students on the unique BA Stage Combat course and has been ideal for the installation of trapeze and other circus equipment for use by students on BA Physical Theatre course.

For almost 50 years, East 15 has produced actors, directors, theatre practitioners and technicians for stage, TV, film and radio. Clifftown Studios has already opened its doors to a host of community projects ranging from work with local schools to hosting networking evenings for the local arts community and providing one of the venues for the 2009 Southend Film Festival.

"The contribution of East 15 to British theatre, television and film over the past decades has been immense. Several generations of brilliant young actors and actresses have come out of this highly original conservatoire."

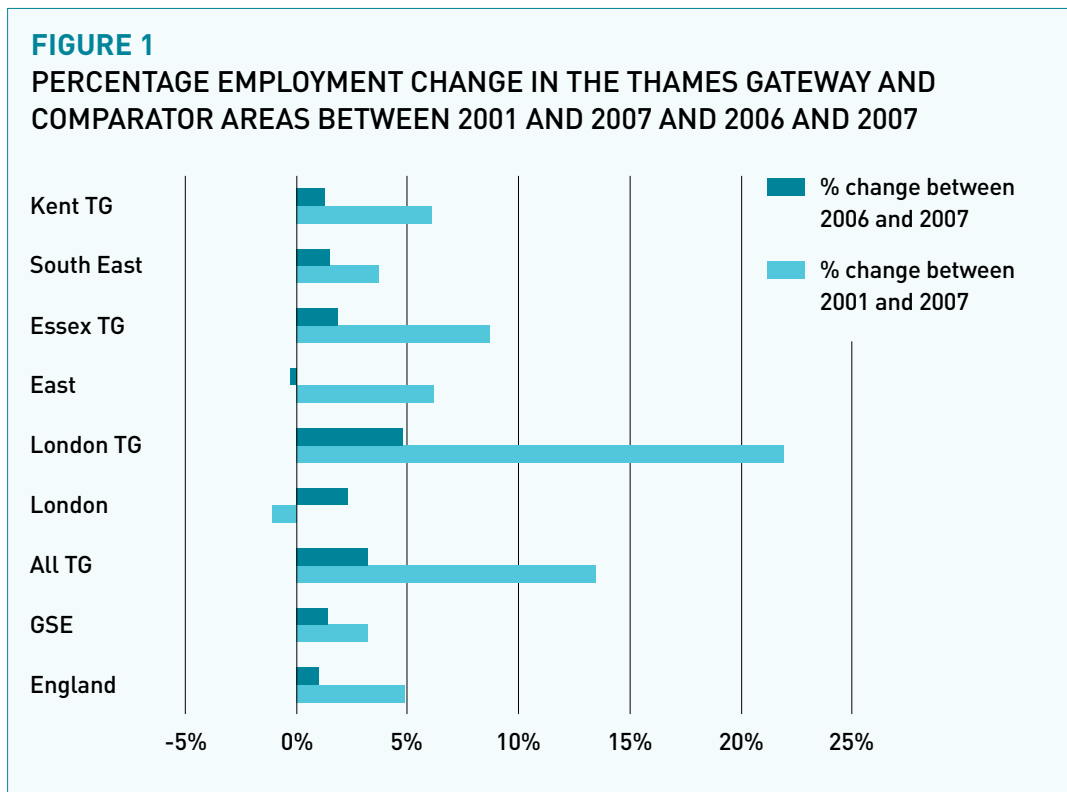
Mike Leigh OBE



2.2 IMPROVEMENT IN ECONOMIC PERFORMANCE

Without economic prosperity, none of the ambitions for the Gateway can be fully realised. The usual indicators of economic performance – jobs growth, employment rates, new development, inward investment and skills – all show some encouraging signs of progress.

Almost 69,000 new jobs³ were created in the Thames Gateway between 2001 and 2007 (which is the latest available data). This 13.5 per cent increase in jobs compares very favourably to a 4.9 per cent increase in England and 3.2 per cent in the Greater South East (GSE) as a whole. Growth was particularly strong in the London part of the Thames Gateway, which saw a 22 per cent increase compared to a 1.1 per cent decrease across London as a whole.⁴



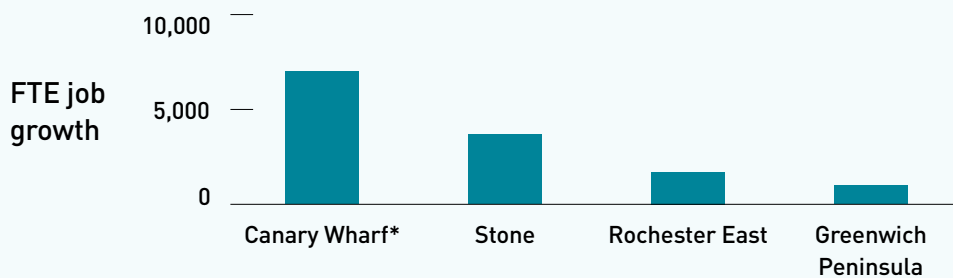
Source: Annual Business Inquiry 2001, 2006 and 2007

The most recent available figures are for 2006/07 and show that growth continued over that period, with 18,000 additional jobs across the Thames Gateway, including 7,000 in Canary Wharf and Isle of Dogs, 3,700 in Stone (the location of Bluewater), 1,700 in Rochester East and 1,000 in Greenwich Peninsula. However, we recognise that such continued growth is unlikely to be reflected in the 2008 figures when these become available.

³ Estimated full time equivalent

⁴ Estimates based on Annual Business Inquiry (ABI) data

FIGURE 2
THAMES GATEWAY AREAS WITH HIGHEST FTE EMPLOYMENT GROWTH 2006 / 07



Source: Annual Business Inquiry 2006 and 2007.

**Canary Wharf includes Millwall, Blackwall and Cubitt Town Wards*

Between 2003 and 2008, commercial floor space in the Gateway grew by around 4,300,000 sq.ft. (2.5 per cent) and office space increased by 3,600,000 sq ft, (15 per cent). This continued in 2007/08 with an approximately 600,000 sq.ft. (2.2 per cent) increase in office space and 1,000,000 sq ft (1.8 per cent) increase in warehouse space.⁵

These figures show how progress had been encouraging prior to the recession. Unlike other areas, the Gateway benefits from two of the largest public sector supported investments in the UK – the London 2012 Olympic Games and the development of Crossrail. It is estimated that London 2012 will create business contracts worth up to £6bn in the area.⁶ Crossrail is a £16bn investment linking the Gateway to Heathrow in 44 minutes. There is already high speed rail access to Europe, and high speed domestic train services will operate fully from Ebbsfleet and Stratford from late 2009. This means that the public and private sectors are well placed to make progress despite the funding and delivery problems caused by the recession.

With the RDAs' and Invest Thames Gateway's support, 261 businesses invested in or relocated to the Thames Gateway in 2008/09, creating 2,615 new jobs and safeguarding 2,658 more.

⁵ Source: Valuation Office Agency (VOA), with approximate square metres to square feet conversion by CLG.

⁶ The Thames Gateway: Business without Boundaries – Jones Lang LaSalle, 2009.

INVESTMENTS IN LONDON THAMES GATEWAY IN 2008/09

EMS (UK) PLC

- EMS is a successful existing local company, specialising in supply of temporary electrical, security and plumbing systems for building projects. They required larger premises to fulfil new contracts. Their relocation from Blackheath to the White Hart Triangle in Thamesmead safeguarded 105 jobs and created 65 new ones.

Thales

- Part of the French-owned Thales Group which employs 68,000 people in 50 countries, Thales needed to consolidate following a merger with partner company. Their move to St Katharine's Dock safeguarded 650 jobs and created 120 new posts.

INVESTMENTS IN KENT THAMES GATEWAY IN 2008/09

24 Hour Company

- This US company specialises in graphics and media for companies in the Government and defence sectors. They chose to locate in the Medway Innovation Centre in Rochester to provide support and space for companies in defence and security sectors. Ease of transport links to London and Europe was key to their decision to locate in the Kent part of Thames Gateway.

Morrison Supermarkets

- Morrison Supermarkets have prelet 920,000 sq.ft. for a new logistics centre in Standard Life and Gazeley's G-Park in Sittingbourne and increased their jobs forecast from 1,000 to 1,300. They have cited the Thames Gateway as an ideal location close to major transport infrastructure serving London and South East England with good road links to the Port of Sheerness.

London Array

- Final approval has been given for this huge green energy project in the Thames Estuary. On completion in 2015, it will comprise 341 wind turbines and generate enough energy for 750,000 homes roughly equivalent to every home in the Thames Gateway. The erection, supply and ongoing maintenance of the wind farm will provide opportunities for Thames Gateway businesses.

INVESTMENTS IN ESSEX THAMES GATEWAY IN 2008/09

Southend Airport

- Southend Airport is already a major UK cluster for the aerospace sector. The Stobart Group is investing in excess of £30m in buying the airport and in improving its facilities. They propose to provide a new terminal, railway station, longer runway and relocated and updated control tower in anticipation of growth in traffic from dedicated business airlines and that created by the London 2012 Olympic Games. A new hotel at the airport entrance is also proposed.

2008/09 also saw strengthened support for new investment and growth:

- The three Thames Gateway RDAs (LDA, SEEDA and EEDA) published the *Thames Gateway Economic Development Investment Plan*. This is a strategy to help the Gateway fulfil its potential for economic growth by transforming it into a thriving business, research and innovation hub and a vibrant place to live.
- The RDAs launched Invest Thames Gateway in November 2008 with funding from HCA. In collaboration with UK Trade and Investment, Invest Thames Gateway provides a joint, pan-regional inward invest promotion and lead referral service to potential new foreign direct investors.
- The creation of a multi-million pound Institute for Sustainability: a commercially driven collaboration by global academic and business leaders in a public-private partnership to support the development of practical and commercial innovations in support of the environment.

▀▀ **The Thames Gateway challenge is one of the UK's "big ideas": a compelling vision of sustainable economic and urban development across a large and varied geographical area. It has not been immune to the global economic downturn and like many areas it will face some very real challenges over the medium term. It will continue to build momentum ▀▀**

ANDREW GOULD, Chief Executive, Jones Lang LaSalle

Source: "The Thames Gateway: Business without Boundaries" Jones Lang LaSalle, March 2009

CASE STUDY 2

Businesses move into Medway's ICM2

The Innovation Centre Medway (ICM2) opened in Spring 2009 and has proved to be a big hit with tenants. Providing high-quality serviced office space, the centre allows innovative businesses or entrepreneurs an impressive corporate image without high costs.

It has been jointly financed by Medway Council and the Government's Thames Gateway team.

IT service solutions provider, **Tribeca Technology**, moved in to the centre when it opened, having been previously based at phase one of the Innovation Centre Medway.

Manager, Mark Instance, said:

"We had always intended to move to phase two and since coming over here we have already recommended ICM2 to other companies. It's a very modern, high-spec centre that will suit a wide range of businesses."

"We require very complex facilities due to the nature of our work and ICM2 gives us everything that we need and more. It has the high specification we require in terms of cabling and connectivity and, importantly, a data room facility on site. All of the facilities are first class and it is ideally situated between Medway and Maidstone, with excellent transport links to the rest of the country."

Object Training – an Australian software company – also moved into ICM2 this year, having previously been based in London.

UK Manager Gerry Turner said:

"Having an office here has a variety of advantages. It is a class A facility and the services are spot-on. It means I can bring my customers to where I work and feel proud to do so. It also offers a much better work-life balance - I live in Medway and was previously commuting to the City of London to get to work, something I don't miss at all."

"I think this is a fantastic investment for Medway. There is also a great resource pool here, which companies can take advantage of. I know I will be looking to recruit from Greenwich University in the future."



2.3 INCREASE IN THE NUMBER AND QUALITY OF HOMES

We continue to need more, better quality accommodation in the Thames Gateway to meet growing demand, both from people living in the area already and those moving in as new jobs are created. Although the recession has had an unprecedented impact on the housing market⁷, the long term need to build thousands of new homes across the country each year remains. The Thames Gateway is one area that has unparalleled potential to grow, turning land that has fallen into disuse into new places to live and work, and with exemplar new developments of real quality.

Progress has been sustained where possible but there has been a pause in the larger schemes in the Thames Gateway, such as at Barking Riverside and Eastern Quarry at Ebbsfleet, although the recent granting of planning permission for the first phase of 4000 homes at Barking is a notable step forward. The creation of the HCA provides a fresh opportunity to look at ways of unblocking these major schemes as well as exploiting investment in the national affordable housing programme in support of the Government's Thames Gateway ambitions.

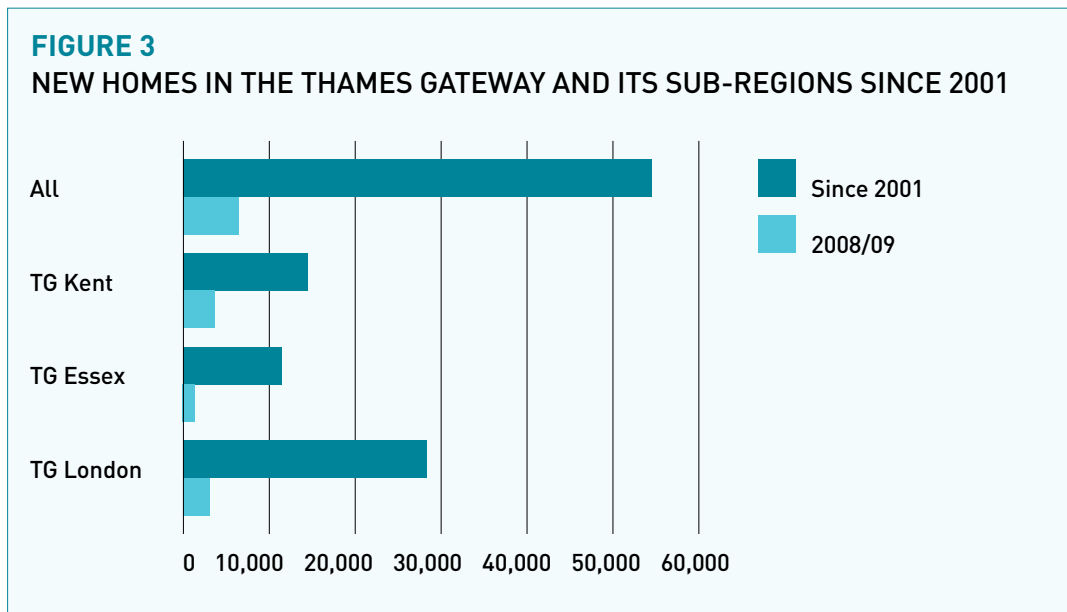
In 2008/09:

- 6,540 new homes were added (2,950 in London, 1,180 in Essex and 2,420 in Kent), bringing the total additional new homes since 2001 to just under 55,000 (see figure 3 overleaf). At this level of annual completions, around 100,000 additional homes will be provided by 2016
- The HCA completed a major study (see page 29) showing that all the sites on which new homes are currently expected to be built have a combined capacity of 192,000 – 32,000 more than our current target – and three fifths of these sites already have planning permission
- HCA London was the first region to develop a Kick-Start programme, providing additional resources to enable new housing schemes that have stalled for one reason or another to progress
- Under the kick-start programme, support has been agreed for the Heart of East Greenwich project, a mixed-use development that will provide a much needed new local centre, and several hundred new homes (the first of five phases is now able to proceed, comprising 116 new homes)
- HCA grant has been made available for Circle Anglia to deliver 410 affordable homes within the 964-home development at the former St Andrew's Hospital site in Tower Hamlets, enabling it to proceed
- The HCA has invested £2.3m for 30 low-cost home ownership units (First Time Buyer's Initiative) within a 184-unit mixed tenure development at Radford Park in Basildon, just one example of similar investments across the Thames Gateway to bring forward affordable housing.

⁷ as we set out in *Communities and Local Government Annual Report 2009*, CLG, July 2009

- at Christian Fields in Gravesham, Kent, sub-standard concrete properties will be replaced with 426 high-quality new homes. £7.5m of gap funding was agreed by the HCA in March 2009 to enable Moat and Countryside to proceed with phase one. A further £2.5m plus £7.9m National Affordable Housing Programme (NAHP) funding has been made available for phases two and three.
- at Springhead, the first development at Ebbsfleet (a joint venture between Land Securities and Countryside Properties), £3.7m has been invested in the affordable housing element with Hyde and Amicus Horizon. This will allow the first phase to offer high quality design, sustainability and landscaping to provide an attractive entrance to the site.

Just as important as the quantity of new homes built in the Thames Gateway is the quality. The HCA is taking forward the work begun by the Commission for Architecture and the Built Environment (CABE) on raising the quality of design in the Thames Gateway through a proposal to develop a planning charter involving all of the Gateway's local planning authorities.



Source: Valuation Office Agency

IS THERE SUFFICIENT LAND AVAILABLE FOR NEW HOMES IN THE THAMES GATEWAY?

CLG with HCA commissioned Roger Tym & Partners to undertake a detailed study into the extent to which the planning system has identified land for new housing across the Thames Gateway. The impetus for this work was the need to answer two fundamental questions:

- is there sufficient land identified for new homes in the Thames Gateway to deliver 160,000 new homes, the target in the Delivery Plan?
- are new homes likely to be brought forward on that land quickly enough to achieve those 160,000 new homes by 2016?

The research identified 2,322 sites planned for new home development in the Thames Gateway and then made a comprehensive assessment of the likely rate at which those sites would be developed.

The key conclusions were:

- the combined available capacities of all identified sites is sufficient to provide for 192,000 new homes in total (i.e. including those developed between 2001/02 and 2008/09)
- three-fifths of the new homes yet to be built have already received planning permission
- just over half the new homes yet to be built are in London; 31 per cent in Kent; and 14 per cent in Essex.

While these conclusions did not take account of the impact the recession has had on the housing market, a preliminary result from the 2009 update indicates an encouraging net increase in capacity of about 6 per cent.

The challenge now is to put this research to practical use and the next step is for the HCA to devise a strategy for targeted public sector intervention to accelerate housing delivery across the Thames Gateway.

CASE STUDY 3

The Gateway – Queenborough and Rushenden put community at the heart of regeneration

At Queenborough and Rushenden on the Isle of Sheppey, HCA funding has provided a catalyst for community-led regeneration. Queenborough and Rushenden will be transformed with 2,000 new homes and 180,000 sq metres of new employment space. The regeneration scheme is regarded as national best practice for community involvement, with The Gateway being a flagship centre for information about regeneration, learning and leisure activities, providing a focal point for the whole community right at the start of the regeneration process.

Local resident Julian Stewart comments:

“The Gateway is an excellent example of community cohesion with residents of Queenborough and Rushenden joining together to share facilities under one roof, and it is providing a perfect opportunity for us to learn how to run a community centre before it is replaced with a new building. It has also created a venue for vocational training for new employment opportunities that will come with the regeneration in the town.”



2.4 AMBITIOUS ENVIRONMENTAL INTERVENTIONS

“The Thames Gateway has a unique opportunity to fashion a sustainable economic future by moving to use abundant low carbon and renewable resources efficiently, by reconnecting urban rural areas and by taking advantage of world-class financing, research and technology skills”

PETER HEAD, OBE, Thames Gateway Innovation Champion

Government has acknowledged that addressing the threat from climate change is an immediate priority and has developed a number of policies and approaches to help address the challenge of a changing environment. Our commitment to delivering sustainable growth in the Gateway will contribute to tackling this challenge.

Significant progress has been made in the last year towards developing the Thames Gateway as an eco-region – a model of sustainable development which aims to raise the quality of life for all communities in the Thames Gateway, make the region more attractive to investment and generate green jobs. The opportunities and initiatives created through the eco-region are key to achieving our economic ambitions for the region.

Transforming the Thames Gateway into an eco-region cannot be done by the Government alone. Only by creating a coalition of public, private and voluntary sector organisations, with communities and individual citizens, will the eco-region be realised. Over the last year, CLG, HCA, Natural England and the Environment Agency have worked with national and local delivery partners to make major progress towards crystallising our ambitions for the Thames Gateway eco-region and translating it into tangible and realistic steps along the way.

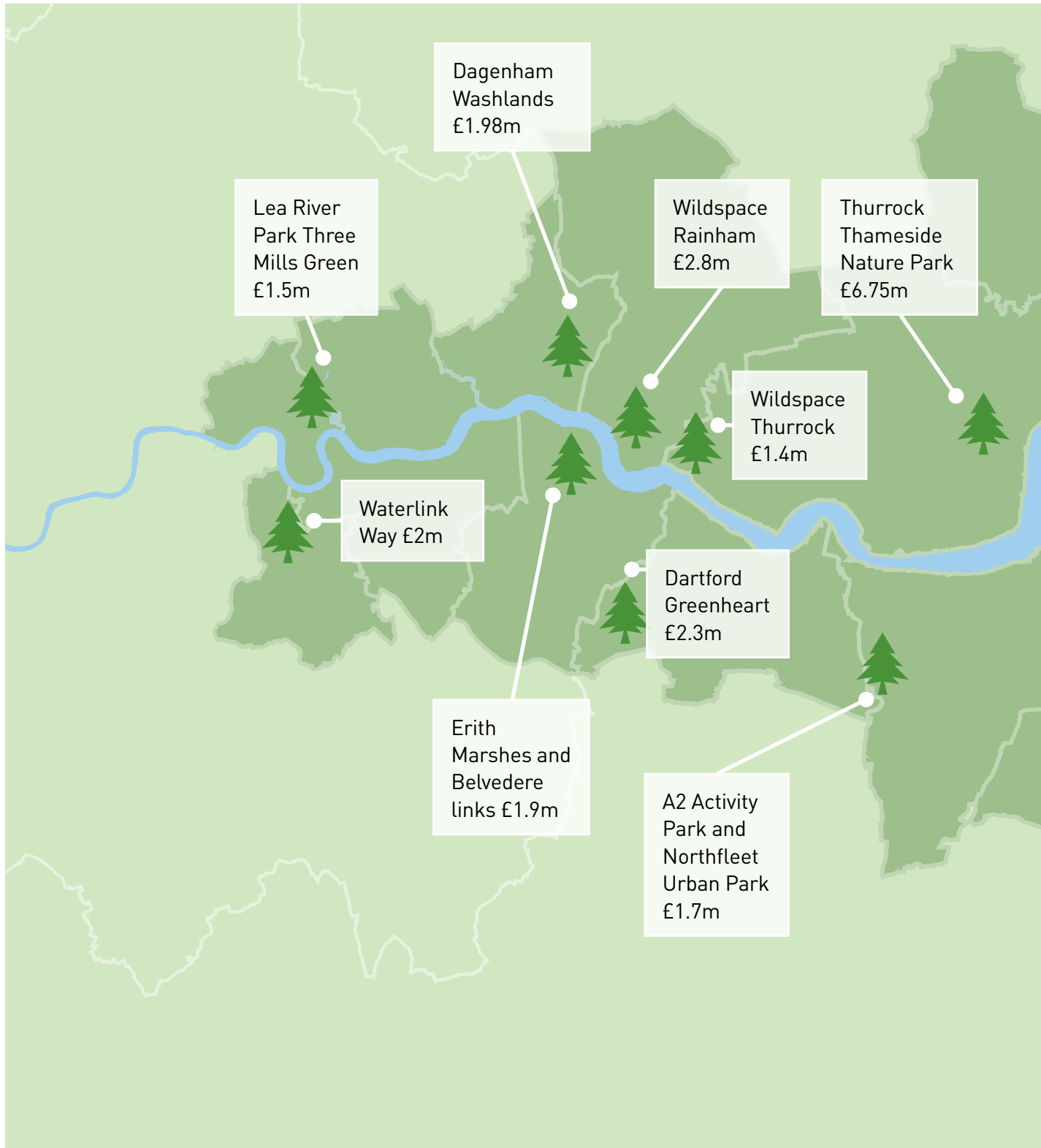
In 2008/09:

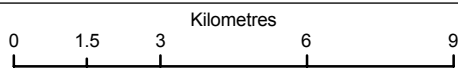
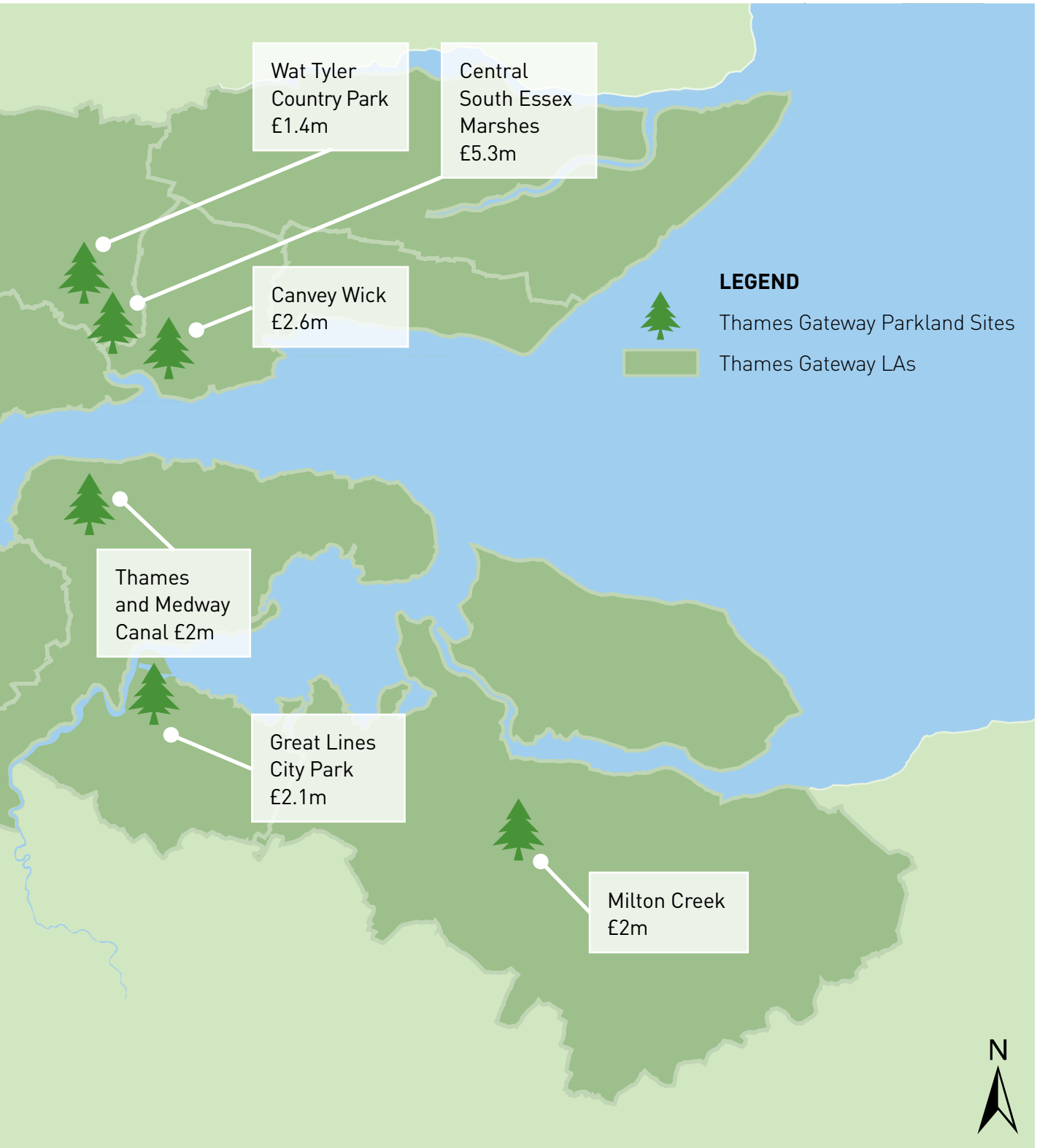
- The **Thames Gateway Parklands Vision** was launched in October 2008 by Sir Terry Farrell, Parklands Design Champion, building on work by a broad range of stakeholders. The vision sets out six overarching themes which collectively form the Vision: to regenerate and develop urban and rural open spaces and to connect them together to create a more accessible and coherent landscape. Delivery of the vision will improve the quality of life for the people who live in the Thames Gateway, the experience for those who visit and work in it. It will also encourage investment and create new green jobs.
- a **survey of the Thames Estuary waterfront**, commissioned by CLG to help deliver the Thames Estuary Path, was completed by Sustrans.
- over **£32m of Thames Gateway funding** has been committed to support the delivery of 15 Parklands projects to underpin the Vision. The projects were selected from three business plans developed by each of the sub-regions and work is now underway, co-ordinated by the regional Green Grids. The projects include: the development of a city park in Dartford to bring green space into the daily lives of residents: new and enhanced green spaces and wetland at South Essex Marshes: including new cycling and pedestrian routes to improve access, and, a multifunctional park which will complete the 26 mile green link along the Lea Valley.

▀▀ **Parklands is based on the belief that regeneration and growth in the Thames Gateway should be driven by comprehensive landscape and environmental improvement. As the 'first infrastructure', Parklands will improve the quality of life for one and a half million existing residents and be a critical step in attracting new investment and economic growth in the Gateway** ▀▀

SIR TERRY FARRELL

THAMES GATEWAY REGION PARKLANDS SITES





Nominal Scale 1:250,000 @ A3

Data Sources:
OS Boundary Line

Developing the wider eco-region 2008/09:

- the ***Eco-Region Prospectus***, published at the Thames Gateway Forum in November 2008, set out the next steps in establishing the Gateway as an eco-region. These included creating an internationally recognised Institute for Sustainability, an exemplar eco-quarter and a range of environmental initiatives. The prospectus was developed in partnership with large number of stakeholders who are central to its ongoing delivery, including through the Thames Gateway Green Forum in October 2008;
- **The Institute for Sustainability** was established in 2009 to promote sustainability research, demonstration projects, and knowledge dissemination. It is a collaboration of world-class commercial and academic partners and its core activities are establishing close-to-market research, demonstration projects, and using the learning to promote best practice and support regeneration. While a number of research projects have been progressing for 12 months, work on the ground is now gaining momentum with over a dozen projects underway. These include retrofitting of residential and commercial properties to reduce energy and water consumption and change behaviour and a green roofs project to research the best materials and methods for installing them on 40 per cent of the properties at Barking Riverside.
- Proposals for an **eco-quarter**, which will lead the way for the rest of the region, have been developed and will be consulted on in the Autumn. The eco-quarter will be an urban extension which will demonstrate our sustainability ambitions for the region as a whole.
- Other recent achievements include a series of **WRAP (Waste and Resources Action Programme) workshops** focussing on the Thames Gateway's ambition to achieve the 'halving construction waste to landfill target' by 2011, and the first in a series of **eco-region summits** led by the Gateway's innovation champion Peter Head, which focused on the region's energy infrastructure.

THAMES ESTUARY 2100

On 31 March 2009, following an exhaustive assessment of tidal flood risk, the Environment Agency launched its *Thames Estuary 2100 Tidal Flood Risk Management Plan* for consultation.

Using the latest climate change data, the plan sets out recommendations on what tidal flood risk management actions are needed for the rest of the century, and where they are needed based upon increasing sea levels, the ageing of defences and likely growth patterns. The plan covers the tidal floodplain in the main estuary from Sheerness/Shoeburyness to Teddington in West London and includes large parts of the Thames Gateway (excluding the Medway catchment).

A key finding of the work has shown that the current flood defences in the main Thames estuary – already of a higher standard than elsewhere in the country – provide a much greater degree of protection to predicted water levels than previously understood. This means that upgrades more than 300km of tidal defences will not be required until after 2035. To allow for these changes to the defences the Environment

Agency will work to ensure careful planning in the intervening years, opening up opportunities for new riverside landscapes. The marshland areas of the Thames estuary identified in the plan, which may be needed for flood storage and new tidal habitat creation, compliment the locations of high environmental importance identified in the Parklands Vision. The Environment Agency will also continue to work with partner organisations that have a role in the management of flood risk to ensure that appropriate spatial and emergency planning is in place for communities in the defended floodplain.

CASE STUDY 4

Essex Wildlife Trust joins forces with Thurrock Thameside Nature Park

Essex Wildlife Trust has been working closely with Thurrock Thames Gateway Development Corporation, Thurrock Council and Cory Environmental to provide the management and future development of a nature park on one of the largest landfill sites in the UK. The restoration will provide over 18km of new footpaths and bridleways. There will be a low carbon visitor centre offering education and training facilities as well as a Thames estuary viewing kiosk. Praising the venture, John Hall, Director of the Essex Wildlife Trust says:

“This is a unique opportunity for Essex Wildlife Trust and we envisage the new nature park being linked by the Thames Estuary Path to East Tilbury to the west and Wat Tyler Country Park to the East. As well as providing a haven for a variety of important wildlife, the nature park will provide recreational facilities for all to enjoy.”

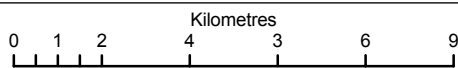


FLOOD DEFENCES OF THE THAMES ESTUARY



LEGEND

- Barriers and Gates
- Walls and Embankments
- Rivers
- Urban Area



2.5 ENHANCED EDUCATION AND LIFELONG LEARNING

Our key aim is to ensure that skills levels are raised throughout the Gateway so that local people can take full advantage of the employment opportunities of this major regeneration project and employers are able to meet all of their skills needs

SIR DAVID MELVILLE, Thames Gateway Skills Envoy

Improved skills and opportunities are a central component of Government's investments and ambitions for the Thames Gateway, underpinning sustainable economic growth and improving quality of life by equipping residents to benefit from new jobs in new industries.

In the past year there has been substantial progress in joining up the efforts of the wide range of partners who have a role to play in delivering this agenda. A key milestone was the publication in July 2008 of the Learning Skills Council's *Thames Gateway Skills Plan*, which for the first time brought together in a single plan the work of the the Learning Skills Council's three regions operating in the Thames Gateway. Building on this, the *Thames Gateway Skills Framework*, published in November 2008, provides the basis for everyone to work together towards common goals:

- maximising access to post-compulsory education
- putting in place the means for people to progress up the skills ladder
- ensuring universities and colleges engage with employers so they can play an active role in the development of new courses and the transfer of knowledge between workplace, classroom and laboratory.

The *Thames Gateway Skills Framework* is based around four key principles:

- *a commitment to working in genuine partnership and collaboration across sectors and regions:* putting aside organisational barriers to delivery, focusing instead on what needs to be done to realise the long-term vision
- *a closer match between skills development now and jobs in the next decade:* offering learning and training that will be of lasting value, not just for the sake of it
- *continuing innovations in infrastructure, pioneering new approaches to education and training:* building on the success of the innovative and successful multiversities (joint further education and higher education campus), established in the Thames Gateway and now a blueprint for developments elsewhere in the UK
- *a firm focus on progression:* making the move from one skills level to the next – and ensuring that people are equipped with better skills for better opportunities.

In 2008/09:

- Mid Kent College took possession of their new building on the Joint Universities at Medway 'multiversity' site and expect to open in September 2009
- Thurrock Learning Campus Phase 1 and New College Basildon at the Icon building opened, providing town centre locations for a range of further education courses, closely linked with the current job market and future planned growth, providing local people a chance to get a better local job – courses are work-focused and start at different points in the year so are more flexible for young people and adults
- construction work commenced next door to The O2 at Greenwich Peninsula in November on the new Ravensbourne College of Design and Communication, a purpose-built media academy designed to meet the needs of twenty-first century digital production

Despite this progress, we face continuing challenges. Most recently, funding pressures at the Learning and Skills Council (LSC) have begun to emerge, jeopardising a number of higher education schemes in town centres intended to provide a stimulus to regeneration. In response, we are working closely with the LSC, one of our major partners in the Thames Gateway as it develops its proposals for managing its financial situation. Many of the projects for which LSC investment is required are also backed by finance from the Thames Gateway programme.

A different kind of challenge, but ultimately the one all involved in skills development are concerned with, is the ever growing demand for higher skills in the Thames Gateway. Forecasts of the future skill requirements of London and Thames Gateway based employers suggest that 40-50 per cent of all jobs will require a level 4 or higher qualification by 2020.⁸ If we are to equip Thames Gateway residents with the qualifications they will need, it is vital that we raise the aspirations of children and young adults, increase participation in post-compulsory education and widen access to higher education.

- Trends in higher education participation across Thames Gateway local authorities have been positive, increasing by almost a third since 2000/01, an increase of 22,000 students. There are now 93,000 local residents in the Thames Gateway undertaking some form of higher education study (2006/07 academic year). The growth in higher education take-up in Thames Gateway London boroughs tends to be higher than the other sub-regions, largely aided by significant increases in Barking and Dagenham (83 per cent increase) and Tower Hamlets (49 per cent increase).
- Postgraduate recruitment accounts for 18 per cent of all Thames Gateway students with the result that 17,000 students are currently studying a wide range of postgraduate programmes
- The most popular subjects of study for Thames Gateway residents are those allied to medicine (mostly nursing-related qualifications), business and administrative studies (business and management, accountancy, etc) and education (teaching-related qualifications)

⁸ Tindell, G. (2008). *Higher Education Participation in the Thames Gateway*; Thames Gateway London Partnership, p12.

- The choice of higher education institution for Thames Gateway residents tends to be localised. For example over 50 per cent of residents study at a Thames Gateway higher education institution.
- Between 2006/07 and 2008/09 the number of 16-18 year olds participating in learning in the Gateway increased by approx 30,000 to just under 110,000 (an increase of 37 per cent).⁹ Over the same period, the proportion of young people reaching NVQ level 2 and 3 by age 19 increased by 2 percentage points each.¹⁰

CASE STUDY 5

Financial Skills Academy sets Muhammad on new course

Muhammad Akmamul Hoque, a 28-year old graduate from Queen Mary University, had some work experience with Barclays and the Royal Bank of Scotland, but he wanted to focus on investment banking so took an Introduction to Investment course at The Financial Skills Academy. After the course Muhammad obtained a work placement at the Financial Services Authority.

Muhammad says:

"I was finding it extremely difficult to find work in the desired field of investment banking. I made several applications and attended many interviews without avail. I realised I was lacking in various areas such as CV construction, interview techniques, relevant experience and qualifications."

"Many of the tutors at FSA are from financial backgrounds and have very relevant knowledge of the sector. Some of the work we covered included preparing for job interviews, ethics and the work environment. It has helped me to define my career path and give me focus on what I want to do in the future"



⁹ Figures on higher education institutions, numbers and types of students, courses and levels of study sourced from Tindell (2008) pp2-10.

¹⁰ Learning and Skills Council – Thames Gateway Skills Plan, July 2008, p15.

2.6 A MODERN, RESPONSIVE TRANSPORT SYSTEM

The Thames Gateway lives up to its name, with two airports, a ports cluster and international rail services providing easy links not just to the rest of the UK but to Europe and beyond. The area has benefited hugely from investment in transport over the years including expansion of the Docklands Light Railway, the Fastrack rapid bus transit in North Kent becoming fully operational, and improvements to national rail services including high-speed rail services to Kent starting on High Speed 1 in 2009. A key challenge in coming years will be making the most of this investment, by planning future development around it.

But despite the transport achievements so far, getting around *within* the Thames Gateway is not always easy. Unlocking the full potential of the Thames Gateway as a region in which to do business, live, or take time out, requires a transport network that makes it easier for people to make journeys, and for freight to be moved around. We continue to invest in schemes that contribute to our goal of a modern, responsive transport system in the Thames Gateway, and plan for the future.

During 2008/09:

- the extension of the Docklands Light Railway to Woolwich Arsenal opened seven weeks early in January 2009, enabling passengers to reach Canary Wharf in just 20 minutes and Bank in under half an hour
- work to enable three-car trains to run on the DLR in 2010 continued on schedule
- London City Airport gained planning approval to increase flights from 80,000 to 120,000 per year
- the Highways Agency completed the widening of the M25 between junctions 1b and 3, improving safety and journey times for road users
- the Department for Transport (Dft) has committed to starting construction by 2015 of a scheme to improve junction 30 of the M25 in Essex, which will ease congestion: one of the most significant barriers to growth in the Thames Gateway. DfT is now assessing the scheme options
- the Gospel Oak – Barking line has been upgraded so it can carry larger containers and more trains, providing much needed increased capacity for freight traffic from Tilbury, and in due course London Gateway
- Crossrail, which will link much of the Thames Gateway with central London and the west, continued to progress, with the Canary Wharf Group agreeing to contribute £150m towards to the costs of the new Crossrail station at Canary Wharf – the group will also design and build the station for a fixed price of £500m Most importantly, actual construction work started in May 2009

A wide range of work was also started during the year that will provide building blocks for future transport investment. Transport for London will consider options for a Thames crossing in east London in the context of developing a future transport strategy for that part of the capital. Central to that strategy will be making best use of existing and already planned transport infrastructure, for example by seeking to locate new homes near stations.

CASE STUDY 6

Docklands Light Railway opens up opportunities for local people

On 10 January 2009 DLR's £180m Woolwich Arsenal extension opened, seven weeks ahead of schedule and on budget. This vital cross-river link offers significant time savings to the 17,000 passengers who use the station every weekday. Connecting Woolwich to London City Airport in 6 minutes, Canary Wharf in 20 minutes and Bank in only 28 minutes, the station is a major hit with Greenwich residents who can see huge benefits for local businesses, local people looking for jobs and the regeneration of the whole area.

Shariah Iqbal, Serco Docklands Lead Customer Service Officer at the station, comments on the community impact:

"Before it opened, people only had the option of buses or national rail. So locals we spoke to were really looking forward to the opening. It's getting busier every day and I'm seeing more and more people come through here. Even before the gates open in the early morning there are people queuing to get in. Woolwich Arsenal has created a bridge between southeast and east London. Prior to the station opening there was no simple way for people to travel around. One guy I met was taking three buses to go to Stratford, now he can take a train direct and he's there within half an hour."





CHAPTER 3 /
**LONDON 2012 OLYMPIC AND
PARALYMPIC GAMES — THE LEGACY**

Stratford City and the London 2012 Olympic and Paralympic Games are one of the four economic transformers of the Thames Gateway region. The creation of the Olympic Park is one of London's most important developments, and a major stimulus to the western end of the Thames Gateway.

KEY ACHIEVEMENTS IN 2008/09

- More than a third of the Olympic Delivery Authority's build programme is now complete and continues to be delivered on time and on budget
- Free Swimming Programme for under 16s and over 60s launched in spring 2009, with take-up by almost 300 local authorities in England
- All major venues are on or ahead of schedule. Construction of the international broadcast centre / main press centre – the last of the 'Big 5' venues – has now begun, as has work on the velodrome
- The Olympic stadium is visibly taking shape on the East London skyline
- More than 4000 people are now employed on the Olympic site, 20 per cent from the five host boroughs
- Cultural Olympiad launched, with 650 events around the country
- Over 70,000 businesses have registered with the CompeteFor website – the 'dating service' for buyers and suppliers in London 2012's supply chains
- Launch of the Thames House Training Centre in Newham together with the relocation of Plant Training School and negotiations for a third centre could offer as many as 20,000 training places over the next five years.

This area of East London contains some of the most deprived and diverse communities in the country, which suffer high levels of unemployment, educational under-attainment, poor health and a lack of suitable, social housing. Hosting the London 2012 Games is a once-in-a-lifetime opportunity to make a real difference to the lives of people living in these communities. CLG is committed to delivering a sustainable legacy from the London 2012 Games and maximising the benefits for this area.

EMPLOYMENT, SKILLS AND BUSINESS LEGACY FROM THE LONDON 2012 GAMES

The London 2012 Games are a direct investment in people – providing thousands of jobs, hundreds of apprenticeships and helping drive up skill levels in one of the most economically deprived parts of the country.

The Games and related activities will create employment – with up to 11,000 people working on site at the peak and 100,000 contract jobs to stage the Games. Ultimately there will be the potential to create up to 50,000 new sustainable jobs in the Olympic Park and the surrounding area post-Games. The Olympic Delivery Authority (ODA), which is the public body responsible for developing and building the new venues and infrastructure for the Games and their use after 2012, is also creating 2,250 training, apprenticeship and work placement opportunities on the Olympic site.

Bringing together investment from public and private sectors, the ODA aims to create a construction workforce which includes at least 10-15 per cent from the five host boroughs (Hackney, Tower Hamlets, Newham, Waltham Forest and Greenwich), where the employment rate is 10-19 per cent lower than in the rest of England. It also aims to ensure at least seven per cent of the workforce is made up of people who were previously unemployed before working on London 2012.

- 4,600 people have received construction training in the five host boroughs since April 2008, including over 400 at the Plant Training Centre (formerly known as the Eton Manor Training School).
- This has resulted in over 1,200 five host borough residents being supported into work both on the Olympic Park and other sites during 2008/09
- For the boroughs in the outer Thames Gateway region over 1,800 people received employment and guidance through partners. Of these 975 were subsequently helped into work.
- The Learning & Skills Council (LSC), London Development Agency (LDA) and partners are investing in three East London-based construction training centres which will provide over 20,000 training opportunities in the next five years.
- 2,500 Londoners have received skills training through the LDA Opportunities Fund
- The Personal Best programme is being rolled out across London, and has been launched in the South East and North East London earlier this year. The programme helps people gain skills for work through volunteering, targeting those who are furthest from the labour market, and inspires them to get involved by the prospect of being a Games-time volunteer.
- So far, more than 900 businesses have won contracts worth around £3.5bn altogether. In total, London 2012 will directly award £6bn worth of contracts, creating around 75,000 business opportunities along the supply chain
- As at April 2009, 4,101 people were working for contractors on the Olympic Park – of which 9 per cent were previously unemployed.
- 20 per cent of Olympic Park workers were residents of the five host boroughs
- Around 10 per cent of workers on the Olympic Park are trainees, apprentices or on work placements.

APPRENTICESHIPS

In January 2009, the ODA announced that an additional 250 construction apprenticeships would be created on the Olympic Park and Village. This brings the total target to 350 apprenticeships and increases the overall target for trainees, apprentices and work placements to 2,250. The ODA will deliver these placements in conjunction with the LSC's Apprenticeship Service and Construction Skills, the sector skills council for the construction industry.

The ODA apprenticeship programme will address future skills requirements and seek to improve retention. This will be achieved by providing ongoing support to apprentices throughout their training to ensure they are able to move smoothly on to further training and become fully qualified site operatives and technical professionals.

The programme is delivering vital business, jobs and training opportunities in a tough time for companies and workers and is an important boost to the legacy of the Games.

London 2012 will leave a legacy of skills that will help the construction industry deliver major projects all across London and the Thames Gateway – including long-term projects such as Crossrail, Stratford City, and Kings Cross.

CASE STUDY 7

Kerri Chambers, bricklayer, helps build the Olympic Stadium

Kerri Chambers is an apprentice bricklayer working on the Olympic Stadium. Kerri finished her two-year bricklaying course at college in April 2008 and was looking for work when she was referred by Waltham Forest Worknet, the local jobs brokerage in the London Borough of Waltham Forest. Kerri then applied for her position via the ODA Women's Project and has been working on the Olympic Stadium since the start of the year.

Kerri has settled in to life on the Stadium extremely well and is getting along with her workmates, who appreciate her enthusiasm and love of the industry.

Kerri said:

"I wasn't sure what I wanted to do when I finished school, and then it just clicked. My dad is a builder and sometimes when I was young I would go to work with him – I just loved it. Working on the Olympic Park is an amazing experience. I know that at the end of the project I will be very proud to know I was involved in the project."



PREPARING FOR A SUSTAINABLE LEGACY

The legacy aspirations generated by the Olympics, and opportunities for East London will be delivered through the investment we are making in the Games. This year we have worked to put in place the structures and governance to ensure the regeneration of East London sits firmly at the heart of our vision to deliver a successful Olympic Games. This will leave behind a set of venues, and assets, which promise both valuable and affordable uses in 2012 and beyond.

Planning for the legacy of the Games is well underway, both in terms of the Olympic Park, and the surrounding areas and we are in the process of developing the necessary infrastructure to deliver the legacy post-2012.

- The two main planning documents for the legacy of the Games are:
 - Legacy Masterplan Framework (LMF)- a spatial planning document, which sets out the future of the Olympic Park following the Games in 2012. To date over 8,500 people have been involved in a series of consultation roadshows, meetings, workshops, lecture series, focus groups, presentations and outreach work. This includes over 1,800 young people getting involved through our youth programme. The latest legacy information is available on the LDA's Legacy Now website www.legacynow.co.uk.
 - Strategic Regeneration Framework (SRF) - a single comprehensive and integrated regeneration strategy for the five host boroughs on the back of the Olympic and Paralympic Games. It addresses the social and economic, as well as the physical, aspects of regeneration, and it will extend beyond the Olympic Park to ensure connectivity with adjacent areas and communities.
- The five host boroughs have joined forces to develop an Olympic legacy multi-area agreement. This will form an important delivery structure within the context of the SRF.
- A dedicated 2012 legacy delivery company is also being established by CLG, the Government Olympic Executive (GOE), the LDA and the Greater London Authority (GLA), to secure a lasting legacy for the Olympic Park following the London 2012 Games. The company has now appointed the chairman and chief executive. It will be commercially driven and community focused. It will work with the host boroughs, local people and businesses, to build on the enormous investment and momentum already underway to transform the Olympic Park into a treasured asset for the capital and the country. One of its first tasks will be to oversee the submission of the planning application for the Olympic Park during the summer.

The legacy from the Games will not only be felt in East London but also in Essex, Kent and the outer London Olympic boroughs. Having already articulated plans for securing a London 2012 legacy across areas such as education and skills, economic development, tourism, sports development, cultural engagement and volunteering, the last year has seen the drafting of the Thames Gateway Legacy Action Plan. This will be further developed and published in 2009/10 as a challenge to partners to ensure they take coordinated action to realise the potential that the London 2012 Games offers all the communities in the Gateway.

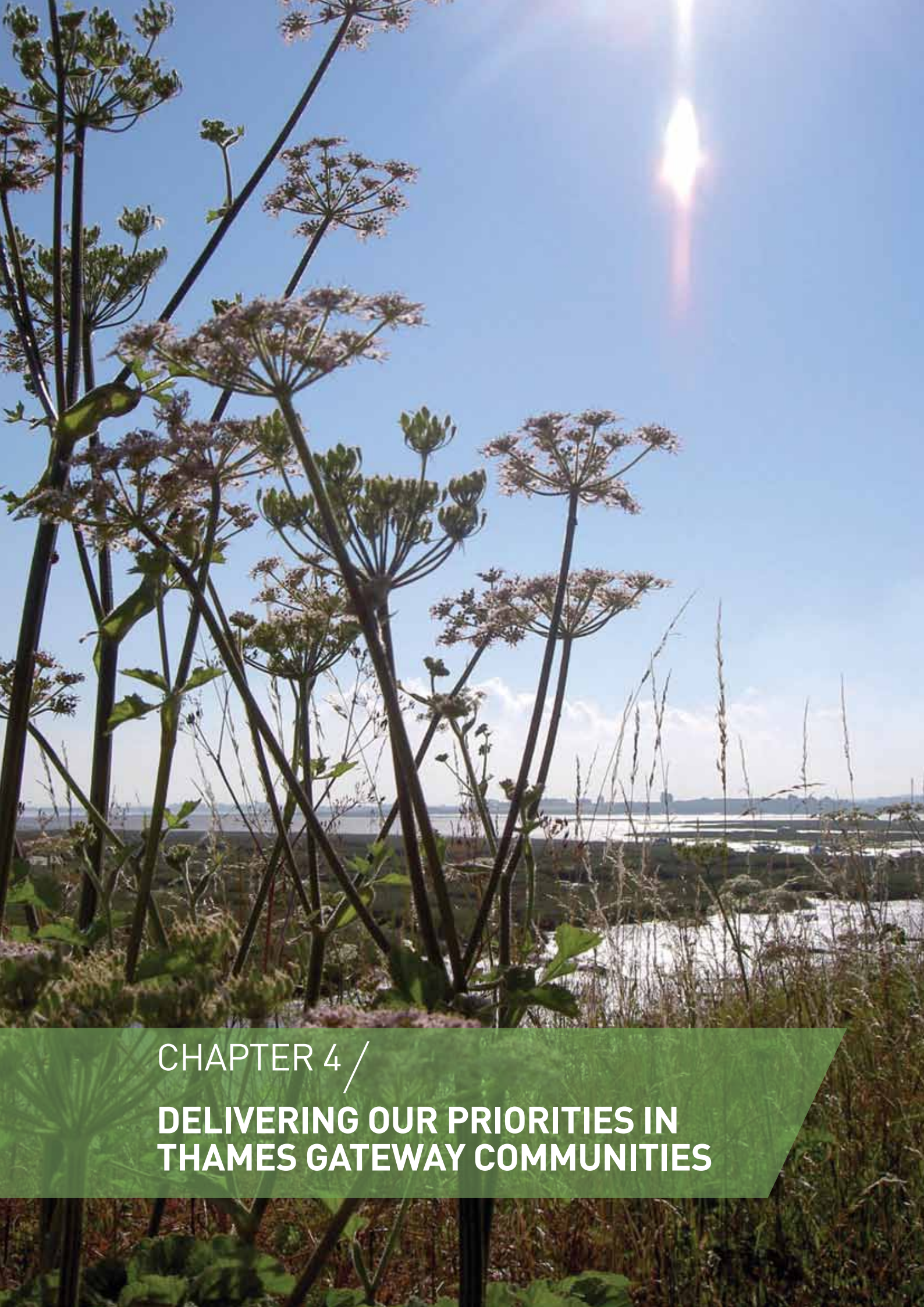
CASE STUDY 8

Waltham Forest Youth Ambassadors inform Olympic plans

The Waltham Forest Youth Ambassadors scheme offers a unique opportunity to empower young people and involve them in the London 2012 Games. Every year a new cohort of ambassadors are recruited from the borough's secondary schools and colleges to take part in a structured programme of engagement, training and volunteering opportunities.

The ambassadors have presented the views of young people in the borough to a wide variety of organisations working on the Games, including the ODA, the London Organising Committee of the Olympic Games (LOCOG) and the BBC, and they have regular meetings with local politicians and inform the work of the council's 2012 team. Another key part of the ambassadors' position is to act as local spokespeople on the Games. They feed information back to their schools, and play an important role in engaging residents across Waltham Forest by volunteering at a range of borough events





CHAPTER 4 /

DELIVERING OUR PRIORITIES IN THAMES GATEWAY COMMUNITIES

4 /

The Thames Gateway programme is delivering large-scale projects like the Olympics as well as local projects that are having a direct impact on communities living and working in the Gateway.

The Delivery Plan published in 2007 set out the strategy for investment, and the locations and programmes which will be supported directly from the Thames Gateway Fund over the 2008/11 Comprehensive Spending Review (CSR) period. It also explains how projects and programmes were chosen for funding support and the requirements to ensure each project is thoroughly appraised before agreeing to invest.

During 2008/09, In addition to the wider cross-government investment in the Thames Gateway, HCA invested specific additional funding from CLG for the Thames Gateway programme of £121m, including £5.8m from the Parklands programme and £78m of direct grant funding to the two urban development corporations (London and Thurrock). On top of that, the Thames Gateway benefited from £9m from the Community Infrastructure Fund (CIF). These investments are set out in detail in Annex A. As this is the first year of the current three-year CSR funding programme, many projects have started and will see an increase in expenditure on them in 2009/10 and the following year.

The projects summarised below are the largest (in terms of expenditure) or otherwise most significant which have received funding from the Thames Gateway programme (including CIF) in 2008/09. All expenditure from the Thames Gateway programme was made or approved in 2008/09 unless otherwise stated.

4.1 LONDON

The London Thames Gateway extends eastwards from the Deptford waterfront and town centre in the London Borough of Lewisham and the whole of the Isle of Dogs (including Canary Wharf). To the north of the Thames it incorporates the Olympic development zone at Stratford and Stratford town centre, reaching southwards along the lower Lea Valley to Canning Town and the Thames. It extends eastwards south of the A13, incorporating the former Royal Docks and the marshes to the south of Rainham. South of the Thames, it stretches as far east as the Kent border and includes the Greenwich peninsula and the urban centres of Woolwich, Thamesmead and Erith.

LONDON BOROUGH OF BEXLEY

Belvedere Industrial Area and Erith Marshes

The London Borough of Bexley has started a major programme of environmental improvements across Belvedere, Erith Marshes and Abbey Wood. £5.7m of Thames Gateway funding has been made available for the construction of a key 350-metre section of new road, improvements to associated roads and other access enhancements within the Belvedere Industrial Area. This work will greatly improve connections through the industrial area and enhance its attractiveness to new business residents. The Thames Gateway funding is being matched by £3m European Regeneration and Development Fund (ERDF) and £1.9m Parklands funding which will contribute to additional environmental improvements across the wider area, including improvements to footpaths and cycle paths, ecology, drainage, new signage, lighting, street furniture and public art.

This project will provide a range of benefits for local employers, staff and residents, and to help attract new investment and jobs.

Crayford town centre

Crayford town centre is being transformed by Bexley Council with £2.1m funding from the Thames Gateway programme. Crayford Waterside has been modernised, creating an attractive destination for residents and shoppers, as well as helping to improve trade for local businesses. A refurbished café building has been provided, as well as improved river habitats, art features linked to Crayford's industrial past, a water play feature, a new pedestrian bridge, an amphitheatre and a remembrance area. Work has been carried out throughout the town centre to improve the quality of the environment, such as new lighting and removal of items of street furniture to create a more attractive entrance to Shenstone Park.

LONDON BOROUGH OF GREENWICH

Ravensbourne College

Ravensbourne College of Design and Communication is to be relocated from its current site in Chislehurst to a new campus now being developed on the Greenwich Peninsula. The new building will house incubation space, support services and cutting-edge facilities for creative businesses focusing on digital media activities. The construction of the iconic new building next to the O₂ began in November 2008 and will accommodate 1,700 students in the autumn term in October 2010. Since 2006/07, a total contribution of £4.5m has been made available to the LDA from the Thames Gateway programme to gap fund the capital costs of constructing the new building and £2.5m of this was drawn down in 2008/09. The LDA are contributing a further £3.5m and Ravensbourne College £38m (of which £5.7m is from Higher Education Funding Council for England), secured in part from the sale of the college's former site in Chislehurst, which is being redeveloped for housing.

Woolwich 3 Estates

£1m of Thames Gateway funding has been paid to Greenwich Council for the acquisition leaseholds in advance of the demolition and redevelopment of three 1960s and 1970s-built council estates close to Woolwich town centre: Connaught, Maryon Grove and Morris Walk. This project will lead to 1,000 new residential units being built over the next five years, which will have substantially superior design, quality and tenure mix improving quality of life for residents.

LONDON BOROUGH OF NEWHAM

Docklands Light Railway: three car upgrade

This project is to enable a three-car DLR service to operate between Canning Town and Beckton. The total project costs are £18.2m, including a contribution of £10.8m from the Olympic Delivery Authority (ODA) and £2m from the LDA. £5.4m of Thames Gateway funding was granted to Transport for London (TfL) in March 2009 to provide platform extensions, and station and signalling improvements. The upgraded service will enable the ExCel exhibition centre to host major events during the London 2012 Olympic Games and will support the future development of Northern Royals and Beckton Riverside.

Canning Town junction improvement

£18m was granted to London Borough of Newham from the second round of the Communities Infrastructure Fund 2 (CIF2) to fundamentally reconfigure the A13/Silvertown Way junction at Canning Town. The current roundabout system and A13 flyover are a major impediment to the regeneration of the Canning Town and Custom House area, generating heavy traffic through Canning Town and creating a substantial physical divide. Removing the roundabout and replacing it with a signal-controlled junction will release 9,000sqm of land for development and new open space, with 397 jobs and 105 homes directly attributable to the junction improvement. The regeneration of the town centre is expected to lead to 3,874 new jobs and 5,104 new homes and foster the development of a mixed-use community with an accessible and safe town centre.

LONDON BOROUGH OF BARKING & DAGENHAM

Dagenham Washlands

This is one of the five Thames Gateway Parklands projects in London. Just under £2m was paid to the Land Restoration Trust to provide an endowment for the ongoing management and maintenance of the Beam Valley Country Park and The Leys in South Dagenham. Substantial landscape, amenity and biodiversity enhancements costing £2.6m are being funded by European Regional Development Fund (£1.6m) and the Environment Agency (£1m). Construction is planned to start in spring 2010.

East London Transit phase 1b (ELT1B)

The ELT rapid bus network will be very important in improving access and perceptions in the London Riverside area. Phases 1A and 1B will connect Barking town centre to Ilford to the north and Dagenham Dock to the south-east, together with public realm improvements along the route. £18.5m of CIF2 funding was made available to TfL for phase 1B which provides another route south of the A13 to serve the major brownfield development site of Barking Riverside. ELT1B will provide 1.3km of new bus route with associated CCTV and priority bus measures; 0.5km of new road and 1.3km of upgraded roads and cycleways; 2.6km of upgraded pedestrian routes; a new road bridge; and two new transport interchanges. Barking Riverside as a whole will deliver 10,800 houses and 2,000 jobs by 2026 but only up to 1,500 homes can be occupied prior to ELT1B being operational. The scheme will go live in 2013.

LONDON BOROUGH OF HAVERING

Wildspace Rainham

£2.8m Parklands funding has been made available to the LDA and is matched by over £2m of combined grant from LDA, ERDF, TfL, Veolia, ES Cleanaway, Havering Riverside Trust and the London Thames Gateway Development Corporation. The public and wild spaces of Rainham, Wennington and Aveley Marshes, otherwise known as 'Wildspace', will transform the public perception of the area, with enhanced access to the Thames waterfront and expansive marshland wildlife habitats. The project will improve Rainham Village, create better links to and across the Rainham Marsh, and improve access to the Thames Waterfront. Rainham Hall Garden a National Trust property will be enhanced in anticipation of opening for public access in 2011. This Parklands project will be taken forward by London Borough of Havering.

LONDON THAMES GATEWAY DEVELOPMENT CORPORATION

The London Thames Gateway Development Corporation (LTGDC) is one of two UDCs in the Thames Gateway established by Government, and its purpose is to lead the regeneration of east London – specifically the Lower Lea Valley and London Riverside. As well as acting as the planning authority for major applications, LTGDC has a development role with wide-ranging powers to undertake activities aimed at regenerating existing communities. With the Olympic Stadium and Village situated in LTGDC's area, its focus is on delivering the long-term legacy of the London 2012 Games.

2008/09 has seen the LTGDC consolidate progress within its key projects across eight priority locations, moving forward from envisioning and planning to active delivery on the ground. It has delivered:

- 118 new homes
- 107 new / safeguarded jobs
- £24m of private sector investment
- 2.86 sq.km. of green and open space refurbished
- 6,500 sq.m. of new commercial floor space
- 2.3 hectares of brownfield land remediated.

LTGDC also delivered 0.62km of upgraded road along with 3.32km of new pedestrian routes.

Lower Lea Valley

The Canning Town and Custom House Regeneration is a key project for LTGDC and involves the demolition of approximately 1,700 homes, the building of up to 10,000 new homes, and the creation of two revitalised town centres. The area lies at a key strategic point at the bottom of the Lower Lea Valley and its proximity to the Olympic site, Canary Wharf and City Airport, as well as its excellent transport links are powerful assets for regeneration.

The aim is to create a vibrant new commercial centre with retail, office, community and residential accommodation. The site for the new town centre has been cleared as a result of the LTGDC funding over 30 leasehold acquisitions alongside the decanting of local authority tenants and funding the demolition of vacant residential blocks. Site assembly is now complete and the procurement process for a developer is in its final stages.

To provide some immediate benefit to the local community LTGDC opened 'the Place' in June 2008 - a centre that brings a range of public services, including job brokerage schemes and the safer neighbourhoods team closer to the local community.

Olympic Arc

Work in taking the lead with local authorities in delivering fringe master plans will ensure that the Olympic Park is fully integrated into the surrounding communities after 2012 and that they benefit fully from the investment in the Games. The LTGDC has acquired 4 penthouse apartments overlooking the Olympic Park and is transforming them into an inward investment and marketing suite to showcase the opportunities in the Lower Lea Valley as a whole to potential inward investors. The marketing suite will be open for business in November 2009.

Lea River Park

A design framework has been completed setting out a strategy for linking six new and refurbished park areas along a continuous north-south pedestrian and cycle path.

Water impoundment works at Three Mills Lock (formerly Prescott Lock) will create a permanent level of water enabling the Lea River to support leisure activities and allow commercial water freight to service the construction of the Olympic venues.

Barking Town

The ambition is to revitalise Barking town centre providing more jobs, homes and improving transport connections to the surrounding area. New retail, commercial, housing and community facilities will be created, as well as a Family Health Centre, market square, public realm improvements and public art.

The refurbishment of a derelict warehouse into a vibrant cultural hub, the acquisition of further properties and a resolution to grant planning permission for the second phase of development will deliver 7,000 sq.m. metres of commercial accommodation and 220 homes as part of a Cultural Industries Quarter.

Phase I of works to create the ELT rapid bus service linking the town centre to Dagenham Dock Work will be completed at the end of 2009. Funding is in place for the next phase that will extend ELT to the Barking Riverside development.

Rainham Village

LTGDC has made the key strategic purchases that form the necessary steps to revitalise the village centre with a new transport interchange at Rainham Station, a new library and housing. £1.2m of CIF funding has been secured for the interchange and Stirling Prize-winning architects McCreanor Lavington have been appointed to design the library.

LTGDC is spearheading the delivery of high-quality education and training by acquiring a new three hectare site for Havering College. Subject to LSC funding, Havering College will develop a 10,000 sq.m. higher education and further education college campus. In the meantime, the college already has a presence on site on a short-term lease.

South Dagenham

Plans have been developed to secure the regeneration of vacant and underused industrial land south of the A13 into a premier location for green industries and sustainable businesses. The London Sustainable Industries Park (SIP) will be a development built to best practice sustainable construction and management standards and showcasing cutting-edge sustainable technologies. With LTGDC ownership of the site planned to extend to 25 hectares, SIP will accommodate up to 125,000 sq.m. of BREAM (Bre Environmental Assessment Method) excellent accommodation. LTGDC recently agreed terms with waste-to-energy supplier Cyclamax as new occupants, who will join Closed Loop Recycling Ltd who are already SIP tenants.

LTGDC is also working with a consortium of world-class businesses and academic institutions to establish the Thames Gateway Institute for Sustainability at the SIP. The Institute will provide research facilities and incubation space to encourage both innovation and growth within the environmental technology sector. The first phase of the development is planned for completion during 2010.

CASE STUDY 9

It's the West End for Woolwich Millennium Arts Performing Theatre School graduate

Sam Wilmott, a graduate from the Millennium Performing Arts Theatre School (MPA), has already performed in the West End show 'Lord of the Rings' and is currently starring in 'Wicked'. He and his brother Josh, a 3rd year MPA student, currently live near Woolwich and benefitted from MPA's decision to relocate to Woolwich last September. Many of the MPA students have also benefitted from good transport links to Woolwich, not only because of the new DLR station, but also the newly-improved riverbus services to Woolwich Arsenal pier from central London.

For those MPA students who decided to relocate to Woolwich, there is a vast range of affordable accommodation on offer, with some students sharing flats on the new Royal Arsenal development. The centre of Woolwich offers easy access to a wide range of shops, eateries and other facilities. The physical improvements, including the redesign of the two main squares, together with the dance school's programme of local community involvement, will greatly improve the opportunities on offer for Woolwich residents too.

CASE STUDY 10

Waste management firm Cyclamax joins flagship London Sustainable Industries Park

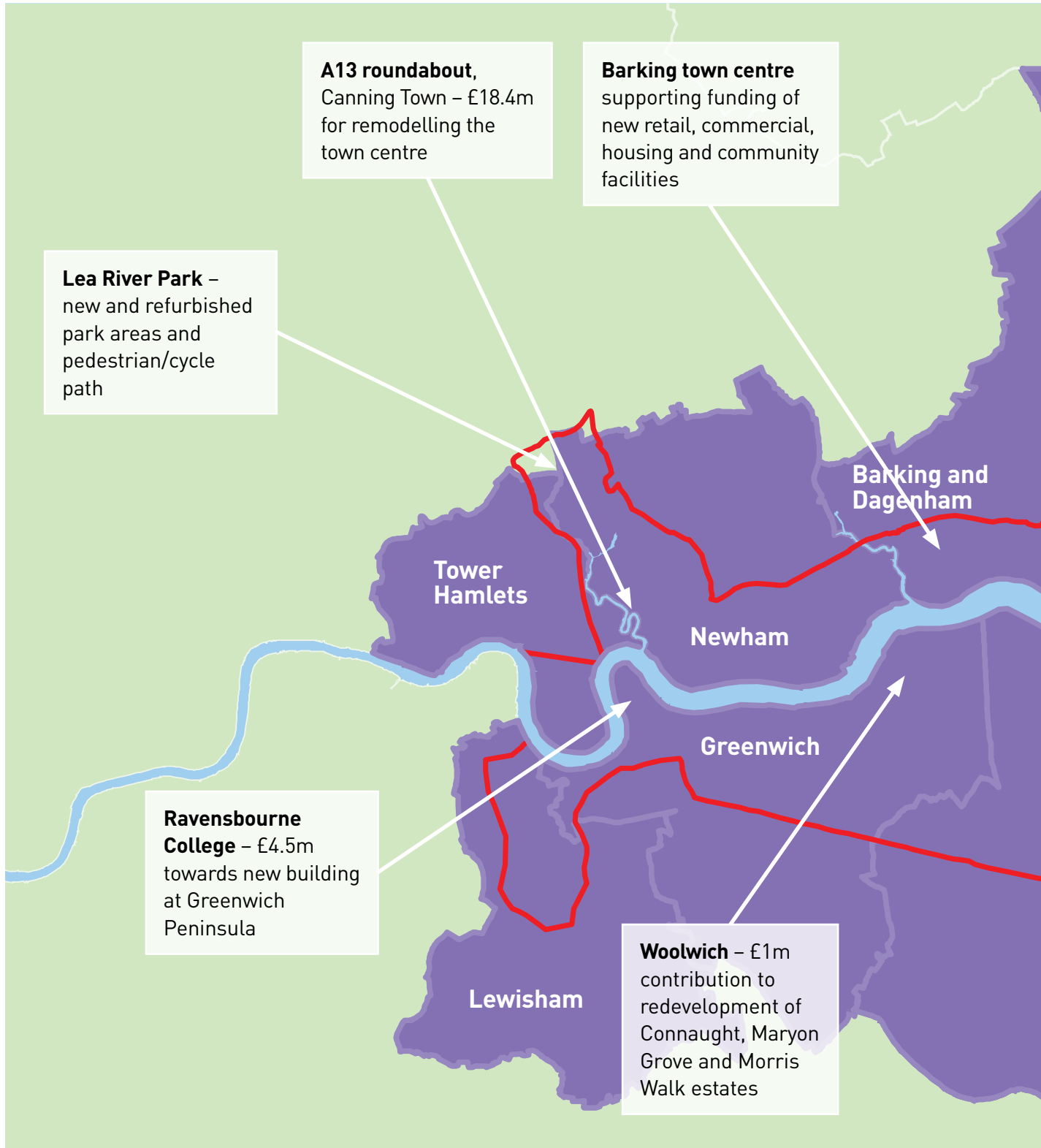
Waste management firm Cyclamax will build its fourth and flagship facility at the London Sustainable Industries Park, in Dagenham Dock. The London Thames Gateway Development Corporation is leading the world in developing the London Sustainable Industries Park, the first of a new breed of business parks to accommodate, support and grow environmental technology businesses and sustainable industries. London is the first capital city in Europe to have a Sustainable Industries Park. Its unrivalled position close to the Olympic site and with major transport links, means that businesses have ample access to raw materials, markets and a skilled workforce throughout London and the south east. Environmental technology businesses are expected to be worth £45bn to the UK economy by 2016. Cyclamax's 100,000 tonne capacity gasification plant will provide enough power for up to 20,000 homes.

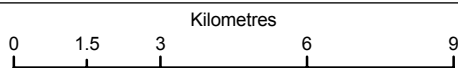
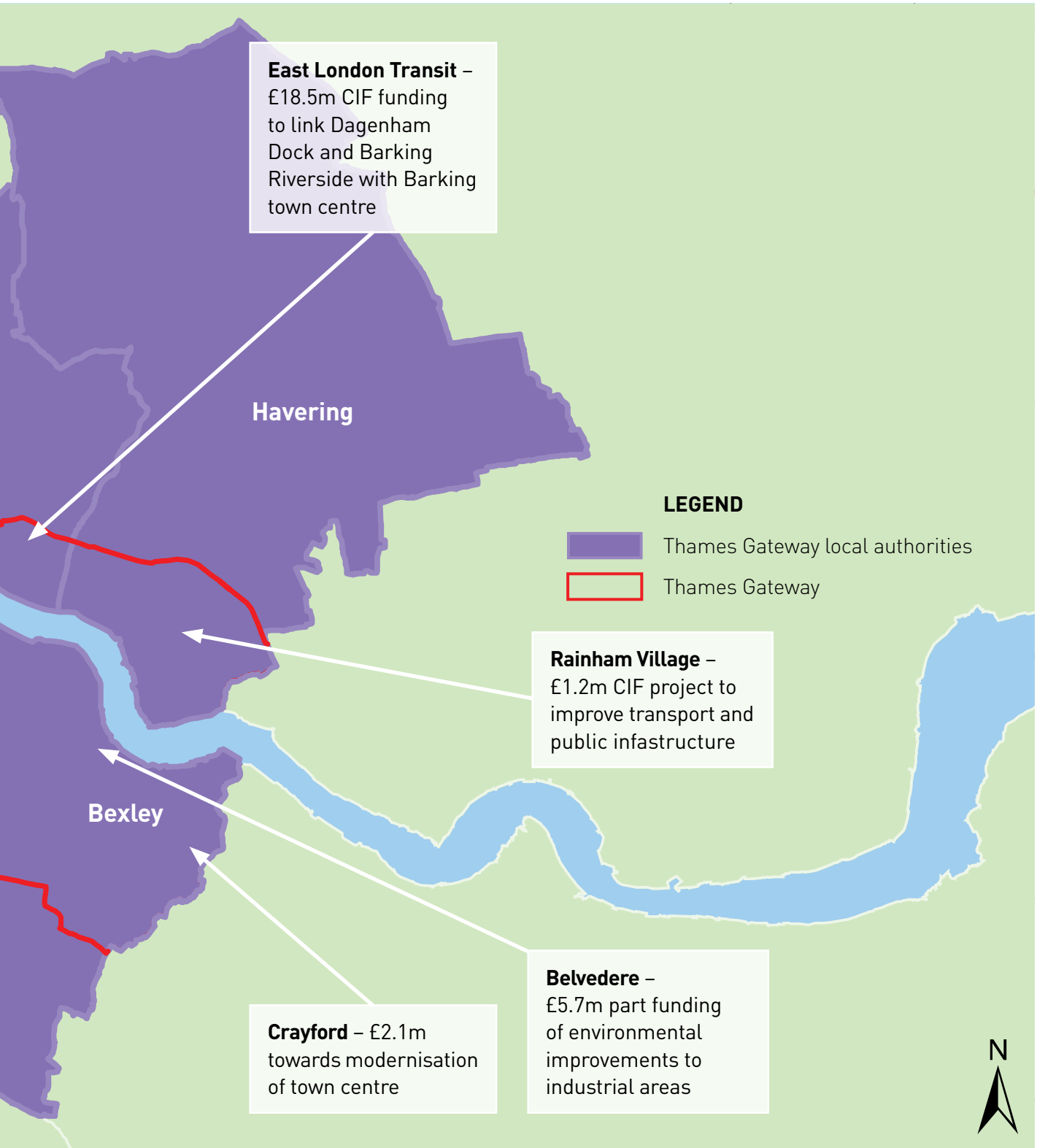
Managing Director, Tony Watkins said:

"We're delighted to be the latest company to join the London Sustainable Industries Park. We have chosen the Park at Dagenham because of its great location and support for occupiers. It also offers us exciting opportunities to develop synergies with the Thames Gateway Institute for Sustainability and other occupiers, to share knowledge and develop real solutions to the UK's clean energy requirements."



THAMES GATEWAY LONDON





Nominal Scale 1:250,000 @ A3

Data Sources:
OS Boundary Line

4.2 SOUTH ESSEX

The Thames Gateway in South Essex stretches from Thurrock to Southend and broadly covers the areas east of the M25, bounded by the A13 as far as Basildon and the A127 as far as Southend. The key priorities for South Essex are: delivery of the DP World London Gateway port and logistics park; improvements to junction 30 of the M25; town centre development in both Southend and Basildon and the regeneration of Thurrock by the development corporation.

SOUTHEND

Prospects Learning Foundation / Futures Community College

£2.8m of Thames Gateway funding has been granted to Southend-On-Sea Borough Council towards the development of a new building at Futures Community College in Southend. This is sponsored by the Prospects Learning Foundation charity which is now one of the largest providers of apprenticeships in Essex. Futures College blends vocational and academic learning and is already transforming the opportunities provided and the outcomes achieved by some of the most deprived young people in the borough. The new building is due to open in 2010.

London Road car park

Southend-on-Sea Borough Council has been granted £3.85m of Thames Gateway funding towards the cost of a new car park at London Road. Construction is now well underway, and this will enable the existing Farrington multi-storey car park to be demolished and the site cleared. In turn, this will help create a new urban quarter and integrated learning and culture hub, reinforcing the overall regeneration of the town centre. It will include a new campus building for South East Essex College (SEEC), a new municipal library and the expansion of the University of Essex's teaching and incubation facilities.

Southend Victoria Gateway

£7.5m of CIF2 funding has been granted to reconnect Southend's Victoria Station and the Victoria Avenue business district to the High Street by improving existing visual links, removing street clutter and rationalising traffic signs and signals. The area is currently dominated by a large roundabout leaving Victoria Station detached from the town centre both visually and physically. The result will be a softer, pedestrian-friendly environment, improved integration between bus, train, cyclists and pedestrians, and major new areas of public space reclaimed from the highway. This is the first phase and a key element of a wider public realm scheme being headed by Southend-On-Sea Borough Council. Final design stages are underway and completion is expected in 2011.

CANVEY ISLAND

Canvey Wick

£2.56m of Parklands funding has been made available to the Land Restoration Trust (LRT) to provide an endowment for the management and maintenance of the Canvey Wick site in perpetuity. New wetland habitats will be created and public accessibility will be improved through a new network of footpaths. The hard standings already on the site will provide public facilities such as an outdoor stage, exhibition areas and adventure play activities. The project has been conceived and refined through dialogue between LRT, Natural England, Castle Point Borough Council, EEDA, Essex County Council, Essex Green Grid, Environment Agency, Buglife and the Royal Society for the Protection of Birds. A vision and masterplan has been completed and this has identified a way forward that will ensure the site is maintained and managed for the benefit of wildlife and local communities.

BASILDON

Royal Court Estate

£1m funding from the Thames Gateway programme has been approved towards the demolition and replacement of two 1960s tower blocks. This estate will be transformed and 90 units will be replaced with 127 new high-quality, well-designed houses and flats, 38 of which will be affordable (social rent and shared ownership). New retail facilities and a community centre will also be included in the scheme.

Road improvements in the A127 Basildon Enterprise Corridor

Essex County Council have been granted £14.8m of CIF2 funding for a package of road measures spread over four locations to improve traffic flows, journey times and accessibility in one of the largest and most important employment areas in Basildon and South Essex. The Enterprise Corridor covers 262 hectares and around 1.2 sq.m. of commercial floorspace. The scheme will include making a section of the A1235 a dual carriageway and associated junction alterations; a suite of measures at the A127/A176 Upper Mayne Junctions, such as widening slip roads, a dedicated left turn lane; and northbound capacity enhancement and various interchange improvements on the A132. These improvements will support the creation of 6,500 new jobs and 2,000 homes.

RSPB Central South Essex Marshes

£5.26m has been made available to Essex County Council from the Thames Gateway Parklands programme to provide public accessibility to the restored high-quality wetland at Vange Marshes and West Canvey grazing marsh. A new wetland complex of national significance, including new visitor facilities, will be created at Bowers Marshes and the entrance to Wat Tyler Country Park will be enhanced. The RSPB has acquired 930 hectares of land at the heart of the South Essex Marshes since 2005 and trialled a range of innovative community engagement projects across the South Essex Thames Gateway. The project is expected to attract 60,000 visitors to the reserves by 2012. The Community Programme is expected to directly benefit 50,000 people a year through new lifelong learning projects, volunteering opportunities and other events and activities.

THURROCK

Wildspace

The third main Parklands project to be funded in South Essex is Wildspace at Thurrock. £1.34m of Thames Gateway funding has been made available to Essex County Council to enable the RSPB to create a series of 'discovery zones', hides and viewing platforms, and to enhance the paths and cycle paths. Rainham Marshes, which straddles the London/Essex border, is well established as a major visitor attraction. It is now being further expanded to enhance the visitor infrastructure and opportunities for access to nature. A wind turbine will be installed and a substantial cycle bridge, co-ordinated by Sustrans, will be built over the River Mardyke. This will create improved access to the adjacent community of Purfleet and they have worked with an artist to create sculptures to mark the new entrance.

THURROCK THAMES GATEWAY DEVELOPMENT CORPORATION

The Thurrock Thames Gateway Development Corporation (TTGDC) covers the same area as Thurrock Council, and its purpose is to lead the regeneration of the urban industrial areas particularly on the riverside. TTGDC has concentrated much of its efforts over the past year in bringing forward a range of master plans, as well as progressing land assembly. Important progress in key areas during the year 2008/09 includes:

Planning

The majority of the master plans are now complete and are starting to flow into a series of more detailed implementation plans and design briefs. Master plans for Grays Town Centre, Lakeside and West Thurrock were approved and published in 2008/09, and public consultation on East Thurrock and South East Thurrock completed. Consultation on the design brief for North Grays Town Centre took place, and the South Stifford Framework for Change has been published.

The Corporation approved developments which will provide over 1,400 homes and 1,050 jobs across the borough.

Land acquisition

Acquiring land is vital to the success of the TTGDC's plans, and a further 40 acres have been acquired during 2008/09, bringing their total land ownership to 98 acres.

Key acquisitions during this period include 29 acres of Purfleet riverfront for a new residential and mixed-use centre for the town, including a new primary school, health and social care facilities, public open space and improvements to the local transport network. A further 1.5 acres have been secured in Botany Quarry. Two sites have been acquired in West Thurrock, amounting to over 7 acres to create a high quality residential-led development.

A Compulsory Purchase Order (CPO) was made to assemble land at Hogg Lane South for a new generation community hospital and secure replacement premises for existing occupiers.

Construction and project delivery

A temporary facility for the new Thurrock Learning Campus has been constructed in Grays. The TTGDC granted £228,000 towards the new Centre of Vocational Excellence in IT at the new facility, which opened in January 2009.

Substantial progress has been made with the Royal Opera House Production Park and all necessary land transfers have now taken place. Infrastructure design and pre-contract work is complete and work commenced on site in June 2009. The National Skills Academy for Creative and Cultural Skills has received outline approval and is in the process of assembling a funding package.

At Aveley and South Ockenden, the Corporation has secured purchase and development options over an 88 acres employment site, which will not only provide opportunities for new inward investment but also enable relocation of existing businesses from Purfleet Centre, safeguarding jobs in the area.

Grant funding

Over the course of the year, TTGDC has invested in a number of schemes which will greatly benefit the community, including:

- £990,000 (£250,000 disbursed during 08/09) to Thurrock Council towards the West Thurrock Civic Amenity Site
- £292,000 for the Corringham Fire Station Community Safety Centre which will offer youth training and fire break activities
- £228,000 towards the new Centre of Vocational Excellence in IT at the new temporary facility for the Thurrock Learning Campus
- £40,000 for a wind turbine at the RSPB Visitor Centre at Rainham Marshes
- 38 small-scale projects across the borough have benefited from a total of £240,000 via the TTGDC Community Fund.

SOUTH ESSEX

CASE STUDY 11

Pupils across Essex get a taste of stage life through Royal Opera House Creative Partnerships

Pupils and students from across Essex participated in the Royal Opera House (ROH) production 'On the Rim of the World' which was performed to a full house in March 2009 – the first time the ROH Education Department has occupied the main stage. Students in Thurrock worked with ROH professionals to design and deliver the stage set as well as costumes and props for the event, which included 190 young people from Kent.

"The performance on Saturday was brilliant and fantastic. A mirror was hanging from the ceiling and when the audience looked into it they saw patterns to go with some of the songs. I am so proud of myself because I did it! I just imagined that no-one was there, like they were invisible! It was an amazing show and I will always remember it."

Pupil at Horizon Primary School

The ROH provides a Community Engagement and Education programme in Thurrock. Since October 2008, ROH has also delivered Creative Partnerships in the Thames Gateway and currently serves 120 schools across the South East Essex area.



CASE STUDY 12

Southend resident Stuart Burrell is one of the first to graduate from the University of Essex Southend Campus

Stuart Burrell has made the most of the new education facilities offered by South East Essex College and the University of Essex. Making the decision to return to education in 2002, he first studied for a BA (Hons) in Business Studies at South East Essex College, graduating with a first class honours degree and taking up a job with Southend Borough Council. Not content with that, Stuart went on to study for a post graduate degree – the Masters in Public Enterprise Management at the University of Essex.

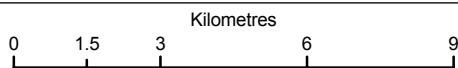
Commenting on his career move, Stuart says:

“As a mature student there is always concern that you are giving up job security to go back to school, but I see this as an extension of my own personal development and a way of achieving a more rewarding job in the future. Whilst I am fortunate that I grew up and live locally, it was not the primary reason for studying at the Southend Campus: it has a great learning environment with skilled lecturing and support staff that have responded to my needs. All of which has helped me make the transition from employee to student and return to employment again at Southend Borough Council”.



THAMES GATEWAY ESSEX





Nominal Scale 1:250,000 @ A3

Data Sources:
OS Boundary Line

4.3 NORTH KENT

The Thames Gateway in Kent and Medway broadly covers the area north of the A2, from Dartford in the west through to Gravesham, Medway and Swale to the east. The key priorities are to deliver and maximise the benefits of the new urban centre at Ebbsfleet, create the new Medway city, make the most of the opportunities along the A249 corridor in Swale and revitalise the existing town centres. These developments are being supported by improved quality of landscape and design which integrates the existing town centres with the waterfront and enhances the public realm.

SWALE

Milton Creek

£2m of Thames Gateway Parklands funding has been made available to continue the development of Church Marshes Country Park as a natural landscape for Swale's urban communities, and extend the park along the creek. It will create links between Sittingbourne town centre and residential areas to the park, the creek and the estuary beyond. The project will create over 50 hectares of new green space, developed on brownfield land. These changes will provide improved environmental quality for north Sittingbourne and better access to the countryside and the coast.

Rushenden Link Road

£2.7m of Thames Gateway programme funding was awarded to SEEDA for the construction of the Rushenden Link Road on the Isle of Sheppey (bringing the total Thames Gateway contribution to £12m since 2005). The new road complements the Swale crossing, which opened in 2005, and will provide direct access from the A249 to the new employment and housing areas in Rushenden and Queenborough. Importantly, the link road will also operate as a 'front door' to the Queenborough and Rushenden regeneration area and will improve conditions for pedestrians, cyclists and public transport as well as accommodate the travel demand from additional residential development in the area. Construction of the new road will be completed by summer 2011.

Harty Marshes, Isle of Sheppey

In order to enable a range of employment-generating developments in North Kent to proceed, £460,000 of Thames Gateway funding has been awarded to the South East England Development Agency towards the acquisition of 60 hectares of arable land managed (in part by the RSPB) by way of mitigation for the loss of existing grazing marsh. 25 hectares of the plot is being acquired with the Crown Estate to facilitate the SEEDA and TCE development at Neats Court, Rushenden. The first phase of that project will generate over 800 jobs through office development and the construction of a new regional supermarket HQ and distribution centre. 15 hectares is for mitigation of the loss of marshland at a development at Kingsnorth in Medway. That scheme will unlock approximately 1.7m sq.ft. of employment space and 1,950 jobs.

KENT THAMESIDE

A2 Activity Park

£1.7m of Thames Gateway Parklands funding has been made available for this project which will upgrade the former A2 road into an outdoor activity park. It will provide a high quality, traffic free, multi-use facility for cycling, mountain biking and BMX facilities, and provide footpaths and access routes. It will also create links to other key landscapes in the area including Jeskyns; Cobham and Ashenbank and Shorne in Gravesham; the Ebbsfleet site and other urban areas.

Gravesend Transport Quarter

As part of a comprehensive regeneration programme of Gravesend town centre, £6.2m of Thames Gateway funding has been awarded to Gravesham Borough Council to create a transport interchange for Gravesend. This will be supplemented by over £40m in contributions from DfT, Kent County Council and the private sector. The project will integrate the railway station, bus services, Fastrack, taxi access, parking, and set-down and pick-up facilities. It will improve the connectivity of the civic/leisure quarter and new housing to the retail and heritage quarters where significant investment in new commercial, retail, housing and leisure activities is being made.

Gravesend Old Town Hall

The Grade II* listed Gravesend Old Town Hall is a key element in the Gravesend Heritage Quarter programme, which has led to a transformation of the appeal of Gravesend as a place to live, work and visit. £664,000 has been made available to Kent County Council from the Thames Gateway programme to refurbish the building and provide a social enterprise hub as the first phase of the project. The ground floor has been converted to provide a cafe/bar with an associated commercial kitchen. Further works under this phase will include necessary improvements to the building's portico and external façade, which are currently underway.

MEDWAY

Chatham regeneration

£6.5m of Thames Gateway programme funding has been made available to Medway Council towards the design and construction of a new bus terminus close to the waterfront in Chatham. The new bus station will be far more passenger friendly than the current one in the Pentagon shopping centre, and will open up the waterfront and clear the way for major regeneration in three master-planned areas: Chatham Waterfront, The Brook and Station Gateway.

The redevelopment of Chatham Waterfront itself will help create a new city heart for Medway. £2.25m of Thames Gateway funding has been approved for Medway Council to complete negotiations and associated legal agreements, design and environmental impact assessments relating to land assembly.

Great Lines Heritage Park

£2.1m of Thames Gateway Parklands funding has been granted to Medway Council to restore and revitalise Medway's most significant open space: the Great Lines Heritage Park in Chatham. The project will support a bid for World Heritage Site status for the historic dockyard and maritime defences and generally improve the amenity value of the park. There will be two new entrances to the 70hectares park: from the village of Brompton, and from the Gillingham High Street area. Access to Fort Amherst will be improved, a new footbridge will be built and an improved network of paths will be created, connecting Chatham and Gillingham. Lighting of the elevation and barrier ditch at night will provide a spectacular view from the regenerated Chatham town centre.

The Historic Dockyard

The most significant achievement this year in the 25-year regeneration programme of Chatham's Historic Dockyard has been the opening of the Joiners Shop in January 2009, providing 44 studio units for creative businesses. Occupancy is already well ahead of the target of 65 per cent by August this year. The capital costs of this SEEDA-led project were helped by a £1m grant from the Thames Gateway programme.

Medway Park

£5m of Thames Gateway programme funding was granted to Medway Council from the previous CSR Thames Gateway programme to help create a state-of-the-art centre of sporting excellence at Medway Park in Gillingham. The first of three phases, including a new purpose-built gymnastics centre, a new eight-lane athletics track and the complete regeneration of the existing Black Lion leisure complex is underway, and £2.25m of the funding was drawn down in 2008/09.

NORTH KENT

CASE STUDY 13

**Residents at Christian Fields,
Kent plan their new community**

A co-ordinated effort to improve the neighbourhood at Christian Fields, a formerly run-down housing community in Gravesend, has involved the housing association, Moat, the police and the council's housing and community safety teams. Christian Fields is being regenerated with a mixture of new and affordable rented homes and private housing. South East Regional Minister, Jonathan Shaw, met residents to hear first-hand how they were involved in helping plan their new community.

"This regeneration is a real success story. The residents at Christian Fields were living in housing which had become substandard. By involving residents in the regeneration and planning of the new homes, the heart of the community has been restored and it's becoming a vibrant place to live."

Jonathan Shaw MP March 2009

Residents are delighted with their new homes:

"I never slept properly in my old house. I didn't realise how tense I was until I moved. I used to try to stay out all day but now I can't wait to come home."

"My house is stunning – I can't believe it's mine. I keep expecting to wake up and find it's a dream."



CASE STUDY 14

Power of partnership benefits Cobham Park Heritage Project

The Cobham Park Heritage Project aims to reverse the many years of decline, vandalism and abuse that occurred to one of Kent's great estates. Supported by Government as part of its Thames Gateway programme, the project has been managed by the Cobham Ashenbank Management Scheme, a partnership comprising English Heritage, Natural England, Gravesham Borough Council, Kent County Council, the National Trust, The Woodland Trust, Cobham Hall and Union Railways, in close consultation with local residents and landowners.

A key part of the project is providing new opportunities for access and recreation, allowing people to enjoy first hand the results of this extensive restoration programme. New footpaths have already been opened up in Cobham Wood and the network will eventually form part of a large circular multi-user route – open to horses and cycles – that will link into surrounding countryside sites, including Ranscombe Farm, Jeskyns and Shorne Woods Country Park.

Commenting on the venture, Chairman of the project team, David Nessling, said:

"This is truly a remarkable turnaround of fortunes that shows the power of partnership. Once seen as an intractable problem, the Cobham area is increasingly recognised as an example of best practice management. It has been a rollercoaster ride but the commitment of partners and support of the community has never wavered".



THAMES GATEWAY NORTH KENT





ANNEX A: THAMES GATEWAY EXPENDITURE 2008/09

THAMES GATEWAY FUND PROGRAMME

PAN GATEWAY			
Total expenditure in 2008/09 (£)			
Accountable body	Project name	Capital grants	Revenue grants
Energy Saving Trust	Thames Gateway Green Neighbourhoods	-	32,948
Homes & Communities Agency (formerly CLG)	Thames Gateway Revenue Programme	-	422,716
Pan Gateway total		-	455,664
LONDON SUB REGION			
Total expenditure in 2008/09 (£)			
Accountable body	Project name	Capital grants	Revenue grants
LB Bexley	Belvedere	207,540	-
	Crayford	1,372,477	-
	Crossness	300,000	-
	Erith Yacht Club	193,034	-
	Erith Western Gateway technical studies & planning application	132,620	-
LB Greenwich	A206 and open spaces	146,500	-
	Olympics Sporting Excellence	111,305	-
	Woolwich Town Centre Public Realm	800,000	-
	Woolwich:3 Estates - Phase 1	1,000,000	-
LB Lewisham	North Lewisham Links	100,000	-
London Development Agency (LDA)	Ravensbourne College	2,500,000	-
Transport for London (TfL)	DLR Beckton Line three-car upgrade	1,440,000	-
London sub region total		£8,303,476	-

ESSEX SUB REGION			
Total expenditure in 2008/09 (£)			
Accountable body	Project name	Capital grants	Revenue grants
Basildon District Council	A127 Corridor Development Framework	50,419	-
	Basildon Sporting Village	641,913	-
	Nethermayne Corridor Masterplan	52,112	-
	Pitsea Masterplan	30,000	-
	Procurement of a development partner for Basildon Town Centre	596,249	-
	Royal Court	1,000,000	-
Castle Point Borough Council	Canvey Town Centre Masterplan	59,179	-
	Industrial Estate Regeneration Programme	40,600	-
Homes & Communities Agency (formerly EP)	Gardiners Lane South Feasibility Study	79,749	-
Renaissance Southend	Central Station, Clifftown Road	50,000	-
	Digital Exploration Centre	100,528	-
	Eastern Esplanade Public Realm	451,000	-
	Farringdon Site Master Plan	300,000	-
	St John's Church Gardens	34,244	-
	St John's Heygate	50,000	-
	Victorias, Queensway and London Road Public Realm	315,000	-
	Warrior Square Gardens	316,868	-
Southend-on-Sea Borough Council	College of Vocational Skills	2,450,190	-
	London Road Car Park, Southend	1,618,000	-
University of Essex	Clifftown Church	500,000	-
Essex sub region total		£ 8,736,051	-

KENT SUB REGION			
Total expenditure in 2008/09 (£)			
Accountable body	Project name	Capital grants	Revenue grants
Gravesham Borough Council	Cobham Heritage Park: South Lodge Barn	299,052	-
	Gravesend Transport Quarter	156,902	-
Kent County Council	Gravesend Old Town Hall – phase 1 Sittingbourne Northern Relief Rd	664,038	-
	Preparatory Studies	950,000	-
Medway Council	Chatham Bus Station	458,000	-
	Chatham Waterfront	140,000	-
	Corporation Street, Rochester	39,215	-
	Chatham Development Briefs	170,000	-
	Chatham Highways Schemes	1,799,000	-
	Medway Park (Black Lion Gillingham)	2,750,000	-
	Chatham Public Realm	105,000	-
	Chatham Queen Street Site	230,000	-
	Rochester Riverside	557,657	-
Strood Town Centre Infrastructure (Preparatory Studies)	400,000	-	
South East England Development Agency (SEEDA)	A249 Rushenden Relief Road	2,700,000	-
	Dane Paper Site		
	Queenborough acquisition	800,000	-
	Dartford Creek: Investigations	20,000	-
	Dartford Northern Gateway: CPO Strategy	420,000	-
	Harty Marshes, Isle of Sheppey, Land Acquisition	460,000	-
	Northfleet Embankment Fees	109,484	-
	Pyramid Works site acquisition, Queenborough	1,000,000	-
	Swanscombe Peninsula feasibility study	50,000	-
	Swale Borough Council	Rushenden Environmental Improvements	26,042
Sheerness Regeneration Strategy Phase 3		30,000	-
Sittingbourne Town Centre Masterplan & M2 Junction 5 Options		398,193	-
Kent sub region total		£ 14,732,583	-
Thames Gateway projects total		£31,772,110	£455,664

LOCAL REGENERATION PARTNERSHIP (LRP) RUNNING COSTS

		Total expenditure in 2008/09 (£)	
Accountable body	Project name	Capital grants	Revenue grants
PAN GATEWAY			
Gateway to London	Gateway to London	-	380,000
South East England Development Agency (SEEDA)	Invest Thames Gateway	-	544,471
Pan Gateway LRP total		-	924,471
LONDON SUB REGION			
LB Bexley	Bexley Partnership	275,000	275,000
LB Greenwich	Greenwich Waterfront Regeneration Agency	331,000	331,000
London sub region LRP total		£606,000	£606,000
ESSEX SUB REGION			
Basildon District Council	Basildon Renaissance	-	414,922
Renaissance Southend	Renaissance Southend	100,000	200,000
Essex sub region LRP total		£100,000	£614,922
KENT SUB REGION			
Kent County Council	Kent Thameside Delivery Board	480,000	70,000
Medway Council	Medway Renaissance Partnership	1,400,000	-
Swale Borough Council	Swale Forward	297,000	120,000
Kent sub region LRP total		£2,177,000	£190,000
Thames Gateway LRP total		£2,883,000	£2,335,393

THAMES GATEWAY PARKLANDS PROGRAMME

		Total expenditure in 2008/09 (£)	
Accountable body	Project name	Capital grants	Revenue grants
LONDON SUB REGION			
Land Restoration Trust	Washlands Open Space, Dagenham	1,980,627	-
London Development Agency (LDA)	Erith Marshes and Belvedere Connections	125,100	-
	Three Mills Green, part of the Lea River Park	15,000	-
	Waterlink Way & Deptford Loop	17,000	-
	Wildspace (Havering)	50,000	-
London sub region total		£2,187,727	-
ESSEX SUB REGION			
Essex County Council	RSPB Central South Essex Marshes	99,610	-
	Thurrock Thameside Nature Park	38,277	-
	Wildspace Thurrock	142,691	-
Land Restoration Trust	Canvey Wick	2,564,569	-
Essex sub region total		£2,845,147	-
KENT SUB REGION			
Medway Council	A2 Activity Park and Northfleet Urban Park	311,095	-
	Dartford Greenheart	40,000	-
	Thames & Medway Canal	74,844	-
	Great Lines City Park Chatham	204,953	-
	Milton Creek	100,000	-
Kent sub region total		£730,892	-
Thames Gateway Parklands total		£5,763,766	-

COMMUNITY INFRASTRUCTURE (CIF) FUND PROGRAMME

Total expenditure in 2008/09 (£)			
Accountable body	Project name	Capital grants	Revenue grants
LONDON SUB REGION			
LB Greenwich	Greenwich and Woolwich foot tunnels	36,000	-
LB Havering	Rainham Bus/Rail Interchange LB Havering	61,271	-
LB Newham	Canning Town Junction Improvement	1,485,544	-
Transport for London (TfL)	ELT 1B TfL	4,079,938	-
London sub region CIF total		£5,662,753	-
ESSEX SUB REGION			
Essex County Council	Basildon Enterprise Corridor Canvey Island: Roscommon Way Extension Phase 1	2,845,672 708,515	- -
Southend-on-Sea Borough Council	Southend: A127 Progress Road Southend: Victoria Station and Plaza Junction	61,081 151,217	- -
Essex sub region CIF total		£3,766,485	-
KENT SUB REGION			
Medway Council	A228 Ropers Lane to Grain Gillingham Station Medway Strategic Bus Corridor Improvements	176,820 24,000 204,989	- - -
Kent sub region CIF total		£405,809	-
Thames Gateway CIF total		£9,835,047	-

URBAN DEVELOPMENT CORPORATIONS

Accountable body	Total expenditure in 2008/09 (£)	
	Capital grants	Revenue grants
LONDON		
London Thames Gateway Development Corporation	£36,904,000	£6,877,000
ESSEX		
Thurrock Thames Gateway Development Corporation	£28,354,000	£5,800,000
Urban Development Corporation Total	£65,258,000	£12,677,000
THAMES GATEWAY PROGRAMME TOTAL EXPENDITURE	£115,511,923	£15,468,057

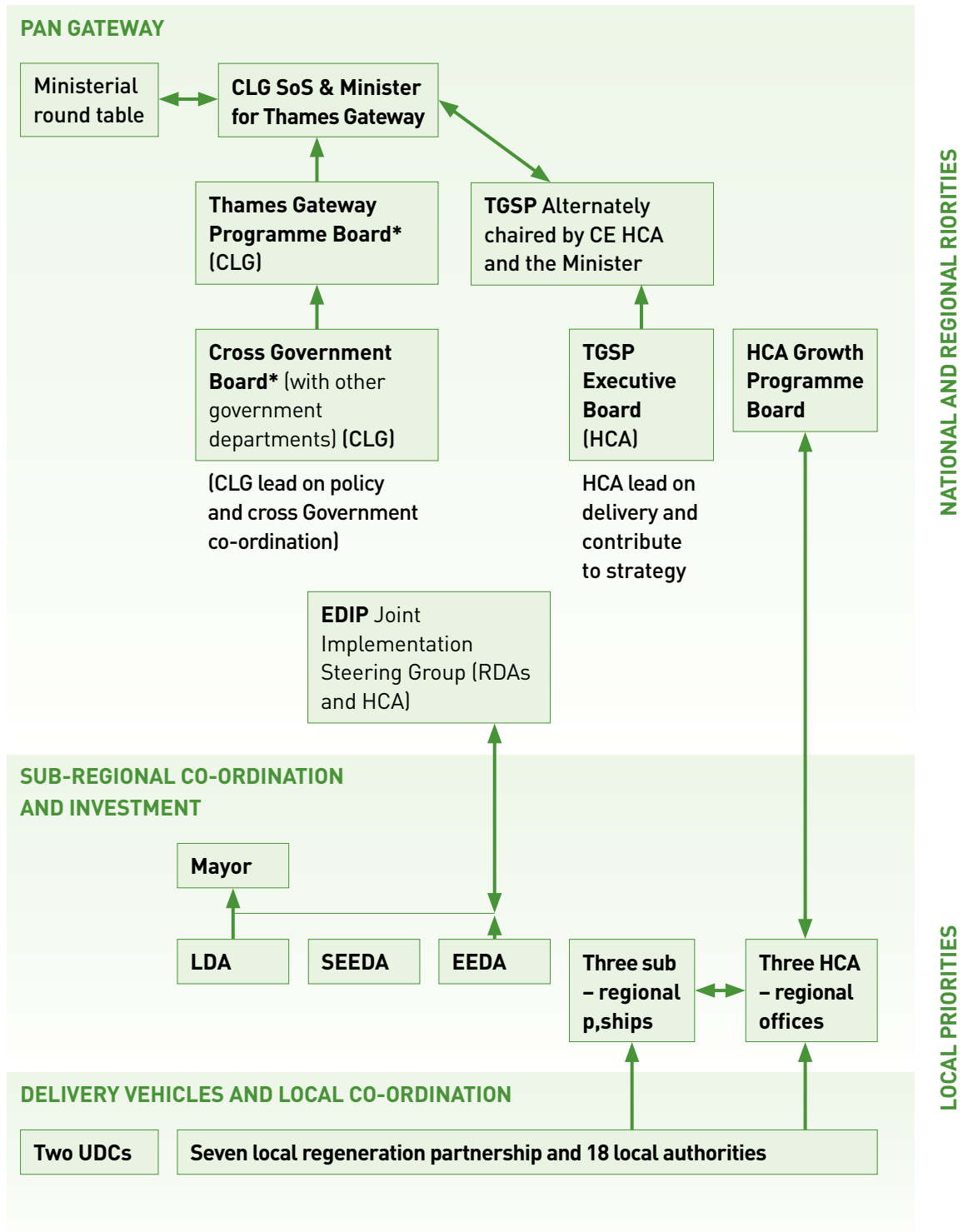
Across the Thames Gateway in 2008/09, the outputs delivered as a result of these investments to date are as follows:

Housing (# units)	Direct	100
	Indirect	2,070
Jobs (#)	Direct	247
	Indirect	297
Commercial floor space (m ²)	Direct	216
	Indirect	160,400
Brownfield land reclaimed (ha)	Direct	–
	Indirect	2.6
Transport (km)	Direct	2.5
	Indirect	1.1
Skills (# places)	Direct	–
	Indirect	339

The role of the Thames Gateway programme is to establish the context and create the conditions within which an increased level of private sector investment in new housing or employment-generating development can take place, rather than delivering the outputs directly. The indirect outputs are those which arise as a result of the beneficial changes that our interventions have brought about, for example in the physical environment, transport accessibility or the quality of public amenities. Indirect outputs may often be somewhat unquantifiable, but are nevertheless likely to be far more significant than the direct outputs arising from the projects that have been funded.

ANNEX B:

THAMES GATEWAY GOVERNANCE AND DELIVERY STRUCTURES



* HCA Thames Gateway sits on CLG Programme Board and Cross Government Board

CLG has retained responsibility for Thames Gateway cross government activities. The HCA, in driving forward delivery, and is now responsible for the Thames Gateway Strategic Partnership, which Sir Bob Kerlake chairs alternately with the Thames Gateway Minister. This will itself be supported by a Thames Gateway Executive Board chaired by Sir Bob Kerlake with representatives of the key delivery sectors.



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