

⁵ Mayor of London, *The London Plan*, 233.

⁶ Sheridan, "Council unveils multimillion-pound plan."

Figure 10.3 The area around Vyner Street, at the north of the London Borough of Tower Hamlets, has a number of small industrial properties intermingled with other uses. But the businesses report being priced out of the area by rising rents and taxes.

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Cities have begun to respond to the need for industrial land, in the context of the fact that industrial land is competing with land of higher value. The draft London Plan, released in 2017, states:

The retention and provision of industrial capacity ... should ensure that in overall terms across London there is no net loss of industrial floorspace capacity (and operational yard space capacity) within designated SIL (Strategic Industrial Locations) and LSIS (Locally Significant Industrial Sites) ... Any release of industrial capacity ... should be focused in locations that are (or are planned to be) well-connected by public transport, walking and cycling and contribute to other planning priorities including housing (and particularly affordable housing), schools and other infrastructure.⁵

The policy calls for industrial space in a way that links it with transportation and other uses. The industrial section of the London Plan also calls specifically for support of small and medium-sized enterprises (SMEs), which in London, as in other cities, have not received as much attention as larger businesses (Figures 10.3 and 10.4). The London Borough of Hackney has put forward the Hackney Workspace Programme, to support the conversion of disused garages on housing estates (public housing projects) into workspaces that would be rented at affordable rates. A total of 14,000 square meters of space would be included in the program.⁶

In New York, policymakers are linking industrial land to the availability of jobs that can provide for upward mobility. A report sponsored

