

LSCC London. Stansted. Cambridge. Consortium

**Mr Sadiq Khan
Mayor of London**

By email

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Dear Mayor Khan

The London Stansted Cambridge Consortium is pleased to respond to the Mayor of London's recent document "[A City for all Londoners](#)".

This is seen as a first step the review of the London Plan and a number of other key strategies around housing, transport and economic development, which the Consortium membership is keen to help inform and develop.

We also believe that the Consortium plays a useful role in assisting the Mayor in supporting the duty to cooperate, as its membership of 18 local authorities lie across not only the GLA boundary, but also Hertfordshire, Essex and Cambridgeshire.

London Stansted Cambridge Corridor

The London Stansted Cambridge **Corridor** comprises the area north from Tech City, the City Fringe, Kings Cross, and the Olympic Park, up through the Lee Valley, the M11, A1(M) and A10 roads, the East Coast and West Anglia Mainline rail corridors to Stevenage, Harlow and Stansted, and through to Cambridge and Peterborough.

This functional economic area is the leading region in the UK for ideas, innovation and entrepreneurship which is a major reason why it has consistently outperformed the rest of the UK on a number of key measures (LSCC/UK): jobs growth (10.5%/4.1%); business growth (28.4%/13.4%); population growth (19.1%/9.7%) and workforce growth (20.2%/9.0%). This is a £226bn economy (2014) with productivity 16% higher than the UK average.

Independent analysis of the region concluded in the coming decades:

- the Corridor could generate 10 new 'unicorns' (new firms reaching valuations above US \$1 billion, of which three will be FTSE100 companies, and all will be global technology leaders);
- 400,000 new jobs could be created between 2016 and 2036, of which

- 200,000 are tech, life sciences and knowledge jobs;
- The Corridor will continue to lead productivity growth in the UK, with GVA per hour 20 per cent above the UK average.¹

The individual members of the LSCC will make their own responses, including via other representative bodies such as London Councils and Eastern LGA.

London-Stansted-Cambridge Corridor: A Strong evidence base

Over the past 12 months the LSCC has been pleased to work closely with the GLA on a number of important pieces of work, whose conclusions should be reflected in the further work towards the London Plan. This work has given an in-depth of analysis for the region, and a solid basis for joint case making.

1) LSCC Growth Commission: This was chaired by Sir Harvey McGarth and financially supported by the London Enterprise Panel. Over a six-month period the Commission reviewed the economic strengths of the Corridor, and its potential for growth. The Commission concluded the region has the potential to become a globally significant, high-growth knowledge economy.

2) West Anglia Taskforce: Set up by the then Mayor of London and Chancellor in 2015, the Taskforce has developed the business case for investment in the West Anglia Line.

3) Crossrail 2 Growth Commission: The Commission set out an ambitious growth projection that would be enabled by Crossrail 2. The Commission interrogated the potential for intensification, as well as the intelligent release of greenbelt and industrial land, as a means to fully capture the benefits of Crossrail 2.

4) National Infrastructure Commission review– “Transport for a world city”. The NIC March 2016 report strongly supported the business case behind Crossrail 2.

These pieces of work came to series of important conclusions of direct relevance to the London Plan review and the development of other key GLA strategies.

¹ [London-Stansted-Cambridge Growth Commission, final report, July 2016.](#)

The work:

- Identified and quantified the importance and potential of the London- Stansted-Cambridge Corridor, as of not just national importance, but with a real global role to play;
- Recognised key locations outside of London that have significant ambitions for growth that will be enabled by cross-boundary infrastructure investment and specifically West Anglia 4-tracking and Crossrail 2. This includes Harlow, Stevenage, and Cambridge, all working closely with their neighbouring authorities developing joint plans and, in some cases, significant urban extensions.
- Welcomed the already strong working relationships between London and its

neighbours and pointed to the need for significant wider-ranging cooperation across the London boundary between regions in order to bring the optimum benefits of infrastructure investment.

- Called for a coordinated approach to green belt reviews in the corridor, within and beyond the London boundary;
- Called for a coordinated approach to the release of strategic industrial land, including the intensification and relocation of current business locations;
- Stated the need for a cross-boundary approach to funding strategic infrastructure. Also note the joint letter from London Councils, SE LGA and East of England LGA this year stating their willingness to collaborate to develop a joint approach to funding Crossrail 2.

SPECIFIC COMMENTS

West Anglia 4-tracking and Crossrail 2

While we welcome the repeated call for Crossrail 2 by 2032 we must also restate the Mayor's manifesto commitment to 4 tracking as an early precursor to Crossrail 2 in the mid-2020's. The early delivery of 4 tracking will secure faster delivery, by a decade, thousands of new homes within the Upper Lee and beyond.

The work of the West Anglia Taskforce demonstrated that four-tracking of the West Anglia Main Line between Tottenham Hale and Broxbourne is necessary for Crossrail 2 and forms part of the scope of that project.

The Taskforce (with technical support from GLA and TfL) showed that early delivery of four-tracking by 2026 in advance of Crossrail 2 will accelerate delivery of up to 25,000 new homes and 10,000 new jobs along the corridor.

The introduction of Crossrail 2 in 2033 will see 12 new trains per hour for all stops between Broxbourne and Tottenham Hale and faster journeys to central London including the West End. Crossrail 2 will unlock 100,000 new homes in the corridor and 45,000 new jobs.

Unfortunately, the railway lines and land required for 4-tracking/Crossrail 2 are a significant barrier to east-west movement in the Upper Lee Valley Corridor including the closure of existing level crossings, with impacts on the wider transport network in north London which, if not addressed through replacement east-west connectors, will undermine the opportunities for maximising the potential of the corridor to deliver connected and sustainable communities.

4TPH Service into Meridian Water and Northumberland Park Stations

The option of using the third track to provide a shuttle service between Meridian Water, Northumberland Park and Tottenham Hale is emerging as a possible solution. When considered together, Meridian Water and Northumberland Park will provide London with one of its biggest growth opportunities. They will deliver over 15,000 new homes and thousands of new jobs over the next 15 years and transform some of the capital's most excluded neighbourhoods. An all day, seven days a week 'turn up and go' four trains per

hour service to both these stations is a critical catalyst in delivering this growth.

Growth Corridors

The current London Plan cites a limited but clear number of growth corridors radiating out of London. We believe there should be solid evidence based on functional economic areas, for example: travel to work and travel to study routes and housing markets and there should not be a rush to promote new corridors

Significant improvements to the rail infrastructure offered by Crossrail 2 including, critically the early delivery of 4-tracking of the West Anglia Mainline will help unlock growth potential and allow for considered phased release of Strategic Industrial Land (SIL) for sustainable mixed-use development centered on new Crossrail 2 stations.

A holistic view is needed in considering the potential for new industrial locations for both emerging industries and those displaced from elsewhere in Upper Lee Valley Corridor. The LSCC believes there are opportunities to achieve this through a long-term phased approach.

Strategic Road Network Infrastructure

The strategic road network is well defined along the Corridor's radial routes, A1(M), A10 and M11 and there are a number of growth opportunities which will need interventions, for example junctions 7, 7(a) and 8 on the M11 to unlock growth around Harlow and Stansted Airport and upgrading the A1 at Stevenage. However, there is an emerging case for greater investment in the east – west connections such as the A120 and A414 as they link major routes in Essex and Hertfordshire and also the A505 and A428 to the south and north of Cambridge.

At the London boundary Enfield Council has been progressing with proposals for a Northern Gateway Access Package (NGAP) project with the A10/M25 officer group chaired by the LSCC that will coordinate transport improvements in the North East Enfield Corridor comprehensively through detailed technical assessment to overcome long-term congestion and air quality management issues for residents and businesses in this part of the Enfield and neighbouring boroughs.

A sequential approach to the consideration of options, starting with measures to encourage a shift towards non-car modes, then local traffic management measures, and finally upgrading the highway network are being assessed to improve network conditions and provide improved access on to the M25. The initial traffic options modelling outputs are programmed to be completed in January 2017.

Housing & Transport for London

The LSCC members have been working with TfL on the delivery of new homes on TfL land. In the case of the Central Line this will also be outside of London, in Epping Forest District. In all cases we need a coordinated approach from TfL ensuring the capacity increases on the transport network support the level of growth that can be delivered on these sites and their surroundings.

Town centres

Outer London town centres must be seen as capable of being home to diverse economies, not just places for housing and retail. The Mayor should continue to work to support this via his strategies and investment programs.

Aviation

Stansted is the only London airport with the planning limits in place to allow significant growth. The GLA needs to recognize the airport's potential and support the owners as they attract new long-haul carriers to the airport. This includes working with London & Partners and others. The Mayor should also support moves to improve connectivity to the airport, including short term improvements via the franchise process.

Inward Investment & industrial strategy

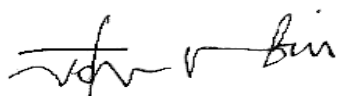
The LSC Corridor lies across 4 Local Enterprise Partnership regions: Greater Cambridge Greater Peterborough, Hertfordshire, South East and London's Enterprise Panel. We welcome and support any further moves to deepen collaborative approaches to promoting the region and securing inward investment. The Consortium for example works closely with Medcity to ensure that opportunities within the Corridor can be promoted. We also need to ensure a coordinated approach to influencing national policy towards supporting our key sectors, for example through the emerging industrial strategy.

The Corridor is Europe's leading life sciences cluster. There are 635 life sciences businesses in the Corridor, accounting for 24,700 jobs, and contributing 11 per cent of all national employment in this sector. This success is built on 37 research institutes and notable firms and organisations, including Amgen and AstraZeneca in Cambridge, GlaxoSmithKline in Stevenage, and Public Health England in Harlow.

The Corridor also contains the UK's largest cluster of ICT and digital firms and talent. There are 91,000 IT and telecommunications professionals and technicians in the LSCC area, 12.8 per cent of the total for England, and 12,400 businesses in the ICT and digital sector.

The Corridor is bookended by Microsoft's European R&D headquarters and ARM in Cambridge and by Google's Campus and Tech City in London, with leading firms such as Arrow in Harlow in-between.

Yours sincerely

A handwritten signature in black ink, appearing to read 'John McGill', written in a cursive style.

John McGill
Director, London Stansted Cambridge Consortium