

**January 2016**

### **National Infrastructure Commission: Call for Evidence**

### **Response from the London Stansted Cambridge Consortium**

#### **London Stansted Cambridge Consortium**

The London Stansted Cambridge Consortium (LSCC) was formed in June 2013 as a strategic partnership of public and private organisations covering the area north from Tech City, the City Fringe, Kings Cross, and the Olympic Park, up through the Lee Valley, the M11, A1 and A10 road, the East Coast and West Anglia Mainline rail corridors to Stevenage, Harlow and Stansted, and through to Cambridge and Peterborough. The consortium brings together 18 local authorities and the Lee Valley Regional Park, around a common growth agenda, with a cross-party Board composed of Leaders and Lead members.

Crossrail 2 is seen as an important element in the long-term future of this corridor and we are therefore pleased to make a submission to the National Infrastructure Commission's call for evidence.

#### **In summary**

- The London Stansted Cambridge Consortium strongly supports Crossrail 2 and the significant impact this will have on the accessibility and connectivity of the region;
- 4-tracking the West Anglia mainline north of Tottenham Hale in Control Period 6 as an early precursor to Crossrail 2 will help to maximise the benefits of Crossrail 2, accelerating growth by nearly a decade;
- Crossrail 2 is vital for the continued economic growth of this region because it will:
  - Support the global competitiveness of this internationally important high-tech, high growth economy;
  - connect areas with growth and development potential with areas of employment opportunity – increasing the capacity for growth in leading sectors;
  - tackle lost productivity from concentrated disadvantage by opening job opportunities in the wider region to people in poorer areas with low rates of employment;
  - support economic and jobs growth along the whole of the route;

- shape growth in ways which enhance liveability overall, and concentrations of activity in the areas that most want them;
  - alleviate capacity problems on other lines, specifically the Victoria and Piccadilly Line;
  - improve the speed and reliability on lines that will share the Crossrail 2 infrastructure.
- As Crossrail 2 progresses there must be close coordination with the planning authorities to ensure that the full benefits of this investment are captured in the long-term planning for the region;
  - Other investment will be needed to support the levels of growth projected, including in our strategic road network, as well as in assets such as the Central Line.

## **1. What are the major economic and social challenges facing London and its commuter hinterland over the next two to three decades?**

The principal challenges will be:

1. Supporting the high-knowledge, high-growth economy, not only in central London, but also in key locations such as the Lee Valley corridor, Cambridge, Hertfordshire and Essex. This region's competition is global, against locations such as Boston, "Silicon Valley", Berlin and Singapore. In terms of growth rates we currently compare favourably, but investment such as Crossrail 2 is key for retaining our competitive strength.
2. Supporting the high-levels of population growth in the region. The 2001 to 2011 census demonstrated that the LSCC region delivered 10% of England's growth in that 10 year period. Similarly ambitious growth projections and plans are being developed in the region for the next plan period to 2031.
3. Airport capacity: Stansted Airport has significant capacity for growth within its current planning permission, with no additional runway.

Major investments are the only way to really unlock potential future growth in the London Stansted Cambridge corridor. A handful of smaller schemes will not have the same transformative impact in the area, as 4 tracking the West Anglia Line, with a commitment to build Crossrail 2.

### **Global economic significance**

London and Cambridge are ranked first and fourth respectively in the FDI (Foreign Direct Investment) Intelligence "Top European Cities of the Future" produced in 2014 based on their favourability for inward investment. Cambridge already has over 320 foreign-owned enterprises, supporting nearly 20,000 jobs and contributing almost £5bn in turnover. Hertfordshire LEP notes a 61% increase in inward investment decisions since 2012/13. In addition 14 Cambridge-born companies have revenues over \$1bn, with two (ARM and Autonomy) valued at over \$10bn. Not investing here could mean that business goes abroad and the UK loses out.

## **Housing delivery**

ONS forecasts predict the need for 16,800 new homes a year in the LSCC area, although this may prove higher.

Early delivery of 4-tracking will bring forward by up to a decade much needed new homes for the region, as well as significant employment growth in the Upper Lee Valley. The approval of the Tottenham Hotspur stadium, as well as progress on Meridian Water demonstrates not only the scale of the ambition, but also how rapidly change and growth is happening.

## **On-going case making**

The LSCC has been working to demonstrate the economic case for significant investment in the West Anglia Line, and specifically the delivery of 4-tracking in the Upper Lee.

Last year the consortium published "[The Strategic Case for Investment in the West Anglia rail route](#)", setting out:

- a) The huge economic importance of the London-Stansted-Cambridge Corridor;
- b) The large levels of economic and population growth already happening in the corridor;
- c) The role that investment in the West Anglia Line will have in enhancing the labour mobility and economic effectiveness of the region.

As part of its support for the *West Anglia Taskforce* the LSCC is developing a more in-depth analysis - examination of economic characteristics and trends of local economies along the West Anglia Main Line by June 2016.

This includes:

- Full economic assessment / baseline,
- Appraisal of land/housing demand and needs from established documents and methods (e.g. the East of England Forecasting Model) ,
- Review of local plans, major developments and permissions that are 'material' to West Anglia route and improvements,
- Individual district profiles (allows more detailed consideration of improvement/works options),
- Overview of other planned and desired transport majors – road, rail, public transport

In addition the consortium is delivering workshops with local partners to examine this in more detail: LEPs, planning authorities, counties and private sector.

This work is being developed with the Crossrail 2 team, in conjunction with the GLA and TfL and will be made publicly available.

The chair of the London-Stansted-Cambridge Consortium is a member of the Crossrail 2 Growth Commission, as well as the West Anglia Taskforce. In addition

the LSCC supports the independent London-Stansted-Cambridge Growth Commission. All are looking to report in the early summer. The LSCC will work to support a coordinated approach on the development of their work and ensure that the National Infrastructure Commission is aware of the development of their various findings.

## **2. What are the strategic options for future investment in large-scale transport infrastructure improvements in London - on road, rail and underground - including, but not limited to Crossrail 2?**

The LSCC is not in a position to discuss all the strategic infrastructure needs for London.

However we raise the point that past alignments of Crossrail 2 included proceeding via Leytonstone northwards, which it no longer does. Consideration still needs to be given to Central Line services, and the growth planned along this north-east element. Enhancements will be needed along the Central Line and we will be seeking further discussions with TfL on this.

## **3. What opportunities are there to increase the benefits and reduce the costs of the proposed Crossrail 2 scheme?**

### **Early deliver of 4-tracking**

The Chair of Network Rail, Sir Peter Hendy, in a recent speech stated there is a clear case for early investment in Crossrail 2, with West Anglia Main line 4-tracking occurring in Control Period 6 – 2019-2024.

The early delivery of 4-tracking the West Anglia Main Line (WAML) north of Tottenham Hale is one of the major deliverables to increase the benefits of Crossrail 2. The Upper Lee Valley corridor has the potential to deliver 10's of thousands of new homes for London and the wider South East. The WAML is currently only two tracks, which means that fast long distance services, such as the Stansted Express, come in conflict with slower, inner suburban stopping services. Not only does this restrict capacity and line speeds it also causes poor reliability on the route. The STAR scheme, delivering additional services between Angel Road and Stratford, confirmed for Control Period 5, recognises that additional capacity is needed to unlock sites such as Meridian Water and Tottenham.

Early completion of 4-tracking, in Control Period 6 as a precursor to Crossrail 2 will bring forward much needed housing and economic regeneration by up to a decade.

The LSCC is looking for early WAML implementation of enabling works:

- Committed schemes must be delivered as soon as possible including enhancements between the Upper Lee Valley and Stratford. This is specifically the STAR scheme, which we were pleased to see remains committed for delivery in Control 5 in the recent "*Hendy Review*" published in November 2015;

- Development of solutions to the 5 level crossings identified as high safety and performance risks including suitable alternative provision;
- Junction and line speed improvements at existing pinch points;
- New platform provision at Stratford station should be pursued so that there is future capacity to serve a growing corridor;
- Design for four tracking along with necessary powers and land purchases.

Segregation of faster long distance services and slower inner suburban services, ensuring the two services do not clash with each other, is vital.

The early enhanced link to Stratford and the Olympic Park would provide this key location with its only rail link to the north, as well as strengthen the Lee Valley link, supporting economic growth to the north.

### **Links to Stansted Airport**

The Airports Commission specifically raised the need for early investment to improve the rail link to Stansted Airport, with their Chair writing to Network Rail calling for an early investigation to its feasibility.

Stansted Airport currently serves 22.5 million passengers a year and is the only major airport in the south east with runway capacity today and room to grow in the future. With a new runway in the UK at least 15 years away, it is vital that Government make the most efficient use of current airport infrastructure, and improving surface transport access should be a key tenet of this approach.

The airport also employs over 11,000 people and is the biggest single site employer in the East of England. As the airport continues to grow, it will need to widen its labour pool and better transport links are critical, particularly if Stansted is to be seen as a viable and attractive location for skilled and un-skilled labour.

Crossrail 2 will greatly enhance the accessibility and connectivity of the airport, specifically for passengers in south west London and Surrey which are currently underserved by transport links to Stansted. Four tracking the WAML will deliver faster and more frequent trains while connectivity with Crossrail 2 will further help to unlock spare capacity at Stansted and meet the demands of a growing airport labour market. The interchange at Tottenham Hale between Crossrail 2 and Stansted Express services will be critical to creating a seamless door to door passenger experience.

Rather like Heathrow Airport, which is served by the Heathrow Express, Heathrow Connect and the Piccadilly line, longer-term consideration should be given to the opportunity for Crossrail 2 to provide a stopping service to the airport.

### **Linking the economy of the region**

Locations such as Harlow and Stevenage have major growth ambitions, delivering not only new homes but a strong diverse economy. They are already home to high-tech businesses as diverse as GSK, Airbus and Raytheon, while public sector investment, such as the relocation of Public Health England to Harlow and the cell therapy manufacturing to Stevenage, will further accelerate this.

Overall investment must not be seen as just serving the needs of London, but also making links to already strong regional economies, in locations such as Hertfordshire and Essex. The links northwards for both the west and east branches of Crossrail 2 need to ensure strong connectivity.

We note that the Thameslink upgrades will have a significant positive impact for connectivity between locations such as Stevenage and Cambridge with central London and onwards to Gatwick.

## **Cambridge**

As noted Cambridge is a globally competitive location for life sciences and high technology innovation, with significant expansion planned over the next 20 years.

The business network Cambridge Ahead cites the key barriers to future growth as:

- a) congestion getting to the city and its employment locations;
- b) access to talent and the need to extend the city's labour market;

We must see investment beyond servicing London's needs. Investment in additional capacity in the West Anglia Main Line must provide additional capacity for Cambridge. Relatively small investments, such as an Addenbrooke's Station (a site projected to deliver 20,000 new jobs in the next decade, including the relocation of AstraZeneca HQ), and at Ely junction (improving Cambridge's role as a rail hub), will further maximise the benefits of Crossrail 2 investment.

## **4. What are the options for the funding, financing and delivery of large-scale transport infrastructure improvements in London, including Crossrail 2?**

As has been seen with Crossrail land and property values raise in expectation of future enhancements. There must be close coordination between the GLA, TfL, London Boroughs and other planning authorities to ensure that planning policy is coordinated to maximise the benefits for the region.

A key issue is to ensure that we build in the funding arrangements to give the private sector certainty about their levels of contribution to the funding of Crossrail 2, plus local contributions. Planning authorities will be developing their policies (for example social infrastructure and affordable housing contributions) which reflect changes in policies to sites, driven by the increased accessibility delivered by Crossrail 2. We need to ensure that land prices do not rapidly increase, based on speculation, affecting the viability for high quality development. For example viability considerations are often cited as the reason why lower levels of affordable housing is proposed than that set out in planning policy.

To make sure that the benefits of Crossrail 2 are captured there needs to be an early comprehensive assessment of current land values, which should then be used to capture increases and recoup some of the uplift. We would also look to the private

sector to provide significant funding as businesses will directly benefit from London having a major new route.

LB Redbridge undertook a Crossrail Corridor Area Action Plan to coordinate development and enhance the regeneration impacts at key sites. Building on the work of, for example, the Upper Lee Valley Opportunity Area Planning Framework consideration is required for a collaborative regional planning mechanism, working across administrative boundaries to ensure a coordinated approach to maximising the benefits of Crossrail 2 whilst ensuring that new development does not threaten the valley's landscapes and ecology.