



# **An Agenda for Jobs, Growth and Improved Liveability**

**January 2014**

[www.lsc.co](http://www.lsc.co)

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## Foreword

London Stansted Cambridge is a growth corridor that links the world's best university with the world's greatest city. In the middle is London Stansted Airport, which has both the infrastructure and planning agreement to double in size, to 35 million passengers a year.

The London-Stansted-Cambridge Consortium brings together the local authorities, colleges, universities and business partners from the Queen Elizabeth Park / City Fringe, northwards via the Lee Valley, to West Essex / Eastern Hertfordshire to Cambridgeshire.

The Corridor runs across 4 Local Enterprise Partnerships, 3 counties and the Greater London Authority. This document aims to inform the LEP's strategic economic plans for growth, supporting cross-LEP working and interregional links. We also set out a series of activities we ask the LEPs to support the LSCC to deliver, promoting the economic development of this corridor.

While hugely diverse in nature, all parts of the Corridor depend significantly upon how other parts of the Corridor are able to perform and how effective the connections and levels of co-operation are between them. Evidence shows strong links across the labour and housing market, with a huge common talent pool supporting our key industries.

This drives our dominance in life sciences, IT, digital, media and clean tech. It is a 21<sup>st</sup> century knowledge-driven economy with capacity and appetite to grow. It has the potential to be Europe's most dynamic growth corridor, supporting the wider UK economy.

Currently the LSCC area has a population of 3.37 million, which is forecast to increase 20% by 2032. If we assumed that employment and the business population increase by the same amount over this period, then we would witness growth from 1.3 million employees in 2012 to 1.5 million in 2032. Via work commissioned by the Consortium over the next 20 years this Corridor already has identified a range of major sites<sup>1 2</sup> to deliver 117,000 new homes, 170,000 new jobs.

This agenda sets out how, by working across administrative boundaries, we can enhance the opportunities for those seeking employment, strengthen the profile and attractiveness for investment and unlock our key development sites.

We hope that this document will be of use to all those working to deliver "smart growth" in this vital economic corridor.

Greg Clark

LSCC Chairman

**LSCC**

London. Stansted. Cambridge. Consortium

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<sup>1 1</sup> Major Sites are defined as sites of at least 1000 Homes and or 500 Jobs

## 1. Introduction: The LSCC.

London Stansted Cambridge is a growth corridor which links the world's best university with the world's greatest city. It has international connections at London City and London Stansted airports and at St Pancras International and Stratford rail stations. London Stansted International Airport is at the heart of the Corridor, which has both the infrastructure and existing planning agreement to double its size of activity, to 35 million passengers a year.

The economy is built on technology and innovation with a high representation of future orientated growth sectors: life sciences, IT, digital, media and clean tech. It is a 21<sup>st</sup> century knowledge-driven economy with **capacity and appetite** to grow. **It has the potential to be Europe's most dynamic growth corridor** containing three nationally designated **Enterprise Zones** at Alconbury, Harlow and the Royal Docks.

Over the next 20 years this Corridor **will deliver 117,000 new homes, 170,000 new jobs and will be a world centre for life sciences** as well as being at the forefront of other science and technology especially the IT, digital and media sector.

Achieving this requires modest investment by **government and the neighbouring Local Enterprise Partnerships<sup>3</sup>** in key rail and road schemes and superfast broadband. These will improve internal connectivity and increase the agglomeration effects that will lead to **improved efficiency, innovation, productivity and improve the liveability of the Corridor.**

The purpose of this document is to help inform the development of the four LEPs' strategic economic plans and their investment priorities.

### KEY FACTS ABOUT THE ECONOMY >

#### LONDON STANSTED CAMBRIDGE CORRIDOR

- > £161 billion economy contributing 12 per cent of UK Gross Value Added in 2011.
- > Economic output of £22,269 per head – 4 per cent higher than the UK average.
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- > Economic output of £22,269 per head – 4 per cent higher than the UK average.
- > 296,000 businesses in the LSCC area
- > The LSCC economy supports 4.1 million jobs
- > The workforce is better qualified than nationally – with 1.4 million residents qualified to degree or higher degree level
- > Population of 5.7 million, with a workforce of 3.7 million
- > High rate of actual and projected population growth – with population growing by 1.07 million between 1982 and 2012, and projected to grow by a further 1.14 million by 2032
- > The LSCC area is home for 16.8 per cent of England's chief executives and senior officials; 21.8 per cent of England's media

Working with the Corridor's airport owners at Stansted we will improve **international connectivity** providing businesses with global reach that will support the key sectors within the Corridor.

<sup>3</sup> The four LEPs referred to in this document are: Greater Cambridge, Greater Peterborough LEP; Hertfordshire LEP; South East LEP; and London Enterprise Panel

In the short term, the Consortium invites the four LEPs to support work which will provide:

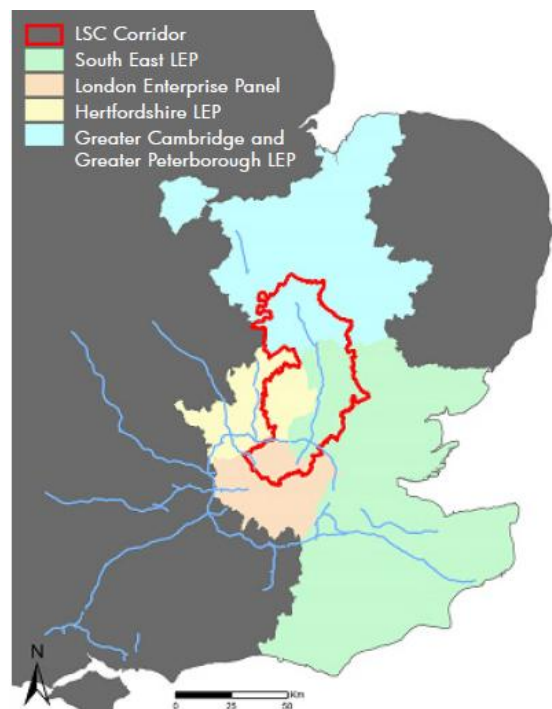
- A better understanding of the sectors and the sites needed for their growth and for investment by universities;
- A regeneration and inward investment action plan;
- Market analysis to support London Stansted Airport become the international airport which businesses in London and Cambridge need;
- A communications platform which can be used by UKTI, London and Partners and others to market sites within the Corridor;
- A skills package which supports the growth sectors and London Stansted Airport.

Through its location within three different counties and Greater London investment in this Corridor will **provide a higher rate of return** because the Corridor has a high level of self-contained economic activity. There is clear evidence that there are well-defined travel to work, travel to learn, housing market, and business location patterns which mean the Corridor functions as one economic space with high levels of synergy and inter-dependence<sup>4</sup>:

Therefore, what is possible within any one part of the Corridor **depends significantly upon how other parts of the Corridor are able to perform and how effective connections and levels of co-operation are between them**. There is an increasingly strong **inter-reliance** between these places that makes them ready for enhanced co-operation and common action.

## 2. A Strategic Partnership With 4 LEPs

The work of the **LSCC will contribute to the priorities of the four LEPs** within which its sits and forms the basis for increasing co-operation between them and at greater depth. In this way the economy of London can be fully joined to the economies of Essex, Hertfordshire and Cambridgeshire. This is a **'bottom up' initiative of local government and the private sector** working across borough and district boundaries; across county and regional boundaries; supporting joined up working within and between LEPs, the London Stansted Cambridge Consortium aims to be an **exemplar of co-operation and collaboration** delivering growth for London and the Greater South East.



<sup>4</sup> PACEC commissioned by LGA, 2006

This document sets out an **agenda for economic growth** of the London Stansted Cambridge Corridor which the four LEPs can build into their emerging Single Local Growth Plans. When agreed, these local growth plans will provide the **strategic framework** for the Consortium to achieve the following medium term objectives:

- Capitalise on existing economic sectors and promote the growth of existing business;
- Build on its already significant Gross Value Added and high productivity ;
- Address skill deficits and pockets of social deprivation in an otherwise vibrant economy, ensuring local communities reach their potential;
- Drive forward the development and expansion of clusters of high value business, employment and technological innovation;
- Enable the delivery of homes across a range of sustainable settings as an economic driver and to meet demand and ensure it remains an attractive place for people to live and locate.

The Consortium needs the LEPs to support and invest resources to progress the following key projects on their behalf:

- The **networking, partnership development and co-ordination** which the Consortium provides;
- Map **priority employment zones** for employment and business growth and inward investment;
- Understanding the economic growth sectors, the potential for locating new universities and how the **growth of these can be supported** within the Corridor;
- **Predicting and planning the growth spaces** to support growth of the key economic sectors and to build a **stronger presence of Higher Education Institutions**;
- Identify targeted transport infrastructure improvements that can unlock growth **building the investment case** for the top 10 infrastructure projects;
- Work with the owners of Stansted to **improve the Corridor's international connectivity**;
- Develop **skills and employment programmes** to support employment at the growing airport and in the six key economic growth sectors;
- Provide a first class **communications platform** for use by UKTI, London and Partners and others;

### 3. Return On Investment: The Economic Case and Additionality

The LSCC area is forecast to see population grow by 20 per cent over the next 20 years. Currently the LSCC area has a population of 3.37 million (2012) – which is forecast to increase by 20 per cent to reach 4.03 million by 2032. If we simply assumed that employment and the business population increase by the same amount over this period – then we would witness growth from 1.3 million employees in 2012 to 1.5 million in 2032.

Growth is already happening within the London Stansted Cambridge but the Consortium will raise the level and the rate of sustainable growth, maximising the return on public and private sector investment through co-ordination and co-operation under the strategic leadership of local government and the private sector. This is an opportunity to address pockets of socio-economic deprivation in what is an otherwise dynamic and growing area.

The shared and co-ordinated approach will achieve far more than low level and ad hoc investments which risk under-performance individually. This is a Corridor of mutually dependent partners that will achieve more than the sum of its parts and our priority is to

provide the focus and leadership to work together to avoid this risk.

The scale of opportunity presented by the major areas and sites earmarked for development is significant. They reinforce the existing hubs and clusters of activity as well as offering the potential to spread employment and housing growth along the Corridor. A series of identified major opportunity sites and areas alone can deliver in the region of 5.5mn square metres of new commercial floorspace, accommodating around 170,000 new jobs with the potential for almost 120,000 new homes across the Corridor from Alconbury to the City Fringe.

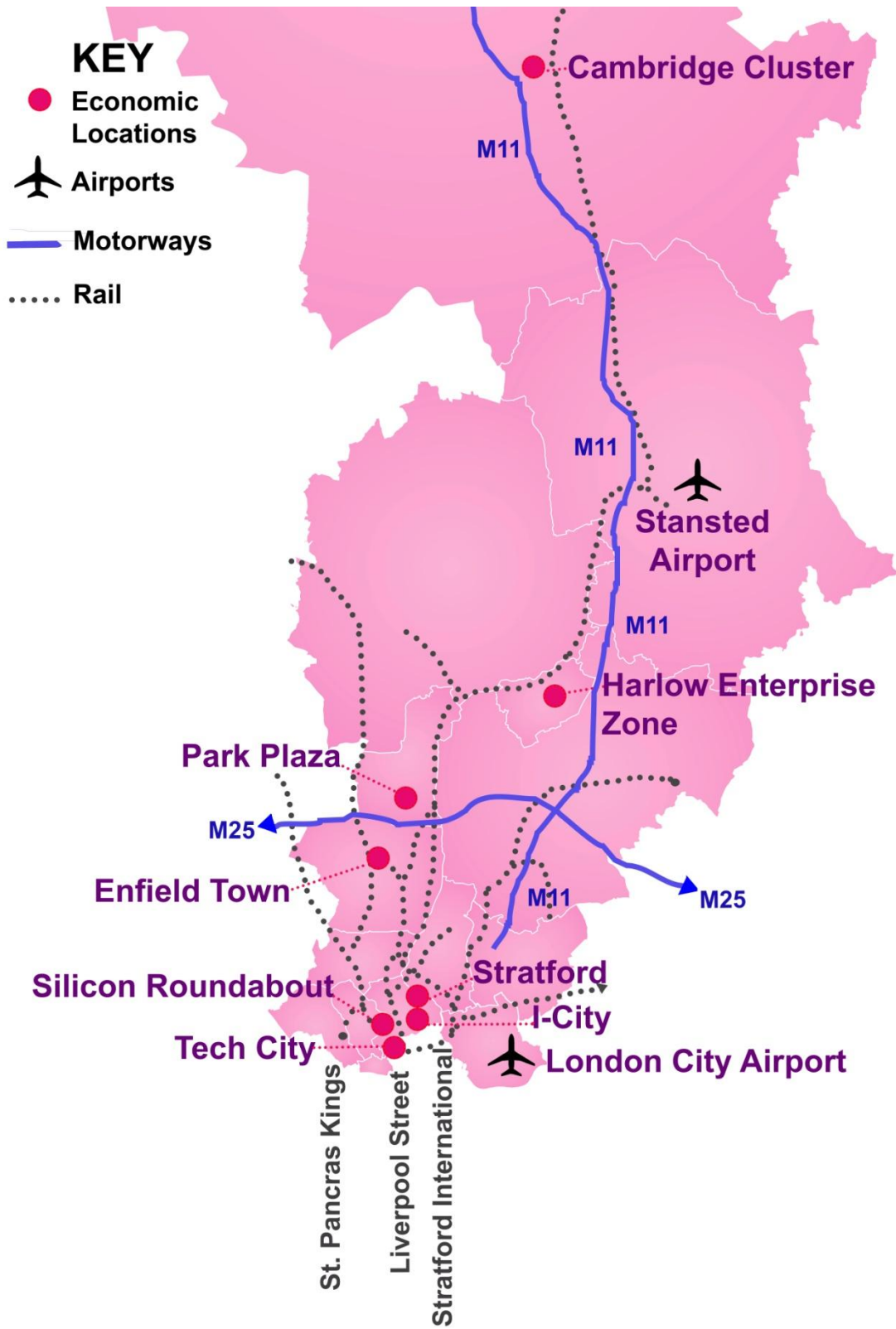
Anchored by Central London to the south and Cambridge to the north, with London Stansted International Airport at its heart, the Corridor will see growth along its entire length. The Corridor will attract a range of sectors, providing opportunities from cutting edge research and development in life sciences and technology, space for advanced manufacturing and logistics and opportunities within media, leisure and creative industries.

Based on current development proposals at major development sites we estimate the corridor has the potential to deliver, within the key opportunity areas, the following levels of growth:

		Commercial space (sqm)	Jobs	Homes
<b>LSCC Corridor</b>		5,555,000	170,000	117,000
<b>Sub-areas</b>	Cambridge	950,000	30,000	50,000
	Stansted-Harlow Broxbourne	640,000	20,000	14,000
	North London	315,000	10,000	30,000
	City Fringe	3,650,000	110,000	23,000

The Corridor has the potential to deliver 4 times the commercial floorspace of Canary Wharf over the next 20 years.

The major opportunity sites and areas in the LSCC area can deliver in the region of 5.5 million square metres of new commercial floorspace, accommodating around 170,000 new jobs.





#### 4 The Case for Supporting the LSC Corridor

Working with the growth potential of the whole LSCC area enables the UK to unlock more growth due the **corridor effects and cross-border synergies**. The London Stansted Cambridge Corridor is a **large highly integrated market and functional economic area** with the potential to increase market size, scope and integration – which, in turn, increases the rate of economic growth, productivity growth and generates competitive advantage.

The **economic case for investment** in this corridor is based on **six propositions**. By organising for a planned and synchronised development of the Corridor we can achieve an economy which is:

- **more accessible and with greater access to markets** with good internal connections result in lower travelling times and cost enabling a larger labour market providing more choice for employers and better opportunities for workers;
- **better networked and collaborative** with shorter travel times and increased connectivity which support increased rates of interaction and networking driving innovation and supply chain diversification;
- **more creative and innovative** due to the increased incidence of contact and networking with greater concentrations of suppliers and collaborators with access to more diversity in business approaches, cultures and international contacts;
- **more specialised** due to the size of the market which sustains higher rates of skills, industrial and infrastructure specialisation which in turn creates more value in the economy, increased productivity and helps build comparative advantage;
- **a cost effective option for business location** which provides better market access and integration with lower cost alternatives for business location and space to grow within the same labour and housing market as an alternative to re-location;
- **more productive** due to its size and integration of local areas within the Corridor with good internal connections which combine to significantly enhance productivity;

The LSCC economy is highly internationalised, highly innovative and skilled, with significant levels of specialisation – this means that the ‘additionality’ of investment is higher when we address the whole area, than if different approaches are taken in each part.

#### 5 Key Growth Sectors

The Consortium has identified 6 priority economic sectors which have a strong presence in the Corridor and have the potential for high growth. These are:

- Life science and medical;
- IT, digital, and media
- Low carbon, clean tech and energy from waste;
- Food production,
- Business services,
- Engineering, transport, logistics and distribution,

**The Consortium is developing an in-depth understanding of these sectors: their spatial location, constraints and opportunities for growth and the workforce needed over the next decade.**

**In addition, there are large areas within the Corridor which would benefit from the location of new or expanded universities**

### **5a Life Sciences**

There are over **1,400 Life Sciences businesses** in the Corridor, accounting for 43,200 jobs, 19.6% of all national (England) employment is in this sector.

The Corridor's success is built on **37 research institutes** with global renown in the life sciences sector. The Corridor and its adjacent areas are the focus for the bulk of UK research activities and expertise in life sciences. The cluster of major research institutes includes:

- Medical Research Council: 1 national institute, 1 national laboratory, 17 national centres, 11 units and one research group are present in the Corridor.
- 6 Biotechnology and Biological Sciences Research Centres (BBRSC) – including the Babraham Institute and Rothamsted Research.
- Cancer Research UK's London Research Institute and Cambridge Institute.
- Harlow EZ targeting life science and building on an existing medical technology cluster in Harlow

**Two of the most significant public investments in life sciences research in the UK in the past 50 years have been made in the Corridor** – in the £700m Francis Crick Institute (an interdisciplinary medical research

institute) in London, and the new £212m MRC Laboratory for Molecular Biology (LMB) in Cambridge.

The key priority for future growth will be the identification of sites and ensuring they are ready for market.

### **5b IT, Digital and Media**

The LSCC area has a significant presence in the ICT and Digital sector – comprising the most well established centre of the UK IT and Digital industry in Cambridge, with the fastest growing ICT and Digital Hub in London.

- There are 91,000 IT and telecommunications professionals and technicians in the LSCC area (12.8 per cent of the total for England);
- 24,800 businesses in the ICT and digital sector (20.0 per cent of the England total);
- the ICT and digital sector as a whole supports 213,100 jobs in the LSCC area (24.2 per cent of all England's jobs in this sector);
- Harlow Enterprise Zone as a centre for IT and digital technologies

### **Key locations**

The corridor is host to a series of key locations.

- Tech City is home to one of the largest concentrations of small, fast-growing digital technology companies in Europe;
- Cambridge Cluster: 3,000 firms involved in ICT and Digital in the Cambridge Cluster. Early successful businesses include ARM;

- I-City: The legacy of the Olympic Media Centre, this will provide 7,500 new high-tech jobs;
- Kings Cross: A growing digital cluster, cemented by Google's multi-million pound investment;

Harder to define are the numerous small, but global players, that often locate in more suburban locations in the corridor, drawn by the ready access to talent and market.

### 5c Low Carbon Environmental Goods and Services (LCEGS)

The LCEGS sector is estimated to be worth £3.1 trillion globally (BIS, 2013) with a strong presence in the Corridor. The mapping and understanding of this sector within the Corridor is work in progress but early indications are that:

- In the GCGP area: it is estimated that there are 13,000 enterprises operating in a broad range of environmental activities, generating £6.9 billion in turnover supporting 62,000 jobs in 20102;
- In the regions of London and the East of England<sup>3</sup>, 2011/12 low carbon, environmental goods and services sales are estimated at £25.4 billion and £12.0 billion respectively. It is estimated that London has 9,211 firms in the sector employing 163,600, and the East of England has 4,918 firms employing 86,700;
- Concentrations of employment in London are particularly high (in 2011/12) in Waste Management (10,100); Water Supply (13,907); Alternative Fuels (19,200);

Building Technologies (16,000); Carbon Finance (23,500); Geothermal (18,600) and Wind (14,400);

- Concentrations of employment in the East of England are particularly high (in 2011/12) in Recovery and Recycling (8,500);
- Alternative Fuel Vehicles (13,200); Alternative Fuels (15,200); Building Technologies (9,200); and Geothermal (7,500);
- In 2011/12 London had strong sales in water supply/waste management (£1.5 billion); Alternative Fuel Vehicles (£1.4 billion); Alternative Fuels (£2.1 billion); Building Technologies (£2.3 billion); Carbon Finance (£6.5 billion); Geothermal (£2.7 billion); and Wind (£2.5 billion);
- In 2011/12 the East of England had strong sales in Recovery and Recycling (£1.1 billion); Alternative Fuel Vehicles (£1.8 billion); Alternative Fuels (£2.3 billion); Building Technologies (£1.3 billion); Geothermal (£1.1 billion) and Wind (£0.9 billion).

### 5d Business Services

The Business Services Sector in and surrounding the LSCC area comprises a wide range of business services activities and firms – from large global accountancy and management consultancy firms to smaller, specialised firms focused on their local markets or market niches.

The Business Services sector employs 240,600 in the LSCC area, comprising 5.8 per cent of national employment in this sector, and 18.5 per cent of total employment in the LSCC area. There are 36,200 enterprises in the Business Services sector.

The LSCC area is unique in that it has a specialist business services subsector serving the technology and innovative business community – that of technology business and product design consultancy. Major firms and institutions involved in this subsector include TTP (The Technology Partnership) is a Queen’s Award winning technology and product development.

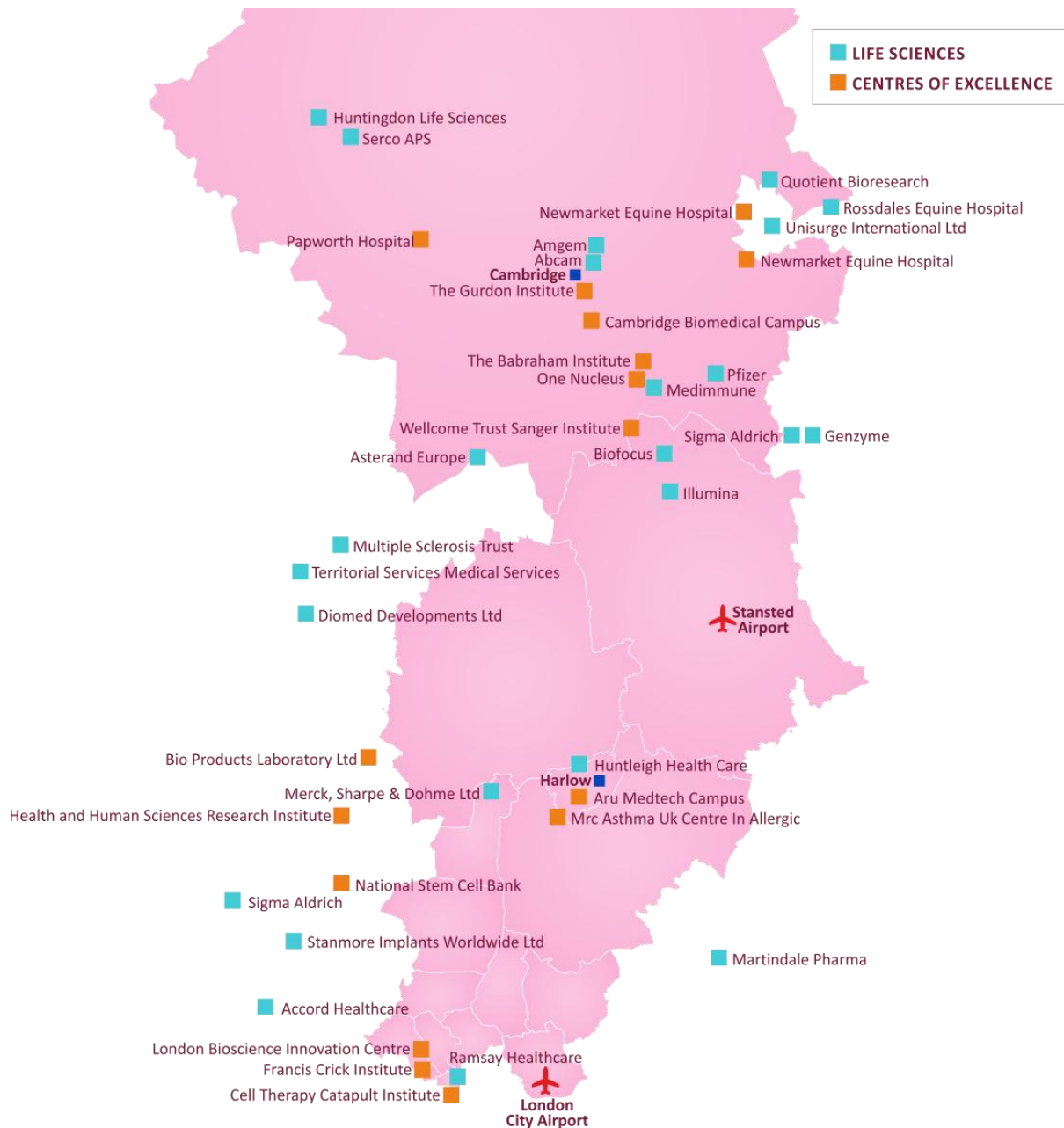
## **5e Food Production**

Agriculture, food production and processing is a major cluster spanning everything from the farmer’s field to the supermarket shelf. There is significant agricultural production whilst processing and distribution is strategically

located close to the motorway network. Building on existing greenhouse infrastructure there is ambition for growth in high - tech food supply, with opportunities linked to the high-value specialist London market, harnessing green cheap energy sources.

## **5f Engineering, Transport and Logistics**

Advanced manufacturing, precision engineering and aerospace has a long history in the area with occupiers including Bombardier and Kelvin Hughes (Marine Navigation Systems) and a precision engineering base in Harlow supporting the medical technology sector. Competitive locations for industrial growth exist throughout the area and manufacturing, precision engineering and IT firms make a major contribution to support the growth in the low carbon, health and food and drink sectors.



## 6 Scale of the Opportunity

London Stansted Cambridge has a range of Opportunity Areas that offer a significant scale of growth. Many are actively promoted by the private sector and major institutions and many have strong public and private sector support. Currently the London-Stansted-Cambridge Corridor comprises:

- Businesses: 119,020 enterprises in 2011
- Employees: 1.3 million employees in 2011
- Workforce:
- 2.1 million of working age in 2012/13
- Population: 3.37 million in 2012

The population of the LSCC area is **projected to grow to 3.70 million in 2022 and 4.03 million by 2032**. If this rate of growth is reflected in economic growth, the LSC could have an additional workforce in employment of 200,000 people.

Different places within this corridor have distinctive priorities and strengths, which must be retained while supporting growth. There are clear growth opportunities, providing the jobs and homes for a growing economy. Other parts provide the green and rural environments that support the area's high quality of living. These different aims are mutually compatible because of the high level of inter connection and inter dependency.

#### **For the City of London, Hackney, Islington, Newham, and Camden**

- Improved infrastructure and connectivity for commuters into central London;
- A basis for supporting housing and employment growth to the north supporting London commuters;
- A mechanism to link central city job growth and regeneration with space in North London;
- A way to develop growth space for new tech industries within the same labour market;
- A means to partner with other new tech locations in Cambridge, Harlow, and beyond.

#### **For the North and East London Boroughs of Haringey, Waltham Forest, Redbridge, and Enfield**

- Unlocking this area as a growth zone for jobs and homes between London and Cambridge;
- A clearer framework and rationale for the regeneration of North and East London;
- A compelling case for infrastructure investment;
- A critical mass to locate new job growth in food, energy, waste, fashion, and logistics;

#### **For Hertfordshire and Essex Districts of East Herts, Broxbourne, Harlow, Uttlesford and Epping Forest**

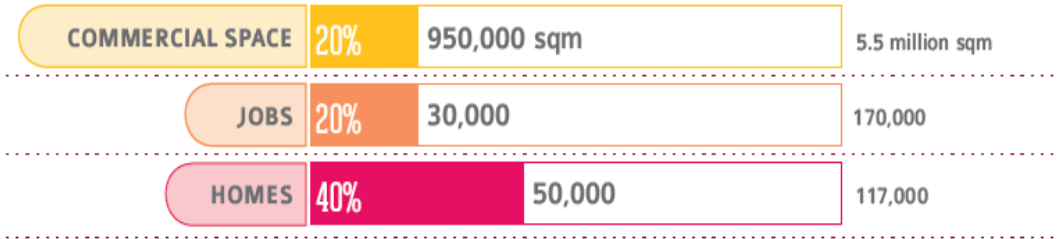
- Proactive cooperation and coordination at the seam between multiple LEPs;
- Positioning the districts as key locations in the UK's advanced growth corridor;
- A shared infrastructure agenda benefiting local businesses and residents;
- Supporting the nationally designated enterprise zone at Harlow

#### **For Cambridgeshire, Cambridge City, South Cambridgeshire Huntingdonshire, and Peterborough**

- Sharing the Cambridge effect south to Essex, Hertfordshire and London;
- Supporting the role of Stansted International Airport in Cambridge's future growth;
- An integrated focus linking economic sectors, spatial clusters and local labour markets;
- Support the case for new infrastructure including improved road and rail links.

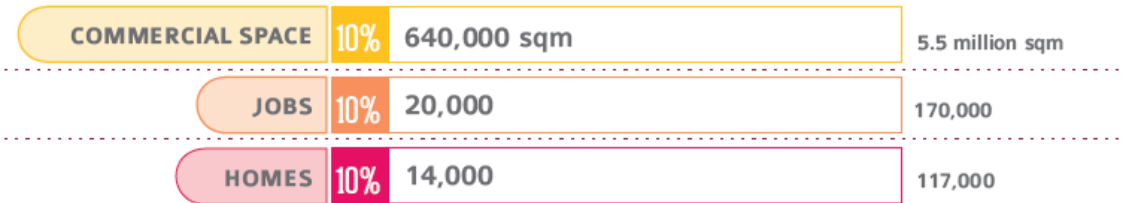
### CAMBRIDGE

CORRIDOR CAPACITY



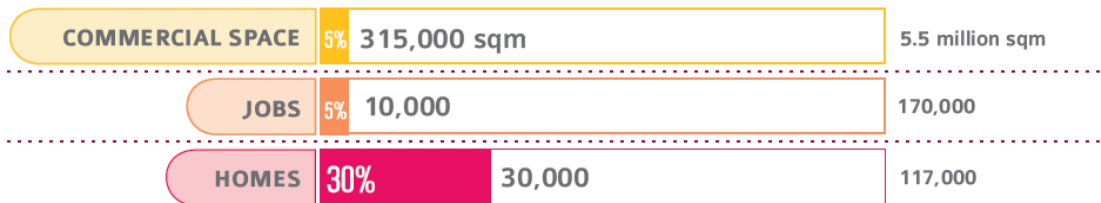
### STANSTED, HARLOW, BROXBOURNE, EAST HERTS, WEST ESSEX

CORRIDOR CAPACITY



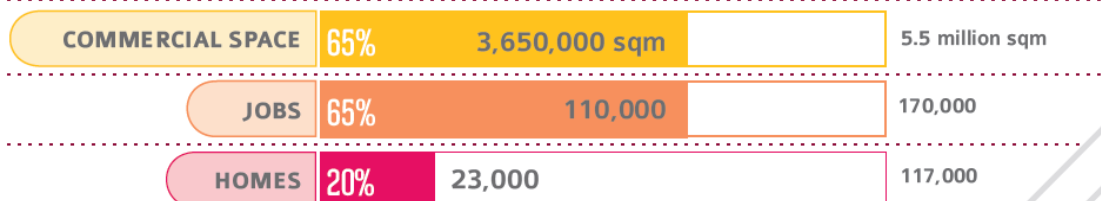
### NORTH LONDON

CORRIDOR CAPACITY



### CENTRAL LONDON

CORRIDOR CAPACITY



## 7 The Investment Need

The London Stansted Cambridge Corridor has significant investments which are already programmed that will support the delivery of new homes and enhance business and operational efficiency. These include:

- Cambridge Science Park Railway Station;
- Upgrade of the rail link to Stratford – providing a train every 15 minutes from Meridian Water via Tottenham to Stratford by 2017;
- Tottenham Hale gyratory, rail, tube and bus interchange upgrade
- Crossrail interchanges at Liverpool Street, Stratford City and Ilford Town Centre and faster connections to Heathrow and City Airport;
- A14 in Huntingdon

However, in order to maintain momentum and realise the full economic potential of London Stansted Cambridge, more investment is required. The following sets out key investment needs by type:

### **Transport: Improving the internal connectivity**

- West Anglia route rail improvements to reduce journey times, improve capacity, connectivity and reliability of the line;
- Four tracking of the Lea Valley line
- Faster and more frequent rail connections from Peterborough and Cambridge to Stansted
- A new M11 junction 7a and link road to the north of Harlow
- Improvements to the M25, M11, A10, A120 and A14
- Faster connections to east and north London and to and from London Stansted Airport

- Crossrail 2 - from the south west across central London to Hackney and the Lee Valley

**Station Upgrades: Using existing transport hubs more efficiently** to use them more effectively as business locations, destinations as well as interchanges, e.g.

- Finsbury Park, Highbury and Islington, Old Street Station, Ilford Station

### **Supporting economic hubs / Places to Do Business**

- Supporting delivery in the Corridor's 3 Enterprise Zones: Alconbury, Harlow and The Royals
- Creating business spaces in city Districts, Town Centres and highly accessible Business Parks;
- Space for academic spin-off companies:

### **Creating a business climate for growth through:**

- Science Parks and Innovation Districts.
- Loan guarantees and investment funds
- Tech transfer / commercialisation
- Consolidation / coordination of other vehicles
- Business support networks

### **Giving local people the skills to support the growth sectors**

The Corridor is showing dynamic growth which is well above national trend but alongside this there are **areas where employment rates are well below the national average.**



This is particularly so for **young people aged 16 – 24**. Underpinning the Consortium’s work is the imperative to ensure that local **people are able to gain the right skills and opportunities to benefit from the Corridor’s economic success**.

Therefore a key aim will be to create a **dynamic and demand-led skills system** with a focus on excellence and specialism in key sectors which supports people into work and to develop skills throughout their career.

The LSCC, **particularly the FE colleges and University Technical Colleges**, will seek to work with key private sector organisations and the LEPs to develop skills programmes to **support young people in work** and ensure they are able to access skills **to progress in work**.

## 8 Agenda For Growth

The London Stansted Cambridge Consortium agenda, as a voluntary collaboration between local governments, the private and knowledge sectors, is to work together to create a strong framework for growth. The LSCC will:

- Support the LEPs in making a strong case for this corridor and its growth, providing a framework and rationale for each of their growth aspirations;
- Support individual local governments – at London, county and local level providing a framework and rationale for each of their growth aspirations and further evidence of the wider impact of their individual investments;
- Supporting the emerging UTCs in the Corridor to establish themselves and build strong connections with the private sector

- Encouraging collaborations – providing a forum for collective public and private actions;
- Identify ‘cycle 1’ investments that can secure a return in three to five years based on consensus behind the project, market support and a limited number or scale of dependencies for initial focus;
- Identify ‘cycle 2’ investments that need further evolution and definition, based on consensus behind the project but challenges based on level of market support and, or, greater scale of dependencies.

### ‘Cycle 1’ initiatives for the LEPs to support now

Support for the LSC Consortium and its programme of work. The economic case, set out above suggests that improved co-ordination and collaboration of local government working with the private sector in a functional economic area will **provide a better rate of return for public and private sector investment**.

### Key projects should include:

- i. Further **understanding and support for the growth needs** and barriers of the key sectors including space for new universities: this will include supporting existing networks and developing new ones which will strengthen and reinforce the agglomeration effects making use of the internal connectivity of the Corridor;

- ii. Investment in **predicting and planning the growth spaces** for new universities and the key sectors in terms of science parks, innovation space, business parks, and other locations. There is clear evidence of need for a pipeline of growth spaces for all of the key sectors but particularly for life sciences and the IT, digital sectors. For example, it is predicted that the Astra Zenica site in Cambridge will be just one of up to 10 similar sites that will be needed over the next decade.
- iii. Economic work to **build and make the investment case for the top infrastructure projects**. In close collaboration with the counties, the GLA and the four LEPs, the LSCC is best placed to make the economic case for projects such as West Anglia Line, Crossrail 2, the A14 and other key road improvements. This work is needed now to ensure the case is fed into the next government spending round.
- iv. London Stansted Airport is the key asset for **improving the Corridor's international connectivity** which needs to improve to underpin the future growth of life sciences, IT and digital.
- v. The LSCC working closely with M.A.G., the owners of the airport need to undertake a **business travel needs analysis** to support route development for Stansted and, where possible, link these to the major growth sectors of the Corridor.  
  
Currently most of the airport's employees live in Essex and Hertfordshire but because these areas are at almost full employment, new jobs, will need to be filled from surrounding areas such as Harlow and north London. Therefore, the Stansted Academy programme needs to be expanded and supported as a cross-LEP priority.
- vi. London and Cambridge are world-class 'brands' but there is a need for a **communications platform for the LSCC especially promotional material** for web and for use by ULTI, UK Gov, and others. This will also include work to attract more HEIs into the LSCC.

9 Appendix 1: Opportunity Projects by Area

<p><b>City of London, Hackney, Islington, Newham, and Camden</b></p>	<ul style="list-style-type: none"> <li>▪ Woodberry Down</li> <li>▪ Kings Cross and Euston Knowledge Quarter</li> <li>▪ Finsbury Park</li> <li>▪ City of London Finance and Business Services</li> <li>▪ Tech City and I-City Digital Cluster</li> <li>▪ Hackney Central</li> <li>▪ Hackney Wick</li> <li>▪ Northern Olympic Fringe (WF)</li> </ul>
<p><b>North and East London Boroughs of Haringey, Waltham Forest, Redbridge, and Enfield</b></p>	<ul style="list-style-type: none"> <li>▪ Enfield Town Centre</li> <li>▪ Innova Park, Brimsdown &amp; Ponders End</li> <li>▪ Meridian Water</li> <li>▪ Northumberland Park, Tottenham Hotspur &amp; Tottenham Hale</li> <li>▪ A1010 corridor North London</li> <li>▪ Blackhorse Lane</li> <li>▪ Haringey Heartlands Wood Green</li> <li>▪ Ilford Metropolitan Centre</li> <li>▪ Gants Hill District Centre</li> <li>▪ Crossrail Corridor</li> </ul>
<p><b>Hertfordshire and Essex Districts of East Herts, Broxbourne, Harlow, Uttlesford and Epping Forest</b></p>	<ul style="list-style-type: none"> <li>▪ Park Plaza in Broxbourne</li> <li>▪ Brookfield Centre</li> <li>▪ Bishops Stortford North</li> <li>▪ Chesterford Research Park</li> <li>▪ Harlow Enterprise Zone</li> <li>▪ Newhall Urban Extension</li> <li>▪ Harlow North</li> <li>▪ Harlow Town Centre regeneration</li> <li>▪ Stansted Airport</li> </ul>
<p><b>Cambridgeshire, Cambridge City, Huntingdonshire, and Peterborough</b></p>	<ul style="list-style-type: none"> <li>▪ Alconbury EZ,</li> <li>▪ Cambridge City Centre and station,</li> <li>▪ North West Cambridge</li> <li>▪ Northern Fringe East</li> <li>▪ Southern Fringe</li> <li>▪ Northstowe Urban Extension</li> </ul>

[www.lsc.co](http://www.lsc.co)

[info@lsc.co.uk](mailto:info@lsc.co.uk)

0208 489 5273

11 Members, Partners and Supporters



