



## Infrastructure Needs of London Stansted Cambridge 'Innovation Corridor' QSD on 30 April 2019

This briefing identifies relevant reports and useful documents, including recent parliamentary materials and press articles, which may be of assistance to Members in preparing for the following debate:

Lord Haselhurst to ask Her Majesty's Government what assessment they have made of the transport infrastructure needs of the United Kingdom's Innovation Corridor (London, Stansted, Cambridge); and to what extent the current infrastructure limits that region's potential to contribute to the nation's wealth.

Copies of the materials are available for collection from the Library.

### Key Information

- West Anglia Taskforce, [A Strong Case for Investment in Rail to Support Growth](#), 27 October 2016

*Report of a taskforce, formed following an announcement in February 2015 by the then Chancellor of the Exchequer, George Osborne, and then Mayor of London, Boris Johnson, on a wider long-term economic plan for London. The report contained recommendations for developing the West Anglia mainline rail service, including additional line capacity, improved pedestrian and cycle access and a proposed new Addenbrooke's station south of Cambridge. It suggested that the corridor was worth £121 billion to the UK economy and had grown 65 percent faster than the national average since 2007. It also estimated that Crossrail 2 could add a further 45,000 jobs and £15 billion to the annual output of the region, and could "unlock the delivery of 100,000 new homes".*

- London Stansted Cambridge Corridor Growth Commission, [The Next Global Knowledge Region: Setting the Ambitions and Delivering the Vision](#), 13 July 2016, pp i and 2–7

*Foreword and executive summary of an independent report containing advice and analysis on enhancing the economic potential of the 'London Stansted Cambridge Corridor'. The report described the strengths of the corridor as being in technology and life sciences. Amongst barriers to further growth, the report identified a lack of workforce skills, housing and transport infrastructure, and the absence of a "comprehensive place-making strategy". Its recommendations included new devolved powers to raise and allocate funds for infrastructure investment and a new development strategy for Stansted Airport. It suggested that if its vision were delivered, 400,000 new jobs could be created in the corridor by 2036.*

- Network Rail, [Cambridgeshire Corridor Study: Railway Investment Choices](#), February 2019, p 3

*Executive summary of a study of railway services in and around Cambridgeshire over the next 15 and 25 years. It made forecasts of growth in services and identified and costed a series of possible improvements, including new services, additional platforms and the doubling of the current single line to Newmarket.*

- National Infrastructure Commission, [Transport for a World City](#), 10 March 2016, pp 8–10 and 44–5

*Review of London’s transport policy. It recommended that Crossrail 2 should be taken forward as a priority, and that one of the features of Crossrail 2 should be additional tracks on the West Anglia mainline to “enable faster services on the London Stansted Cambridge Corridor”. The report estimated that the West Anglia mainline element of Crossrail 2 would cost £3.7 billion at 2014 prices, and that its benefits would include unlocking 80,000 new homes by 2051. Network Rail states that Crossrail 2 is currently at the consultation stage (Network Rail, [‘Crossrail 2’](#), accessed 24 April 2019).*

### Parliamentary Debate, Statements and Questions

- [Debate on ‘Regional Transport Infrastructure’](#), HC Hansard, 5 March 2019, cols 341–2WH
- House of Commons, [‘Written Question: Stansted Airport: Railways’](#), 7 February 2017, 62706
- [Debate on ‘West Anglia Taskforce Report’](#), HC Hansard, 8 November 2016, cols 525–42WH
- [Debate on ‘Airport Expansion: East Anglia’](#), HC Hansard, 12 January 2016, cols 278–99WH

### Press Articles and Comment

- Innovation Corridor, [‘Where Excellence Endures’](#), 4 July 2018
- Gerard Lyons, [‘Let’s Seize the Opportunity to Invest More in Infrastructure’](#), *Telegraph* (£), 13 August 2016
- Simon Jenkins, [‘Never Mind a Third Runway—What Heathrow Needs is Managed Decline’](#), *Guardian*, 11 December 2015

### Further Information

- London Stansted Cambridge Corridor Growth Commission, [Expert Analysis to Inform the London Stansted Cambridge Corridor Growth Commission](#), January 2016
- Alan Mace et al, [The London–Cambridge Corridor: Making More of Green Belt](#), London School of Economics and Political Science and Levitt Bernstein, February 2018, pp 18–30
- Cambridgeshire and Peterborough Independent Economic Review, [Final Report](#), September 2018
- UK Parliament, [Register of All-party Parliamentary Groups: Innovation Corridor’](#), 2 January 2019
- Department for Transport, [Transport Investment Strategy: Moving Britain Ahead](#), July 2017
- House of Commons Transport Committee, [Rail Infrastructure Investment](#), 28 June 2018, HC 582 of session 2017–19; and [Government and Office of Rail and Road Responses](#), 19 September 2018

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