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East Midlands All Party Parliamentary Group

Dear Prime Minister

HS2 IN THE EAST MIDLANDS – DELIVERING CAPACITY, CONNECTIVITY AND GROWTH

As Co-Chairs of the East Midlands All-Party Parliamentary Group, we write on its behalf to ask you to ensure that the Government's Integrated Rail Plan will deliver the Eastern Leg of HS2 in full, including the East Midlands Hub Station at Toton, HS2 connectivity for Chesterfield and the Staveley Infrastructure Maintenance Depot.

It is now 11 years since the HS2 'Y' network was first proposed by Government, during which time there have been numerous public consultations, Ministerial statements and independent reviews. Yet whilst work is now starting on Phase 1 of HS2 to Birmingham and the line to Manchester is all but committed, uncertainty continues to loom over the Eastern leg to Leeds via the East Midlands.

In the East Midlands we have worked tirelessly over the last five years developing detailed plans which use HS2's arrival at Toton in Nottinghamshire and in Chesterfield as the centrepiece for joined-up economic strategies which would create thousands of jobs and transform connectivity between the East Midlands, Birmingham, Leeds, the North East – a combined area of over 13 million people.

At their heart, these proposals are driven by two fundamental principles: to deliver the maximum public value from investments that have the capacity to transform our economy, and to ensure that these benefits will be felt by local people in 'left-behind' communities across the East Midlands.

Importantly, our plans also safeguard and enhance our precious natural resources, reversing over 100 years of pollution and environmental degradation caused by industry and creating a new low carbon future for our region, restoring our natural capital for generations to come.

The Hub Station at Toton and associated development is a fundamental part of the wider East Midlands Development Corporation proposition developed with support from MHCLG and which will deliver up to 84,000 new jobs and additional £4.8b of GVA.

In Chesterfield and Staveley local leaders have been working with the private sector on proposals for 4,740 new homes and 10,220 new jobs which will deliver £270m net additional GVA and bring 176 ha of brownfield land brought back into use and establish a new international gateway into the Peak District National Park.

However, none this work has been acknowledged by the National Infrastructure Commissions (NICs) recently published 'Rail Needs Assessment' – despite extensive information being made available to the Commission. In our view the NICs report is deeply flawed because:

- The assessment methodology used by the NIC is not compliant with the Treasury's Green Book - which has recently been revised to reflect the 'levelling up' agenda.



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- Nor does it incorporate the outcomes of the DfT funded HS2 Growth Strategies which have been developed by local partners in Toton, Chesterfield/Staveley, Sheffield and Leeds.
- The NIC has not considered scheme maturity - for example much of Northern Powerhouse Rail is some years behind HS2 in terms of development yet elements have been prioritised for delivery ahead of the Eastern Leg.
- NIC's base budget of £86b for the North & Midlands assumes that Crossrail 2 will be delivered in London (estimated to be £27b in 2018) – development of which has been paused indefinitely by the Government.

The NICs alternative proposition of terminating HS2 at a junction with the Midland Mainline and using East Midlands Parkway as the main regional interchange is not just a change of station location, but a fundamental de-scoping of HS2 in the East Midlands which will:

- Radically reduce connectivity from the East Midlands to Leeds, Yorkshire and the North East.
- Give the East Midlands a much poorer HS2 service compared to the West Midlands and the North West.
- Place greater pressure on existing infrastructure, particularly the Midland Main Line, and reduce the scope to release capacity for new local services and for freight. Without the HS2 Eastern leg, the Midland Mainline will have insufficient capacity to support the region's economic growth – and this will be significantly exacerbated by proposals that will place additional services and burdens upon this line.
- Reduce regional and local accessibility to the HS2 network from across the East Midlands.
- Obviate all the planning, development and community consultation work local partners have undertaken in Toton over the last five year and undermine the wider East Midlands Development Corporation proposition.

Treasury statistics have consistently shown the East Midlands to be the lowest funded UK region/nation per head for transport, which in 2018/19 stood at just 55% of the UK average.

The forthcoming Integrated Rail Plan is a golden opportunity for Government to redress this historic underfunding, and to make 'levelling up' a reality. We urge you to commit to the delivery of the Eastern Leg of HS2 in full, including the East Midlands Hub Station at Toton, HS2 connectivity for Chesterfield and the Staveley Infrastructure Maintenance Depot.

Yours sincerely,

Nigel Mills
Member of Parliament for Amber Valley
Co-Chair of the APPG for the East Midlands

Alex Norris
Member of Parliament for Nottingham North
Co-Chair of the APPG for the East Midlands



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Copied to:

Rt Hon Rishi Sunak MP, Chancellor of the Exchequer

Rt Hon Michael Gove MP, Chancellor of the Duchy of Lancaster

Rt Hon Stephen Barclay MP, Chief Secretary to the Treasury

Rt Hon Grant Shapps MP, Secretary of State for Transport

Rt Hon Kwasi Kwarteng MP, Secretary of State for Business, Enterprise & Industrial Strategy

Rt Hon Robert Jenrick MP, Secretary of State for Housing, Communities & Local Government