

Don't Cut Here!

How changes to HS2 will leave £bns of economic growth on the table



Chesterfield's HS2 station vision



Image credit: Whittam Cox

Case Study: Why the economies of Chesterfield and Sheffield need HS2 in full

In the economic sidings for too long

HS2 East offers levelling up through sustained economic growth for at least the next three generations. Waiting for our children's children to come of age before the Eastern Leg and Northern Powerhouse Rail (NPR) is delivered in full is not an option. The National Infrastructure Commission's report considers putting HS2 East into the sidings and ignoring locally prepared HS2 growth strategies. This case study is intended to highlight the enormous opportunities for the UK economy that will drive growth but currently are at risk of being thwarted.

Drawing heavily on the Chesterfield experience (East Midlands HS2 Growth Strategy) and neighbouring Sheffield, this is about levelling up and delivering hope and is why many areas in the Midlands and North want a locally-driven rail solution that includes HS2 East in full.

In Chesterfield closures of mines and heavy engineering job losses during the late 20th century, compounded by the economic recession of 2008, has meant there are fewer jobs in the borough than there were in 1980.

If our economy had grown at the national average rate over the last 40 years we would have 17,500 more jobs in the local economy today. That's nearly an extra £0.5bn paid in local salaries and wages each year.

Deprivation statistics 2019:

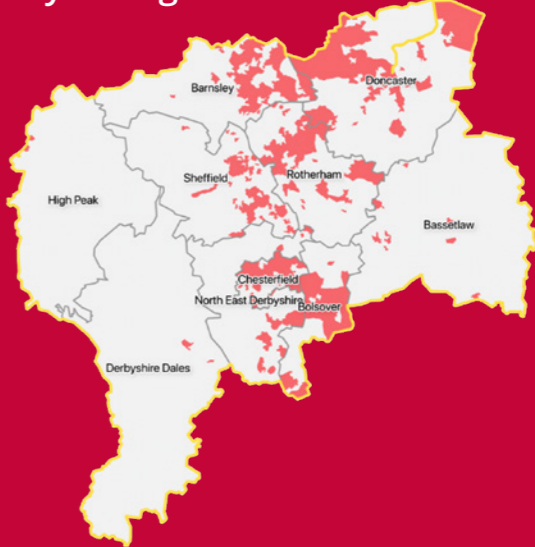


£2.79bn deficit in housing equity – difference between national and Chesterfield averages

One of the highest concentrations of Transport Poverty in England. (From Volterra HS2 East 2020).

An estimated 14% of the working population live in transport poverty, meaning people cannot afford the cost of travel to work in the areas and industries that offer higher wages.

HS2 East tackles this in two ways: It will provide jobs and apprenticeships at the Infrastructure Maintenance Depot (IMD) in one of the poorest areas of the country and it will offer rapid access to better paid jobs and opportunities nationally.



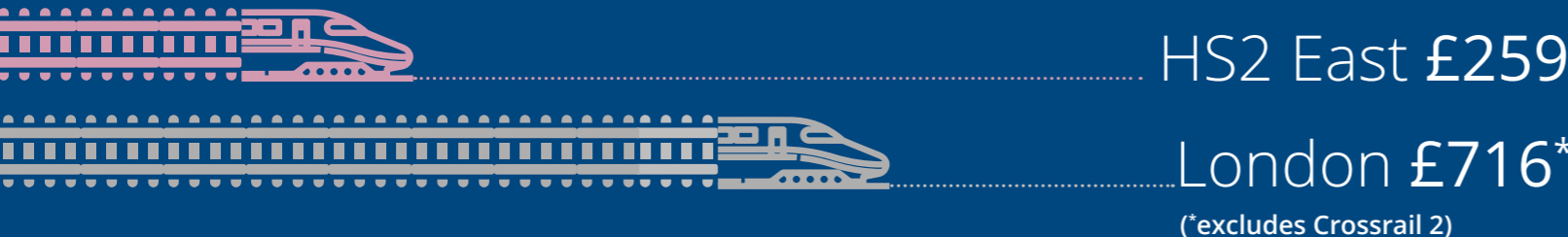
Area of Transport Poverty



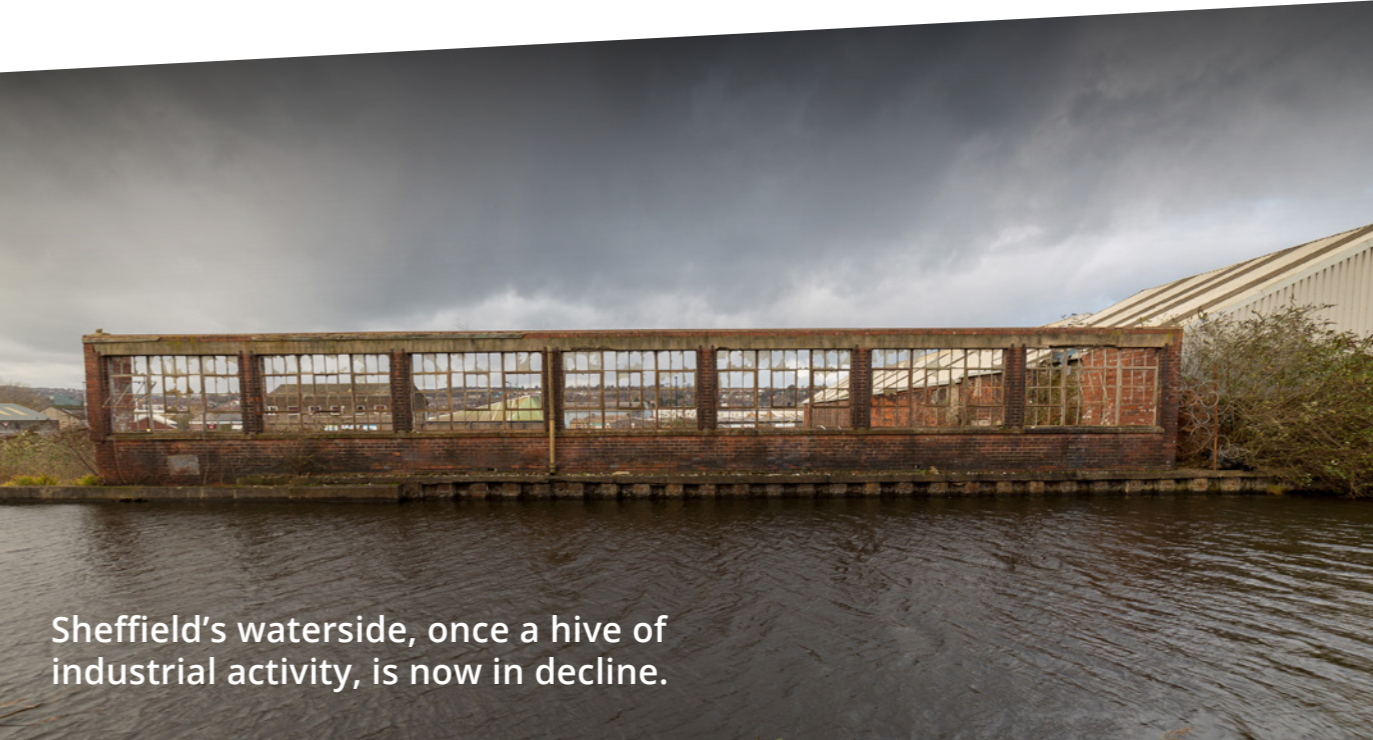
"I have had to come back home from university because of Covid, and with my future uncertain I realise the value of staying close to home after I graduate and begin my career. I'd be able to get a flat or house I could actually afford as I would be able to easily commute on HS2 to work in major cities without the need to move to the south as my sister and brother have had to do."

Marco, Economics & Business Undergraduate, aged 20

Infrastructure spend per capita (2009-2018)



The time has come to level up investment and opportunity.



Sheffield's waterside, once a hive of industrial activity, is now in decline.

Will the Treasury 'NIC' our future?

Following the Government's decision to progress with HS2 in full, the National Infrastructure Commission (NIC) completed a Rail Needs Assessment (RNA) for the North and Midlands.

Derbyshire, Chesterfield and Sheffield councils all submitted evidence showing how HS2 East, NPR and the electrified Midlands Mainline will deliver a step change in the economic growth trajectory (see below). We do not believe that the current assessment study, which includes an option to leave out most of HS2 Line 2b East until 2050 and beyond, understands or appreciates how devastating this option will be and how it will short-change the UK "PLC". This document is about how our Government-backed plans for HS2 are already delivering growth and hope in equal measure.

Sheffield City Region's HS2 research forecasts £55bn for the region (including Sheffield). The 2017 EM HS2 Growth Strategy produced evidence that the Northern Derbyshire Growth Zone would make at least a £1.5bn leap forwards by creating:



4,740
new homes



£0.5bn
growth in Peak District
visitor economy



10,220
additional jobs



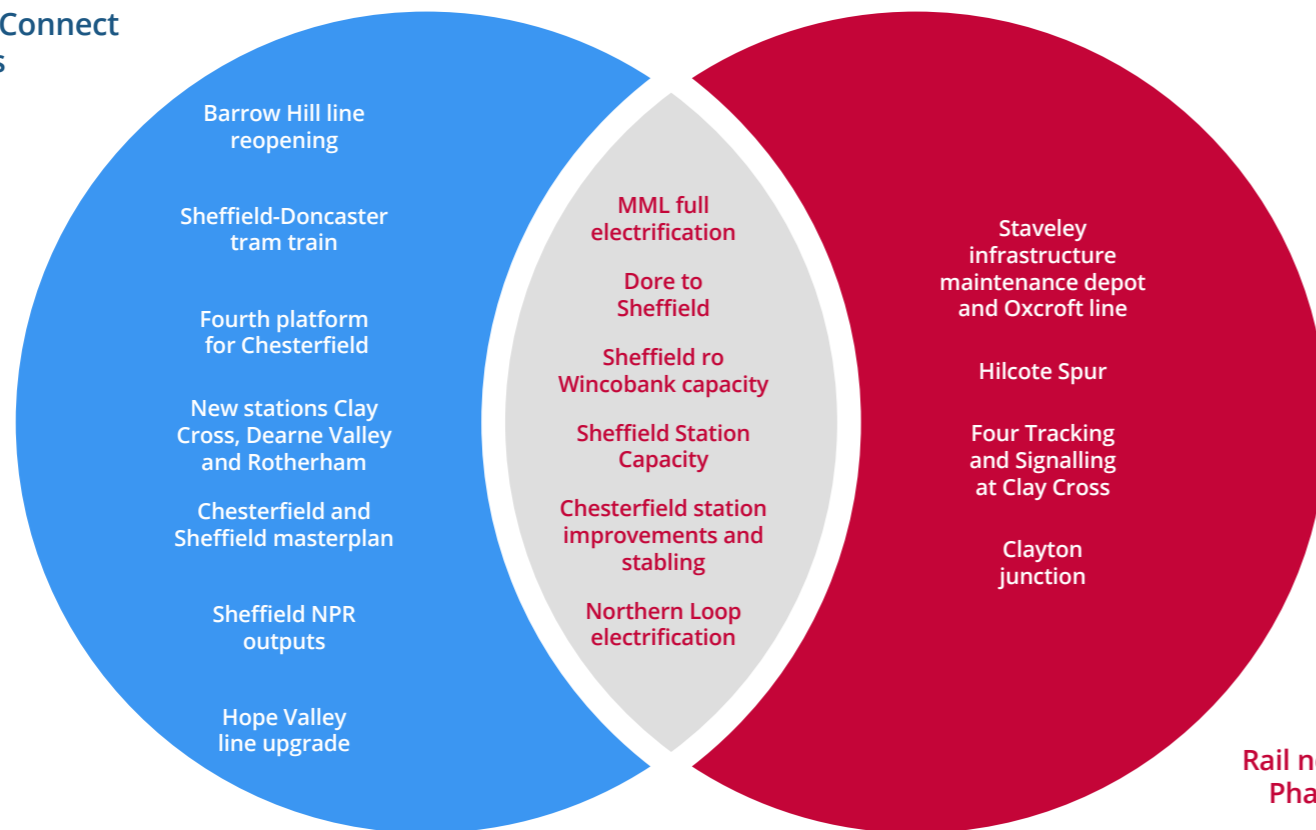
1 million
people better
connected



176ha
of brownfield
land in use

Chesterfield, Derbyshire and Sheffield RNA Submissions infrastructure requirement for levelling up:

NPR, Midlands Connect and local needs



"Chesterfield is my town, my home, and I have been excited ever since I heard that HS2 would be coming here. I would be devastated if HS2 didn't happen as would many other kids I know..."

Amelia, aged 14, Chesterfield

Rail needs via the HS2
Phase 2b Hybrid Bill



Chesterfield Staveley HS2 regeneration on the map

Regeneration can become a reality, accelerated massively in both scale and time, through the HS2 Staveley Infrastructure Maintenance Depot (IMD) which will produce 250 much-needed skilled jobs. But the depot is only required if HS2 East is fully delivered before 2040. Delays to the timing of HS2 East could park development for decades.

HS2's IMD is the lynchpin of future prosperity. Since being built into the corridor plans in 2013, it has accelerated a range of significant public and private investment plans.



£125m*
Re-opening the Barrow Hill line for passengers

Image credit: Derbyshire County Council



£90m*
CSRR: 6.1 km road linking the M1 and A61

Image credit: Derbyshire County Council



2,200 jobs*
Worth £390m in wages over 5 years.

Image credit: Spencer Group



3,500*
New homes
Worth £917m at Nat Avg prices and £10m in annual council tax

Image credit: Harron Homes

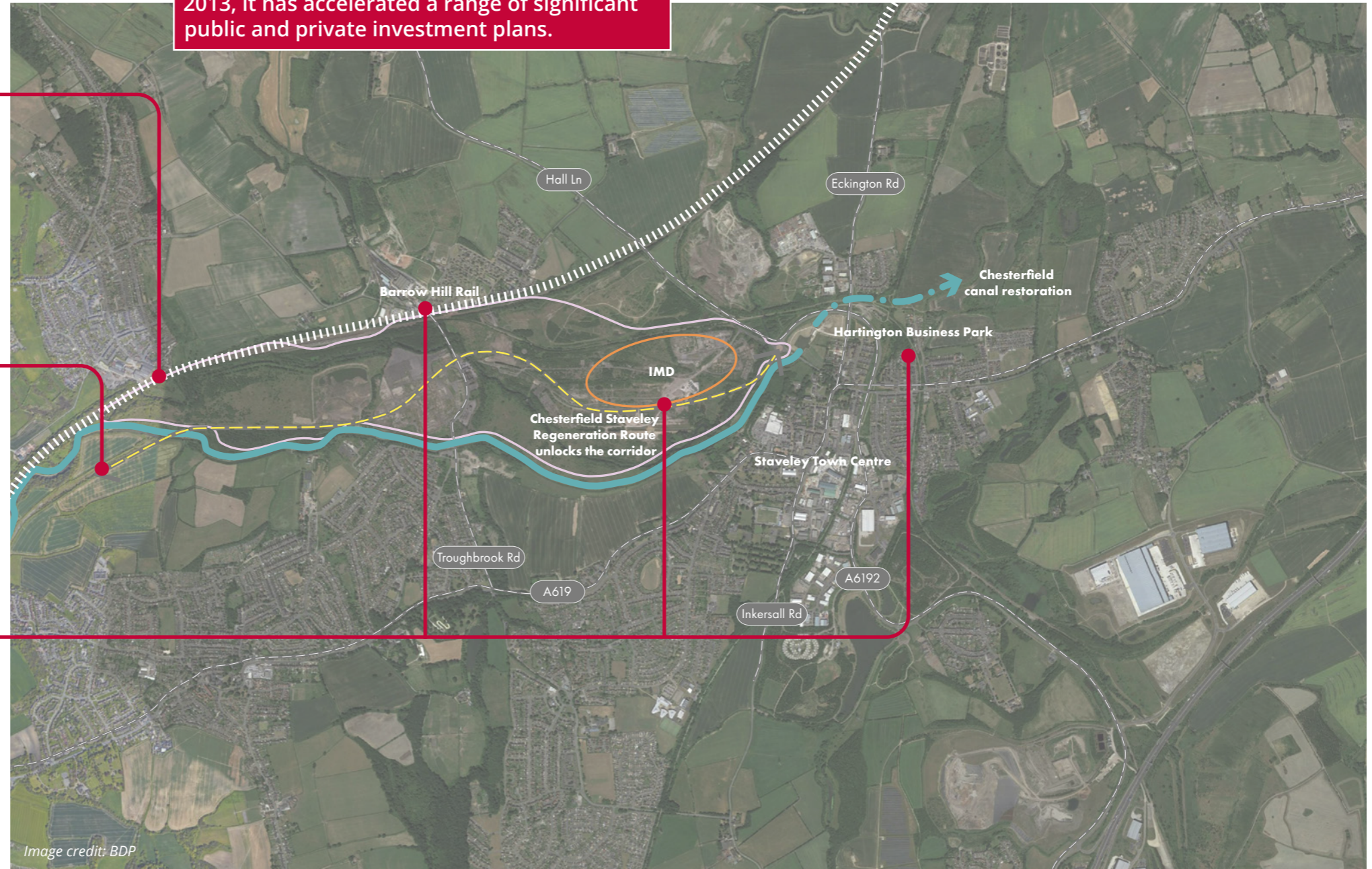


Image credit: BDP



"HS2 should bring much needed rejuvenation to Chesterfield and the surrounding area. In particular the depot at Staveley will bring much needed jobs back to a deprived, area that has been neglected for far too long. The knock-on effect good jobs would have to the wider community is hard to measure. If they don't come now, their absence will be devastating."
Patrick, Chesterfield Food Bank

*estimate correct at time of publication

Staveley Corridor: A proud rail heritage resurrected

Regeneration of Staveley Corridor promises the creation of infrastructure, jobs, inward investment, skills, learning and quality new housing.

Staveley contains one of the largest brownfield sites in Europe and has some of the borough's highest needs. It lies at the heart of Chesterfield's regeneration plans.

Since launching, the growth plans in the EM HS2 Strategy, have accelerated in scope and scale. Today, a series of linked projects bring economic growth and hope. Without the IMD investment their future becomes precarious. The depot is only required if HS2 East is fully delivered before 2040.

Projects include Talgo's UK HQ and Technology Centre based at Barrow Hill's historic engine shed. The location was chosen because of the proximity of the IMD and because HS2 East will connect the firm to its plant in Eastern Scotland. Already, 200 Midlands firms have been inducted as potential suppliers. With the IMD, Talgo and NEWRail, there is a viable cluster to warrant the DRIIVe (Derbyshire Rail Innovation Industry Vehicle) centre – a critical growth project with a focus on jobs and skills development. All schools in the area have signed up to HS2 & You, a programme using HS2 to promote STEM learning.

There are other projects and businesses attracted to Staveley by the IMD worth millions. The latest being the community-led regeneration project the Staveley Town Deal.

HS2 Growth Strategies have more than doubled in value. Locally £10m has already been invested.



19ha Hartington land reclamation has been brought forward after Talgo Interest. Other inward investors are now looking at as a base especially as the c.£300m Enterprise Zone is nearing completion.

Image credit: Derbyshire County Council



Image credit: Talgo

Talgo UK HQ and Technology Centre



Image credit: Created for Staveley Town Deal Board

Staveley Town Deal- community-led bid for £25m



Image credit: HS2 Ltd

597 Staveley pupils attending HS2 & You sessions



Image credit: Maber

DRIIVe – a £16m rail innovation centre

A lasting legacy and a greener future

Full commitment to delivering HS2 East will deliver lasting hope and prosperity for future generations. The children of Chesterfield and Sheffield's currently disadvantaged communities will be connected with previously unobtainable employment opportunities in Leeds, Birmingham, London and beyond.

Tourism and hospitality provides essential entry level jobs for young people in rural Derbyshire. HS2 East is a progressive post-covid project, providing a much needed boost to the region's tourism industry and the young people who rely on it. The Government that delivers on the HS2 Eastern promise will make a real difference to Generation Z and their children.



1 million
people better
connected to London



£0.5bn
boost to tourism



10,000s
of cars taken
off roads



1,000s
of Bi-Modal trains
taken off railways



76 HGVs
taken off roads for
every freight journey,
enabled by HS2 East



2030
Government
decarbonisation targets
achieved by 2030

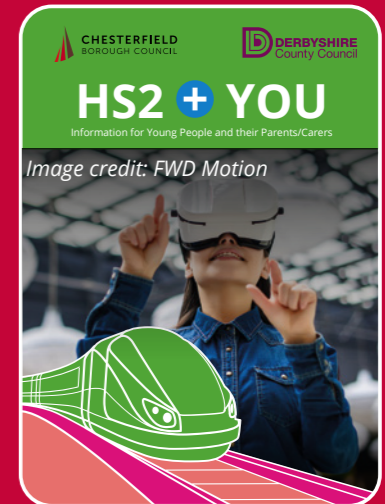


"Once built, HS2 will bring much needed capacity to our railways and help to realise the Government's promise of an 'infrastructure revolution' for the North, Midlands and beyond. The time for debate over HS2 is over and the time for delivery is now."
Prime Minister Rt Hon Boris Johnson MP
February 2020

Image credit: HS2 Ltd



A better connected region



Careers for future generations



A gateway to the Peak District

A Vision for the future

Masterplans are already in place for the development of Chesterfield and Sheffield Stations, incorporating pedestrian friendly access and local public transport links, and key stakeholders are already onboard. But, this bold vision for the future will only become a reality with full delivery of HS2.

Delivery of HS2 East and NPR is estimated to deliver the City Region economy £55 billion by 2040.



Image credit: Atkins

Sheffield Station Masterplan CGI

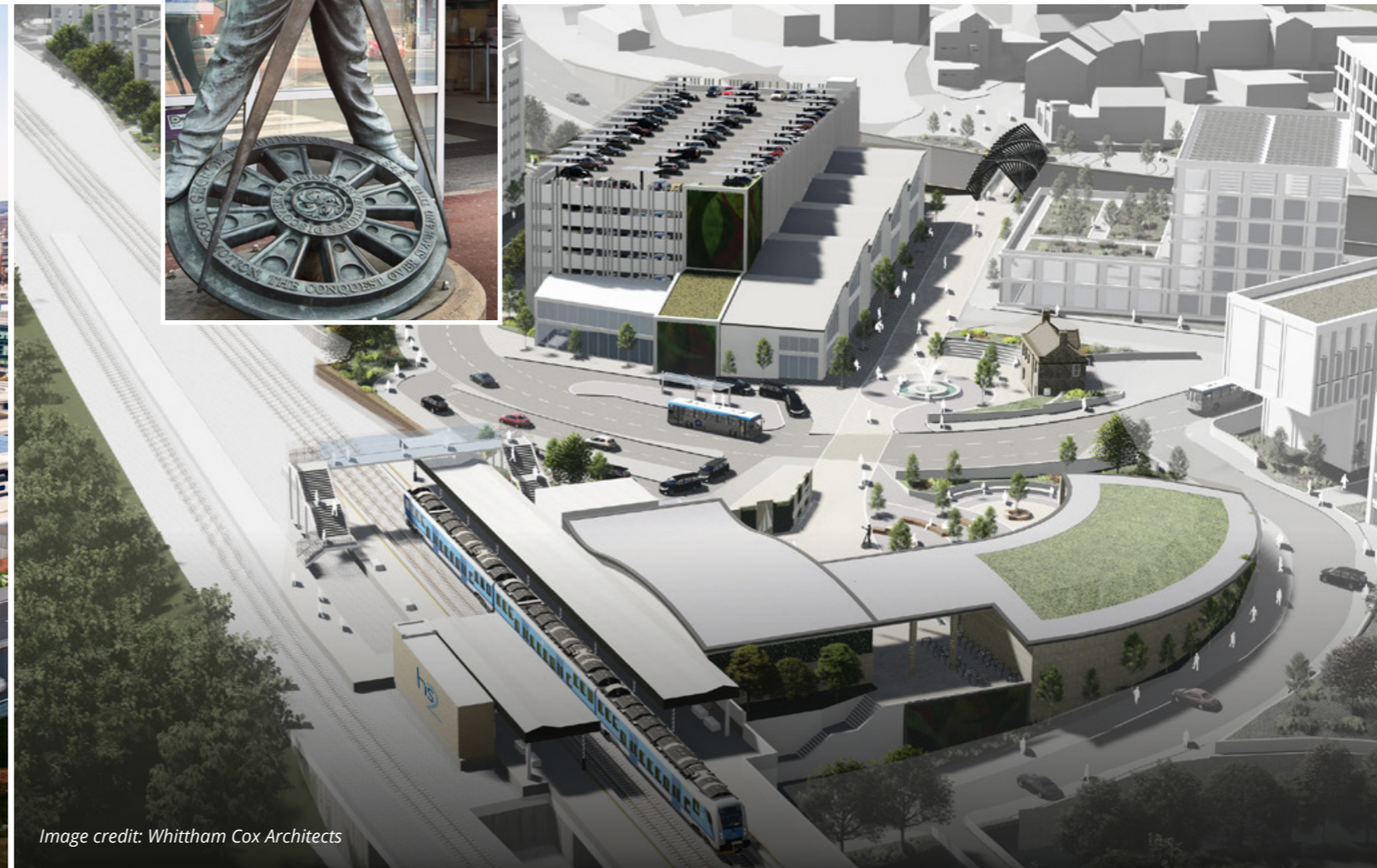


Image credit: Whittham Cox Architects

Chesterfield Station Masterplan CGI



"The expenditure on railways has secured... internal communication all but perfect... progress... unexampled at any period of the history of the world... national progress almost unchecked, and of prosperity and happiness increased beyond all precedent."

Adopted son of Chesterfield, George Stephenson (Jan 1856)



"The eastern leg of HS2 is a key part of Sheffield City Region's Integrated Rail Plan. The government has given a commitment to 'level up' by rectifying past failures to invest in transport in the region. HS2 East is one part of that levelling up, and it must be delivered in full to deliver the promised improvements in rail capacity and journey times to Sheffield and the wider region, providing the catalyst for increased economic success."
Peter Kennan, Sheffield Chamber of Commerce



"HS2 East is home to 13 million people, and about six million jobs, equating to 20% of the UK, larger than the economy of Denmark. Chesterfield shows how the investment does far more than just getting people to city centres. The importance of this opportunity to regenerate, level up and make a real difference to people and communities cannot be overstated and must not be missed."
Scott Knowles, East Midlands Chamber of Commerce, headquartered in Chesterfield

The time has come to deliver the promise and to develop HS2 in full.

Delivering eastern promise

"We need to give our young people hope that they can thrive in towns like ours, not just survive. HS2 coming to Chesterfield gives us the confidence to tell the next generation that the future is bright."
Councillor Tricia Gilby, Chesterfield Borough Council Leader



Invest in HS2 and start transforming lives. For more information please visit: hs2east.co.uk

