



From Lord Berkeley  
07710 431542, [berkeleyafg@parliament.uk](mailto:berkeleyafg@parliament.uk)

### **Integrated Rail Plan – no funding for projects beyond HS2.**

A study of the IRP documentation by Michael Byng has found that there is no funding in it for projects outside what is left of HS2.

The IRP states that HS2 Phases 1 and 2A will take £42 bn leaving £54 bn of its £96bn budget for other projects.

Contemporary evidence is that the total cost of HS2 (Phases 1, 2A, 2B (Crewe to Manchester) and West to East Midlands is £125.52bn.

**So there is no funding at all for other parts of the IRP** which includes:

- the electrification of the Midland Mainline from Leicester to Nottingham and Sheffield
- the electrification of the Transpennine Route from Liverpool to Manchester, Leeds, and York
- the electrification and upgrade of Transpennine Route from Manchester to Sheffield
- The upgrade of the East Coast Mainline between Doncaster, York, Darlington, and Newcastle
- New high-speed line from Warrington to Manchester and Marsden (near Huddersfield) and upgrades to Leeds

The aim of the IRP to use the truncated HS2 Phase 2b (East) and the electrified Midland Main Line as the basis to run HS2 trains to Leeds will require: -

- The completion of the electrification of the Midland Mainline to Sheffield via Dronfield and via Beighton Junction
- The electrification and upgrade of the line from Sheffield via Swinton and Moorthorpe Junction and the electrification of the alternative route from Swinton via Mexborough to Doncaster
- Enhanced station accommodation at Leeds to accommodate HS2 trains

The total cost of these projects, for which there is NO funding is £14.97 bn.

If HS2 Phase 1 and 2A is cancelled, then the budget for IRP of £96 bn would deliver what it says on the tin and allow for some additional smaller enhancements to improve the local services that are so desperately needed.

Conclusion:

- The current funding for the IRP is inadequate to deliver any of the projects described in it, apart from the remaining parts of HS2 described above..

- Due to effects of the HS2 Project, the IRP contains little or nothing of substance to improve passenger connectivity either nationally or in the Midlands and the North
- The absence of projects with confirmed funding to develop strong electrified railways around our regional hubs, does not assist the levelling up process.
- The funds required for the HS2 Project, despite there not being a ceiling on its costs, deprives other parts of the country of the facilities to deliver their needs.
- There is no evidence of a plan for improve connectivity for passengers or freight in the Midlands and the North
- The IRP represents extremely poor value for money, reflecting the problems found by “The Oakervee Review” to justify a positive business case for the HS2 Project, which is at the centre of the IRP.
- The selection methodology appears to be driven by commitment to the HS2 Project, which benefits London primarily, with only passing regard to the needs of the North and the Midlands.

Lord Berkeley comments: ‘These conclusions, which I fully endorse, indicate a continuing failure of ministers to understand the rail needs of the North and Midlands, where the priorities are to improve the local economies by better local services, electrification and capacity enhancements for passenger and freight services, rather than getting to London quicker.

‘Government must think again, and make an urgent commitment to allow the regional authorities to take the lead in delivering a credible levelling up rail agenda. It must be properly funded and, if savings are needed, they should cancel Phases 1 and 2A of HS2 and allocate this instead to the schemes that the regions themselves need.’

*The above is a summary of Michael Byng’s submission to the House of Commons Transport Committee.*

Further info Tony Berkeley 07710 431542; [tony@tonyberkeley.co.uk](mailto:tony@tonyberkeley.co.uk)

Michael Byng 07710 456601, [michael.byng@michaelbyng.com](mailto:michael.byng@michaelbyng.com)