

SUBMISSION TO THE 2025 SPENDING REVIEW

BY THE EAST OF ENGLAND APPG PARLIAMENTARY OFFICERS¹ AND PARTNERS²

The Spending Review should begin by recognising the huge potential of the East of England to help deliver the Government's missions of sustained economic growth, rising living standards, 95% clean energy and 1.5million new homes.

The Opportunity East [report](#) highlighted the growth sectors within the East of England already making it *the* innovation region with an economy of the future including life sciences, agri-tech and clean energy. The two fastest growing cities in the UK are Cambridge and Peterborough and in the decade to 2021 the population grew faster than any other region.

The East of England powers, feeds, and supplies the UK. Offshore wind farms power the equivalent of 32% of all UK homes; it supplies 15% of England's total farmland, and 50% of the UK's containerised goods move through the region.

All this has been achieved despite longstanding public underinvestment. In total, the East of England receives **£8bn less per year** than the national per capita average. Infrastructure has experienced under-investment for decades and, as a result, there is a risk of not maximising the region's growth potential. Barriers to growth exist in skills and education, housing, health, digital connectivity and transport.

Key infrastructure projects that will benefit the entire of the UK – not just the East of England – include Ely and Haughley junction; East West Rail, including its extension to Ipswich and Norwich; and key road upgrades supporting new homes and economic growth as well as serving the region's international gateways. The East of England is also at severe risk of flooding and from drought. Meanwhile basic utilities, including power connections, are not keeping up with the needs of the region.

Already a net contributor to the Exchequer, by 2035 the East of England could be a £220bn economy attracting huge sums of private inward investment. Please use the Spending Review to invest wisely: to remove barriers to growth and to empower combined and local authorities to help realise this region's massive economic potential.

Please also consider the supplementary evidence provided overleaf

¹ The Parliamentary officers of the APPG are MPs Jess Asato, Andrew Pakes, Blake Stephenson and Marie Goldman.

² The logos of the APPG's partners are appended

Please also consider carefully the following evidence from the APPG and its partners:

- The Opportunity East [report](#) and this letter to the Chancellor regarding its importance – [here](#)
- The APPG's submission to the Business & Trade Secretary regarding Industrial Strategy – [here](#)
- The Ely Taskforce's submission, including updated version of Keeping Trade on Track, which sets out the case for investment in Ely Junction – [here](#) [TBI]
- Transport East's submission including representations regarding delivery funding for a number of road schemes including the A12 (widening scheme between J19 & 25 and east of Ipswich, A10 West Winch Housing Access Relief Road and A47 Thickthorn Junction – [here](#)
- East West Rail's submission to the Spending Review – [here](#) [TBI]
- The East of England LGA's evidence to the Spending Review regarding:
 - ⇒ Local Government - [here](#)
 - ⇒ Housing - [here](#)
 - ⇒ Children's services - [here](#)
- The submission by Cambridgeshire and Peterborough Combined Authority - [here](#)
- Luton Rising has outlined plans for the expansion of Luton Airport which would catalyse the regional and national economy, delivering £1.5bn annual economic growth and deliver 10,900 new jobs by the mid-2040s. (This which need not come at the expense of the environment thanks to a unique proposed [Green Controlled Framework](#) aimed at constraining growth within [defined environmental limits](#).)
- London Stansted Airport is currently undergoing a £1.1bn investment to extend the existing terminal, build a 14.3MW solar farm and improve its facilities — transforming the passenger experience, enhancing sustainability, and facilitating its forecast growth from the almost 30 million passengers it handles today to the 43 million it already has permission for. The airport is also [consulting on its 20-year Sustainable Development Plan](#) to make the best use of its existing single runway and what it will do to maximise the benefits the airport brings to local people and businesses while managing its impact — such as by making sure that 50% of passenger journeys to and from the airport continue to be made by public transport.

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