

TRANSPORT EXECUTIVE BOARDDate: 23rd February 2017

Venue: Town Hall, Sheffield

Time: 2:00 – 4:00pm

**Sheffield
City Region**COMBINED
AUTHORITY**AGENDA**

Items	Title	Method	Speaker
Introduction			
1.	Welcome and Apologies	Verbal	Chair
2.	Minutes & Actions of the Previous Meeting & Matters Arising	Paper	Chair
3.	Declarations of Interest	Verbal	All
4.	Urgent items / Announcements	Verbal	All
Business items			
5.	Doncaster Sheffield Robin Hood Airport Rail Station	Presentation	Neil Firth
6.	Highways England Update	Presentation	Richard Marshall
7.	Modelling Tools – Request for change & update	Paper	David Andrews
Discussion items			
8.	HS2 Update	Paper	Mark Lynam
9.	Transport Strategy	Verbal	Mark Lynam
10.	Transport for the North Freight Update	Paper	Mark Lynam
Actions & Forward Planning			
11.	Agree actions & Summary for Resolution Log	Verbal	Chair
12.	Business Plan Dashboard Update	Paper	Mark Lynam
13.	AOB	Verbal	All
DATE OF NEXT MEETING – 6th April 2017			

TRANSPORT EXECUTIVE BOARD

23rd February 2017

Strategic Testing Tools – Briefing note on Progress and Budget

Purpose of Report

This paper is to clarify the scope of the work and provide an updated spend profile for the delivery of SCR's Strategic Testing Tools approved by the CA on 28/10/16

Thematic Priority

6. Secure investment in infrastructure where it will do most to support growth

Freedom of Information

Executive Boards do not make decisions on behalf of the CA therefore are not made available under the Combined Authority Publication Scheme.

This paper is not exempt under [Part II of the Freedom of Information Act 2000](#)

Recommendations

Transport Executive Board are asked to consider and endorse the revised spend profile and reduction in the funding allocation of £0.9m.

1. Introduction

- 1.1 On 28th October 2016 Combined Authority approved the expenditure of £3m for consultants to build new modelling tools for appraising at a region-wide level and to Government standards, transport and other major infrastructure schemes coming forward for funding, both from SCR and DfT.
- 1.2 The new tools include a transport model and a land use model which will replace existing versions that are time-expired. Progress is summarised in the next section.
- 1.3 The spend profile for these tools has been refined as work has progressed. It is now expected that they can be delivered with a reduced budget.

2. Proposal and Justification

- 2.1 The work will deliver a valid representation of current year traffic networks and land usage in

the region. Making these new modelling tools fit for the purpose of appraising schemes consistently across the region will require a very substantial programme of data collection and analysis and is the objective of this project.

- 2.2 The transport model will be made available to scheme promoters to use for appraisal, carrying out tests of their preferred options and feasibility work as required.
- 2.3 Having a City Region Transport model which has been validated by DfT as being WebTag compliant represents a significant time and cost saving for each individual project and significantly reduces the risks to each project in preparing a business case.

This enables project promoters to define and run project scenarios without the time, cost, complexity and risk of data collection, model development and validation.

- 2.4 Business case development, including option tests to support the economic case, remain the responsibility of each scheme promoter and are specific to each individual project.

Such development costs can be included in the overall project costs and be considered for SCR funding when the scheme reaches full approval. The SCR Executive Team are exploring options to contribute to up front development costs when additional revenue funding streams become available.

- 2.3 The following work on developing the transport model has been underway since November:

- Highway and PT networks updated
- Telephony data purchased and being analysed
- RSIs and traffic counts being planned
- Data sharing agreement being finalised with bus and tram operators
- Discussions held with DfT to explore options to recover lost time
- Discussions with PT operators

FLUTE updating work is programmed in parallel to the transport model refresh and the IIP package development and as such model development has not yet commenced.

Preliminary discussions with local authority planning officers have taken place and data collection and analysis will commence in Spring 2017.

Detailed cost estimates based on a new expectation of workflow and more certain costs have been made and these are included in the total shown in table 4.1 below.

This represents a significant cost saving on these works and a release of £0.9m of the approved funding back to the central pot.

Transport Executive Board are asked to consider and endorse the revised spend profile and reduction in the funding allocation of £0.9m.

- 2.4 The new land use model will be used at a more strategic level than the transport model, enabling schemes coming forward under the SCR Infrastructure Investment Plan (SCR IIP) to have a better understanding of benefit quantification to inform strategic business case development and prioritisation.

3.1 Consideration of Alternative Approaches

- 3.1 Model updates are necessary to ensure compliance with national requirements for WebTag and meeting the obligations of the assurance framework hence alternative approaches consider different scale and data collection methods. Alternative data collection methods have been considered but increase the estimated final cost significantly.

4. Implications

4.1 Financial

The approved budget and cash flows for the modelling work and an updated estimate of outturn is shown below.

	2016/17	2017/18	2018/19	2019/20	2020/21	Total
Model	£	£	£	£	£	£
Transport	290,000	1,130,000	150,000	0	0	1,570,000
Land Use	0	110,000	200,000	110,000	110,000	530,000
TOTAL	290,000	1,240,000	350,000	110,000	110,000	2,100,000

4.2 Legal

None

4.3 Risk Management

There are some risks to the completion of the project by the planned date which are being managed by the project delivery team.

4.4 Equality, Diversity and Social Inclusion

None as a result of this report

5. Communications

5.1 N/A

6. Appendices/Annexes

None

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POST

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Background papers used in the preparation of this report are available for inspection at: 11 Broad Street West, Sheffield S1 2BQ

Other sources and references: n/a

TRANSPORT EXECUTIVE BOARD

23rd February 2017

HS2 Route Consultation Response

Purpose of Report

This report sets out the context of the current HS2 Ltd route consultation and the proposed content of the Sheffield City Region (SCR) response. A draft of the response is attached as an appendix.

Thematic Priority

Secure investment in infrastructure where it will do most to support growth.

Freedom of Information

Report available

Recommendations

The Transport Executive Board is recommended to agree the approach being taken to the HS2 consultation response, approve the draft response in Appendix A for submission, and delegate authority to the Chair to agree any final amendments before the 9th March deadline.

1. Introduction

- 1.1 In November 2016, the Government published a Command Paper on its High Speed 2 (HS2) rail scheme, setting out the preferred route and station locations for Phase 2b, which is the route between Crewe and Manchester on the western leg and between the West Midlands and Leeds on the eastern leg. The Command Paper launched a consultation on the proposed route changes and also the proposed property compensation schemes. The two consultations run for 16 weeks until the 9th March 2017.
- 1.2 The responses to the consultation will inform the final route decision by the Government, which is expected in the summer of 2017. This route will then form the basis of the scheme included in the Hybrid Bill for Phase 2b to be submitted to Parliament in 2019. The Hybrid Bill is scheduled to gain Royal Assent in 2022 and construction to commence in 2023. Train services are expected to commence operation on Phase 2b in 2033.

2. Details of consultation

- 2.1 A consultation on HS2 Phase 2b originally took place in 2013. This included the original route for the eastern leg through SCR with a station at Meadowhall. Following the Higgins Report of July 2016, the Command Paper published in November 2016 confirmed that the

Government's preferred route through SCR is now the revised eastern route following the M1 and M18 and then heading north to Leeds. This revised route is the subject of the current consultation.

- 2.2** The Higgins Report proposed that the SCR should be served by a spur off the main HS2 line in Derbyshire linking to the Erewash Valley Line and Midland Mainline, with trains stopping at Chesterfield and Sheffield Midland. The Higgins report also referred to the possibility of a 'northern loop' continuing north of Sheffield to re-join the main HS2 line to Leeds via a junction at Clayton, and the possibility of a Parkway station on the main line.
- 2.3** The consultation is focussed on the seven substantial changes to the Phase 2b route that was consulted on in 2013. This includes the revised eastern route and spur through the SCR. Those sections of the route that have not changed have been confirmed by Government and are not subject to this further consultation. The whole of the preferred Phase 2b route has been issued with safeguarding directions to protect it from further development.
- 2.4** HS2 Ltd have also launched a consultation on their property compensation and assistance schemes for people affected by the proposals. It is not proposed to respond to the property scheme consultation as that is aimed at individual property owners. As part of the consultation, HS2 Ltd have been holding a number of public consultation events in localities along the route, including several in the SCR.
- 2.5** The consultation document poses a number of specific questions relating to the route through South and West Yorkshire. These are set out below.
- *Question 7 – Do you support the proposal to amend the route to serve South and West Yorkshire?*
 - *Question 8 – Do you support the potential development of a northern junction to enable high speed services stopping at Sheffield to continue further north?*
 - *Question 9 – Do you support the proposed location of the northern junction in the vicinity of Clayton?*
- 2.6** In response to concerns expressed by residents and business adversely affected by the revised eastern route in Rotherham and Doncaster boroughs, in December 2016 SCR commissioned a study to look at possible minor amendments to the route or design to mitigate those impacts. This study, undertaken by consultants SNC-Lavalin, has looked at five locations with significant impacts on properties or communities. The findings of the study have been used to inform the SCR response to the consultation.

3. Proposed SCR consultation response

- 3.1** A draft of the SCR consultation response is attached as Appendix A. The response addresses the three specific local questions posed by HS2 Ltd, but also takes the opportunity to reiterate some of the wider benefits of HS2 for the region and set out some of the other requirements that SCR wants from the project.
- 3.2** The response reiterates SCR's overall support for HS2 and the economic benefits it could bring to the region. It then sets out the important synergies between HS2 and the Northern Powerhouse Rail (NPR) proposals, and the infrastructure that is required to ensure that these two schemes complement each other, including the 'northern loop' and junction linking the Dearne Valley Line to the HS2 main line.
- 3.3** It then sets out some of the wider investment that SCR would expect to see in the rail network in advance of HS2 to ensure that it is 'HS2-ready' and best able to realise the full benefits of HS2. This includes electrifying the Midland Mainline and upgrading the Dearne

Valley Line, as well as enhancing capacity on the approaches to and at Sheffield station, assuming this is the chosen station option for serving SCR, and at Chesterfield station.

- 3.4 The response then reiterates SCR's support for the 'northern loop' to allow HS2 and NPR trains to continue north of Sheffield to Leeds and provide a high-speed link between these two cities. It also sets out the SCR's support for the proposed Parkway station, without stating a preference for a location at this stage pending the outcome of HS2 Ltd.'s current South Yorkshire Parkway and Connectivity Study.
- 3.5 Next, the response requests that passive provision is made in London for a connection to HS1 to allow HS2 trains to continue to the continent in the future. It also suggests that construction could commence from the north, i.e. Leeds, on the eastern leg so that the economic and connectivity benefits to the region can be realised at the earliest opportunity. It then sets out the level of service and connectivity we would expect from HS2.
- 3.2 The response then addresses the specific route consultation questions. In response to the question about support for the amended route proposal in South and West Yorkshire, the response states that SCR welcomes a route that best serves the economic interests of the city region and provides the best connectivity. It then says that if the revised eastern route is approved, SCR requests that consideration is given to a number of minor route and design amendments put forward by the SCR Mitigation Study in the vicinity of Mexborough / Conisbrough and Barnburgh.
- 3.3 The response supports the principle of the proposed northern junction in the vicinity of Clayton should the revised eastern route go ahead, and refers to the benefits of NPR services using the junction to join the HS2 line, allowing faster services between Sheffield and Leeds, as well as allowing HS2 services to continue north from Sheffield.
- 3.5 Subject to the agreement of TEB, and any further comments received, the draft response will be finalised and submitted to HS2 Ltd in time for the 9th March deadline.

4. Implications

4.1 Financial

There are no financial implications arising from this report.

4.2 Legal

There are no legal implications arising from this report.

4.3 Risk Management

There are no risks arising directly from the report but it is important that SCR continues to state the case for HS2 to serve the city region and to ensure the city region gets maximum benefit from the scheme so that it doesn't lose out in terms of economic growth and connectivity.

4.4 Equality, Diversity and Social Inclusion

There are no direct implications arising from this report.

5. Communications

- 5.1 The SCR Executive Team will continue to ensure that it expresses support for HS2 and gets the best outcome for the City Region from the current proposals.

6. Appendices/Annexes

6.1 Draft SCR response to the HS2 Route Consultation.

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Background papers used in the preparation of this report are available for inspection at:
www.gov.uk/hs2

Sheffield City Region response to HS2 Phase 2b

Route Refinement Consultation November 2016 - March 2017

1. Introduction

Sheffield City Region (SCR) Combined Authority is made up of the nine local authorities of Barnsley, Bassetlaw, Bolsover, Chesterfield, Derbyshire Dales, Doncaster, North East Derbyshire, Rotherham and Sheffield. The SCR contains more than 1.8 million people and approximately 52,000 businesses, and supports approximately 700,000 jobs, generating an annual GVA of £31 billion.

This is the response of the SCR Combined Authority and Local Enterprise Partnership to the HS2 Phase 2b Route Refinement Consultation that was launched on 15th November 2016 and runs until 9th March 2017. The response addresses the wider strategic and regional issues relating to SCR. Our constituent local authorities will be responding individually on matters of local interest.

Sections 2-4 of the response set out the wider case for HS2 to serve SCR and some of the key outcomes that we would like to see for the City Region, while section 5 addresses the specific consultation questions relating to SCR.

2. The strategic economic case for HS2

SCR welcomes the Government's confirmation of its commitment to Phase 2b and the eastern leg HS2. SCR fully supports the aims of HS2, which is set to re-balance the geography of the UK and bring transformational improvements in journey times, capacity and connectivity to the City Region, as an integrated part of the rail network. HS2 will bring a major boost to the City Region's economy.

The construction of this key national project provides valuable opportunities through the supply chain to local companies across the City Region, including within our cluster of rail engineering expertise. It will also support increased investment and jobs, better linking the SCR to other major economic centres in the South, Midlands and North.

Furthermore, the location of the National College for High Speed Rail in Doncaster and the maintenance depot at Staveley offer significant opportunities for our

economy. In this regard, SCR is commencing work on its HS2 Growth Strategy to ensure the region maximises the economic benefits that HS2 will bring. A study produced by JMP/Systra for the HS2 East Consortium in 2016 on the wider economic impacts of the HS2 eastern leg estimated that the SCR would produce an additional £107m in GDP per annum.

The SCR Strategic Economic Plan (SEP), currently being refreshed, sets an ambitious target to increase GVA within the City Region by 10% or £3.2bn, create 70,000 new jobs, 6,000 net new businesses and at least 70,000 new homes by 2025. Improving productivity and attracting more high value jobs is key to economic growth in the SCR. Achieving this ambition will strengthen SCR's contribution to the national economy, ensuring the City Region fulfils its key role within the Northern Powerhouse.

To secure these outcomes we will deliver enhanced infrastructure, linked to HS2, supporting an attractive environment for businesses and residents. Improved transport infrastructure is key to unlocking and driving economic growth, spreading the benefits across the City Region and fundamentally enabling our businesses to invest and increase productivity.

3. Wider Connectivity benefits

HS2 must be considered as an integrated part of the wider rail network. In particular, HS2 is a key element in the development of the Northern Powerhouse and delivering the Transport for the North (TfN) vision of a better-connected North. HS2 will complement TfN's Northern Powerhouse Rail (NPR) initiative to introduce more frequent and high speed rail services between the major cities of the North. The two projects will have important synergies in Sheffield, where NPR routes to Leeds and Newcastle will connect with HS2.

Improving connections between key economic centres of the North will help drive growth and productivity, rebalancing the UK economy and contributing an additional £97bn to the UK economy by 2050.

HS2 also presents real opportunities to improve capacity on existing rail services serving the SCR, through enhanced local connectivity. A study by the West Yorkshire and South Yorkshire Passenger Transport Executive (2013) has estimated that by improving existing rail services in this way the Sheffield and Leeds City Regions will gain additional GVA benefits of between £300m and £800m per annum.

One of the key objectives of the recently launched SCR Infrastructure Investment Plan (IIP) is to maximise the benefits of HS2 in the SCR by stimulating growth and regeneration. The majority of growth in SCR is expected to be in the growth areas and main urban centres. This can be best achieved if these growth areas are better connected into the opportunities presented by HS2. One of the cornerstones of our Growth Strategy will be to ensure that the whole of the SCR benefits from HS2 through improved connections and infrastructure.

4. HS2 serving SCR – our key requirements

- Integration with Northern Powerhouse Rail
- Northern loop and junction
- Parkway station
- Good level of service
- Infrastructure upgrades
- High quality electric trains
- International connectivity
- Building from the North

SCR wants to ensure the City Region as a whole is well-served by HS2, while any adverse impacts on communities and the environment are minimised. We therefore remain supportive of an HS2 station in Sheffield, in addition to the proposal for a Parkway station and a stop in Chesterfield should the Government's preferred route option be approved. We also welcome and strongly support the commitment to build the HS2 maintenance depot in Staveley near Chesterfield, and the National College for High Speed Rail in Doncaster, which will both bring significant economic benefits to the City Region.

Should the Government's preferred route be approved, it is essential that the northern loop from Sheffield northwards with a junction to the main HS2 line near Clayton is built. This will support the Northern Powerhouse Rail objective for faster journey times between Sheffield and Leeds and allow HS2 trains to continue north from Sheffield to Leeds. It is important that, whichever route and station options are approved, the SCR is well served by HS2 trains to as wide a range of destinations as possible, complemented by NPR and improved local and regional services.

Further details of our requirements are set out below.

4.1 HS2 and Northern Powerhouse Rail – an integrated approach to creating a high quality rail network

HS2 offers a golden opportunity to integrate the complimentary aims of HS2 and TfN's Northern Powerhouse Rail programme to better connect Britain's cities and promote transformational growth. The proposal for a northern loop and junction in the vicinity of Clayton not only offers greater journey opportunities for HS2 services, but will enable journey times between Sheffield and Leeds to be reduced to under 30 minutes, a core aim of the Northern Powerhouse Rail programme. SCR considers it to be imperative that provision for the junction is included in the Phase 2b Hybrid Bill, and as such we are working with Transport for the North to ensure that it has a robust business case. HS2 Ltd need to continue to work closely with TfN to ensure the work on the northern loop and junction are completed in time to feed into the Hybrid Bill.

Work undertaken by Transport for the North as part of the NPR Programme in October 2016 illustrated that it would not be possible to achieve regular fast services between Sheffield and Leeds on the existing rail network without very significant infrastructure interventions and disruption to current services. The provision of a junction to return to the main HS2 line north of Sheffield would offer an efficient and effective solution to address this connectivity gap between two of the UK's largest city regions.

Whilst we welcome the northern loop and junction proposals, they should be designed to enable a continuation of local rail services. For example, the local services which use the Dearne Valley line provide important connectivity to employment and education for those in the area. Similarly, whilst continuing HS2 services beyond Sheffield eases the capacity pressure on Sheffield Station in comparison to terminating and reversing services, the proposal should complement, rather than be at the expense of existing classic rail services. The use of the Dearne Valley line by HS2 should not make it more difficult or expensive to enhance local services if required to accommodate future demand.

4.2 Parkway Station – connecting the wider region

SCR is supportive of the proposed Parkway station on the revised HS2 eastern route, should this route be approved by the Government. A Parkway station would ensure that the eastern parts of the City Region are also served by HS2 and can

access services easily. We are working closely with HS2 Ltd on the Parkway and Connectivity Study to examine potential locations for a Parkway station and produce a shortlist to recommend to the Government.

We would support a location that has good connectivity to existing road and rail lines and is well located to serve the main population centres in the east of the region as well as bring regeneration benefits. In this respect, it is important that the location is closely linked to the SCR growth areas and Integrated Infrastructure Plan priorities. The opportunity for the Parkway station to be served by NPR or other services is also a consideration. Should the revised eastern route be approved we would expect provision for a Parkway station and the additional track required to be included in the Phase 2b Hybrid Bill, subject to the outcome of any consultation.

4.3 Service Patterns – ensuring the region is well served

Whichever station options are chosen, we would expect a good level of service from HS2 for the City Region. This should be a minimum of two trains per hour linking the Sheffield station to London and the Midlands, with the indicative journey times proposed by HS2 Ltd. We would expect some HS2 services to continue north from Sheffield to Leeds, and possibly other destinations within SCR such as Rotherham and Barnsley, especially if the proposed Parkway station is not progressed. Should the Sheffield Midland station option be approved we would also expect Chesterfield to be served by at least one HS2 train per hour. We would expect the proposed Parkway station to be served by at least two trains per hour linking it to London and Leeds / the North East / Scotland. We would expect a full HS2 service across the whole operating day and seven days a week, offering good connections to other rail services at stations along the route. In addition, we are working closely with TfN and HS2 Ltd to develop an NPR network that can make best use of HS2 and classic rail infrastructure.

4.4 Infrastructure and Rolling Stock – modern and fit for purpose

We would expect all HS2 trains to be modern electric trains, and therefore expect the whole HS2 line to be electrified. This would include the spur to Sheffield Midland should that option be approved, along with the ‘northern loop’ along the Dearne Valley line.

We would also expect to see upgrades to the Midland Mainline into Sheffield Midland and to the Dearne Valley line north out of Sheffield as part of the ‘northern loop’.

There would also be a need to upgrade Sheffield Midland and Chesterfield stations and enhance capacity and passenger circulation there. Platform lengths may need to be extended, as well as bridges raised to accommodate electrification. We are currently working with TfN and Network Rail to develop a plan for Sheffield Midland to be capable of accommodating future demand, including NPR and HS2.

It is vital that any infrastructure upgrades required are progressed in a timely fashion so that the network is 'HS2-ready' for when it opens in 2033. This requires adequate planning and funding, in conjunction with Network Rail and Rail North.

4.5 International Connectivity

As part of Phase 1 of the HS2 scheme we consider that it is imperative that passive provision is made for a connection between HS2 and HS1 in London to allow high speed trains to operate directly between the continent and the Midlands / North at a future time, as was originally proposed when HS1 was being planned.

4.6 Building from the North - early wins

HS2 Ltd have indicated that they could commence construction of the line from Leeds southwards as an early stage of the construction programme. SCR, along with Leeds City Region, would be supportive of this, including the construction of the junction and link onto the Dearne Valley Line from Sheffield, to allow early operation of NPR services between Sheffield and Leeds. This would bring forward the economic and employment benefits of HS2 to the north.

5. Response to Consultation Questions

5.1 Question 7 – Do you support the proposal to amend the route to serve South and West Yorkshire?

We support a route which best serves the economic interests of the SCR and provides the best connectivity across the whole region. Should the revised eastern route be approved we request that consideration is given to some minor route and design amendments in a number of sensitive locations, as proposed by our Mitigation Study produced by SNC-Lavalin, which is included with this response. This study has found that a slightly revised route alignment in the vicinity of the Shimmer estate near Mexborough could reduce the impact on residential properties there. It has also found that a slightly revised design near Barnburgh, to the north of Mexborough, could reduce the visual impact of the railway there.

5.2 Question 8 – Do you support the potential development of a northern junction to enable high speed services stopping at Sheffield to continue further north?

Should the revised eastern route be approved, with a spur to serve Sheffield, SCR would strongly support the development of the northern junction to link a 'northern loop' via the Dearne Valley line north of Sheffield back onto the main HS2 line to Leeds; this should be an essential part of the South Yorkshire package. As stated earlier, this would allow both HS2 and NPR services to use the main HS2 line into Leeds, resulting in faster journey times and meeting the NPR aspiration of a sub-30 minute journey time between Sheffield and Leeds. Consequently, we see the northern junction as an essential element in HS2 achieving its full potential.

Working with partners in Transport for the North, SCR is keen to see this infrastructure utilised for improved connectivity from Chesterfield and Sheffield to York and Newcastle via Leeds and connecting the HS2 trains between Leeds and Birmingham with Sheffield and Chesterfield. Thus, the provision of a northern junction which provides a 'Sheffield loop' for HS2 offers wider benefits across the country.

We welcome the commitment from HS2 Ltd to fund the junction. We would also like to see a commitment from the Government to fund the upgrades that would be required to the Dearne Valley line, Erewash Valley line and Sheffield station as part of this route, should it be approved.

5.3 Question 9 – Do you support the proposed location of the northern junction in the vicinity of Clayton?

The provision of a grade separated junction at Clayton, and the upgrading and electrification of the Dearne Valley line, offers opportunities for improved connectivity and journey times between Sheffield and Leeds. It is important that the junction and use of the Dearne Valley line by HS2 and NPR trains does not have an adverse impact on local and regional services, which we would also like to see improved.

As Clayton is the point where the two lines would cross, and there are minimal property impacts in this location, this would appear to be an appropriate location for

the junction. We would expect the junction to be designed so as to minimise the visual impact on nearby properties in Clayton and the 12th Century Grade 2 listed All Saints Church at Frickley.

6. Conclusion

We welcome the opportunity to respond to this consultation, and encourage the Secretary of State to make a final decision on the route and station options for the SCR as soon as possible. This will provide certainty, particularly for those residents and businesses that will be affected by the route. A final decision will also allow long term planning for the scheme and its economic benefits to commence, including the development and implementation of our HS2 Growth Strategy.

We look forward to working closely with HS2 Ltd and our partners, through our HS2 Programme Board, in taking HS2 Phase 2b forward to approval and implementation and achieving the best outcome for SCR.

7. Contacts

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TRANSPORT EXECUTIVE BOARD

23rd February 2017

HS2 Route Consultation Response

Purpose of Report

This report sets out the context of the current HS2 Ltd route consultation and the proposed content of the Sheffield City Region (SCR) response. A draft of the response is attached as an appendix.

Thematic Priority

Secure investment in infrastructure where it will do most to support growth.

Freedom of Information

Report available

Recommendations

The Transport Executive Board is recommended to agree the approach being taken to the HS2 consultation response, approve the draft response in Appendix A for submission, and delegate authority to the Chair to agree any final amendments before the 9th March deadline.

1. Introduction

- 1.1** In November 2016, the Government published a Command Paper on its High Speed 2 (HS2) rail scheme, setting out the preferred route and station locations for Phase 2b, which is the route between Crewe and Manchester on the western leg and between the West Midlands and Leeds on the eastern leg. The Command Paper launched a consultation on the proposed route changes and also the proposed property compensation schemes. The two consultations run for 16 weeks until the 9th March 2017.
- 1.2** The responses to the consultation will inform the final route decision by the Government, which is expected in the summer of 2017. This route will then form the basis of the scheme included in the Hybrid Bill for Phase 2b to be submitted to Parliament in 2019. The Hybrid Bill is scheduled to gain Royal Assent in 2022 and construction to commence in 2023. Train services are expected to commence operation on Phase 2b in 2033.

2. Details of consultation

- 2.1** A consultation on HS2 Phase 2b originally took place in 2013. This included the original route for the eastern leg through SCR with a station at Meadowhall. Following the Higgins Report of July 2016, the Command Paper published in November 2016 confirmed that the

Government's preferred route through SCR is now the revised eastern route following the M1 and M18 and then heading north to Leeds. This revised route is the subject of the current consultation.

- 2.2** The Higgins Report proposed that the SCR should be served by a spur off the main HS2 line in Derbyshire linking to the Erewash Valley Line and Midland Mainline, with trains stopping at Chesterfield and Sheffield Midland. The Higgins report also referred to the possibility of a 'northern loop' continuing north of Sheffield to re-join the main HS2 line to Leeds via a junction at Clayton, and the possibility of a Parkway station on the main line.
- 2.3** The consultation is focussed on the seven substantial changes to the Phase 2b route that was consulted on in 2013. This includes the revised eastern route and spur through the SCR. Those sections of the route that have not changed have been confirmed by Government and are not subject to this further consultation. The whole of the preferred Phase 2b route has been issued with safeguarding directions to protect it from further development.
- 2.4** HS2 Ltd have also launched a consultation on their property compensation and assistance schemes for people affected by the proposals. It is not proposed to respond to the property scheme consultation as that is aimed at individual property owners. As part of the consultation, HS2 Ltd have been holding a number of public consultation events in localities along the route, including several in the SCR.
- 2.5** The consultation document poses a number of specific questions relating to the route through South and West Yorkshire. These are set out below.
- *Question 7 – Do you support the proposal to amend the route to serve South and West Yorkshire?*
 - *Question 8 – Do you support the potential development of a northern junction to enable high speed services stopping at Sheffield to continue further north?*
 - *Question 9 – Do you support the proposed location of the northern junction in the vicinity of Clayton?*
- 2.6** In response to concerns expressed by residents and business adversely affected by the revised eastern route in Rotherham and Doncaster boroughs, in December 2016 SCR commissioned a study to look at possible minor amendments to the route or design to mitigate those impacts. This study, undertaken by consultants SNC-Lavalin, has looked at five locations with significant impacts on properties or communities. The findings of the study have been used to inform the SCR response to the consultation.

3. Proposed SCR consultation response

- 3.1** A draft of the SCR consultation response is attached as Appendix A. The response addresses the three specific local questions posed by HS2 Ltd, but also takes the opportunity to reiterate some of the wider benefits of HS2 for the region and set out some of the other requirements that SCR wants from the project.
- 3.2** The response reiterates SCR's overall support for HS2 and the economic benefits it could bring to the region. It then sets out the important synergies between HS2 and the Northern Powerhouse Rail (NPR) proposals, and the infrastructure that is required to ensure that these two schemes complement each other, including the 'northern loop' and junction linking the Dearne Valley Line to the HS2 main line.
- 3.3** It then sets out some of the wider investment that SCR would expect to see in the rail network in advance of HS2 to ensure that it is 'HS2-ready' and best able to realise the full benefits of HS2. This includes electrifying the Midland Mainline and upgrading the Dearne

Valley Line, as well as enhancing capacity on the approaches to and at Sheffield station, assuming this is the chosen station option for serving SCR, and at Chesterfield station.

- 3.4 The response then reiterates SCR's support for the 'northern loop' to allow HS2 and NPR trains to continue north of Sheffield to Leeds and provide a high-speed link between these two cities. It also sets out the SCR's support for the proposed Parkway station, without stating a preference for a location at this stage pending the outcome of HS2 Ltd.'s current South Yorkshire Parkway and Connectivity Study.
- 3.5 Next, the response requests that passive provision is made in London for a connection to HS1 to allow HS2 trains to continue to the continent in the future. It also suggests that construction could commence from the north, i.e. Leeds, on the eastern leg so that the economic and connectivity benefits to the region can be realised at the earliest opportunity. It then sets out the level of service and connectivity we would expect from HS2.
- 3.2 The response then addresses the specific route consultation questions. In response to the question about support for the amended route proposal in South and West Yorkshire, the response states that SCR welcomes a route that best serves the economic interests of the city region and provides the best connectivity. It then says that if the revised eastern route is approved, SCR requests that consideration is given to a number of minor route and design amendments put forward by the SCR Mitigation Study in the vicinity of Mexborough / Conisbrough and Barnburgh.
- 3.3 The response supports the principle of the proposed northern junction in the vicinity of Clayton should the revised eastern route go ahead, and refers to the benefits of NPR services using the junction to join the HS2 line, allowing faster services between Sheffield and Leeds, as well as allowing HS2 services to continue north from Sheffield.
- 3.5 Subject to the agreement of TEB, and any further comments received, the draft response will be finalised and submitted to HS2 Ltd in time for the 9th March deadline.

4. Implications

4.1 Financial

There are no financial implications arising from this report.

4.2 Legal

There are no legal implications arising from this report.

4.3 Risk Management

There are no risks arising directly from the report but it is important that SCR continues to state the case for HS2 to serve the city region and to ensure the city region gets maximum benefit from the scheme so that it doesn't lose out in terms of economic growth and connectivity.

4.4 Equality, Diversity and Social Inclusion

There are no direct implications arising from this report.

5. Communications

- 5.1 The SCR Executive Team will continue to ensure that it expresses support for HS2 and gets the best outcome for the City Region from the current proposals.

6. Appendices/Annexes

6.1 Draft SCR response to the HS2 Route Consultation.

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Background papers used in the preparation of this report are available for inspection at:
www.gov.uk/hs2

Sheffield City Region response to HS2 Phase 2b

Route Refinement Consultation November 2016 - March 2017

1. Introduction

Sheffield City Region (SCR) Combined Authority is made up of the nine local authorities of Barnsley, Bassetlaw, Bolsover, Chesterfield, Derbyshire Dales, Doncaster, North East Derbyshire, Rotherham and Sheffield. The SCR contains more than 1.8 million people and approximately 52,000 businesses, and supports approximately 700,000 jobs, generating an annual GVA of £31 billion.

This is the response of the SCR Combined Authority and Local Enterprise Partnership to the HS2 Phase 2b Route Refinement Consultation that was launched on 15th November 2016 and runs until 9th March 2017. The response addresses the wider strategic and regional issues relating to SCR. Our constituent local authorities will be responding individually on matters of local interest.

Sections 2-4 of the response set out the wider case for HS2 to serve SCR and some of the key outcomes that we would like to see for the City Region, while section 5 addresses the specific consultation questions relating to SCR.

2. The strategic economic case for HS2

SCR welcomes the Government's confirmation of its commitment to Phase 2b and the eastern leg HS2. SCR fully supports the aims of HS2, which is set to re-balance the geography of the UK and bring transformational improvements in journey times, capacity and connectivity to the City Region, as an integrated part of the rail network. HS2 will bring a major boost to the City Region's economy.

The construction of this key national project provides valuable opportunities through the supply chain to local companies across the City Region, including within our cluster of rail engineering expertise. It will also support increased investment and jobs, better linking the SCR to other major economic centres in the South, Midlands and North.

Furthermore, the location of the National College for High Speed Rail in Doncaster and the maintenance depot at Staveley offer significant opportunities for our

economy. In this regard, SCR is commencing work on its HS2 Growth Strategy to ensure the region maximises the economic benefits that HS2 will bring. A study produced by JMP/Systra for the HS2 East Consortium in 2016 on the wider economic impacts of the HS2 eastern leg estimated that the SCR would produce an additional £107m in GDP per annum.

The SCR Strategic Economic Plan (SEP), currently being refreshed, sets an ambitious target to increase GVA within the City Region by 10% or £3.2bn, create 70,000 new jobs, 6,000 net new businesses and at least 70,000 new homes by 2025. Improving productivity and attracting more high value jobs is key to economic growth in the SCR. Achieving this ambition will strengthen SCR's contribution to the national economy, ensuring the City Region fulfils its key role within the Northern Powerhouse.

To secure these outcomes we will deliver enhanced infrastructure, linked to HS2, supporting an attractive environment for businesses and residents. Improved transport infrastructure is key to unlocking and driving economic growth, spreading the benefits across the City Region and fundamentally enabling our businesses to invest and increase productivity.

3. Wider Connectivity benefits

HS2 must be considered as an integrated part of the wider rail network. In particular, HS2 is a key element in the development of the Northern Powerhouse and delivering the Transport for the North (TfN) vision of a better-connected North. HS2 will complement TfN's Northern Powerhouse Rail (NPR) initiative to introduce more frequent and high speed rail services between the major cities of the North. The two projects will have important synergies in Sheffield, where NPR routes to Leeds and Newcastle will connect with HS2.

Improving connections between key economic centres of the North will help drive growth and productivity, rebalancing the UK economy and contributing an additional £97bn to the UK economy by 2050.

HS2 also presents real opportunities to improve capacity on existing rail services serving the SCR, through enhanced local connectivity. A study by the West Yorkshire and South Yorkshire Passenger Transport Executive (2013) has estimated that by improving existing rail services in this way the Sheffield and Leeds City Regions will gain additional GVA benefits of between £300m and £800m per annum.

One of the key objectives of the recently launched SCR Infrastructure Investment Plan (IIP) is to maximise the benefits of HS2 in the SCR by stimulating growth and regeneration. The majority of growth in SCR is expected to be in the growth areas and main urban centres. This can be best achieved if these growth areas are better connected into the opportunities presented by HS2. One of the cornerstones of our Growth Strategy will be to ensure that the whole of the SCR benefits from HS2 through improved connections and infrastructure.

4. HS2 serving SCR – our key requirements

- Integration with Northern Powerhouse Rail
- Northern loop and junction
- Parkway station
- Good level of service
- Infrastructure upgrades
- High quality electric trains
- International connectivity
- Building from the North

SCR wants to ensure the City Region as a whole is well-served by HS2, while any adverse impacts on communities and the environment are minimised. We therefore remain supportive of an HS2 station in Sheffield, in addition to the proposal for a Parkway station and a stop in Chesterfield should the Government's preferred route option be approved. We also welcome and strongly support the commitment to build the HS2 maintenance depot in Staveley near Chesterfield, and the National College for High Speed Rail in Doncaster, which will both bring significant economic benefits to the City Region.

Should the Government's preferred route be approved, it is essential that the northern loop from Sheffield northwards with a junction to the main HS2 line near Clayton is built. This will support the Northern Powerhouse Rail objective for faster journey times between Sheffield and Leeds and allow HS2 trains to continue north from Sheffield to Leeds. It is important that, whichever route and station options are approved, the SCR is well served by HS2 trains to as wide a range of destinations as possible, complemented by NPR and improved local and regional services.

Further details of our requirements are set out below.

4.1 HS2 and Northern Powerhouse Rail – an integrated approach to creating a high quality rail network

HS2 offers a golden opportunity to integrate the complimentary aims of HS2 and TfN's Northern Powerhouse Rail programme to better connect Britain's cities and promote transformational growth. The proposal for a northern loop and junction in the vicinity of Clayton not only offers greater journey opportunities for HS2 services, but will enable journey times between Sheffield and Leeds to be reduced to under 30 minutes, a core aim of the Northern Powerhouse Rail programme. SCR considers it to be imperative that provision for the junction is included in the Phase 2b Hybrid Bill, and as such we are working with Transport for the North to ensure that it has a robust business case. HS2 Ltd need to continue to work closely with TfN to ensure the work on the northern loop and junction are completed in time to feed into the Hybrid Bill.

Work undertaken by Transport for the North as part of the NPR Programme in October 2016 illustrated that it would not be possible to achieve regular fast services between Sheffield and Leeds on the existing rail network without very significant infrastructure interventions and disruption to current services. The provision of a junction to return to the main HS2 line north of Sheffield would offer an efficient and effective solution to address this connectivity gap between two of the UK's largest city regions.

Whilst we welcome the northern loop and junction proposals, they should be designed to enable a continuation of local rail services. For example, the local services which use the Dearne Valley line provide important connectivity to employment and education for those in the area. Similarly, whilst continuing HS2 services beyond Sheffield eases the capacity pressure on Sheffield Station in comparison to terminating and reversing services, the proposal should complement, rather than be at the expense of existing classic rail services. The use of the Dearne Valley line by HS2 should not make it more difficult or expensive to enhance local services if required to accommodate future demand.

4.2 Parkway Station – connecting the wider region

SCR is supportive of the proposed Parkway station on the revised HS2 eastern route, should this route be approved by the Government. A Parkway station would ensure that the eastern parts of the City Region are also served by HS2 and can

access services easily. We are working closely with HS2 Ltd on the Parkway and Connectivity Study to examine potential locations for a Parkway station and produce a shortlist to recommend to the Government.

We would support a location that has good connectivity to existing road and rail lines and is well located to serve the main population centres in the east of the region as well as bring regeneration benefits. In this respect, it is important that the location is closely linked to the SCR growth areas and Integrated Infrastructure Plan priorities. The opportunity for the Parkway station to be served by NPR or other services is also a consideration. Should the revised eastern route be approved we would expect provision for a Parkway station and the additional track required to be included in the Phase 2b Hybrid Bill, subject to the outcome of any consultation.

4.3 Service Patterns – ensuring the region is well served

Whichever station options are chosen, we would expect a good level of service from HS2 for the City Region. This should be a minimum of two trains per hour linking the Sheffield station to London and the Midlands, with the indicative journey times proposed by HS2 Ltd. We would expect some HS2 services to continue north from Sheffield to Leeds, and possibly other destinations within SCR such as Rotherham and Barnsley, especially if the proposed Parkway station is not progressed. Should the Sheffield Midland station option be approved we would also expect Chesterfield to be served by at least one HS2 train per hour. We would expect the proposed Parkway station to be served by at least two trains per hour linking it to London and Leeds / the North East / Scotland. We would expect a full HS2 service across the whole operating day and seven days a week, offering good connections to other rail services at stations along the route. In addition, we are working closely with TfN and HS2 Ltd to develop an NPR network that can make best use of HS2 and classic rail infrastructure.

4.4 Infrastructure and Rolling Stock – modern and fit for purpose

We would expect all HS2 trains to be modern electric trains, and therefore expect the whole HS2 line to be electrified. This would include the spur to Sheffield Midland should that option be approved, along with the 'northern loop' along the Dearne Valley line.

We would also expect to see upgrades to the Midland Mainline into Sheffield Midland and to the Dearne Valley line north out of Sheffield as part of the 'northern loop'.

There would also be a need to upgrade Sheffield Midland and Chesterfield stations and enhance capacity and passenger circulation there. Platform lengths may need to be extended, as well as bridges raised to accommodate electrification. We are currently working with TfN and Network Rail to develop a plan for Sheffield Midland to be capable of accommodating future demand, including NPR and HS2.

It is vital that any infrastructure upgrades required are progressed in a timely fashion so that the network is 'HS2-ready' for when it opens in 2033. This requires adequate planning and funding, in conjunction with Network Rail and Rail North.

4.5 International Connectivity

As part of Phase 1 of the HS2 scheme we consider that it is imperative that passive provision is made for a connection between HS2 and HS1 in London to allow high speed trains to operate directly between the continent and the Midlands / North at a future time, as was originally proposed when HS1 was being planned.

4.6 Building from the North - early wins

HS2 Ltd have indicated that that they could commence construction of the line from Leeds southwards as an early stage of the construction programme. SCR, along with Leeds City Region, would be supportive of this, including the construction of the junction and link onto the Dearne Valley Line from Sheffield, to allow early operation of NPR services between Sheffield and Leeds. This would bring forward the economic and employment benefits of HS2 to the north.

5. Response to Consultation Questions

5.1 Question 7 – Do you support the proposal to amend the route to serve South and West Yorkshire?

We support a route which best serves the economic interests of the SCR and provides the best connectivity across the whole region. Should the revised eastern route be approved we request that consideration is given to some minor route and design amendments in a number of sensitive locations, as proposed by our Mitigation Study produced by SNC-Lavalin, which is included with this response. This study has found that a slightly revised route alignment in the vicinity of the Shimmer estate near Mexborough could reduce the impact on residential properties there. It has also found that a slightly revised design near Barnburgh, to the north of Mexborough, could reduce the visual impact of the railway there.

5.2 Question 8 – Do you support the potential development of a northern junction to enable high speed services stopping at Sheffield to continue further north?

Should the revised eastern route be approved, with a spur to serve Sheffield, SCR would strongly support the development of the northern junction to link a 'northern loop' via the Dearne Valley line north of Sheffield back onto the main HS2 line to Leeds; this should be an essential part of the South Yorkshire package. As stated earlier, this would allow both HS2 and NPR services to use the main HS2 line into Leeds, resulting in faster journey times and meeting the NPR aspiration of a sub-30 minute journey time between Sheffield and Leeds. Consequently, we see the northern junction as an essential element in HS2 achieving its full potential.

Working with partners in Transport for the North, SCR is keen to see this infrastructure utilised for improved connectivity from Chesterfield and Sheffield to York and Newcastle via Leeds and connecting the HS2 trains between Leeds and Birmingham with Sheffield and Chesterfield. Thus, the provision of a northern junction which provides a 'Sheffield loop' for HS2 offers wider benefits across the country.

We welcome the commitment from HS2 Ltd to fund the junction. We would also like to see a commitment from the Government to fund the upgrades that would be required to the Dearne Valley line, Erewash Valley line and Sheffield station as part of this route, should it be approved.

5.3 Question 9 – Do you support the proposed location of the northern junction in the vicinity of Clayton?

The provision of a grade separated junction at Clayton, and the upgrading and electrification of the Dearne Valley line, offers opportunities for improved connectivity and journey times between Sheffield and Leeds. It is important that the junction and use of the Dearne Valley line by HS2 and NPR trains does not have an adverse impact on local and regional services, which we would also like to see improved.

As Clayton is the point where the two lines would cross, and there are minimal property impacts in this location, this would appear to be an appropriate location for

the junction. We would expect the junction to be designed so as to minimise the visual impact on nearby properties in Clayton and the 12th Century Grade 2 listed All Saints Church at Frickley.

6. Conclusion

We welcome the opportunity to respond to this consultation, and encourage the Secretary of State to make a final decision on the route and station options for the SCR as soon as possible. This will provide certainty, particularly for those residents and businesses that will be affected by the route. A final decision will also allow long term planning for the scheme and its economic benefits to commence, including the development and implementation of our HS2 Growth Strategy.

We look forward to working closely with HS2 Ltd and our partners, through our HS2 Programme Board, in taking HS2 Phase 2b forward to approval and implementation and achieving the best outcome for SCR.

7. Contacts

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TRANSPORT EXECUTIVE BOARD**23rd FEBRUARY 2017****TRANSPORT FOR THE NORTH – UPDATE ON FREIGHT WORKSTREAM****Purpose of Report**

This report updates the Transport Executive Board (TEB) on work to date by Transport for the North (TfN) in relation to freight transport across the pan-Northern region. Improvements to the efficiencies of freight movements will assist Sheffield City Region (SCR) and its partners in delivering economic growth and supporting local businesses.

Thematic Priority

1. Ensure new businesses receive the support they need to flourish.
2. Facilitate and proactively support growth amongst existing firms.
3. Attract investment from other parts of the UK and overseas, and improve our brand.
4. Increase sales of SCR's goods and services to other parts of the UK and abroad.
6. Secure investment in infrastructure where it will do most to support growth.

Freedom of Information

Report available.

Recommendations

TEB Members are recommended to:

1. Note the work done to date and the next steps of TfN's Freight Workstream.
2. Ensure any local freight transport issues are fed into the TfN Strategic Transport Plan process.

1. Introduction

- 1.1** As part of the development of its Strategic Transport Plan (STP), Transport for the North has been working with partners to identify the optimal road and rail networks to support the growth in movement of people and goods and the growth of the pan-Northern economy up to 2050. Improved transport links will complement partners' growth plans through attracting inward investment, supporting existing businesses and attracting and retaining people with high skills. TfN recognises that freight and logistics infrastructure is a key part of the STP to support the efficient and effective movement of goods across the North as a whole and particularly in relation to connecting ports and airports to key freight origins and destinations.
- 1.2** Consequently, TfN has established a freight work stream and officer working group as a key strand in the development of the STP. As part of this work stream, TfN commissioned

a review of the North's freight and logistics network from consultants SDG which resulted in the Northern Freight and Logistics Report being published in October 2016. Whilst many interventions were identified across road, rail, inland waterway, maritime, air and other policy strands, it was recognised that these interventions needed to be rationalised, prioritised and clearly promoted by the right organisations at the right time for funding allocations. Therefore, further work on detailed deliverables was commissioned from consultants Arup in November 2016. The key deliverables and outputs of this study are shown in Appendix 1 while the programme for phases 1 and 2 of the work are shown in Appendix 2.

- 1.3 The results of these freight studies are being woven into TfN's Integrated Roads Report and Integrated Rail Report that will feed into the forthcoming draft Strategic Transport Plan, due to be published in March 2017.

2. Freight and Logistics Context

- 2.1 TfN and its partners recognise that the freight and logistics sector and its supporting industries will play a key role in growing the economy. The North is recognised as a 'super region' for freight that handles around a third of UK road, rail, distribution centre and port activity against a population that only represents 24% of the UK total. The North is home to several major ports, airports, distribution centres and haulage companies. However, the freight and logistics industry lies almost entirely in the private sector, investing hundreds of millions of pounds a year and providing industry, commerce and the wider population with a service that generally does not rely directly on public sector investment.
- 2.2 Nevertheless, the freight and logistics industry relies on an efficient and fit-for-purpose transport system, much of which is publicly funded and managed. 88% of freight movement within the north is transported by road, 10% by rail and 2% by inland waterway. In growing the economy of the North as a whole, TfN recognise that it is essential to improve operational efficiency in the freight and logistics industry through the provision of enhanced transport networks and optimised land use planning. This will reduce costs to industry, reduce environmental impacts, improve resilience and generate additional employment, making the North more competitive in terms of access costs and helping to attract inward investment.
- 2.3 The detailed deliverables study has involved identifying the key 'pinch points' on the road and rail networks for freight, and potential schemes to address these. Through consultation with City Regions and local partners, the study will develop a list of potential interventions to improve the efficiency of freight movement. This will cover road improvements, enhanced rail freight capacity and improved access to ports, airports and multi-modal consolidation and distribution centres.

3. Key Freight and Logistics Issues for SCR

- 3.1 Freight and logistics is a significant economic sector in the SCR, employing around 30,000 people and accounting for around 5% of the workforce. SCR is home to a number of large warehouse and distribution parks, such as Markham Vale, located close to the motorway network, as well as the new multi-modal I-Port distribution park near Doncaster. The region's convenient access to the motorway network makes it an attractive location for logistics businesses and distribution warehouses. The motorway network provides good access between the SCR and the Midlands, North and West Yorkshire, the North East, Humberside and the North West. The SCR has good access to the Humber Ports as well as the ports of the Tees, Tyne and Mersey. Consequently, the region's motorways and main roads carry significant volumes of freight, including minerals and aggregates.

- 3.2** The rail network in the SCR also carries a significant volume of freight, including goods and fuels to and from the Humber Ports, minerals and aggregates from the Peak District, and coal to the power stations in the east of the region. There are a considerable number of freight-only rail lines, many originally built to serve the coal mines, power stations and heavy industry, and these provide alternative routes to the main passenger lines. Nevertheless, there are some pinch points on the rail network and a need to provide additional capacity at key bottlenecks to reduce conflict between freight and passenger trains.
- 3.3** Doncaster Sheffield Airport has the potential to be a significant centre for air freight, given its long runway, spare capacity and easy access to the motorway network. The nearby I-Port multi-modal distribution centre has the potential to be a major road-rail freight interchange.
- 3.4** Key issues that need addressing for freight in the SCR are:
- The poor cross-Pennine road links at present, particularly between Sheffield and Manchester. The A628 is the main route but has pinch points at either end and is susceptible to bad weather in the winter. The M62 is the only motorway crossing of the Pennines but it is too far north to be a viable option for most journeys to and from the SCR. A new Trans-Pennine tunnel is one potential solution.
 - The A1 still has a number of non-motorway sections and bottlenecks that need to be addressed.
 - There are conflicts between freight and passenger trains on some lines, reducing capacity and line speeds, particularly on the Hope Valley Line and East Coast Mainline around Doncaster.
- 3.5** Improvements to road and rail capacity and infrastructure for freight will also deliver benefits for passenger transport, assisting their business case. This is why the freight workstream is being closely integrated with the TfN Road and Rail Reports. A further report will address water-borne freight and other issues such as consolidation centres.

4. Future Developments and Next Steps

- 4.1** TfN's Freight and Logistics Report and recent Network Rail studies will help to identify the priorities for investment in the rail network from 2019 onwards, building on the more than £40 billion the Government has already committed to investing in Network Rail for Control Period 5 (2014-19). It will also help inform the Rail Freight Strategy currently under development by the Government, working with the rail freight industry.
- 4.2** The report also helps to strengthen the case for investment in the Northern highway network to support the extensive opportunities available for port development and in the logistics sector to support the overall Northern economy. The higher the proportion of goods that arrive through Northern ports, the greater the need to upgrade east-west links (road and rail) and port access roads. The development of private sector funded logistics hubs on both sides of the Pennines complements the extensive investments being made by the major ports in the North to upgrade facilities in both unit load and biomass traffic in particular.
- 4.3** Crucially, the situation has now changed where the public sector has a new, clear role to play in maximising the value that the freight industry can offer to the North of England, in particular by:

- Delivery of the relevant road schemes to reduce operating costs from ports and inland terminals;
- Provision of capacity in line with demand in the rail sector, as well as ensuring an adequate loading gauge is in place along relevant routes (particularly Trans-Pennine);
- Ensuring that Multi-Modal Distribution Parks can be brought forward in suitable locations, with the relevant funding required to achieve rail and water connections.

4.4 In addition to the above, TfN is working to ensure that the case for freight interventions is integrated within a wider benefits package for the Northern Transport Investments, to demonstrate the maximum benefits alongside an economic growth trajectory with a strong freight and logistics focus. Further, an additional engagement plan for extensive private sector integration is being developed as a priority and builds on the existing Freight Report.

4.5 TfN has also identified and submitted evidence to Highways England Route Strategies to support potential interventions identified by the Freight, Strategic Local Connectivity and International Connectivity programmes to ensure the outputs from these programmes are captured.

4.6 Further work is required to:

- Understand the iteration of forecasts with timing of interventions from Strategic Transport Plan;
- Refine the Freight sub-model to show synergy between freight strategy and NPIER;
- Refine the Airport sub-model to include all northern airports (currently the focus has been on Manchester Airport as the largest northern airport and Newcastle Airport because of its location);
- Further analyse the global origin of freight imports and destination of freight exports (being undertaken by MDST, a specialist consultancy);
- Add information about commodities by mode;
- Explore routes for moving freight from road to rail, inland water or coastal shipping.

4.7 TfN will be arranging a workshop in each City Region in May / June to present the outputs from the freight studies and discuss our detailed freight aspirations and issues, aimed at key players in the freight industry, both in the private and public sectors.

5. Implications

5.1 Financial

There are no financial implications arising from this paper as it is providing a progress update only. However, schemes and interventions arising from this pan-Northern strategic work may have financial implications that will be the subject of future reports.

5.2 Legal

There are no legal implications arising from this paper.

5.3 Risk Management

If the SCR does not continue its active role in the development of the TfN Transport Strategies and Programme, there is a risk that benefits to the City Region may not be delivered.

5.4 Equality, Diversity and Social Inclusion

There are no equality, diversity or social inclusion implications arising from this report.

6. Communications

- 6.1 TfN is currently leading on communications for all partners and SCR will ensure accuracy of information and data and provide advice on stakeholder engagement around the consultation in Spring 2017.

7. Appendices/Annexes

- 7.1 Key extracts from TfN Freight Study

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Background papers used in the preparation of this report are available for inspection at:
Transport for the North website at: <http://www.transportforthenorth.com/wp-content/uploads/TfN-Freight-and-Logistics-Report.pdf>.

Appendix 1 – Summary of TfN Freight Study Objectives and Outputs

Phase 1 Study - Key deliverables

Summary Objective	Tasks
Understand and rationalise the interventions outlined in the 2016 Freight and Logistics Report	<ul style="list-style-type: none"> • Set all interventions in the context of moving freight a ‘mile a minute’ for freight transport across the north • Prioritise interventions to be put forward into CP6 and RIS2 • Disaggregate rail path analysis from the 2016 report to understand the implications of the figures presented in the fullest way • Develop programmes of intervention to deliver longer term priorities • Outline current sources of funding available • Utilise commercial data sources to confirm pinch points and key flows
Growth markets	<ul style="list-style-type: none"> • Describe infrastructure constraints and growth opportunities in key sectors in an NPIER context • Identify additional infrastructure requirements and return on investment for funders • Further understand the viability of freight movements to and from key economic centres including ports (as defined in the Integrated Road and Rail report work) movement costs across mode types to inform future infrastructure bids • Understand the long term transformational infrastructure requirements to deliver enhanced growth • Identify strategic locations for multimodal distribution parks where demand for such resource is evident • Understand costings including monetary, carbon and air quality behind moving containers on feeder vessels through the North compared to road and rail routes from southern ports including inland waterways • Identify growth markets that would benefit from an East West link as outlined in the recent report from IPPR North • Understand relationship between key freight hubs and manufacturing sites in the North including retail, digital led industries (such as parcel delivery), aggregates, agrichemicals and food. • Further understand the market trends to ensure the infrastructure is available to meet demand • Understand the market position and growth potential from the perspective of freight operators and the uncertainties e.g. Impact of Brexit, volatility of sterling against the dollar / Euro
Understanding the relationship between the different freight hubs in the North	<ul style="list-style-type: none"> • Identify the key stakeholders and contacts operating the large volume and value flows in the North. • Provide TfN with a list of contacts to engage at a strategic level to ascertain further understanding and insight into the way the North of England freight markets operate • Engage with LEP and Private Sector partners as per the emerging TfN Engagement Strategy

Phase 2 Study

Workforce and skills	<ul style="list-style-type: none"> • Compile a workforce profile sampling key industries and shared data based on gender, age and length of service • Identify barriers/opportunities for entry into the freight industry • Identify geographical areas where skills centres would be beneficial to the North
Technology	<ul style="list-style-type: none"> • Provide case studies of transformative technology in the freight industry which could be implemented in a cost effective way within the north for example AV (driverless vehicles). • Suppliers should horizon scan the changing trends in logistics and the rise of disruptive technologies. • Description of how TfN can position itself to ensure that the interventions identified support growth.
Carbon reduction	<ul style="list-style-type: none"> • Outline how TfN can understand how to best utilise carbon reduction technology to the road, rail, air and sea modes of transport and understand how trade-offs can be made across the modes; • Outline how TfN can support cities in the north that are considering developing clear air zones and other carbon reduction strategies so TfN can help streamline activity and avoid duplication. • Understand how multimodal opportunities and HGV restrictions in areas can impact the carbon reduction and air quality agenda as well as the socio-economic outputs this delivers

Key outputs

- List of interventions taken from the current Freight and Logistics Report, reviewed and prioritised in an NPIER context with schemes recommended for inclusion in CP6 and RIS2.
- TfN will understand the barriers and opportunities for growth in the freight markets across the North.
- TfN will lead a key network of contacts in the private and public sector who share intelligence and lobbying capability on behalf of the freight and logistics sector
- There will be a set of conditional outputs created in the Integrated Road and Rail Reports which will complement and enhance both passenger and rail freight opportunities in the North
- To make TfN aware of any skills or workforce challenges going forward within the key Freight and Logistics Sectors
- To ensure TfN understands the best model for freight movements across the north by examining carbon trade-offs through CO2 emission analysis across the active modes of freight transport across the North.
- Further to the bulk of the commission being completed, should the timescales fit with other TfN activity, opportunities will be available to extend the commission for the consultant to prepare high level business cases to support priority interventions that have a strategic impact across the North. This element will be managed by TfN and enhanced by local support from Local and Combined Authorities, Network Rail, DfT or LEPs or others where applicable and appropriate.

The North's Freight Mode Share

Mode	2014		2050		Growth (tonnes)
	Cargo Tonnes	Mode Share (%)	Cargo Tonnes	Mode Share (%)	
Road	537,873,544	87.8%	820,394,767	83.4%	282,521,223
Rail	62,100,193	10.1%	149,456,423	15.2%	87,356,230
Inland Water	12,820,832	2.1%	13,820,832	1.4%	1,000,000
Total	612,794,569	100%	983,672,022	100%	370,877,453

- Calculated by recording tonnes to / from / within the North by road, rail and inland water;
- Doesn't incorporate any consideration of length of haul. E.g. if we had 10 tonnes travelling 5km by road and 10 tonnes travelling 200km by rail, there is a lot more rail "traffic", but the tonnes is the same so mode share would be 50%;
- Inland waterway growth is assumed to be 1,000,000 tonnes between 2014 and 2050;
- Figures taken from GBFM 2014 baseline model and 2050 unconstrained future model;
- The TfN zones in East Midlands have NOT been included in the North for this analysis