

Local Enterprise Partnership

12 May 2022

Integrated Rail Plan: Strategic Positioning Response and Actions

Is the paper exempt from the press
and public? No

Reason why exempt: Not applicable

Purpose of this report: Discussion

Is this a Key Decision? No

Has it been included on the
Forward Plan? Not a Key Decision

Director Approving Submission of the Report:

Martin Swales, Interim Director of Transport, Housing and Infrastructure

Report Author(s):

Alex Forrest

Alex.forrest@southyorkshire-a.gov.uk

Executive Summary

This report provides an update on South Yorkshire Mayoral Combined Authority (SYMCA) response to the Government's Integrated Rail Plan (IRP) for the Midlands and North and seeks LEP contributions in developing a post-IRP Strategy and Positioning Plan.

What does this mean for businesses, people and places in South Yorkshire?

The IRP determines the level and location of planned Government investment in the rail network for the Midlands and North over the next 20-30 years. This in turn will impact on the level of connectivity, capacity and quality of rail services for South Yorkshire together with the scale of economic, social and environmental benefits these services will generate.

Recommendations

The LEP is recommended to discuss and provide comment on issues raised in this report, with accompanying slides, to inform a post-IRP Strategy and Positioning Plan for South Yorkshire.

Consideration by any other Board, Committee, Assurance or Advisory Panel

Transport and the Environment Board

17 March 2021

1. Background

- 1.1 The Government published its Integrated Rail Plan on 18th November 2021, setting out long term plans for investment in the rail network for the Midlands and North. This focused on plans for High Speed Two (HS2) and Northern Powerhouse Rail (NPR) but also covered other key investment over the next 20-30 years, such as electrification and major line and station upgrades.
- 1.2 The IRP plans for HS2 are broadly in line with the previous proposals for connecting South Yorkshire to the Midlands and London, albeit with a shortened HS2 eastern leg and more conventional line running. The electrification of the Midland Mainline to Sheffield and the plans to run two HS2 services per hour from London to Sheffield with a journey time of 87 minutes, are both positive.
- 1.3 The IRP plans for NPR (the desired high-speed network to connect the six core cities in the North) does not include South Yorkshire and focuses solely on the line between Liverpool, Manchester and Leeds. The preferred NPR network supported by Transport for the North and Northern Leaders, is not included in the IRP, leaving Sheffield, Hull and Newcastle off the network.
- 1.4 The HS2 eastern leg that was planned to Leeds, will now only be built from Birmingham to East Midlands Parkway, meaning that NPR services from Sheffield to Leeds will be unable to use the HS2 line from Clayton Junction (near Thurnscoe) as was planned. A further study is being undertaken to consider how best to serve Leeds by HS2 and until this is concluded the original HS2 eastern leg route remains safeguarded. This means that South Yorkshire residents, landowners and businesses along the HS2 eastern leg continue to be impacted.

2. Key Issues

- 2.1 Since the IRP was published, the MCA has been examining strategic positioning and co-ordinated action to address South Yorkshire priorities. The development of a post-IRP Strategic Positioning Plan is underway with the support of our constituent local authorities and the presentation today seeks to engage the LEP in this work. The accompanying presentation highlights progress to date.
- 2.2 The focus of MCA activity in the next few months will be on securing commitment to identified priority schemes and ensuring we have input into the IRP schemes that affect South Yorkshire. It will also involve influencing the Leeds Network Review Study through our contributions and representation. Views of LEP members are invited on content of the accompanying presentation which frames our actions so far and next steps with supporting actions.

3. Options Considered and Recommended Proposal

3.1 Option 1

Discuss and provide comment on issues raised in this report and accompanying slides to inform a post-IRP Strategic Positioning Plan for South Yorkshire.

The plan will enable the promotion of SYMCA's priority rail schemes and be used to secure investment and improvement in rail connectivity.

3.2 Option 1 Risks and Mitigations

There is a risk that despite the development of a plan, this does not influence government and we fail to secure investment. We will engage closely with DfT and wider stakeholders in the development of this plan.

4. Consultation on Proposal

- 4.1 Consultation will take place with Local Authority partners, DfT, Network Rail, private sector partners and wider stakeholders on the plan and scheme priorities. Views and support of the LEP and business community are important in framing our priorities and asks of Government.

5. Timetable and Accountability for Implementing this Decision

- 5.1 It is important that SYMCA acts on this to influence key decisions and workstreams that are commencing and ensure the region is well represented.

6. Financial and Procurement Implications and Advice

- 6.1 There are no direct financial implications arising from this report.

7. Legal Implications and Advice

7.1 There are no legal implications of this report.

8. Human Resources Implications and Advice

8.1 N/A

9. Equality and Diversity Implications and Advice

9.1 N/A

10. Climate Change Implications and Advice

10.1 Improving rail services and infrastructure will encourage more people to use rail instead of the private car, and for more freight to transfer from road to rail, reducing CO₂ emissions and transport's contribution to climate change.

11. Information and Communication Technology Implications and Advice

11.1 N/A

12. Communications and Marketing Implications and Advice

12.1 SYMCA will undertake communications and engagement on its proposed response to the Integrated Rail Plan to ensure maximum impact and support for the actions.

List of Appendices Included

N/A

Background Papers

Government's Integrated Rail Plan

<https://www.gov.uk/government/publications/integrated-rail-plan-for-the-north-and-the-midlands>