

**TRANSPORT AND ENVIRONMENT BOARD**

**23<sup>RD</sup> OCTOBER 2020**

**SHEFFIELD MIDLAND REGENERATION FRAMEWORK**

**Purpose of Report**

To update TEB on the content and current status of the Sheffield Midland Regeneration Framework and its opportunities and dependencies for wider SCR mass transit proposals.

**Freedom of Information**

The paper will be available under the Combined Authority Publication Scheme

**Recommendations**

Board members are invited to

- Note the progress in developing the Midland Station Masterplan;
- Endorse that further work, led by Sheffield City Council, is undertaken to develop a Strategic Outline Business Case which can be used as part of delivery funding asks from both Government and the Sheffield City Region MCA.

**1. Introduction**

- 1.1** Like all places on the proposed High Speed 2 rail network, SCR has been developing ambitious plans for how investment in new infrastructure can unlock sustainable local economic growth over as wide a geography as possible. Alongside HS2 there are potentially even more important transformational investment in particular through Northern Powerhouse Rail.
- 1.2** The opportunities around Sheffield Midland station and the wider Sheaf Valley area are far broader than investment in rail alone and if delivered properly can be the backbone of a future mass transit network that can benefit every part of Sheffield City Region. This report and presentation will set out the vision and the long term ambitious plans that are required to realise transformational benefits.
- 1.3** The Midland Regeneration Framework was informed by the SCR Integrated Rail Plan (IRP) which was launched in July 2019. Amongst the principal components of the IRP are:
  - Connecting HS2 trains from the centre of Sheffield to Leeds and the north east of England
  - Improving the speed and frequency of trains from the Sheffield City Region to Greater Manchester and Leeds
  - Delivery of major improvements at Sheffield Midland station and capacity enhancements to the north of the station, and

Delivering a permanent tram-train service between Sheffield and Rotherham and future proofing the existing Supertram network

## **2. Proposal and justification**

- 2.1** Investment in new stations and the associated place making and regeneration often creates new city districts with high quality commercial floor space and can also attract demand for new housing within easy walking distances. Sheffield City Centre is, and will continue to be, the key employment, transport and cultural hub for the wider City Region. In particular, it will be where the knowledge intensive businesses offering highly skilled jobs cluster.
- 2.2** The area around Midland Station is currently in need of regeneration and has a large amount of unrealised development potential. Whilst the improvements to the station buildings and new public realm which were completed out in 2002 still provide a high quality arrival point, there remain several undeveloped plots in the immediate vicinity. There are also a series of issues of traffic congestion; conflicts between taxis and private drop off; poor air quality and severance of neighbouring communities which need to be addressed.
- 2.3** The physical impact of HS2 and NPR services on the station itself are far less intrusive than in most other stations and many of the proposals set out in the Regeneration Framework are important to deliver regardless of HS2 due to the economic outputs and local and sub-regional strategic transport benefits. The interventions are required in order to continue the consolidation and improve the physical cohesion of the City Centre and will comprise a programme of major projects requiring sustained investment of significant time and resources over the next 10-15 years.
- 2.4** There is a growing recognition of the need to address climate change issues. The regeneration of Midland Station and the surrounding Sheaf Valley presents an opportunity to address some of the key challenges relating to climate change and the environment: air quality, improving transport options and sustainable urban drainage systems.
- 2.5** In order to plan for the changes at Sheffield Midland and make the most of the opportunities these present, the Sheffield Midland Station Steering Group and its subsidiary Joint Working Group were established in 2017. The Steering Group and Working Group includes representatives from the Council; SCR; DfT; HS2 Ltd, TfN, SYPT, Network Rail and London and Continental Railways Ltd (LCR). In 2018 Sheffield Midland Station Integrated Masterplan (now renamed the Sheaf Valley and Midland Station Development Framework) was commissioned by the Steering Group and overseen by the Working Group. The study was co-funded by SCR through the HS2 Growth Strategy, and TfN as part of the Northern Powerhouse Rail programme. The work was informed by a Regeneration Framework and Station Planning Brief both prepared in advance by SCC officers.
- 2.6** The Regeneration Framework identified that there is a significant amount of land in public sector ownership in the vicinity of the station and therefore a strategically coordinated approach to land and property will drive greater benefits. The development framework seeks to achieve three objectives which encapsulate a number of more detailed aims. These are covered in more detail in Appendix A and will be covered in the presentation.
  1. Establish the blueprint for a high quality and efficient passenger interchange.
  2. Maximise economic, social and environmental benefits in and around the station.
  3. Shape an ambitious and phased strategy for delivery to maximise short, medium and long-term benefits.

**2.7** Work to date has focused on identifying priority constraints and opportunities which influence the development options which are available in the area. The current stage of work concluded with a high level preferred option which consists of a series of elements that can be delivered in phases. Emerging proposals include:

- Opportunities to improve tram capacity and connectivity as well as better integrating bus service provisions.
- Potential in the longer term to reduce the impact of the Inner Relief Road in front of the station in order to remove significant congestion and poor air quality and hence prioritise and facilitate pedestrian and cycle movements in the area.
- Major improvements to pedestrian and cycle connectivity across a new green bridge over the existing station
- Separation of taxis from private vehicles short stay parking, pick up and drop off
- Identification of major new commercial and residential development areas that will be unlocked by provision of new infrastructure and high-quality public realm

The framework does not set out a fixed outcome but suggests the potential scope and scale of the vision. The proposals and options will continue to be developed in further detail by the respective public sector partners but shaped by engagement with the public, specialist interest groups and key stakeholders at the appropriate time.

**2.8** Now the development framework is at feasibility design study stage, the attention of the Station Board will focus on how it will be delivered. Due to the scale and range of different strands, with separate potential funding sources, an overarching Strategic Outline Business Case (SOBC) will need to be prepared that will set out clearly the case for investment to secure the necessary funding to deliver the vision. As an overarching business case, it will help maintain integrity of, and consistency between, the component project business cases, which are likely to cover:

- Sheffield Midland Station and wider rail enhancement
- Tram realignments and extension
- Highway changes
- Land assembly and value capture
- Place making and public realm including walking and cycling

**2.9** There is currently no single source of funding available for the development and delivery of such integrated / hybrid investment programmes. Instead, funding will have to be sought from a number of different national and local funding sources that are relevant to discrete projects within the programme and matched wherever possible by private sector contributions.

**2.10** Partners across SCR need to work together over the long term to deliver the regeneration benefits of the rail investment set out in the City Region's Integrated Rail Plan in a way that ensures every part of the region benefits.

**2.11** Sheffield City Council and SCR have been working closely with London and Continental Railway (LCR) on how we may develop proposals for delivery of the station development as a result of HS2 and NPR. LCR is a Government owned company which specialises in railway led regeneration. LCR played a leading role in facilitating the exemplar transformation around Kings Cross station and, as a publically owned body, has a national and international expertise in delivering complex regeneration associated with major infrastructure. In order to facilitate development around the station, maximise the benefits of the masterplan and secure LCRs own investment, the long standing working relationship that Sheffield Council has with LCR has been formalised through a partnership agreement.

**2.12** Work to date also includes high level analysis of possible methods and opportunities to capture value arising from new development that could take place within the area covered by the development framework in order to contribute towards the cost of providing the necessary new infrastructure required. These include potential gains from land receipts from public sector owned sites and from Community Infrastructure Levy payments arising from new development. However, the largest potential generator by far is from uplift in Business Rates from new development within the area. More detailed work is needed to assess the potential quantum of net additional Business Rates and to explore both a mechanism and the feasibility of allocating a proportion of this towards the cost of infrastructure.

**2.13** As set out in 2.x further work is required to convert the overall Masterplan into an SOBC which can then secure entry into the SCR infrastructure pipeline but also be used to secure funding from Government, recognising that individual elements of the plan might need to be brought forward as separate business cases due to the complexity and size of the masterplan. Board members are invited to endorse this approach.

### **3. Implications**

#### **3.1 Financial**

There are no financial implications from this paper/presentation

#### **3.2 Legal**

There are no financial implications from this paper/presentation

#### **3.3 Risk Management**

There are no risk management issues from this paper/presentation

#### **3.4 Equality, Diversity and Social Inclusion**

### **4. Appendices/Annexes**

#### **4.1 Appendix A Regeneration Framework summary**

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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: