



SHEFFIELD MIDLAND STATION AND SHEAF VALLEY

Development Framework

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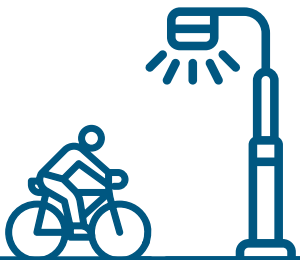
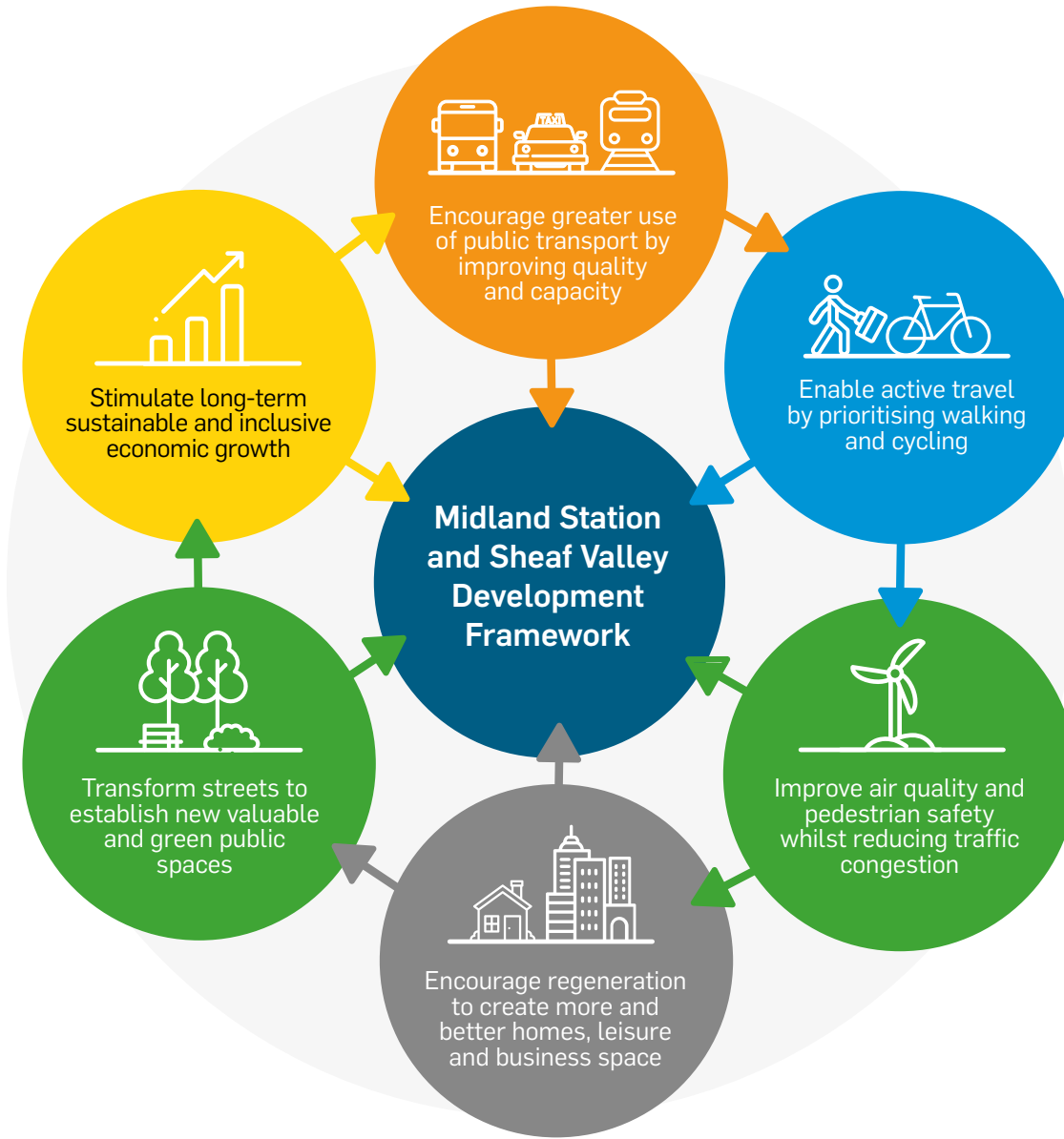


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The Sheffield Midland Station area offers a transformational regeneration opportunity to drive sustainable and inclusive growth, maximise the benefits of transport investments and improve the lives of people and communities.

The area will be the next phase of city centre regeneration, with the potential to create significant economic, environmental and social benefit.





Introduction

The area has the potential to help the city and City Region prepare for HS2 and Northern Powerhouse Rail and fully harness the benefits these major national infrastructure investments will provide.

The area will also further develop Sheffield as a regional and national economic powerhouse drawing upon its rich cultural heritage and outdoor lifestyle.

Working collaboratively, the Sheffield Midland Station Steering Group, and its subsidiary Joint Working Group, have been established to drive this important opportunity.

The Sheffield Midland Station Steering Group and the Joint Working Group include representatives from:

The Steering Group commissioned a strategic study to shape a vision for the area. This document provides a summary of the key proposals in the vision, setting out a framework for development and regeneration.

The proposals form an ambitious phased programme of potential projects that together will transform this major transport gateway, redefine the area's streetscape and create new spaces and places for people, communities and businesses to thrive.

Building upon the positive influences of HS2 and Northern Powerhouse Rail, the framework is a hugely exciting proposition that focuses on:

- > being a catalyst for sustainable and inclusive growth.
- > helping to address climate concerns and air quality.
- > enabling better health and well-being.

The Framework does not set out a fixed outcome but suggests the potential scope and scale of the vision.

The proposals 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.

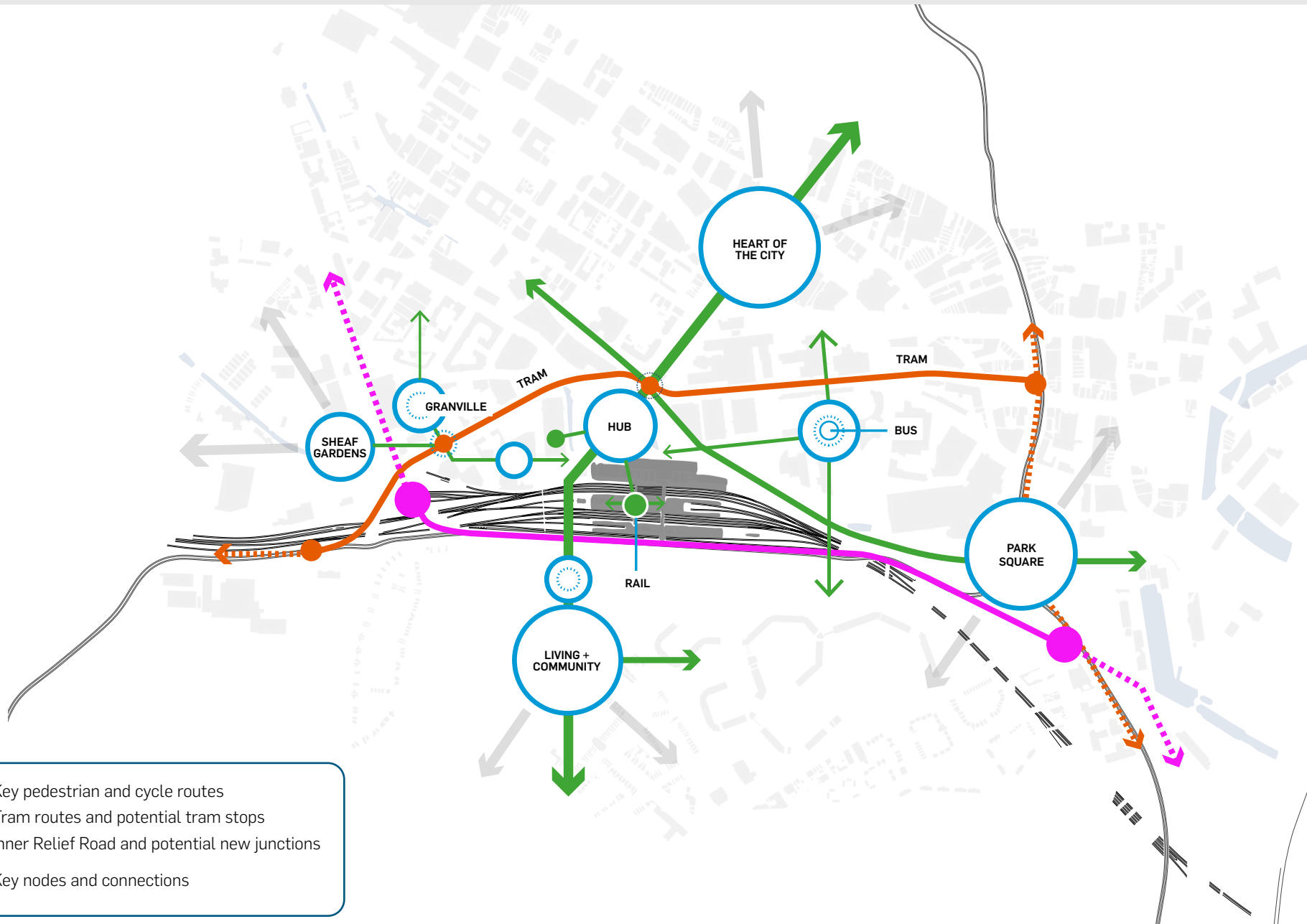


Sheffield
City Region

LCR

HS2





- Key pedestrian and cycle routes
- Tram routes and potential tram stops
- Inner Relief Road and potential new junctions
- Key nodes and connections

Why are we doing this?

Sheffield, like all cities, must continually adapt and develop to address population growth, demographic shift and climate change, whilst also helping to revitalise local, regional and national economies.

Investment in transport networks, buildings and spaces are essential ingredients in making this possible.

Demand for rail travel is growing across the country. In Sheffield, growth in passenger demand will place additional pressures on Midland station and the surrounding area with more people accessing the city and needing connections with other travel modes.

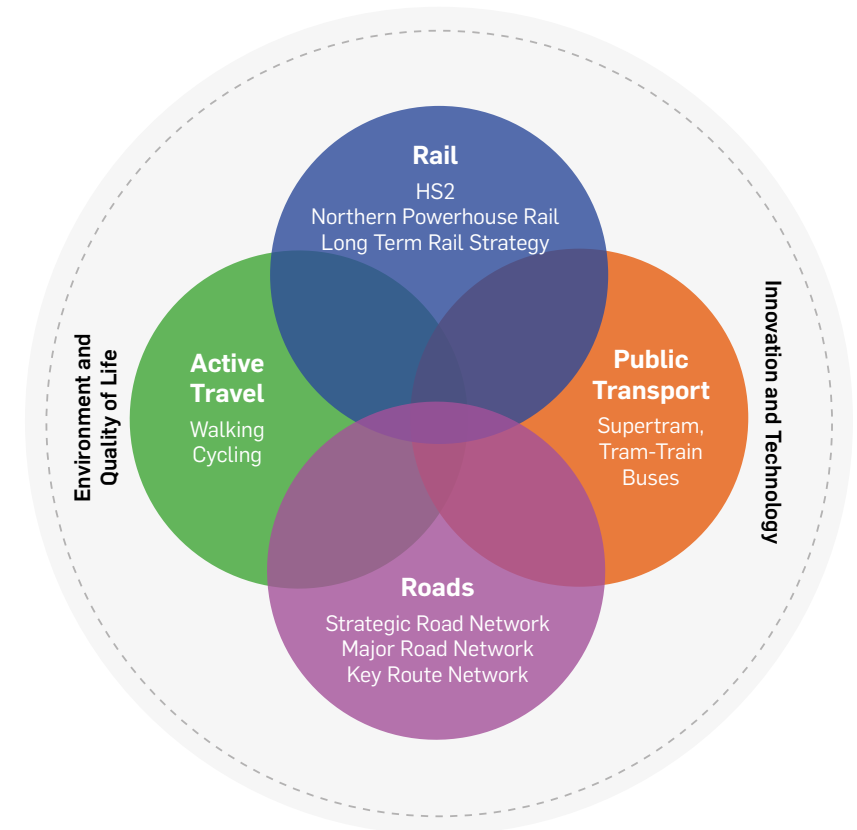
The Sheffield City Region Integrated Rail Plan was launched in 2019 and sets out the City Region's ambitions for future transport connectivity and investment.

The Integrated Rail Plan identifies Midland Station as a critical part in a coordinated programme of regional interventions, highlighting the importance of Midland Station not just for the city, but for the wider City Region and Northern Powerhouse.

Whilst Midland Station currently provides a good range of facilities, customers are increasingly demanding more from their travel experience – better comfort, improved facilities and greater choice. Major stations that are unable to meet these expectations, will fail as functional hubs.

The station district must also be remodelled to become an integrated travel hub, making it easier and quicker to adopt public transport, interchange between transport modes and enabling walking and cycling.

The area around Midland Station is currently in need of regeneration and has a large amount of unrealised development potential. Whilst the 2002 improvements to the station buildings and public realm provides a very high-quality arrival point, there are opportunities to transform this important gateway to the city centre.



Extract from: Sheffield City Region Transport Strategy



There are also fundamental issues affecting the area which need to be addressed, for example:

- Traffic congestion across the road network
- Conflicts between taxis and private pick up/drop off leading to further congestion
- Poor air quality

Severance of neighbouring communities

The arrival of new rail services into Sheffield, as promoted under the HS2 and Northern Powerhouse Rail programmes, will bring additional rail capacity and frequency, transforming Sheffield's local, regional and national connectivity.

However, these will only be successful if Midland Station and the integrated transport hub can accommodate the increased numbers of passengers and provide the right environment to encourage development.

These new rail services will transform the economy of the North, making it easier and faster to move between cities. The City Regions of Leeds, Manchester and Sheffield together add up to roughly 80% of the population of London, however they produce only 40% of London's economic output.

Poor connectivity between centres of commerce limits the movement of trade and labour. This is a brake on growth regionally and nationally and is unsustainable in the long term.

For the wider benefits of improved connectivity to be realised, HS2 and Northern Powerhouse Rail need to be supported by investment in Midland Station and its surrounding area.

There are many examples where investment in stations and their immediate areas, coupled with associated place-making and regeneration, has led to the creation of new city districts.

These areas are characterised by high-quality business space and can also attract demand for new housing within an easy and pleasant walk of great amenities and excellent transport hubs, creating more sustainable city centre communities.



Existing Bus Station



Sheaf Street



Turner Street Bridge



Sheaf Street Pedestrian Crossing



The Framework sets out a programme of potential projects and begins to illustrate how Midland Station and the station district can be transformed over the next 15-20 years.

Using transport and development interventions, it strives to address the declared climate emergency, while encouraging economic growth.

The Framework has been commissioned in anticipation of the introduction of new rail services and the need to rethink transport routes and nodes within the city. The study considered the highway and tram networks and how they interact with rail, bus, walking and cycling.

It also addresses existing issues around the station such as traffic congestion, poor air quality, conflicts between taxis and station pick-up/drop-off and connectivity with wider communities and city areas.

The Framework provides the opportunity to be ambitious with proposals to improve the environment across the station area and accommodate increases in rail passengers in a coordinated and strategic way.

The proposals enable and encourage sustainable and active travel by providing a safe and inviting green environment for walking and cycling which link with wider parts of the city.

The Midland Station area is a key hub for trains, trams and buses and the framework enables this area to be a gateway and focal point for the city and City Region.

At the heart of the Framework, there are various measures to improve capacity in the public transport networks, making them easier to access and changing how they work together as an integrated transport solution – trains, buses, trams, taxis, footpaths and cycleways all working together.

At the same time measures are proposed to reduce conflicts between taxis and private cars and to improved access to and from the Inner Relief Road and a new multi storey car park.

The Framework also presents a wider regeneration opportunity to create better spaces for homes and businesses, and links to learning and the wider community.



CONCEPT IMAGE OF SHEAF STREET

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What do we want to achieve?



To establish a high-quality and efficient transport hub that:

- is convenient to use, easy to move around, and safe
- provides for the future growth in passenger numbers
- improves the range and quality of facilities
- becomes a transformational gateway and a destination in its own right
- supports the HS2 and NPR programmes
- integrates heritage assets respecting the richness of the station's history
- is part of a network of beautiful and elegant public spaces



To maximise economic, social and environmental benefits by:

- acting as the catalyst for investment which maximises inclusive and sustainable economic growth
- promoting development to provide more and better places to live, work, eat and sleep
- supporting strategic objectives of Government and the City Region
- enhancing walking and cycling routes between the city core and adjacent residential communities
- promoting the expansion of Sustainable Urban Drainage Schemes
- improving air quality
- enabling active and sustainable travel

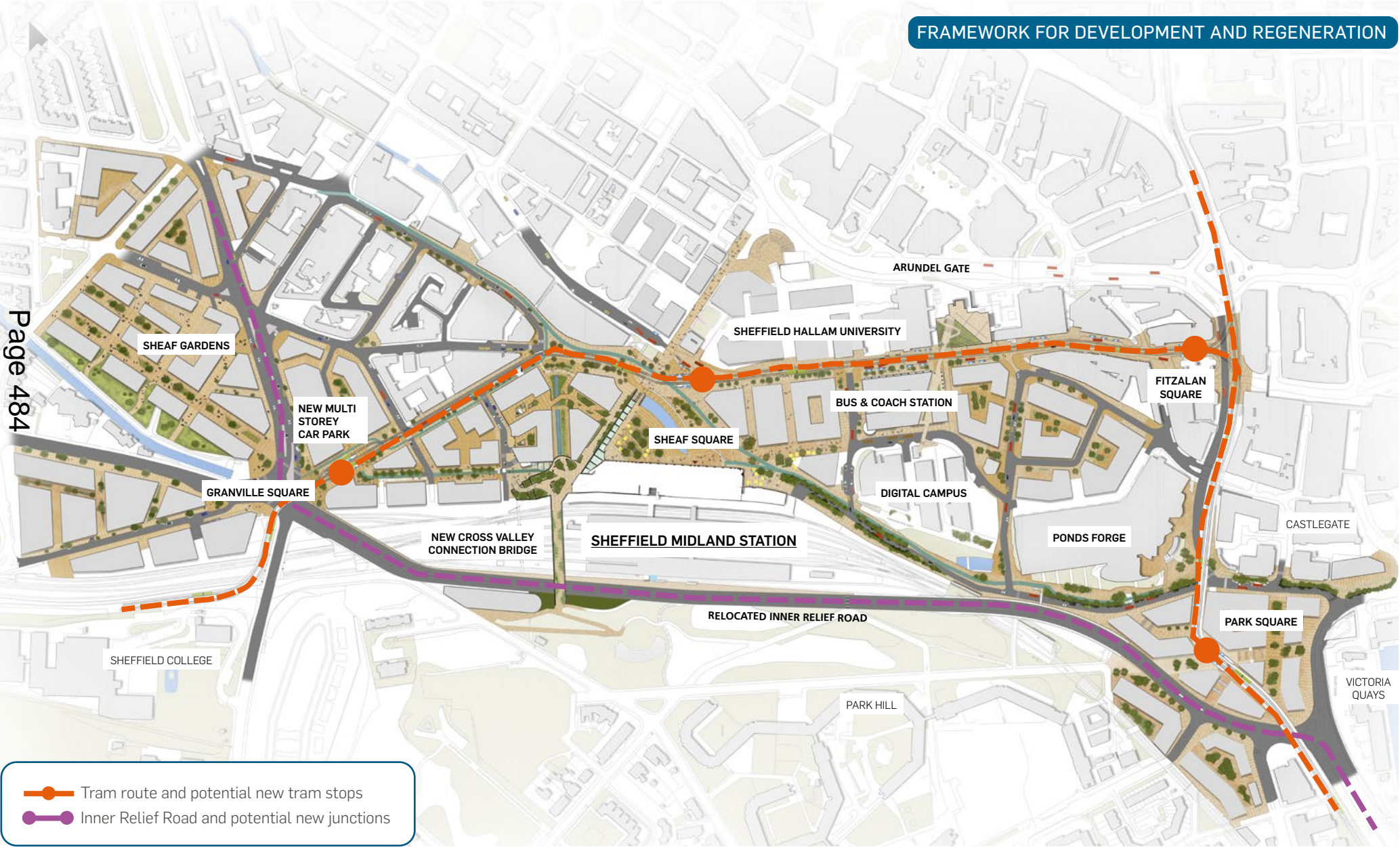


To shape a short, medium and long-term phased delivery strategy that:

- sets out a logical delivery sequence for key elements
- suggests a funding approach from both the public and private sectors.
- seeks to safeguard and maintain existing services and maintain operations
- promotes early interventions and phasing
- remains flexible and adaptable to changing market, economic and funding conditions



FRAMEWORK FOR DEVELOPMENT AND REGENERATION



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Where does it cover?

The study area covers approximately 65 hectares of the eastern side of the city core, surrounding Midland Station. With the rail station at its heart, the area spans from Duchess Road to Park Square and Pond Street to Park Hill.

Adjacent to the study area are the regeneration districts of Park Hill, the Cultural Industries Quarter and Castlegate with the main estate of Sheffield Hallam University along its western edge.

The River Sheaf & Porter Brook flow through the centre of the area, but this asset is largely hidden or in underground culverts including beneath the station.

Pond Street Bus Station is a key functional space, but another under-used asset and the Framework looks at how it could be revitalised whilst releasing valuable space for new development.

Also considered is whether the large roundabout at Park Square can be remodelled in order to improve the flow of traffic and reduce congestion, whilst releasing development land in what is currently road space.

Sheffield Hallam University is currently assessing a substantial reinvention of their campus over the next 10 years. The Framework has been produced in consultation with the university to ensure that both sets of proposals are complementary and coordinated.

Sheffield College's City Campus also abuts the study area to the east and whilst there are currently no direct campus proposals, the Framework seeks to ensure any disruption caused by the implementation of work is kept to an absolute minimum.

APPROXIMATE AREA OF THE STUDY



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What does it include?

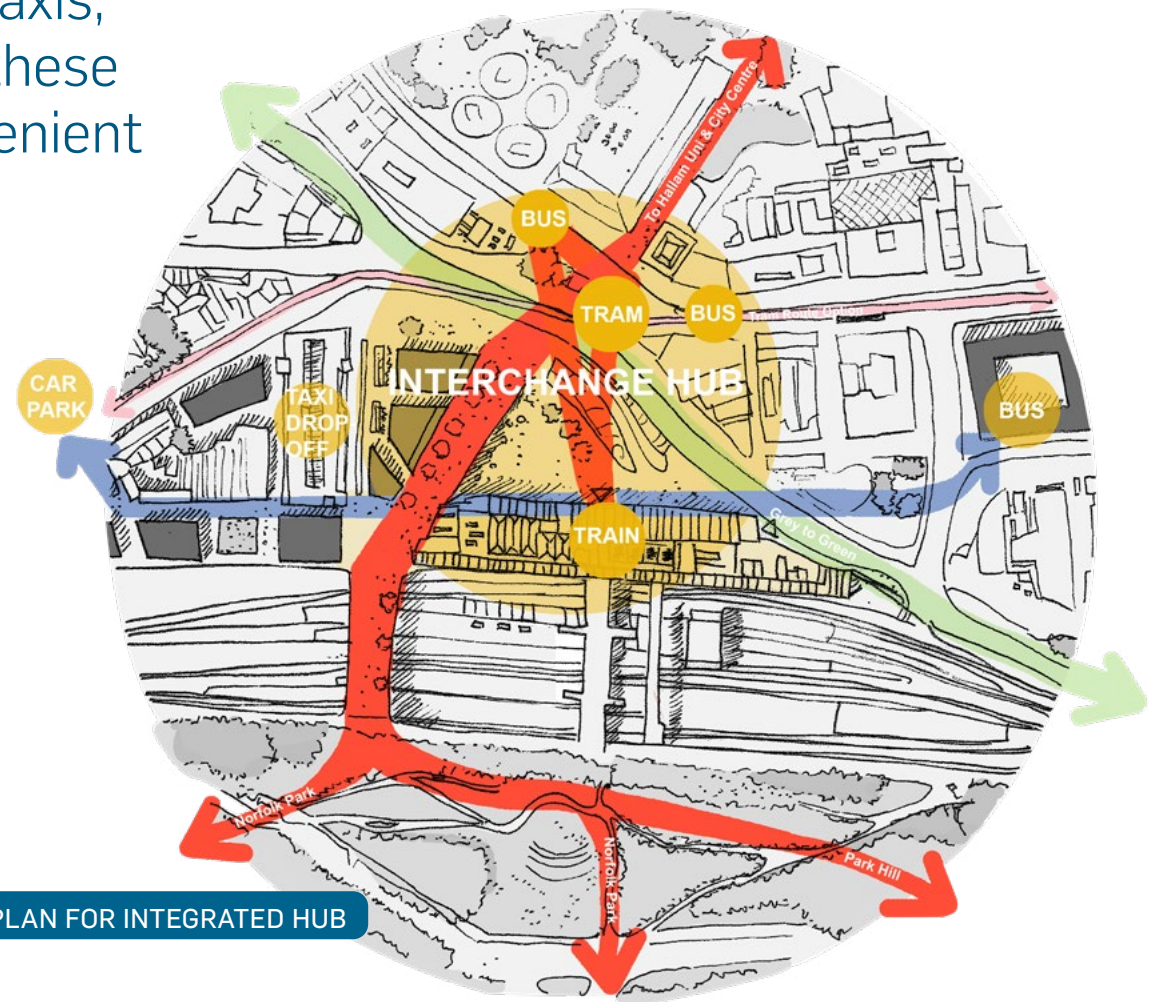
The Framework develops an integrated hub with clear, easy and safe connections between trains, buses, trams, taxis, walking and cycling - bringing these modes together in a safe, convenient and enjoyable environment.

Creation of an Integrated Hub

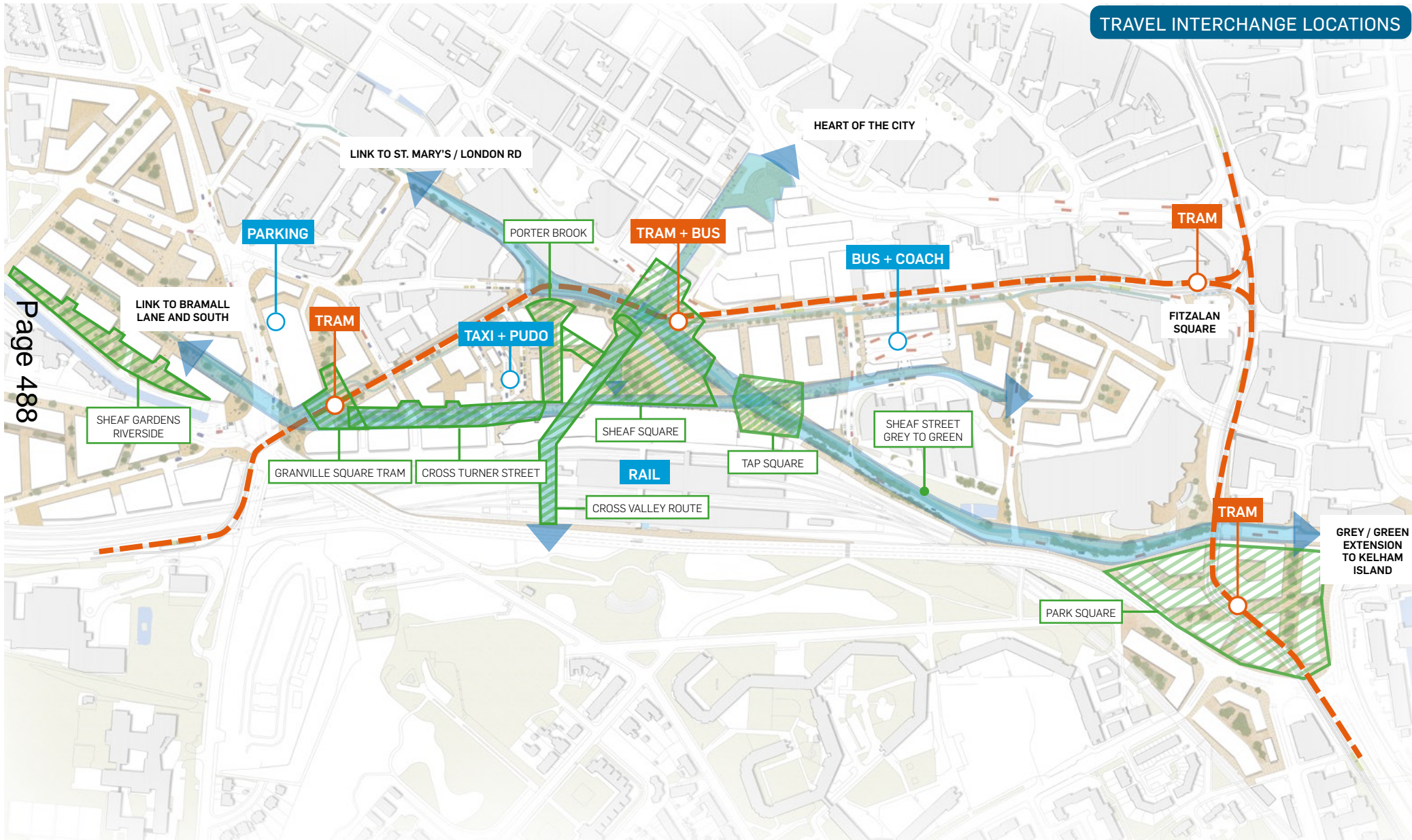
The Framework looks to develop an integrated hub with clear, easy and safe connections between trains, buses, trams, taxis, walking and cycling - bringing these modes together in a safe, convenient and enjoyable environment.

The proposals will create a new destination with improved retail and leisure outlets, extended ticket hall and station facilities, and new and revitalised entrances.

These interventions will modernise the customer experience and encourage greater use of public transport, commensurate with a high-quality transport hub and city gateway.



CONCEPT PLAN FOR INTEGRATED HUB



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What does it include?

The Framework will bring Pond Street to life as an improved link between Arundel Gate, Fitzalan Square and the station area

Pond Street transformation and tram realignment

The Framework will bring Pond Street to life as an improved link between Arundel Gate, Fitzalan Square and the station area. Well planned, vibrant and with high-quality development, Pond Street will be reanimated and redefined as a key and valuable part of the city.

The proposals demonstrate how a realigned tram system along Pond Street will facilitate the creation of new tram stops.

The tram will become more visible and accessible in this part of the city by being:

- > set within a new urban setting, free of cars:
- > located to the front of Midland Station:
- > closer to the Bus Station:
- > closer to Sheffield Hallam University Campus.

Placing the tram in the clear line-of-sight of station customers and city users will positively encourage tram travel and linked public transport trips.

The new convenient and easy to use tram stops will also improve connectivity with other parts of the city.

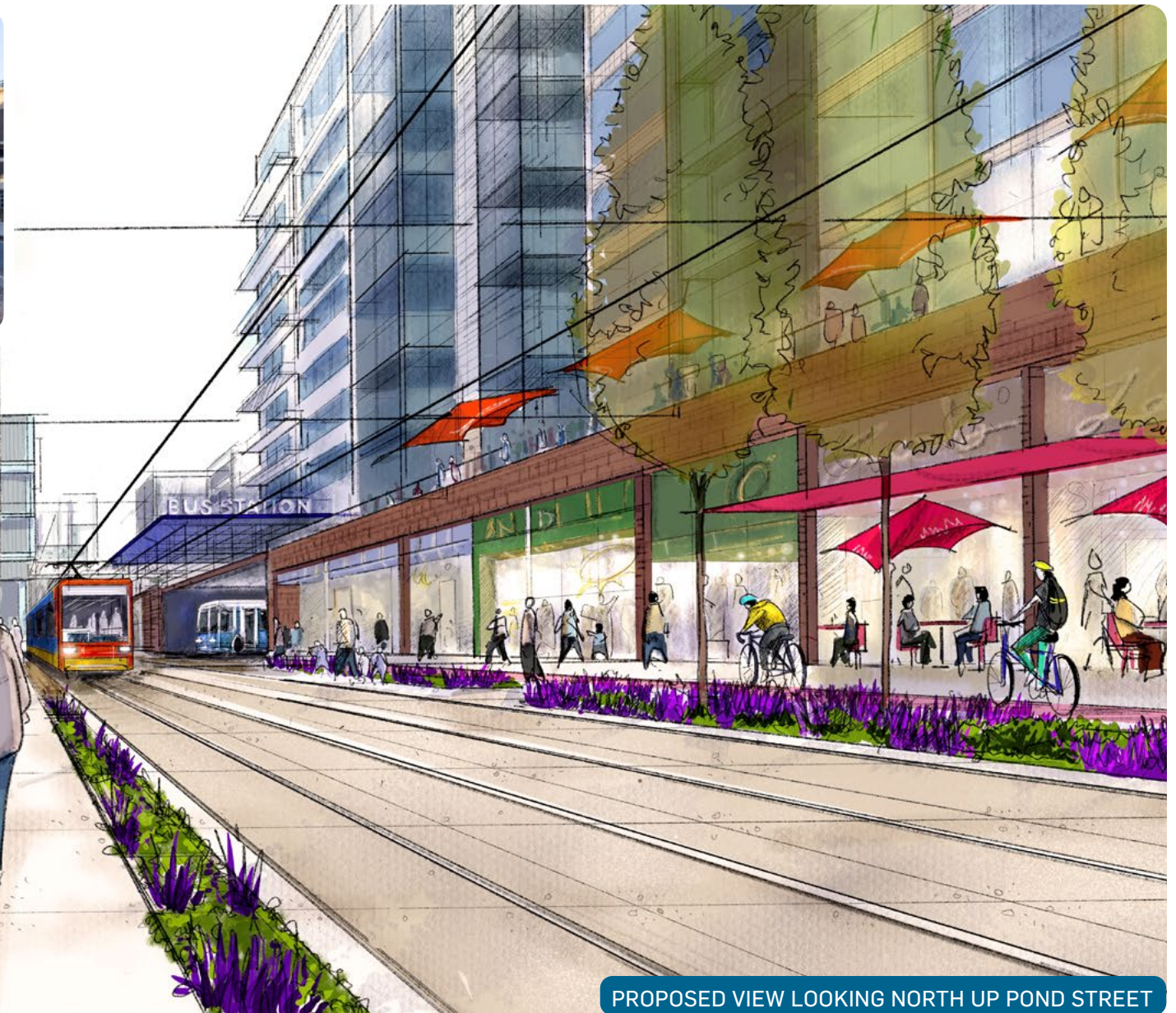
The Framework proposes a range of changes that will make better visible links between public transport modes thus making it easier to see and navigate to the different travel modes.

The Bus Station has also been rethought - the space it occupies is hugely valuable, but under-utilised. By reconfiguring the stands, simplifying bus movements and developing above the concourses, the facility can be transformed, and valuable space released for ideally located new homes and businesses.

The Framework adopts the principles of 'step-free', 'Access for All' and 'Equality of Access'. Full details of which will be developed collaboratively with the relevant special interest groups and in compliance with current guidance and best practice.



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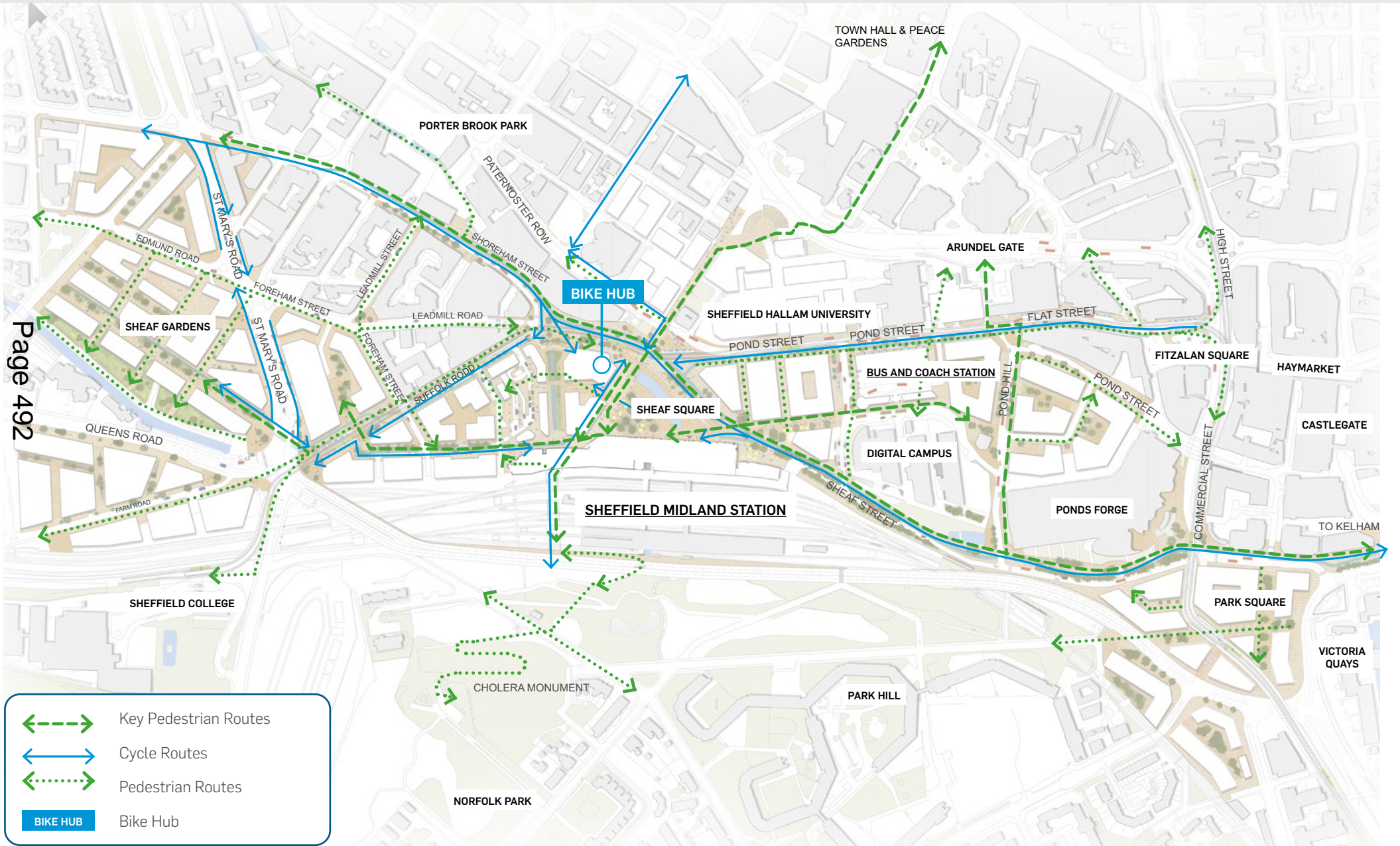


PROPOSED VIEW LOOKING NORTH UP POND STREET

What does it include?



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What does it include?

Pick-up and drop-off and car parking

The existing conflicts between taxis and private cars using the multi-storey car park and pick-up/drop-off immediately outside Midland Station is a major cause of delay and congestion, leading to poor air quality.

The Framework proposes moving long-term station car parking away from the immediate vicinity of Midland Station to expand the station district. This expansion allows for better facilities close to the station and for space to be dedicated to safe pedestrian and cycle routes.

The expanded district allows for improved taxis, pick-up and drop-off facilities, better short-stay parking and new priority parking next to the station.

The proposed location of long-stay parking is in a new multi-storey car park at Granville Square. For drivers: it will be easier and quicker to access from the Inner Relief Road, whilst also reducing congestion and harmful emissions.

Walking between the long-stay car park and Midland Station will be enhanced by the pedestrianisation of Cross Turner Street with new public realm, cafes, shops and restaurants to provide a vibrant new heart to the expanded station district.

Inner Relief Road (A61) and wider road network

Moving the tram to Pond Street opens up the once-in-a-lifetime opportunity for a new Inner Relief Road route to the east of the station.

The current highway layout is no longer fit for purpose and causes a variety of problems. Strategic and fundamental changes to the road network will reduce congestion, improve air quality and safety and provide capacity where and when it will be needed.

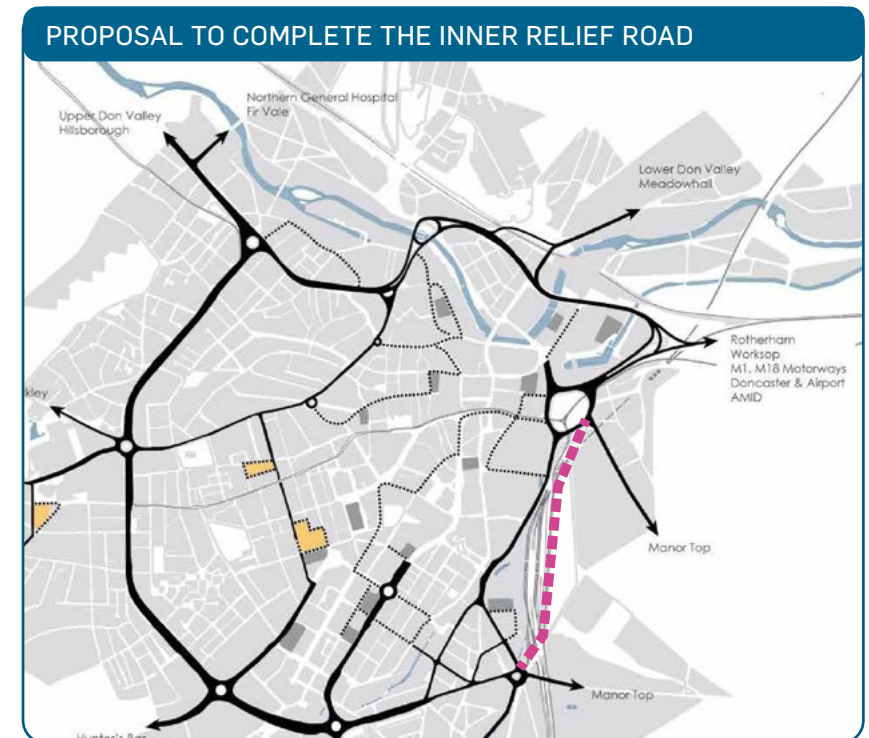
Moving the Inner Relief Road allows Midland Station to become a truly integrated part of the city. By removing the road barrier, and opening up new green space, Midland Station will be better and more safely connected with the Bus Station and the city core.

Sheaf Street, Suffolk Road and other adjacent roads can then be re-purposed for making new places with greenspace, dedicated walking and cycling routes and high-quality public realm.

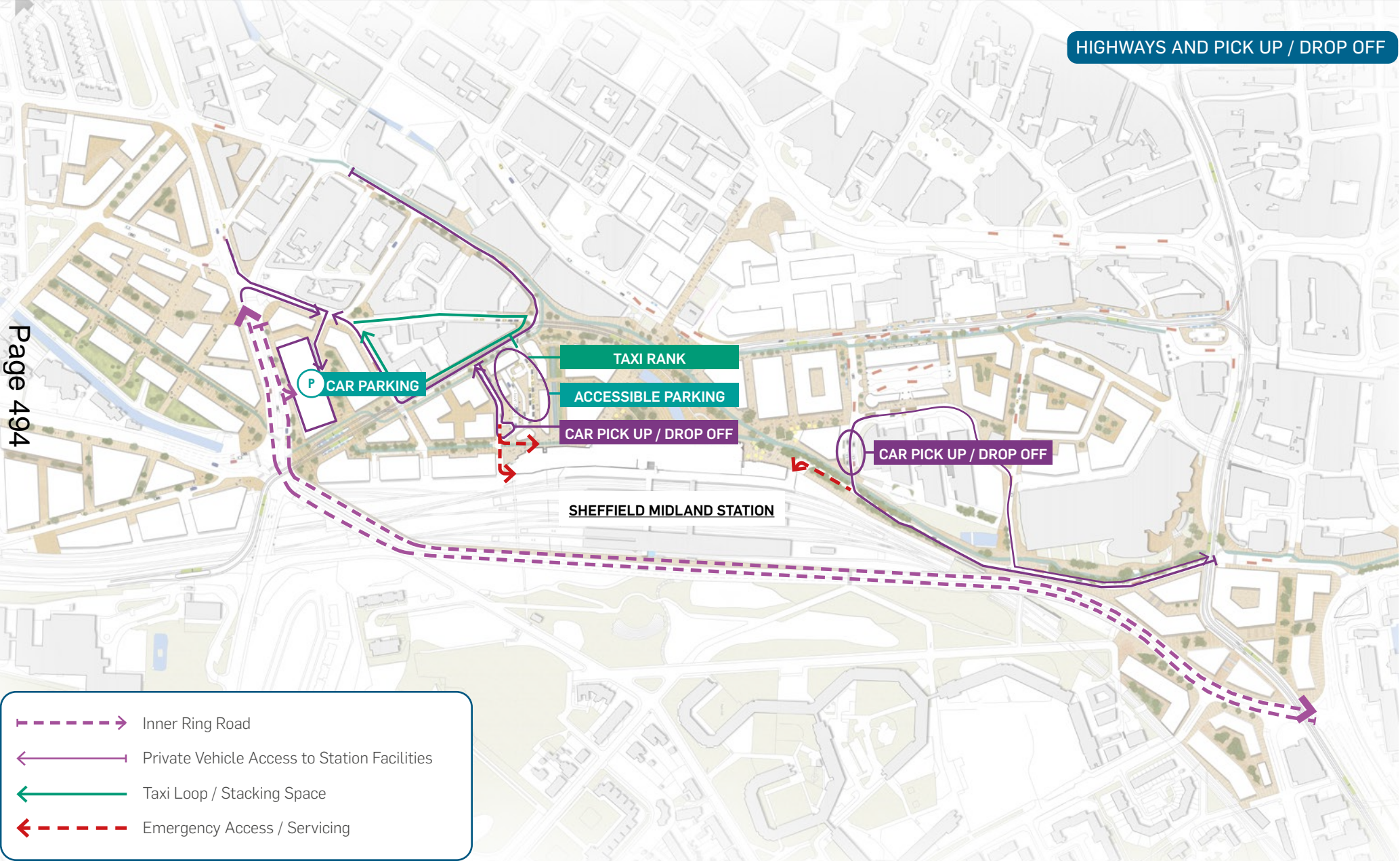
This is a complex and challenging proposition but is technically feasible and is a game-changing opportunity for a vastly more efficient Inner Relief Road and tram network and the transformation of this part of the City Centre.

In addition to encouraging new development outside of Midland Station due to the vastly improved environment, this proposal would also allow Park Square roundabout to be reconfigured creating a large new area of development land from what is currently road space.

The realignment of the road and tram network facilitates the vast majority of the other elements of the Framework and is seen as the critical component to making this transformational change.



HIGHWAYS AND PICK UP / DROP OFF



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What does it include?

Extending the 'Gold Route'

A fundamental part of the Framework is the creation of a new wider and safer landscaped bridge across the valley. The cross-valley connection will extend the Gold Route eastwards rising gently up from Sheaf Street, along the western edge of Sheaf Square, over the station platforms and new Inner Relief Road towards Park Hill and Norfolk Park.

Working with the natural gradient of the valley, the bridge will be open 24 hours every day and will create a bold new addition to the city's walking and cycling networks.

Beneath the new bridge, and a podium built as part of the adjacent development, retail and leisure opportunities will open out onto Sheaf Square and connect with the transformation of Cross Turner Street.

Sheaf Square will be revitalised and, with the cross-valley connection, be the catalyst for redeveloping adjacent land.

Improving public realm and connectivity

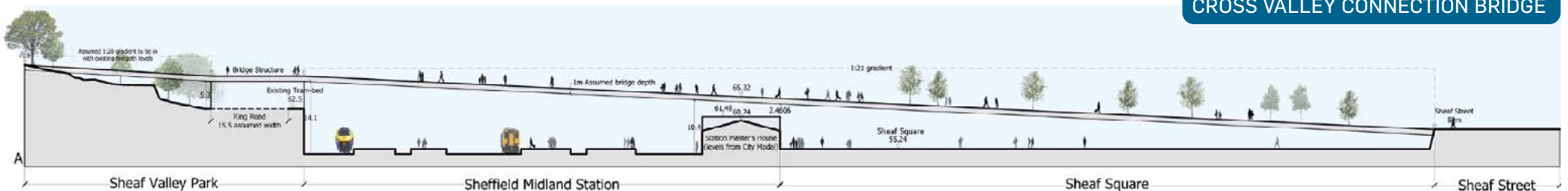
A key part of the overall vision is to provide more and better space for public realm, landscape and planting. This is achieved through the proposed changes to the strategic and local road layout.

These spaces will provide attractive and connected routes for walking and cycling to provide easy access to rail, tram and bus services and link to the rest of the city.

An expansion of the city's award winning "Grey to Green" infrastructure initiative forms an important thread throughout the Framework's proposition along Sheaf Street, Suffolk Road and Shoreham Street.

This provides a climate resilient, green and accessible cross-city connection along the valley bottom from Kelham through Castlegate, past Midland Station to Granville Square.

The expanded public realm will provide a catalyst for development and the creation of a new city quarter and spaces for living, working and relaxing, improving health and well-being for all users.



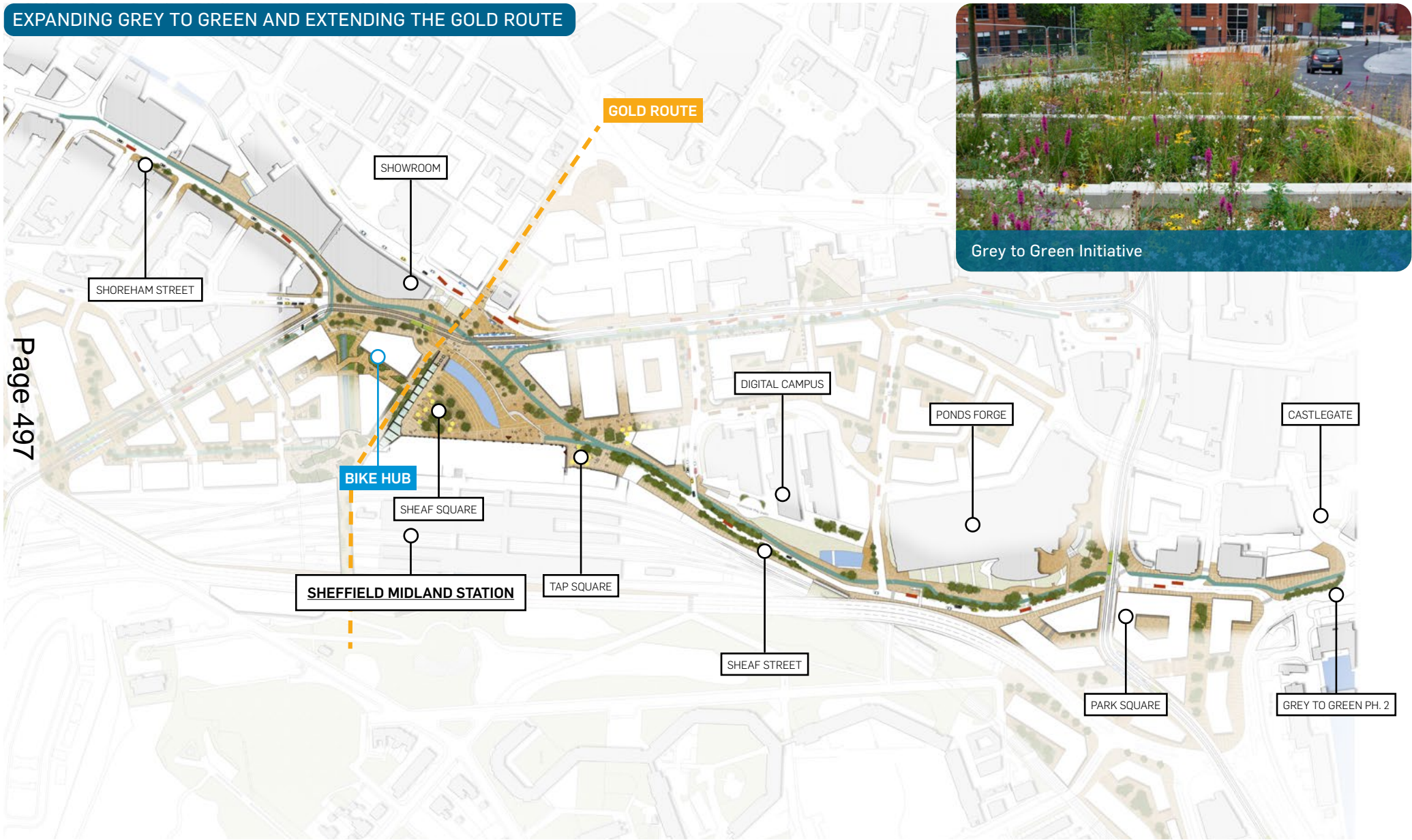
PROPOSED CROSS VALLEY CONNECTION AND SHEAF SQUARE



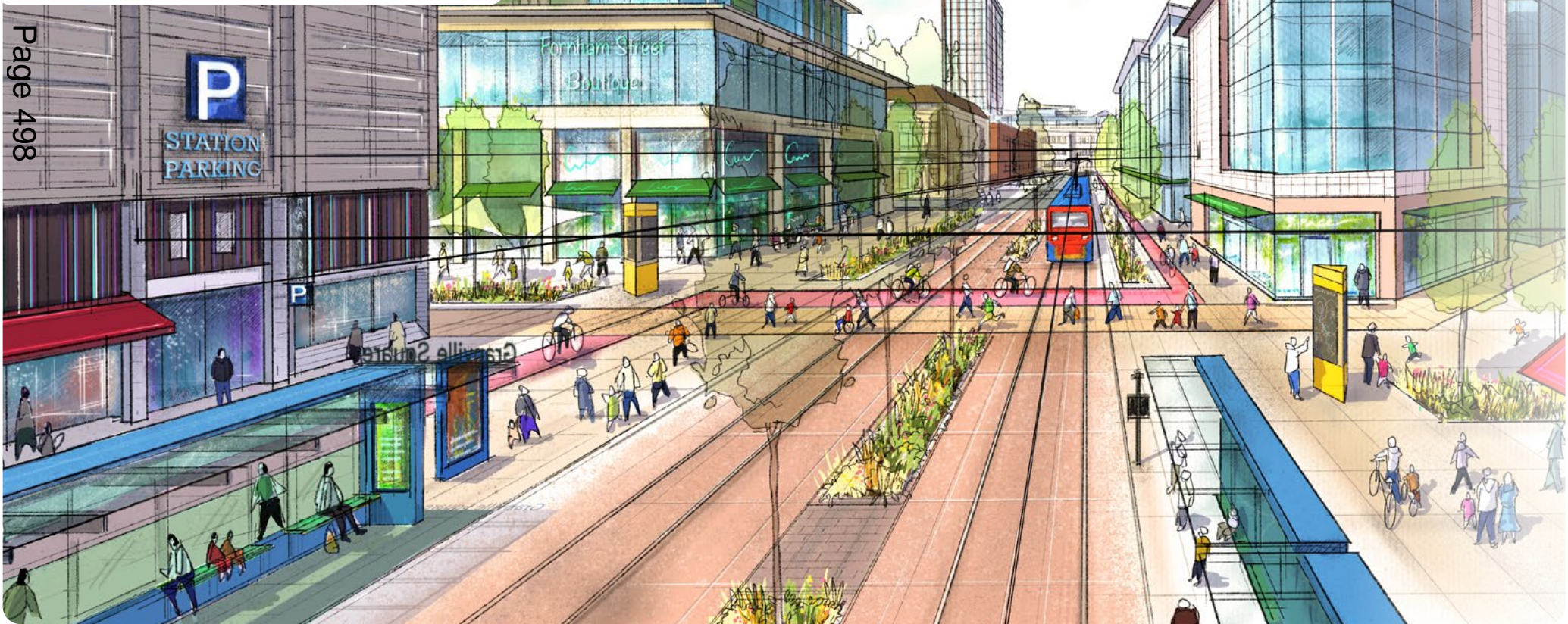
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What does it include?

EXPANDING GREY TO GREEN AND EXTENDING THE GOLD ROUTE



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Opportunities for development

The Framework provides early guidance on the potential land redevelopment in Midland Station area and is complementary to Sheffield Hallam's Campus masterplan aspirations.

As the next major development zone for the city centre, the Midland Station and Sheaf Valley Development Framework identifies opportunities for:

- > new and better homes
- > business space including office, industrial, technological, research and development
- > education and learning
- > eating and socialising
- > facilities for relaxing and leisure
- > community facilities

Turner Street and Cross Turner Street are prime regeneration projects with the potential to redefine the station district.

The release of land at Park Square will allow for a new high-density gateway development at the foot of the Parkway. Centred around the potential for a new tram stop, this new destination will provide a mix of potential uses including hotel, conference facilities as well as urban living, office and leisure space.

Park Square redevelopment will provide a key new commercial district and will improve links between Kelham, Castlegate and Midland Station.

Reconfiguring the Bus Station also provides a valuable development opportunity with new homes and business space sat above the integrated hub. Fundamentally sustainable, this development has the potential to vertically connect the Bus Station with Arundel Gate improving access and safety.

The Framework also identifies long-term opportunities around Granville Square and Sheaf Gardens creating new and revitalised residential neighbourhoods within easy walking distance of Midland Station and the city centre.



SUGGESTED CONCEPT FOR CROSS VALLEY CONNECTION BRIDGE (NEW YORK HIGHLINE)



- 2-3 Storeys
- 4-5 Storeys
- 6-7 Storeys
- 8-9 Storeys
- 10-11 Storeys
- 12-14 Storeys

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INDICATIVE FRAMEWORK BUILDING MASSING



How could it be delivered?

The Framework has been created, and will continue to be developed, through close collaboration between partner organisations.

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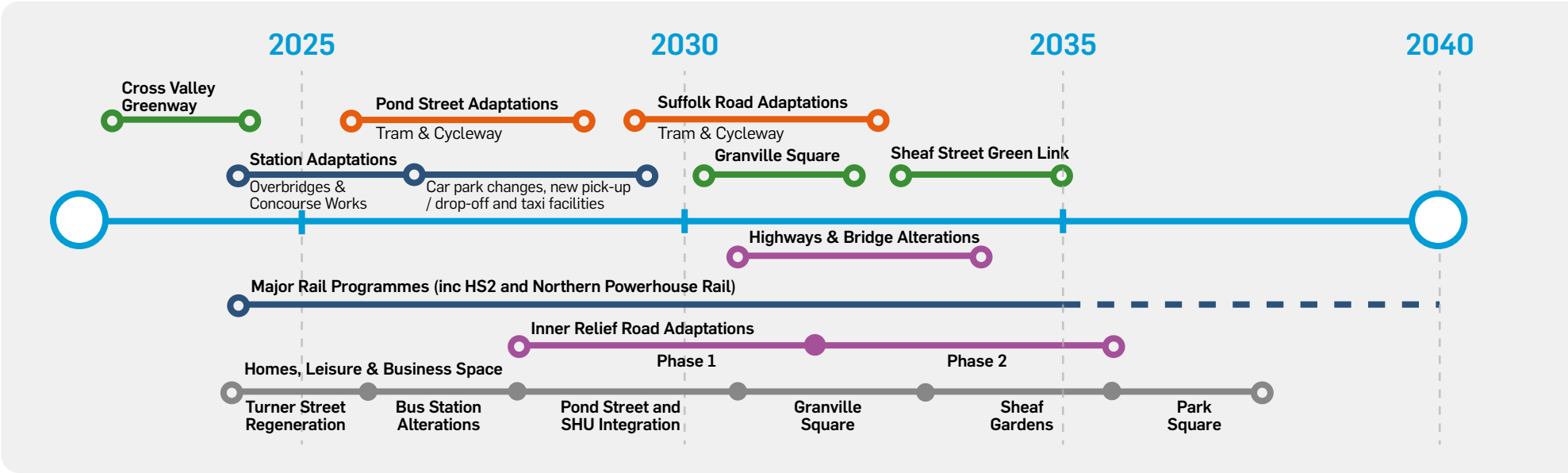
The Framework allows for a sequence of project elements that will sit within an overarching programme of investments over 15-20 years. Each element is capable of flexing and adapting to changing political, economic and funding circumstances throughout the course of its delivery.

As with all major investments, the affordability, funding and financing of each project will be fully scrutinised. Detailed investment strategies will be established on a project-by-project basis, targeting appropriate sources of funding.

Public sector investment strategies will maximise the benefits and value generated from each investment and opportunities to stimulate and encourage private sector investment will also be considered in all future delivery strategies.

The diagram below illustrates a logical sequence of the potential projects within the Framework. Timescales are indicative and will obviously need to interface with other projects and programmes outside the scope of the Framework.

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What do we need to do next?

The partners will work together to support and develop the proposals drawing upon a number of channels of funding and finance.

The partners will continue to work together in order to facilitate the programme of public sector-led interventions and investment, whilst harnessing the expertise and experience of the private sector at the appropriate time.

Establishing a programme of community and business engagement will be critical to receiving and responding to appropriate feedback and securing wider support for the ambitions, aims and objectives whilst also helping to refine and shape the vision.

Securing the necessary funding to further develop the proposals is being explored through the partners as there is no one single Government Department or Local Authority empowered with considering every aspect of the Framework.



Concept Image looking East from Sheaf Street

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QUATRO

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WAKEFIELD**

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