

# TRANSPORT UPDATE

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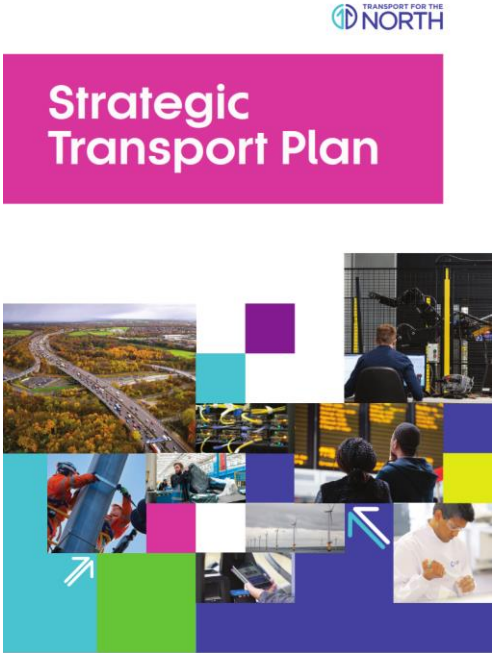
**Sheffield**  
**City Region**

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# Transport Updates

- Transport for the North
  - Northern Powerhouse Rail
  - Strategic Development Corridors
- SCR Transport Strategy
  - Mayor's Vision for Transport
  - Strategic Policies
  - Implementation Plans
  - HS2 and the Integrated Rail Plan
- Transforming Cities Fund
- Scheme Delivery
  - Active Travel
  - DSA Rail Station

# Transport for the North Strategic Transport Plan



**WHY**

- Location pin icon: Northern Powerhouse & UK Economy
- £ symbol: Northern Powerhouse & UK Economy
- Open book icon: Aims of the Plan
- Recycling symbol: Inclusive & Sustainable Growth

**WHAT**

- Map of the North: Strategic Development Corridors
- Car icon: Major Road Network
- Train icon: Northern Powerhouse Rail
- Smartphone icon: Integrated and Smart Travel
- Rail icon: Strategic Rail

**HOW**

- Lightbulb icon: Innovation
- Ship icon: Funding
- Wrench and hammer icon: Skills
- Group of people icon: Spatial Planning
- Bar chart icon: Analysis & Appraisal

**By 2050**

- £ symbol: £100bn increase in GVA
- Group of people icon: 850,000 additional jobs

Location pin icon: Investment Programme

Handshake icon: Investment Programme

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# Northern Powerhouse Rail (NPR)

- Improvements to speed, frequency and capacity between the North’s main economic centres – 30 mins/6 trains.
- Strategic Outline Business Case approved by the TfN Board in February.
- Work to begin on the Outline Business Case stage.
- Our interest is in the Sheffield to Leeds route via the Northern Loop, which will include a potential new parkway station in Rotherham and Dearne Valley.
- Also the Sheffield to Manchester route, which is ‘difficult’ due to the unlikely event a new line will be built, meaning improvements will be restricted to upgrades on the Hope Valley Line.
- SCR working with TfN on the OBC, including exploring all options to achieve the ‘conditional outputs’.

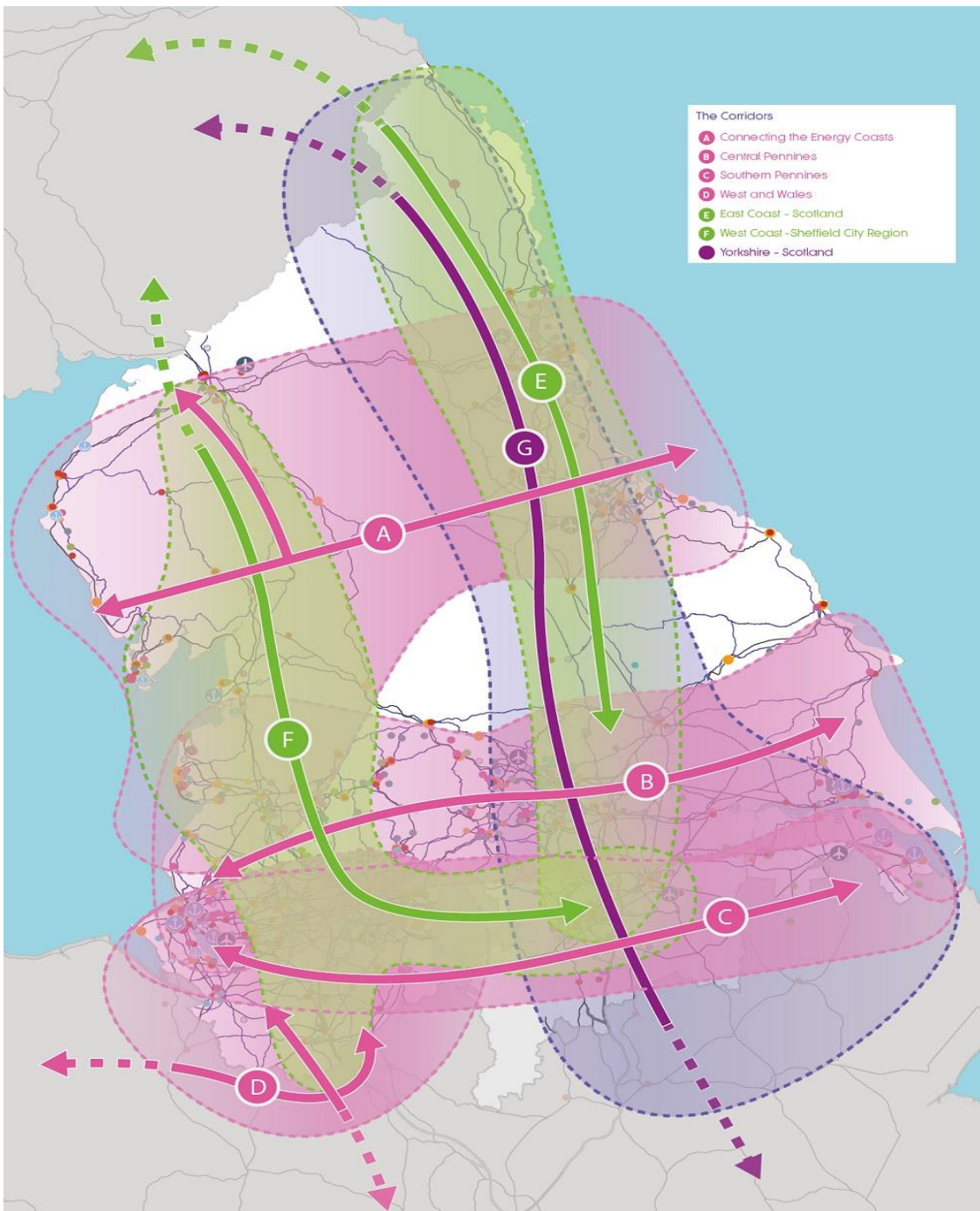
# Strategic Development Corridors

- Southern Pennines Corridor

- The STP breaks down the 'north' into a series of transport corridors. Our principle corridor is the SPC, which spreads from Lancashire across to Hull.
- It includes key initiatives for us, such as improved M1 to A1 connectivity, as well as A1 to M18 connectivity. These initiatives may include a new or upgraded alignment.
- In addition, the proposed East Coast Mainline station at Doncaster Sheffield Airport is included as an identified scheme on this corridor.

- Trans-Pennine Connectivity

- Work ongoing to develop the business case for this, including a shorter tunnel. TfN co-clienting this with Highways England
- 'Wider connectivity' proposals associated with this includes a new road between the M1 and M18.





## JOURNEY TIMES

### NEIGHBOURHOOD TO REGIONAL HUB

15 MINS

By walking, cycling, driving or using public transport, residents will be able to travel from their local neighbourhood to their nearest regional hub in no more than 15 minutes.

### REGIONAL HUB TO REGIONAL HUB

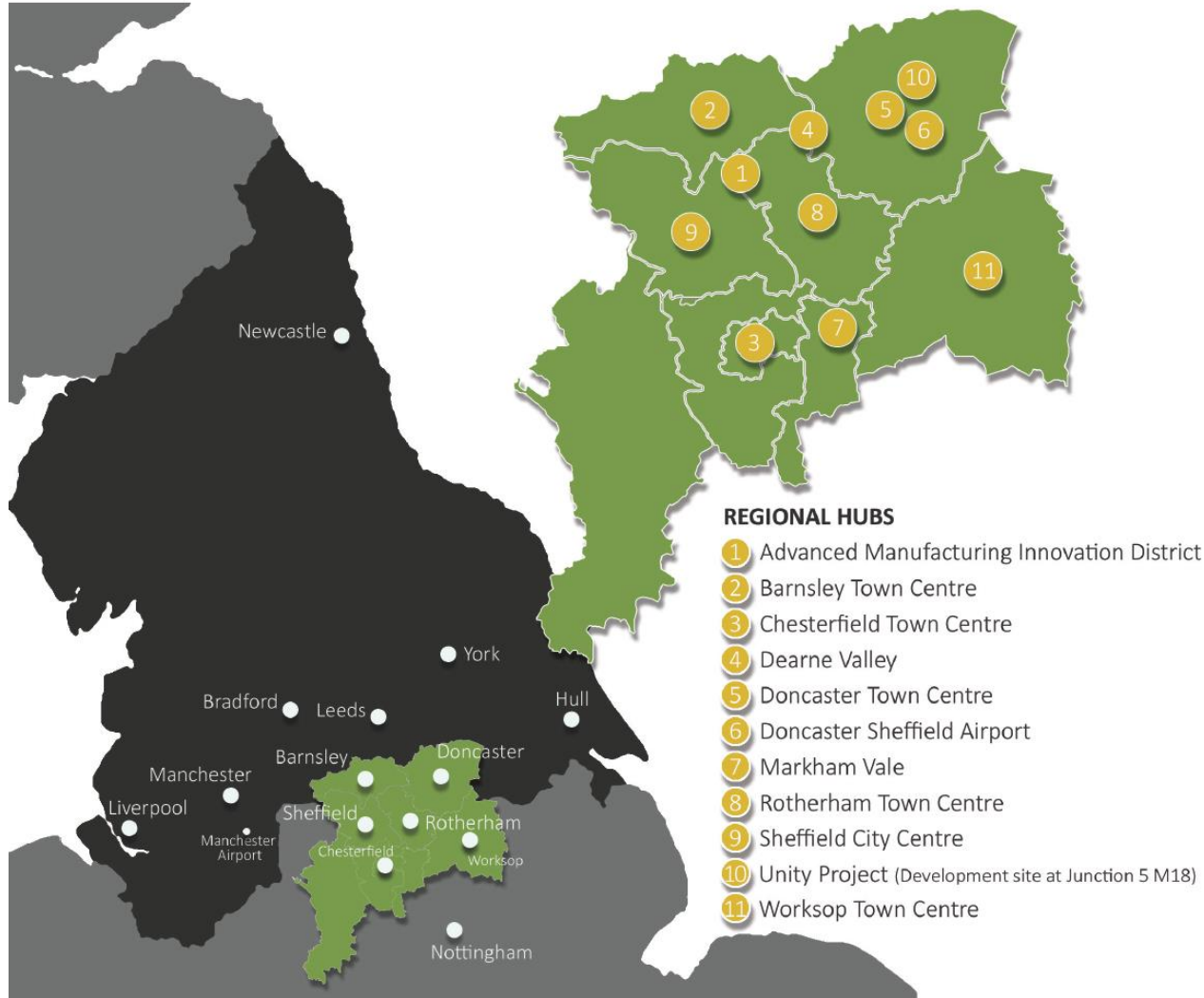
30 MINS

Using public or private transport residents will be able to travel between the region's major centres and employment hubs in no more than 30 minutes.

### REGIONAL HUB TO MAJOR CENTRES

75 MINS

People will be able to travel from each of our main town and city centres to at least four other major cities within 75 minutes.

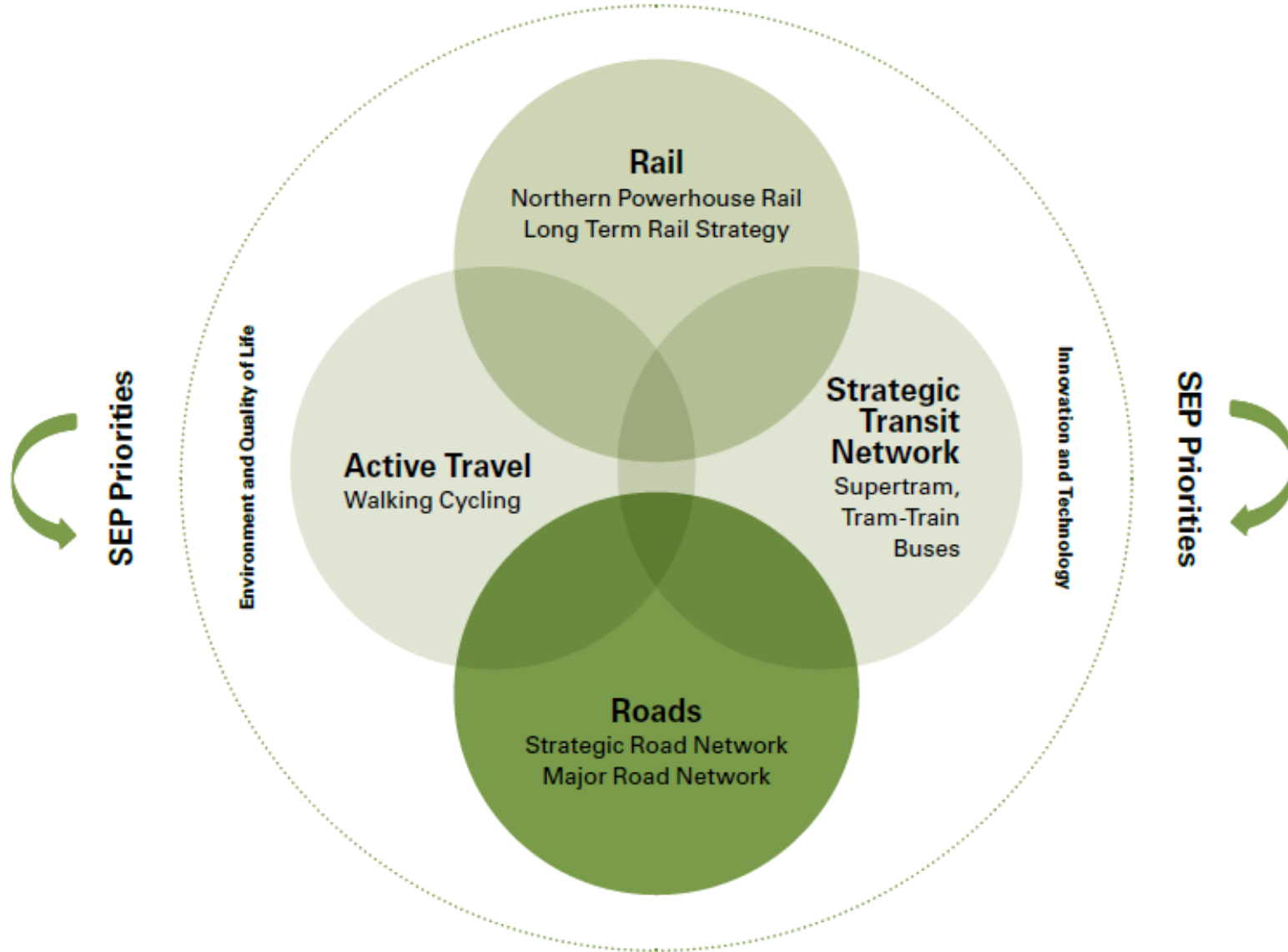


# Transport Strategy and the Mayor's Vision for Transport

- The Mayor's Vision was adopted by the MCA in December 2018, followed by the full Strategy in January 2019.
- The Strategy is based around 3 overarching goals, which in turn have 3 specific policies which outline 'what' we want to achieve:
  1. Residents and businesses connected to economic opportunity
  2. A cleaner and greener Sheffield City Region
  3. Safe and reliable transport network
- The intention is to produce a series of implementation plans setting out 'how' we will deliver these goals and policies, naming specific schemes we wish to deliver or develop over the next 10 years.

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# Implementing the Transport Strategy



# Integrated Rail Plan

- We should no longer be talking about HS2 in isolation, but rather how it and NPR can be a catalyst for how rail can support our move to a more integrated transport system in the City Region.
- Department for Transport, HS2 Ltd and Transport for the North have committed to work with SCR to produce an Integrated Rail Plan – a hybrid of our rail implementation plan and an HS2 Growth Strategy.
- SCR needs a properly planned high-speed network that is well connected to the conventional network, serving a wider spread of towns and cities.
- Whilst the benefits of national investment in HS2 and Northern Powerhouse Rail (NPR), for example, should be maximised, there needs to be ongoing, complementary investment in the local and regional network.
- The need to accommodate additional HS2 and NPR services at Sheffield Midland means that some local services need to be moved onto alternative networks, requiring an extension of the tram train system (underpinned by renewal of the existing tram system) beyond Rotherham into the Dearne Valley and Doncaster (and potentially the airport).
- Enhanced inter and intra-city region connectivity in the Dearne Valley, identified for large scale housing and employment growth, through a new NPR/HS2 Parkway.
- Improved Barnsley inter-city connectivity through extending Midland Mainline Services from Sheffield and onto Barnsley to assist with capacity and provide enhancement of services.



# Transforming Cities Fund

- The £1.22bn Transforming Cities Fund process seeks to improve transport connections into main economic centers through a series of transformational improvements which will be focused on public transport (alongside walking and cycling).
- In May 2018 SCR submitted a proposal to DfT's Transforming Cities Fund process.
- This proposed improvements to how people move between and within 3 key transit corridors in the City Region – the Don Valley, Dearne Valley and AMID corridors – with the aim to:
  1. Connect areas of deprivation/transport poverty to areas of opportunity; or
  2. Seek to achieve significant mode shift away from the private car on key corridors that could stifle future growth ambitions.
- A draft business case is being prepared for submission by the 20<sup>th</sup> June 2019, followed by the final submission in November 2019.
- SCR is seeking between £170m and £210m for a range of schemes across each corridor:
  - **Public Transport** – a series of infrastructure improvements aimed at improving the performance of the public transport network, principally journey time, punctuality and reliability
  - **Active Travel** – drawing on the Local Cycling and Walking Infrastructure Plan (LCWIP) and the recent appointment of an Active Travel Commissioner to start developing a network of active travel routes
  - **Rail** – enhancing accessibility to/from and at rail stations within the SCR and interventions that support connectivity to HS2/ Northern Powerhouse Rail

# Active Travel

- Mayoral manifesto commitment to appoint an Active Travel Commissioner – Dame Sarah Storey
- Active travel features heavily in the Mayor's Vision for Transport and the corresponding Transport Strategy.
- The SCR Transport Strategy aspires to a 350% increase in cycle trips and 21% increase in trips undertaken on foot.
- The Commissioner will be supported by a small project team – Project Director now in post and secondment from public health due to start shortly.
- First requirement is to produce an Active Travel Plan (which will be the implementation plan sitting under the Transport Strategy) which will help to determine how TCF funding will be spent. The existing Local Cycling and Walking Investment Plan (LCWIP) will form the basis for this.
- It is expected that the Commissioner will appoint an advisory panel, likely to contain organisations such as British Cycling, Sustrans, Living Streets, Sheffield Hallam University etc.

# Doncaster Sheffield Airport

- SCR continues to work closely with the airport through the Partnership Board – Chaired by Peter Kennan.
- The priority of this group has been on increasing passenger capacity (new routes and facilities) alongside the proposed new rail station.
- SCR agreed to fund £9m improvements to facilities capacity linked to attraction and expansion of carriers.
- Proposal to create a new rail station at Doncaster Sheffield Airport, providing a spur link from the East Coast Mainline and a connection to the Lincoln line.
- Strategic Outline Business Case (SOBC) developed by Arup in 2018, funded by DMBC, SCR and Peel. Strong economic and strategic fit – further work to do alongside Network Rail and DfT.
- Included in TfN's STP Investment Plan as a post-2027 scheme. There is a need to find it a 'home' within DfT to improve its status – discussions ongoing.
- Proposals for some public affairs activity to raise the project's profile, particularly within Westminster.

# Bus Review

- The Mayor has asked Clive Betts MP to Chair a review of buses in South Yorkshire.
- The review was one of 10 commitments the Mayor made in his Vision for Transport, recognising that in the last 10 years the number of people using buses has decline by 18%, yet a quarter of all households do not have access to a car.
- The bus review will be independent and seek to report back with recommendations for the Mayor to consider by early 2020. It will not seek to start from potential solutions, but rather seek to identify what is causing failures in the bus market in South Yorkshire.
- Clive Betts will be joined by a panel of expert Commissioners will be bring their own field of expertise to the review. This includes Peter Kennan representing the private sector on behalf of the LEP.
- A call for evidence is expected to go live before the end of May. Public and organisations will have the opportunity to respond within a 2/3 month window.
- Open public evidence sessions will then be held, including with the bus operators and other key stakeholders.