

**TRANSPORT BOARD**

**19<sup>th</sup> July 2019**

**SHEFFIELD CITY REGION INTEGRATED RAIL PLAN**

**Purpose of Report**

This report provides an update on the progress in developing an Integrated Rail Plan for the City Region.

**Thematic Priority**

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

**Freedom of Information and Schedule 12A of the Local Government Act 1972**

The paper will be available under the Combined Authority Publication Scheme

**Recommendations**

That members:

- Note the process for adopting the Integrated Rail Plan at the MCA.

**1. Introduction**

- 1.1** Since 2018, the Sheffield City Region (SCR) has been preparing an HS2 Growth Strategy that was to be submitted to the Department for Transport (DfT) setting out what benefits the arrival of HS2 and Northern Powerhouse Rail (NPR) in the SCR would be, as well as outlining what additional infrastructure may be needed. However, in March 2019, it was agreed that the work would be more effectively presented in the form of an Integrated Rail Plan (IRP) for the SCR. It was also agreed that it would also serve as the associated rail implementation plan for the Transport Strategy.
- 1.2** This report sets out the process that has been followed in producing the IRP and seeks endorsement of the Plan and next steps.

**2. Proposal and justification**

- 2.1** The evidence base underpinning the original work on the HS2 Growth Strategy was completed in October 2018 and encompassed a number of work packages to enable and support the development and delivery of an HS2 Growth Strategy for the City Region.
- 2.2** Alongside this work, the Strategic Outline Business Case (SOBC) for NPR was submitted to Government in February 2019 and significant funding has been released to Transport for the North (TfN) by the DfT to take forward the next stage of design work, aimed at developing a single concept for each corridor by early 2020. However, HS2 and NPR are not isolated infrastructure projects flowing through the SCR. They are intrinsically linked.

As such they should be used as a catalyst to deliver our wider goals within the recently adopted Transport Strategy.

- 2.3** The Strategy recognises that the City Region 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 NPR for example, should be maximised, there needs to be ongoing, complementary investment in the local and regional network. Yet there is no current single programme or funding opportunity to deliver what is needed on our rail network, hence the need for an Integrated Rail Plan.
- 2.4** The Integrated Rail Plan will serve as the implementation plan for rail within the SCR Transport Strategy as well as articulate the outcomes originally planned for inclusion in an HS2 Growth Strategy. In this way, the SCR is being much more pro-active in setting out what investment is needed on our rail network to realise the Mayor's Vision and to help deliver a transport system that works for everyone. This is because the real benefit from investment in HS2 and NPR in the City Region, will not come directly from those projects, but from the impact and investment in the wider rail and transport network.
- 2.5** Through the Integrated Rail Plan for the City Region, we are aiming to set out what we need from our rail network to achieve the goals, policies and outcomes set out in the Transport Strategy and the Mayor's Vision for Transport. HS2 and NPR will help deliver the inter-regional connections to major centres, whilst our ambitious active travel programme will help achieve the necessary local connections to/from neighbourhoods, helping to deliver our aspirational journey time targets. The Integrated Rail Plan sets out what is needed to achieve the regional hub to regional hub connections, positioning HS2 and NPR within a coherent strategy for our rail network, in order to reap the full benefits of this investment.
- 2.6** The final version of the Integrated Rail Plan will include the following:
- A description of the existing challenges on the SCR's rail network
  - The latest position with HS2 and NPR and the opportunities this presents
  - A description of the interventions that the SCR believes is needed on its rail network over the next 15 years
  - How these interventions will help deliver local growth ambitions;
  - How we will measure the success of the Plan against the goals and policies of the Transport Strategy.

The Plan was developed through close working with all the South Yorkshire Local Authorities alongside the Department for Transport (DfT), the Ministry of Housing, Communities and Local Government (MHCLG), HS2 Ltd, Transport for the North (TfN) and Chesterfield Borough Council. It has been endorsed by the Leaders of the South Yorkshire Local Authorities for publication.

- 2.8** More specifically, the Plan identifies several principal components for the SCR's future rail network:
- 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.
  - A new station in the Dearne Valley that has the potential to be served by HS2 and NPR services.
  - Intercity rail services direct into the town centres of Barnsley and Rotherham.
  - Providing a direct national rail connection to Doncaster Sheffield Airport.
  - Delivery of major improvements at Sheffield Midland station.
  - Continued investment in upgrading the East Coast Main Line and the Midland Mainline.

- Delivering a permanent tram-train service between Sheffield and Rotherham and future proofing the existing Supertram network.
- Extending the tram-train network into the Dearne Valley, Doncaster and Doncaster Sheffield Airport.
- A new rail station serving the Advanced Manufacturing Innovation District.
- A rolling programme of improvements at our network of local stations.
- The opening up of low usage or closed rail lines to new passenger and freight services across the SCR.

**2.9** The next steps after approval by the MCA, will be to take forward the necessary development work on all these components to ensure timely delivery as set out within the Plan itself. In parallel with this plan, work has also started on the development of the parallel implementation plans for road and active travel. The public transport implementation plan will also sit alongside these and follow a similar format to the IRP. The cumulative list of interventions from all of these plans will form an overall Transport Programme, which will provide the focus of the MCA's work on transport for the forthcoming years.

### **3. Consideration of alternative approaches**

- 3.1** Option 1: Publish an HS2 Growth Strategy as planned  
This would draw together all of the evidence developed to date but would miss the opportunity to make the case for the required wider investment required in the SCR rail network.
- 3.2** Option 2: Publish a separate Rail Implementation Plan  
This would be to develop the agreed implementation plan but would not have a clear link to HS2 and NPR, projects which will have a profound influence on the SCR's future transport network and will play an important role in delivering the aspirational journey times set out in the Mayor's Vision. This would result in a piecemeal approach which would result in a lack of integration in our thinking.

### **4. Implications**

#### **4.1 Financial**

There are no direct financial implications arising from this report. The work on the HS2 Growth Strategy evidence base has been funded from a previously awarded grant of £1.25m from Government.

#### **4.2 Legal**

Section 108 of the transport Act 2000 requires the MCA to develop policies for the promotion and encouragement of safe, integrated, efficient and economic transport to, from and within their area, and carry out their functions so as to implement those policies.

#### **4.3 Risk Management**

Individual projects will be subject to separate bespoke risk assessments during their development and implementation.

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

An Equalities Impact Assessment has been undertaken as part of the Integrated Assessment for the refreshed Transport Strategy. To ensure that the consultation process on the Transport Strategy was inclusive, the Transport Strategy documents were available in electronic, printed and accessible formats. Members of the public and transport users of all ages and socioeconomic groups were encouraged to view and comment on the draft Transport Strategy through a variety of ways.

## 5. Communications

- 5.1 Proactive communication is planned around the launch of the Integrated Rail Plan, in partnership with stakeholders including local authorities, Transport for the North, Doncaster Sheffield Airport, HS2 Ltd and the Department for Transport.

## 6. Appendices/Annexes

- 6.1 N/A

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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: