FOREWORD

Sheffield City Region (SCR) is home to 1.8 million residents with an annual economic output of over £30bn, and over 55,000 businesses.

We are a core part of the Northern Powerhouse and a key driver of economic growth within the North.

We are making great strides on delivering our Strategic Economic Plan, exceeding our targets for both job creation and GVA growth by taking full advantage of a successful series of Devolution Deals. However, there is still much work to be done, and we are intent on focusing on increased productivity and growth in higher wage jobs across our region. We will achieve this by playing to our unique strengths: advanced manufacturing, engineering and innovation-led industries.

To achieve our economic goals we need an effective, integrated and sustainable transport network that offers excellent connectivity. We will deliver this network by maximising the benefit of national infrastructure programmes and planned Transport for the North investment to ensure we are connected to other city regions and global markets. We will also deliver our own intra-regional connectivity proposals.

Combined, these investments will allow us to achieve agglomeration benefits, by bringing firms closer (in space or time) to other firms or workers in the same sector. Agglomeration will support specialisation, improve labour market efficiency and increase competitiveness by opening up access to new markets. In this way we will drive increased productivity, up-skill our workforce and create higher wage jobs.

This document sets out how we intend to work with Transport for the North, Government, national delivery agencies and our own local partners to deliver the transport improvements that will allow us to achieve our economic ambition.

WHO WE ARE

We are the Sheffield City Region Combined Authority (SCRCA), which comprises four constituent (Sheffield, Barnsley, Doncaster and Rotherham) and five non-constituent authorities (Bassetlaw, Bolsover, Chesterfield, Derbyshire Dales and North East Derbyshire).

We are the Local Transport Authority in South Yorkshire constituent areas, and in non-constituent areas the Local Transport Authorities are Derbyshire and Nottinghamshire County Councils.

THE PURPOSE OF THIS TRANSPORT PROSPECTUS

This Transport Prospectus has been developed to:
- highlight the fundamental role that transport will play in delivering our plans for economic growth;
- reaffirm our steadfast commitment to supporting national transport infrastructure programmes that benefit our region;
- confirm our ambitions for improved connectivity to the wider North, as a core part of the Northern Powerhouse; and
- set out priorities for improving our region’s transport network through investment and devolution, building on our successful Infrastructure Fund programme.

During 2017 we will be developing a refreshed Transport Strategy for our region, and this Prospectus will inform that process.
INTRODUCTION

ECONOMIC GROWTH

Our ambition is to become the UK’s leading centre for advanced manufacturing, engineering and innovation-led industries - a catalyst for change across the region attracting global innovation and partnerships with world-leaders in technology, to help us create an inclusive place where our communities, people and businesses flourish.

By 2024, our current targets are for:

- 70,000 NEW JOBS, 30,000 OF WHICH ARE HIGHLY SKILLED
- INCREASE GROSS VALUE ADDED 10% 70,000 NEW HOMES
- £3.1bn
- 6,000 NEW START-UPS

As a driving force at the heart of the Northern Powerhouse economic agenda, we have seized the opportunity to transform our economic fortune. Work that is currently underway to refresh our Strategic Economic Plan indicates that GVA and job growth have increased ahead of our 2014 projection, with lower growth in productivity and housing. We want to create more high GVA jobs while continuing to grow jobs across the income spectrum, ensuring that all residents from every community can access these jobs.

We want growth to be inclusive, where investment and growth produce benefits for everyone in our region. Evidence shows that the skills profile of our region is very variable by area, with labour market attachment and educational performance that are highly spatially concentrated. We want inclusive growth that reduces disparity and is shared by all.

To succeed, we plan to focus on:

- improving connectivity;
- generating more businesses and more jobs;
- creating places to live; and
- improving the skills and employability of our workforce.

THE ROLE OF TRANSPORT

Transport infrastructure plays a key role in supporting the economic growth of our region. It provides the means by which residents can access employment, education, retail and leisure opportunities, as well as providing the mechanism for businesses to transport goods and services. Our evidence suggests that congestion is already restricting our growth, and without intervention could significantly restrict the future productivity of the region. In addition, gaps in connectivity could further limit access to employment, labour, and higher value jobs.

We plan to support economic growth through:

- maximising the benefit that our region receives from transformational national projects being developed by the National Infrastructure Commission and High Speed Rail 2 (HS2), and pan-northern projects led by Transport for the North (TfN);
- focussing on the priorities that create the best opportunities for economic growth, jobs and homes, creating attractive environments for businesses and residents; and
- the development and delivery of a comprehensive infrastructure network that attracts investment to our region, and is integrated with national and pan-northern programmes.

This Prospectus is structured in three distinct geographical layers:

- National – schemes that are of national strategic significance such as motorways or national rail that will be developed by organisations such as Highways England and Network Rail
- Pan-northern – schemes that are of strategic significance to the north of England that will be developed by TfN
- Our Region – schemes that are of regional or local significance that will be developed by local promoters in coordination with us

We recognise that local transport interventions contribute significantly to enabling economic growth. Local priorities will be included in the Transport Strategy.
Highways England, Network Rail and HS2 Ltd are progressing schemes that will have huge benefits to our economy. The rail schemes will improve north-south connectivity to our region, providing agglomeration benefits by bringing our businesses and workers closer to others in London and beyond, and to the north; whereas upgrades to our motorways will relieve congestion making our transport network more efficient, reliable and resilient, increasing the competitiveness of our region.
HS2

HS2 is a national, northern and regional transport priority. A dedicated high speed rail line will provide much faster journeys and release capacity on the main lines that serve our region. HS2 will also significantly improve the economic competitiveness of our region as a result of better access to markets in the South East, Continental Europe and beyond. Evidence suggests that HS2 Phase 2b would benefit our region by an additional £107m in GDP per annum.

We support the route of maximum economic benefit, and we support the early delivery of HS2 to the North, before 2033, to allow early realisation of economic benefits both within our region and on a wider northern basis. Should the Government’s preferred route be accepted, we want:

- stops at Sheffield and Chesterfield;
- a northern loop from Sheffield northwards with a junction to the main HS2 line near Clayton;
- a Parkway station to ensure that the eastern parts of our region, including the Doncaster-Sheffield Airport, are also served by HS2 and can access services easily;
- all HS2 trains to be modern electric trains; we therefore expect the whole HS2 route to be electrified, including the spur to Sheffield Midland, and the ‘northern loop’ along the Dearne Valley line; and
- provision for a connection between HS2 and HS1, and to Heathrow to provide international connectivity.

HS2 is vitally linked to many other strategic schemes proposed in our Region, such as the Midland Main Line (MML) upgrade to Sheffield Midland station and Northern Powerhouse Rail (NPR). Integration of these schemes is essential to deliver full benefits to our Region, and we expect HS2 Ltd, TfN and Network Rail to collaborate timely and effectively in regard to these schemes.

It is vital that we also make more local changes so that people can access HS2 in our region easily and seamlessly. This will build on from ongoing work related to, for example, commuter cycle connections to HS2 stations, and will allow us to maximise the economic benefits of these important schemes.

To ensure we are ready, we will produce an HS2 Growth Strategy, working with local and national partners, which will look at an integrated connectivity package so that the essential connections to key growth and economic areas, and our wider region, are in place.
EAST COAST MAIN LINE UPGRADE

The East Coast Main Line (ECML) connects Doncaster to London and the north. A programme of infrastructure improvements is underway, which will result in new trains, faster services (up to 140mph), and a more reliable rail route. The improvements include recent investment to alleviate capacity constraints at Doncaster Station, which limited the capacity of the ECML as a whole, as well as local and regional services that also serve Doncaster. This improved north-south connection will help to rebalance the national economy towards the north by widening our labour catchments, and generating agglomeration benefits due to quicker journey times.

We wholeheartedly support the improvements, recognising the vital role of the ECML in connecting our region to London and the north. We want new trains running on the ECML by 2018 and subsequent line upgrade to support 140mph services as early as possible.

MIDLAND MAIN LINE UPGRADE & ELECTRIFICATION

The Midland Main Line (MML) connects London to Sheffield via Leicester, Derby and Chesterfield. Network Rail are leading a planned upgrade of the line, which includes electrification of the line to Sheffield and track re-modelling / re-signalling. These improvements will result in quicker journey times (under two hours between London and Sheffield), increased capacity and greater reliability for both freight and passenger services. In turn, this will support increased productivity of our economy through greater accessibility and efficiency.

We strongly support the upgrade and electrification of the MML by 2023, including the upgrade of Sheffield Midland station. This should be integrated with future proposals for both HS2 and NPR services. We want a replacement fleet of electric trains to maximise the benefits that electrification can offer. We also want two, evenly spaced, fast trains per hour between Sheffield and London (with all London services stopping at Chesterfield) with sub-2 hour journeys pre-electrification, during peak and off-peak periods, as well as additional weekend services. We are also committed to electrification of the line to Leeds, as this would improve access to labour markets to the north of our region.
RAIL FRANCHISING

Rail franchising is a cyclical process determining which train operating company will run passenger services on a given network and the level of service provided. The franchise model aims to promote continuous improvements in passenger experience that creates opportunity for people and businesses and boosts the efficiency and sustainability of the railway. By improving the rail services that affect our region, we can widen our existing catchments and increase opportunities for employment, agglomeration, collaboration and specialisation.

We want to have greater involvement in the franchising of services that operate in our region, so that we can deliver better, faster and more frequent services, with higher quality rolling stock and facilities. We will pursue opportunities to influence outcomes through direct consultation, and through liaison with Rail North and TfN, via their role as co-signatory for the Northern and Trans-Pennine Express rail franchises in the North. We want commitments from the new East Midlands franchise, due for renewal in 2018, for improvements to inter-city, regional and local services and stations in our region.

MOTORWAY UPGRADES

Smart motorway is a technology-driven approach tackling the most congested parts of our motorway network within the remit of Highways England. The approach increases capacity and makes journey times more reliable by controlling the flow and speed of traffic and providing driver information on overhead signs, creating economic benefits through more efficient people and freight movement. Such improvements are vital for the resilience of our transport network, and to support our freight and logistics sector, which is a key part of our economy.

We strongly support the ongoing programme of upgrades to the strategic road network led by Highways England under its Road Investment Strategies. We are actively promoting the M1 Junction 33-34 Innovation Corridor scheme through the Large Local Major Schemes Fund, which will alleviate congestion constraints and help to unlock the development of the flagship AMID. We also support improvements to the M1, A1 and M18 that will improve north-south connectivity on the strategic East Coast Corridor between Yorkshire and Scotland. We want Highways England to extend the Smart motorway between M1 J34 and J39 to support significant growth planned around this corridor.
The Northern Powerhouse Independent Economic Review identified a 25% productivity gap below the rest of England, and states that lack of agglomeration and poor transport links between key settlements are key drivers of this gap. Recognising the vital role that transport connections in the Northern Powerhouse have in reaching its economic potential, the Government has shown commitment to improving transport in the North. We want to capitalise on this enthusiasm and work with TfN and partners to make it happen. Investing in pan-northern transport will be key to unlocking economic growth in our region and central to the principle of the Northern Powerhouse being greater than the sum of its parts. Published in October 2016, the Sheffield City Region Innovation Audit shows that our region is a global leader in high value manufacturing as part of a broader Northern Advanced Manufacturing Corridor that stretches to Lancashire – particularly in sectors such as aerospace, medical technologies, rail and nuclear. Transport improvements along TfN’s proposed Southern Pennines Corridor will be essential to make this a reality.

The need to integrate HS2 and NPR

HS2 and NPR are major opportunities that could bring transformational growth for our region. The two schemes are intrinsically linked, as the HS2 northern loop and junction, should the proposed eastern route be accepted, is essential to deliver journey times between Sheffield and Leeds in under 30 minutes for NPR. It is vital that the two programmes are fully integrated in order to deliver the most beneficial outcome for our region.

We expect HS2 Ltd to work closely with TfN to ensure the work on the northern loop and junction are completed in time to feed into the Hybrid Bill.
LONGER TERM: SOUTHERN PENNINE CORRIDOR CONNECTIVITY

This is a multi-modal corridor that has rail and road components as described below.

NORTHERN POWERHOUSE RAIL

NPR is a TfN and Government-led programme to develop fast, frequent and reliable rail links between the Northern cities of Sheffield, Leeds, Manchester, Liverpool, Newcastle and Hull. The programme will complement the HS2 north-south opportunity by extending the ambition east-west and will support our economic agenda through faster and more efficient connectivity, increasing the effective scale of the Northern cities and creating agglomeration benefits to address the North’s productivity gap. Furthermore, improved connectivity will improve access to employment centres leading to a higher employment rate, and promote higher productivity by improving the attractiveness of key areas for investment, improving access to markets, and increasing the pool of workers available to work in higher productivity urban locations. It is estimated that improving connections between key economic centres of the North, alongside improvements to the skills base and innovation performance, will contribute an additional £97bn to the UK economy by 2050.

Work completed to date by TfN has shown that to create this ambition across the North, new lines and use of the HS2 network are required. Integration between the two schemes is therefore essential. We want a Southern Pennines Corridor connection from Sheffield to Manchester, Manchester Airport, Liverpool and to the West Coast Corridor, and we want a north-south East Coast Corridor connection between Sheffield, Leeds and the North East. In particular, we want a ‘turn up and go’ service and 30 minute journey times between Sheffield and Manchester, and Sheffield and Leeds.

MAJOR ROAD NETWORK

The TfN Initial Major Roads Report recognises that the number, capacity and reliability of east-west road connections in the North is a constraint on the economy and acknowledges that there are areas of severe congestion on the existing network, together with a high level of demand for freight from northern ports.

In particular, the existing road routes across the Southern Pennines between Manchester and Sheffield have long journey times, a poor record of collisions and lack resilience to bad weather. Despite the relative proximity of Greater Manchester to our region (less than 40 miles), labour market links are limited and current trans-Pennine commuting rates are extremely low – less than 1% of Sheffield’s residents commute to Manchester.

Our freight and logistics sector depends on reliable and resilient highway connections to improve and grow, and we need better, faster connectivity to Manchester and the north-west in order to expand our labour and employment market, and realise the agglomeration benefits of being closer (in time) to the economic centres in the west. Moreover, the corridor has huge potential to harness development of the Global Innovation Corridor opportunity that exists between Lancashire and our region. It is vital that investment in the corridor considers the potential benefits of integration with wider schemes that maximise potential of the Innovation Corridor and spreads the benefits of investment across our region and the North as a whole.

We support the development of a new route across the Southern Pennines, TfN, the Department for Transport (DfT) and Highways England are developing trans-Pennine options and we want the preferred option to best serve our region and capitalise on our growth opportunities.

SHORTER TERM: SOUTHERN PENNINE CORRIDOR CONNECTIVITY

Both NPR and the Southern Pennine road options are major schemes with long time horizons for delivery. Recognising the need to grow our economy across the short, medium and long-term, we want shorter term improvements to the existing road and rail network to unlock the economic potential that is currently constrained by poor east-west links. Reducing journey times and bridging the connectivity gap across the Southern Pennines will help to support the growth of employment in our Enterprise Zones and in our key economic growth sectors in particular.

We want faster, more frequent and more reliable services on the Hope Valley Line between Sheffield and Manchester and call on Network Rail to engage collaboratively with us and Greater Manchester Combined Authority to define the programme of works for this following delay to the Northern Hub proposals. We welcome Highways England’s proposals to improve the A628 trans-Pennine road route, which includes sections of dualling and overtaking lanes to reduce congestion, and want construction work to start as planned by 2020.

SMART NORTH

Transport connectivity is recognised as being a key enabler to drive economic growth through agglomeration, expanding labour and employment catchments, and unlocking key locations. As such, there is an appetite to remove barriers to travel and create a seamless experience across all modes. Significant investment in smart ticketing has been made by Northern city regions and also by some bus operators. Whilst good progress has been achieved, much of the evolution has been made independently, and resulted in the disparate ticketing schemes across the North. TfN is leading development of enhanced ticketing and fare provision, with a view to improve the customer experience, increase operational efficiency and enable economic growth.

We support TfN’s SmartTravel agenda and we are engaging actively with TfN, other Combined Authorities, local authorities and service operators in order to deliver an integrated solution that satisfies the needs of all stakeholders under a common goal. We actively support Mobility as a Service, and we want TfN to go further in its SmartTravel agenda to support and enable this in the North.
SHEFFIELD CITY REGION SCHEMES

We continue to focus on economic growth for our region from the strong position of successful Devolution Deals and progress ahead of targets in employment and GVA growth. However, we still have a long way to go to fulfil our full economic potential, and investing in our intra-regional transport network is essential. Enabling people and goods to get around our region quickly, easily and sustainably will reduce the cost of delays on our economy, increase access to jobs to support inclusive growth, and make our region an attractive place to work and do business.

Our Transport Strategy refresh will develop further detail and evidence behind our regional transport priorities that are summarised in this section of the Prospectus.

POTENTIAL INTEGRATED MASS TRANSIT NETWORK
INTRA REGIONAL CONNECTIVITY
Our region is geographically well located for business and benefits from strong road and rail connections at the macro level due to our key strategic location on the M1, M18 and A1, with major rail connections and an international airport. We recognise that in order to maximise our growth and fully realise our potential we require an integrated package of transport improvements that will improve intra-regional connectivity, as well as tackle congestion in urban areas.

MASS TRANSIT
The Supertram light rail system has been a vital part of the transport network in our region since it opened in 1994. It has proved itself as an effective and efficient means of taking large numbers of passengers directly into and around the heart of Sheffield, connecting communities and supporting businesses. There are clear challenges for the onward operation of the network, with a large scale asset renewal programme needed.

Overcrowding on rail services is continuously increasing as the demand for rail travel rises beyond current capacity. Over the 10 years to 2013, patronage across the North increased by 66% and practically all rail lines in our region now see passengers standing during peak periods. The constrained capacity and limited frequency of services passing through Sheffield station means they are the most overcrowded outside London. This needs to be addressed if we are to retain existing passengers, encourage further patronage growth, and provide the quality of life that people in our region deserve.

We want a mass transit network, supported by smart, integrated ticketing and innovative urban mobility solutions that provide the high quality mass transit options necessary to link our urban centres and growth areas with their markets and labour force. The refreshed Transport Strategy will set out in more detail this integrated connectivity solution, building on the work of the HS2 Growth Strategy.

Through the DfT’s Large Local Major Schemes fund we are currently developing the SCR Mass Transit business case to secure funding for renewal of the existing Supertram network. We are also piloting an innovative tram-train service, which exploits technology new to the UK to enhance Rotherham’s connectivity within our mass transit network. This pilot offers a springboard for improving mass transit connectivity across both our region and the UK in the future.

We want improvements to heavy rail services through higher quality trains on the Northern franchise in particular, improvements in journey times and service frequencies, and station upgrades to bring all stations up to Better Station standards. We also want to increase local rail capacity to provide efficient rail services between our region’s key economic centres and beyond. As part of proposals for an integrated multi-modal mass transit network, we would want to explore the potential for a range of rail schemes and whether these would form part of such an integrated network. These include two trains per hour between Sheffield and Worksop, proposals for parkway stations in the Dearne Valley and in Rotherham, better connections between Sheffield, Barnsley and Leeds, and an increase in Park & Ride provision. Along with the Doncaster-Sheffield Airport station, a new Transport Hub, including rail station, is proposed in north Doncaster as part of the Unity scheme.

SMART MOBILITY
A seamless, attractive and easy to use multi-modal transport system that supports a burgeoning economy requires forward-looking approaches for the introduction of new technology and integration across systems.

We will work with partners, including SYPTF, to develop innovative urban mobility solutions to make public transport more attractive and effective. This will include developing an open source platform that serves as a centralised function for information, ticketing, payment, and data collection and storage. The result will be a Smart network across our region, spanning all modes.

In addition, we recognise the need for future integration with Smart North, led by TfN on a pan-Northern scale. We want one system across the North and will work with local, regional and wider partners to facilitate this. We are also supportive of the concept of Mobility as a Service, and will consider ways in which opportunities can be exploited to improve the efficiency and efficacy of our transport network.

BUS NETWORK
Bus travel is the principal public transport mode across our Region; in 2013-14, 105 million passengers used our bus network. Providing a fast, reliable, convenient and affordable bus service is essential in enabling our residents to access job opportunities, while also reducing the congestion impacts of private car use. Furthermore, bus services can provide connectivity to unlock growth areas and integrate with our wider mass transit system.

There are significant opportunities to improve the bus travel offer for existing and new passengers. All four constituent authorities have signed up to a Bus Partnership and South Yorkshire Public Transport Executive (SYPTF) are providing an evidenced platform in relation to the Bus Services Act. We want to ensure that public transport services across our region are sustainable, achieve what is best for passengers, and support our wider objectives including economic inclusion, quality of place and improving air quality.

SUSTAINABLE TRANSPORT
We remain committed to promoting sustainable transport throughout the region. Walking and cycling can have a significant, positive impact on our economy, not only by reducing the cost of congestion as people choose to walk or cycle rather than drive to work, but also by increasing the liveability of our region, which makes it more attractive to highly-skilled workforce and supports graduate retention. The low cost of sustainable modes can also help to introduce parity of access to employment, thereby promoting inclusive growth.

We recently secured £75m Access Funding to support local projects between 2017 and 2020, and we will deliver local walking and cycling schemes in partnership with local authorities and other partners, while also considering more strategic cycle schemes for the future.
KEY CORRIDORS FORECAST TO EXPERIENCE DELAY
UNLOCKING GROWTH ZONES

Through the Integrated Infrastructure Plan (IIP), we have identified seven spatial growth areas that are a priority, and it is important that the necessary transport infrastructure is put in place to unlock them. These areas are:

- Dearne Valley and Junction 36;
- Doncaster Sheffield Airport Corridor;
- Markham Vale;
- A61 Corridor;
- Sheffield City Centre;
- Advanced Manufacturing Innovation District; and
- DN7 Initiative.

Highway and other transport improvements are either underway, for example at Junction 36 at Barnsley, or are planned as part of the current Sheffield City Region Infrastructure Fund (SCRIF) programme or through our IIP. Continued investment in transport, focussed on these areas, is critical to support access to employment and our wider growth aspirations. We will develop spatial packages for each of the growth areas, which will set out the infrastructure needed to unlock development in those areas.

There are also a number of strategic housing sites across our Region, many of which coincide geographically with our growth areas. Infrastructure improvements are required to enable these sites to attract a new workforce to support growing businesses, and provide access to work opportunities.

KEY CORRIDOR CAPACITY ENHANCEMENTS

A resilient and reliable highway network that provides adequate capacity is crucial for us in increasing productivity, supporting smart specialisation, and driving our key economic sectors including logistics and advanced manufacturing. Through our SCRIF programme we are already investing £650m in our transport network to support economic growth through to 2021. However, our evidence suggests that without intervention, increased congestion resulting from growth could impede the economic potential of our region.

Our IIP identifies the top 20 highway corridors forecast to experience increased delay by 2025. We are working to develop a prioritised programme of interventions that will proactively address forecast capacity challenges, so that our transport network does not impose any barriers to economic growth. These interventions could be either online (e.g. technology improvements to increase capacity) or offline (e.g. public transport improvements), and will be focused on solutions that support the continued regeneration of our urban centres and priority growth areas.

CONNECTIVITY TO STRATEGIC SCHEMES

It is absolutely essential that we capitalise on the proposed national and pan-northern road schemes, such as the Southern Pennines Corridor road scheme. Such strategic schemes will provide major opportunities for us to boost agglomeration benefits for our region, provide greater access to jobs and enable better logistics operations, and we must ensure that we maximise the potential benefits of the strategic investment to our region.

With this in mind, we will develop a prioritised connectivity package for the longer term Southern Pennine Corridor road solution when it comes forward. Furthermore, we will consider a new road link that will connect the scheme across our region to the M1 and A1, thereby extending the east-west connection that would underpin the Global Innovation Corridor from Lancashire, to Doncaster and on to Hull. We will lead on a business case for the link and work with TfN to feed into their work on the Southern Pennines Corridor scheme, so that an integrated, optimal solution can be delivered.

TfN identified other interventions required on the wider transport network to support an improved trans-Pennine road connection, including the A61 to Sheffield City Centre, and between the new road connection and the M1. Such improvements could have added benefits arising from enhanced access and development opportunities.
ENABLING AN ADVANCED MANUFACTURING CITY REGION

Our region has a world renowned specialism in metals and materials manufacturing, which is focussed around the Advanced Manufacturing Park (AMP) which brings together research and cutting edge businesses to create a global centre of excellence. The wider Advanced Manufacturing Innovation District (AMID) has attracted leading anchor companies including Rolls-Royce, Boeing and McLaren as well as developing indigenous businesses with world-class capabilities. The success of AMID is important for our region, the Northern Powerhouse and on a national scale, as our region’s capability in manufacturing technology and engineering is vital to the UK economy through supply to industries such as aerospace, civil nuclear, oil and gas and healthcare technologies. We aim to take this success to another level and establish Europe’s largest research led advanced manufacturing cluster, complemented by a vibrant leisure and retail offer. Investing in transport connections to AMID is essential to unlock potential growth and development, attract and retain talent, boost competition and harness the benefits of agglomeration, such as specialisation and up-skilling.

Transport infrastructure is required to ensure the benefits of AMID expand into the wider region, to help create an Advanced Manufacturing City Region underpinned by mature and interwoven supply chains. These range from improvements to the Strategic Road Network to alleviate capacity challenges at M1 J34 as part of the SCR Innovation Corridor scheme, to widening of the A630 Sheffield Parkway, through public transport, cycling and walking improvements.

AERO CENTRE

Doncaster-Sheffield Airport is a priority growth area termed Aero Centre Yorkshire. The Aero Centre is home to 100 businesses and 1 million sqft of commercial facilities within a 62 acre site, making its ongoing development consistent with the global Aerotropolis model. The airport is one of the fastest growing UK airports for passengers, and is set to become a key freight-shipping airport in future years. This will provide a further route to market for manufactured goods from our region, and will build on the strength of our logistics sector including the nearby iPort multi-modal freight centre. The location of the Aero Centre is one of its strengths in regards to national and international distribution, located within a national logistics hot spot between the Humber ports and the motorway network. As such, efficient transport links are essential to its success and to support future growth for passengers, employees and freight.

Following on from recent success and £200m investment to date, we will work in partnership with Doncaster Metropolitan Borough Council, private developers and service operators, to deliver improved bus services and a new rail connection and station providing connectivity to the ECML. We will also deliver Phase 2 of the Great Yorkshire Way project, which will complete the direct highway connection from the M18, the first phase of which opened in 2016. Combined, these interventions will improve connectivity to the Aero Centre, enabling further investment and growth.
## SUMMARY OF OUR TRANSPORT PRIORITIES

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<td>HS2</td>
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<td>Electrification to Leeds</td>
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<td>NPR “Turn up and go’ service, 30 minute journey time Sheffield-Manchester and Sheffield-Leeds</td>
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<td>New road route across the Southern Pennines</td>
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<td>Shorter-term Southern Pennine Corridor Connectivity</td>
<td>Faster, more frequent and more reliable services on Hope Valley Line</td>
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<td><strong>Smart North</strong></td>
<td>Delivery of an integrated solution of enhanced ticketing and fare provision</td>
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<td><strong>Sheffield City Region</strong></td>
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<td>Intra Regional Connectivity</td>
<td>SCR mass transit business case for renewal of Supertram</td>
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<td>Pilot tram-train service</td>
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<td>Improvements to Northern rail franchise services</td>
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<td>2 trains per hour between Sheffield &amp; Worksop</td>
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<td>New Rotherham Parkway station</td>
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<td>Better rail connections between Sheffield, Barnsley &amp; Leeds</td>
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<td>Increased park &amp; ride provision</td>
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<td>Open source platform for ticketing, information, payment etc</td>
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<td>Review options for bus provision</td>
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<td>Delivery and securing funding for walking &amp; cycling schemes</td>
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<td>Unlocking Growth Zones</td>
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<td>Spatial packages for growth areas</td>
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<td>Prioritised programme of interventions for Top 20 corridors forecast to experience increased delay by 2025</td>
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<td>Prioritised connectivity package for Southern Pennines Corridor scheme</td>
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<td>M1 - A1 road link business case</td>
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<td><strong>Enabling an Advanced Manufacturing City Region</strong></td>
<td>M1 J34 (Innovation Corridor) capacity improvements</td>
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<td>Widening of A630 Sheffield Parkway</td>
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<td>Multi-modal transport connections</td>
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<td><strong>Aero Centre Connectivity</strong></td>
<td>Phase 2 of Great Yorkshire Way</td>
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<td>Improved bus services and new rail connection/station</td>
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Contact

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