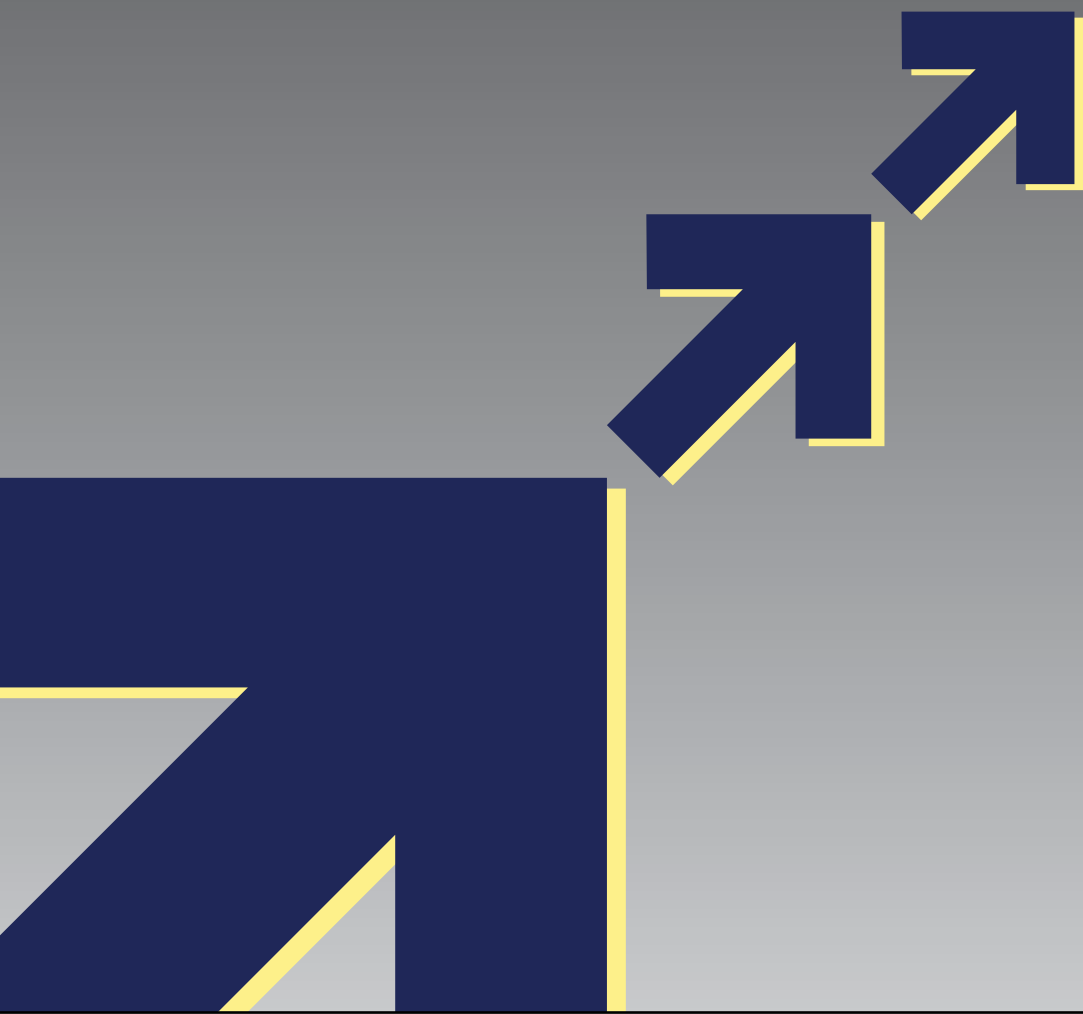


HIGH SPEED RAIL MEADOWHALL CONNECTIVITY



Sheffield
City Region

southyorkshire
local transport plan

HOW HSR WILL TRANSFORM THE SHEFFIELD CITY REGION

SUMMARY

- By 2033 the Sheffield City Region (SCR) will be served by High Speed Rail (HSR).
- Sheffield City Region covers South Yorkshire and some Derbyshire and Nottinghamshire districts, including the towns of Chesterfield and Retford.
- A new HSR station will be constructed for Sheffield City Region at Meadowhall. It will be accessible from the M1.
- Forecasts are that by 2033 there will be up to 180,000 additional households and 65,000 additional jobs in Sheffield City Region.
- Sheffield hosts 42% of service sector jobs with the remaining 58% across the rest of SCR.
- The Meadowhall area supports 12,000 jobs, the majority in the retail sector.
- By 2033, it is forecast that our rail network will be close to capacity and the UK will need additional rail lines to support economic growth.
- Quicker rail journeys will benefit Sheffield City Region businesses and residents, as well as enhance the City Region's competitive position.
- There's still significant work to do to secure HSR serving the Sheffield City Region and to maximise the boost it will bring to the local economy.
- Given the economic transformation HSR will bring to SCR, the time for planning is now!



INTRODUCTION

High Speed Rail will have a transformational impact on the Sheffield City Region's economy. The Government has announced that High Speed Rail (HSR) will serve the Sheffield City Region by 2033, when the second phase of the national HSR network is opened, extending the route from Birmingham to the North West and Yorkshire (Y shape network).

The Eastern arm of the Y shape network will serve London, Birmingham, East Midlands, Sheffield and Leeds.

The Government's initial preference is to build a new HSR station at Meadowhall.

It is important for the future economic growth of Sheffield City Region that we capitalise on HSR and maximise the boost that it will bring to the local economy. Key to this is ensuring that there is convenient transfer to and from the station and that the station becomes a focus for redevelopment and regeneration.



PLANNED GROWTH

The districts in Sheffield City Region are expected to experience significant increases in employment and housing between 2008 and 2033. Projections indicate there will be 180,000 new households and 65,000 new jobs¹. This growth will increase pressure on our already over-crowded rail network.

The City Region has identified two economic sectors which will be at the forefront of this growth; Service/Business and Advanced Manufacturing.



Sheffield is the main driver and dominant centre of service sector employment, accounting for 42% of the total SCR figure. Analysis in 2012, on behalf of Sheffield City Council, identified 3,400 businesses, employing 80,000 staff in Sheffield city centre, with a further 12,000 staff employed by businesses in the Meadowhall area. This study also highlighted the large number of businesses and employees in the wider city region, many of whom will benefit from HS2². Further detail is provided in Figure 1.

In March 2012, Government approved a package of incentives in SCR to encourage and support growth in Advanced Manufacturing. The **SCR Local Enterprise Zone** is made up of key sites along the spine of the M1:

1. Sites in Sheffield (Sheffield Business Park, Templeborough, Tinsley, Europa Link) and Rotherham (Waverley) at J33/34
2. Sites in Barnsley (Shortwood and Ashroyd) at J36
3. Sites in Markham Vale at J29a

The incentives, which include superfast broadband, streamlined planning processes and business rate relief/enhanced capital allowance are forecast to attract advanced manufacturing employers, which when built out could support 13,000 jobs³.

By providing fast journeys to London, other regional cities and to Heathrow Airport, as well as providing much needed capacity, High Speed Rail will support and accelerate this much needed economic growth.

Figure 1: Numbers of Businesses and employees by key sectors (2008)

Sector	City Centre (1km zone)		Rest of City Centre		Meadowhall (1km zone)		Sheffield District		Sheffield City Region	
	Businesses	Employees	Businesses	Employees	Businesses	Employees	Businesses	Employees	Businesses	Employees
Total Manufacturing	376	7,400	23	315	55	1,212	1,389	26,108	4,192	84,817
Total Retail	548	5,835	198	2,627	331	6,763	3,913	40,444	12,216	114,229
Total Services	1,299	33,536	428	8,805	163	2,816	7,680	90,788	21,646	215,369
Total Others	393	8,219	89	12,973	83	1,205	4,087	90,440	14,309	259,973
Overall Total	2616	54,991	738	24,720	632	11,990	17,069	247,781	52,363	674,389

1 CLG (2010) 2008 based sub national household projections DFT, Tempo 6.2.

2 Maximising the economic impact of use in Sheffield Genecon (Feb 2012)

3 Sheffield City Region executive forecasts

SERVING THESE AND OTHER MARKETS LOCALLY

An improved rapid transit network in the City Region will ensure that the benefits of HSR are spread across the City Region, as well as support the delivery of jobs and employment growth.

A complementary package of measures to enhance the rapid transit network is being developed to support growth and ensure attractive public transport links to the high speed rail station. These may include;



SUPERTRAM

Potential new route to South West Sheffield.

Potential further development of tram-train - the use of existing rail lines by trams - building on the soon to be introduced route from Rotherham to Sheffield.

Supplementing existing Supertram capacity by increasing frequencies.

BUS RAPID TRANSIT PROPOSALS

New services to South West Sheffield.

New services to North Sheffield.

Introduction of a Bus Rapid Transit Corridor to Rotherham via Waverley.

RAIL ASPIRATIONS

As part of the **Northern Hub** investment, the **Hope Valley line** enhancement will unlock bottlenecks allowing an additional trains to operate between Sheffield City Region / East Midlands and Manchester.

Enhance the **Sheffield – Barnsley – Wakefield – Leeds** line by speeding up trains and increasing frequency.

Building on the electrification of the Midland Main Line (London to Sheffield), electrify further routes to support faster and more frequent rail services. Candidate routes include **Sheffield – Doncaster, Sheffield – Leeds via Moorthorpe and Sheffield – Leeds via Barnsley.**

Introduce more modern and comfortable trains which have the capacity needed to support growth in rail travel. Options include:

- Lengthening trains on the **Sheffield – Doncaster** line to increase the number of seats available.
- Services from **Sheffield - Lincoln** which are often over-crowded at peak times.
- A more frequent regional rail service to Dore.

RELEASED CAPACITY

The first major national transport infrastructure project since the inception of the motorways, HSR will modernise travel in the UK. It will provide a genuine alternative for long distance journeys by providing more seats at the right times of day for the UK rail network.

Our early forecasts are that up to 15% of customers who currently use the Midland Main Line (Sheffield) and 50% from the East Coast Main Line (Doncaster) will transfer to HSR. In addition to this, we project up to 66% of Cross Country users could utilise HSR when they make inter-city journeys⁴.

This transfer provides the opportunity for rail planners to overhaul the traditional rail network and serve new destinations and provide improved connectivity for people within our region.

Improvements to existing lines are required, in addition to building a national HSR network, to enhance the capacity and performance of the current railway and to promote economic growth.



⁴ Capacity relief for existing lines and future light rapid transport network (Arup, 2011)

