

# THE SHEFFIELD PLAN

Our City, Our Future

## Issues and Options

Technical Notes Document - Transport  
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## 1. Purpose of the background paper

- 1.1 There are a number of transport related studies, strategies, and major projects being undertaken within Sheffield and the Sheffield City Region (SCR). These include policies and programmes for investment in transport infrastructure and services across the City and City Region
- 1.2 The purpose of this note is to outline the key documents and how these will be used to help inform the preferred development options for the Sheffield Plan, and where these will support the delivery of those options.



## 2. Summary of evidence

### Sheffield Transport Strategy (2019) and Strategic Transport Modelling

- 2.1 An earlier transport modelling exercise undertaken to inform the development of the Sheffield Transport Strategy and previous Local Plan Options (2015), indicated that if we do not intervene, a significant growth in car traffic can be expected, with significant associated congestion, accessibility and environmental consequences. The Sheffield Transport Strategy sets out the actions required in the short term to address these impacts, as well as looking forward towards 2035. The transport priorities and actions in the Transport Strategy help to indicate where improved transport infrastructure and services could support new development.
- 2.2 As the Sheffield Plan is developed, the Sheffield City Region strategic transport model will be used to assess the preferred spatial options. This will help identify future issues and opportunities, and may indicate additional infrastructure requirements.

### Sheffield City Region (SCR) Transport Strategy and Implementation Plans

- 2.3 The SCR Transport Strategy (2019) sets out the area's transport priorities up to 2040 and forms the Local Transport Plan for South Yorkshire. It is to be supported by a series of implementation plans focussed around four programmes of work - Rail, Active Travel, Roads and Strategic Transit Network (including tram, tram-train, bus). Two of these have been developed and approved by the SCR Mayoral Combined Authority to date.
- 2.4 As these programmes are developed, they will help to identify locations where improved transport infrastructure and services could support new development within the region, as well as the standard of infrastructure required:
  - The Integrated Rail Plan identifies the priorities for new infrastructure as well as improvements to existing infrastructure and rail re-opening proposals.
  - The Active Travel Implementation Plan promotes development of walking and cycling networks which provide high quality, safe infrastructure that meets a set of minimum standards, with active travel embedded in all developments.

### SCR Mass Transit Programme

- 2.5 An Outline Business Case has been approved by the SCR Mayoral Combined Authority, for submission to the Department for Transport. This sets out the case for the renewal works which are required to secure the long-term future of the existing Supertram network. It will be important to ensure that the Sheffield



Plan development options maximise the opportunities presented by the tram network and support its long term future.

### **SCR Transforming Cities Programme**

- 2.6 The programme focuses on areas which could most benefit from significant improvements across public transport and active travel schemes. With a emphasis on journeys to work this programme aims to reduce journey times, cut congestion, improve punctuality and reliability, and bring about a wide range of benefits associated with active travel, such as improved health and wellbeing.
- 2.7 The projects in the programme within Sheffield are in early development and will help to provide sustainable infrastructure improvements in the short term to support the development options in the Sheffield Plan.

### **SCR Innovation Corridor**

- 2.8 A Business Case is being prepared to assess options to reduce congestion and improve connectivity between Sheffield and Rotherham to maximise the potential for growth of the Advanced Manufacturing Innovation District (AMID). The aim is to provide an alternative route which reduces the need to pass through existing congested M1 motorway junctions J33 and J34, enabling further realisation of the development opportunities in this part of the city.

### **Sheffield's Clean Air Strategy**

- 2.9 The Vision of the Clean Air Strategy is for the air in Sheffield to be safe to breathe, regardless of where people live, work or visit. The strategy aims include tackling transport related emissions, creating a city where many more journeys are made using active travel and low emission public transport. It will be important for the Sheffield Plan options to maximise those opportunities.



### 3. Our approach

- 3.1 The existing plans for investment in transport infrastructure and services, as set out in the summary of evidence, have been developed using evidence led approaches and therefore provide a sound basis for informing decisions on development options for the Sheffield Plan.
- 3.2 Locating new development close to existing or planned infrastructure can support the accessibility and viability of both the development and transport services themselves.
- 3.3 As the preferred options for the Sheffield Plan begin to be developed, there will need to be further work to identify any additional transport infrastructure requirements needed in future. Strategic transport modelling will be used to understand the impacts of the preferred development options on existing infrastructure and help to determine future needs.



## 4. Conclusions

As the preferred options for the Sheffield Plan are developed, they will be aligned with the opportunities arising from the plans and programmes above. It will also be important to ensure that the transport implications and infrastructure requirements of the emerging Sheffield Plan are reflected as these plans and programmes, and studies linked to them develop

