

TRANSPORT BOARD

3rd July 2020

SHEFFIELD CITY REGION INNOVATION CORRIDOR

Purpose of Report

This report sets out the background to the current development work for the Sheffield City Region Innovation Corridor project (SCRIC), highlighting the next steps.

Thematic Priority

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

Recommendations

That members of the Transport Board:

- Note the progress made to date and the next steps required to progress the project.
- Note that a further paper providing additional detail will be presented to Board in the Autumn.

1. Introduction

- 1.1** An application for scheme development funds for the Sheffield City Region Innovation Corridor (SCRIC) was submitted to the Department for Transport's 'Local Large Major' (LLM) fund in July 2016.
- 1.2** The Chancellor's Autumn Statement later that year confirmed the £1.4m bid had been successful, enabling the development and production of an Outline Business Case (OBC), which would then be appraised by Government. This work, led by a Project Board including representatives from Rotherham and Sheffield Councils, the City Region, Highways England and Network Rail, started in April 2017.
- 1.3** The SCRIC scheme is included within Transport for the North's (TfN) investment programme, part of its Strategic Transport Plan. Current assumption in the programme is that a successful submission could lead to a scheme that will start on site by 2027.
- 1.4** This paper provides an outline of the scheme and its current progress, further information will be provided through a presentation to the Transport Board.

2. Proposal and justification

- 2.1** Our Vision is to create the UK's largest research led Advanced Manufacturing cluster. We want to build on the existing success to ensure the Advanced Manufacturing Innovation District (AMID) will become a world-class international centre of excellence for innovation

led advanced manufacturing along the spine of the M1. The primary wider objective of the SCRIC scheme is to facilitate economic growth in the area. The main transport objectives of the scheme include reducing existing network capacity constraints by improving connectivity and capacity to, and within, the AMID area – including creating an environment where public transport service provision in the area becomes more sustainable and active travel options are enabled.

- 2.2** A significant constraint on achieving the economic growth aims of the Advanced Manufacturing Innovation District (AMID) is the capacity of the highway network in the area between junctions 33 and 34 of the M1. There are already significant capacity issues, caused partly by the interaction of traffic on the local and the Strategic Road Network (managed by Highways England) at the motorway junctions. There is a limit to what can be achieved through localised improvements. The total project value is estimated to be around £100m. Details of known issues within the AMID area are shown on a plan in Appendix One.
- 2.3** As part of a co-ordinated package of schemes being promoted in the area (such as the A630 Parkway widening and elements of the Transforming Cities Fund), SCRIC will provide a stronger link between the Sheffield and Rotherham economies and will facilitate improved access between those key centres and the wider City Region.
- 2.4** .The impact of the declared SCR Climate Emergency and the long-standing declaration of local Air Quality Management Areas around AMID have resulted in sustainability being a key objective of the scheme, . Although detailed Air Quality and Noise Assessments form an integral part of the Business case to Government, the scheme is expected to positively contribute in a number of ways, including:
- Reassignment of traffic away from sensitive locations;
 - Reduction in queuing and delay across the network - improving air quality and reducing carbon emissions as journey times decrease;
 - Incorporating active travel modes, including a direct cycling and walking route between Waverley and Meadowhal and
 - Providing a more direct route for bus services.
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- 2.5** The SCRIC OBC is being developed in line with the Government Transport Appraisal Guidance (TAG), based on Treasury 'Green Book' principles. This defines the stages of activity any business case is expected to demonstrate to be considered robust. This includes an assessment across the 'five cases' - Strategic, Economic, Commercial, Financial and Management.
- 2.6** Working from existing evidence and studies completed by stakeholders (including Landowners, Developers, existing occupiers, Highways England and Network Rail) numerous potential scheme options were generated. Options included new and/or upgraded highways and some more significant infrastructure solutions including bridges and tunnels.
- 2.7** An early stage assessment and sifting process then allowed a shortlisting of options which were taken forward for more detailed assessment and economic appraisal. This more rounded appraisal allows a high-level expression of likely Value for Money from the final scheme (considering the early stage of development).
- 2.8** The SCRIC project is currently at a key stage in its lifecycle, as options have been sifted down to a smaller number, based around a core route. The initial scheme extent is shown in Appendix Two. It is expected that, following final more detailed appraisal using the new Sheffield City Region Strategic Transport Model (SCR TM1), the Business Case will be finalised before going through relevant approvals before submission to the DfT. This is

currently expected to be in December 2020. There has been engagement with the DfT throughout the development of the scheme and this will continue during the life of the project.

- 2.9** Following a decision on the OBC, further development of the scheme through to Full Business Case (FBC) would incorporate detailed design, extensive scheme consultation, further site surveys and due diligence, contractor engagement and land assembly. The current programme sees delivery of the scheme starting in 2023 and becoming operational by 2025.

3. Consideration of alternative approaches

- 3.1** The significant (existing) congestion problems within scope has meant that a 'do nothing' approach is not sustainable as this will hold back growth opportunities particularly related to the Advanced Manufacturing Innovation District (AMID).
- 3.2** As stated above, alternative alignment options were considered and sifted out due to cost and deliverability.

4. Implications

4.1 Financial

There are no financial implications for SCR arising from this report.

4.2 Legal

There are no direct legal implications for SCR arising from this report.

4.3 Risk Management

There are no direct risk implications for SCR arising from this report. However, there is a reputational risk associated with environmental messaging in light of the Climate change emergency declared in November 2019.

4.4 Equality, Diversity and Social Inclusion

No specific equality, diversity and social inclusion issues are considered at this stage.

5. Communications

- 5.1** It will be important to effectively manage external communications and stakeholder relationships, promoting the benefits of the scheme locally, and harnessing local support, while addressing any concerns. Sheffield City Council's communications team will be leading, in conjunction with Rotherham MBC and SCR.

6 Appendices/Annexes

- 6.1** Appendix 1: Current issues within the AMID area
Appendix 2: Initial SCRIC scheme extent

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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: n/a