

Transforming Cities Fund *Call for Proposals*



Department
for Transport

Application Form

Applicant Information

Bidding City Region: Sheffield City Region Mayoral Combined Authority

Bid Manager Name and position:

David Budd
Assistant Director - Transport

Contact telephone number: 0114 220 3429

Email address: david.budd@sheffieldcityregion.org.uk

Postal address: 11 Broad Street West, Sheffield, S1 2BQ

Additional evidence, such as letters of support, maps or plans should be included in an annex.

The use of statistics, from both government bodies and well-respected independent sources, is encouraged. The suitability and validity of these will be scrutinised as part of the bid.

SECTION A – Definition and challenges

This section will seek a definition of the bidding city. City regions should:

- Explain the city geography, with a clear city region identified
- Indicate workday population (the Fund seeks to target the larger city regions in England)
- Describe the key transport challenges across the city region at a high level. This could include a discussion of productivity, or how transport connectivity is affecting this.
- Further evidence to support this argument – such as congestion, air quality or journey time impacts.

A1. Constituent Local Authorities:

The constituent local authorities of the Sheffield City Region Mayoral Combined Authority (MCA), which is the Local Transport Authority, are:

Barnsley Metropolitan Borough Council,
Doncaster Metropolitan Borough Council,
Rotherham Metropolitan Borough Council and;
Sheffield City Council

A2. Geographical area:

Please provide a short description of area covered by the bid (in no more than 100 words)

The Sheffield City Region is not a traditional monocentric city region. It includes the city of Sheffield, the fourth largest city in England, and its surrounding towns Barnsley, Rotherham and Doncaster (the largest metropolitan authority in the country). The area's manufacturing and engineering heritage continues to drive the growth and distribution of the area's economy.

Strengthening connectivity between these places is critical in delivering our growth ambitions. The three corridors our bid centres on (the River Don, the Dearne Valley and the Innovation Corridor) will unlock significant growth, ensuring people are able to access opportunities.

A3. Population

Please include the **workday** population of the city region and relevant references.

Definition: Workday population = "All usual residents who are either in employment in the area, or not in employment but live there"

Mayoral Combined Authority Area

Barnsley: 210,571

Doncaster: 296,118

Rotherham: 250,101

Sheffield: 569,790

Wider Sheffield City Region

Bassetlaw: 111,860

Bolsover: 70,686

Chesterfield: 107,700

Derbyshire Dales: 72,308

North East Derbyshire: 83,546

Workday population total for Mayoral Combined Authority Area: 1,326,580
Workday population total for Sheffield City Region LEP: 1,772,680

These figures are from the 2011 census, last updated in 2014:

<https://www.nomisweb.co.uk/census/2011/wd1101ew>

A4. Discussion of key transport challenges:

Our ambition is to become the UK's leading centre for advanced manufacturing, engineering and innovation led industries, attracting global innovation and partnerships with world leaders in technology, to create an inclusive place where our communities, people and businesses flourish. To underpin this, there is an ever-increasing need for greater transport network connectivity. But, quite simply our transport system and its supporting infrastructure is not fit for the 21st century.

- ***Our urban centres need to be better connected –***

Poor connections limit agglomeration benefits for the City Region's economy, impacting on its productivity. With 75% of SCR residents commuting within the City Region boundary, only 12% of working residents use public transport to access work¹. Providing a fast, reliable, convenient and affordable bus service is essential in connecting our residents to job opportunities, however bus operators are reporting up to 30% increase in journey times on some routes due to congestion².

- ***The highest levels of forecast employment growth will occur in out of centre locations -***

Key economic assets such as the AMID, Doncaster Sheffield Airport and Junction 36 are all in out of centre locations. As recently experienced in Doncaster, investments in transport infrastructure (such as the £66m Great Yorkshire Way scheme), unlocked significant amounts of employment land, creating the 10th fastest rate of private sector growth in the country³. However, connecting our low-density employment locations, with our dispersed communities and congested urban centres remains a challenge.

- ***The sectors driving the area's growth operate on shift patterns –***

For the first time in a generation industry has been the second largest source of employment and GVA growth over the last five years⁴. As a high GVA sector this is driving the area's improving productivity performance. However, it is founded upon shift work, which may link to higher levels of car usage (71%) due to difficulty aligning shift patterns to public transport timetables.

- ***Residents need to be able to access the opportunities being created –***

29.5% of households in South Yorkshire do not have access to a car⁵ and 146,000 people are experiencing "transport poverty" across SCR.

- ***Poor air quality and transport poverty are key drivers for sustainable and active travel –***

Within the Global Innovation Corridor, 107,977 people live in areas with low car ownership and low public transport uptake – which coupled with the designation of 19 AQMAs (including a mandate to declare a Clean Air Zone for Rotherham and Sheffield), emphasizes the importance of investment in inclusive and healthy active travel solutions as part of a reliable, sustainable transport system.

- ***The integration of different modes of transport is weak –***

In 2013-14, 105m passengers used our bus network however, 71% of all trips are still made by car.

¹ Census Data, (2011)

² Data provided by Stagecoach Yorkshire for the 22X route

³ Centre for Cities (2017) Cities Outlook 2017, see table 8, page 46

⁴ Metro Dynamics (2017) Economic and spatial data analysis

⁵ Compared to 26% national average

The GIC Transforming Cities bid is central to addressing our transport challenges and achieving our growth potential. Interventions will be a blend of technology-led (e.g. smart systems to increase capacity) or engineering solutions (e.g. public transport improvements, provision of cycling infrastructure) and will be focussed on supporting the continued regeneration of our urban centres and priority growth areas.

Please limit responses in section A4 to 500 words.

SECTION B: Who & Where

This section will seek detail on the city's key priority areas to invest in, and motivations. City regions should:

- Identify and prioritise **the main corridors or places for investment**, and why. This could include highlighting where opportunities for growth, productivity or business are within these areas of the city region.
- Identify **who would be affected** by this investment and how user needs are recognised.

Maps identifying the priority areas can be appended as an annex to this section.

Please limit responses to 500 words.

The GIC is a strategic corridor of inter-linked digital and manufacturing assets, forming the next stage of SCR's economic growth, based around inherent strengths in research, innovation, land and property⁶. The SCR Integrated Public Transport (SCRIPT) study recently completed an appraisal of transport needs and spatial priorities across the City Region providing the basis for transport corridors⁷ that will provide the best return on investment and deliver wide-ranging benefits. The transport priorities emerging from SCRIPT match the connectivity requirements that will enable the GIC to reach its full potential.

River Don Corridor: This connects two of the City Region's key growth areas running from Sheffield City Centre to the Unity site to the north east of Doncaster. Sheffield City Centre is a regional hub and home to 20,000 jobs in the digital industry, whilst Unity is set to deliver 3,100 houses and 8,000 jobs. In-between lies DSA and includes a vision for a 1,600 acre employment site at Aero Centre Yorkshire, which has the potential to add £3.2bn in GVA per annum⁸. In addition, it is proposed to develop 8,500 new homes, underlying the importance of improving intra-regional connectivity.

AMID Corridor: A nationally significant growth area which is home to high-profile employers such as Boeing, McLaren and Rolls Royce. AMID is home to the University of Sheffield's Advanced Manufacturing Research Centre (AMRC), which is one of Governments leading Catapult centres. Growth at AMID is estimated to provide 6,330 jobs and be worth £351m GVA, delivering 3,900 new houses. AMID is located adjacent to several areas of deprivation on the outskirts of Rotherham and Sheffield, thus providing employment and training opportunities to nearby communities. However, access to the site is currently constrained by poor public transport connectivity and congestion on the highway network.

The Dearne Valley Corridor: A key employment area that straddles Barnsley, Doncaster and Rotherham. The area has undergone recent major transformation, providing jobs - particularly in logistics and distribution through key employers such as ASOS and Aldi. The area is forecast for further growth, not least driven by a £24m LGF investment by SCR which seeks to unlock 2,000 new jobs and 6,000 new homes by 2024. However, the area still suffers from poor connectivity driven by a dispersed settlement pattern. As such, improvements in connectivity will be essential in ensuring current and future residents are able to access the opportunities being created.

⁶ Global Innovation Corridor and SCR key strategic assets mapped on p15 of our prospectus

⁷ Transforming Cities corridors mapped on p8 of our prospectus

⁸ Dsa Masterplan

Investment in our Transforming Cities Fund proposal will benefit:

- Residents who will be able to access a wider range of learning and research facilities such as the National College for High Speed Rail in Doncaster or AMRC on the AMID.
- Residents accessing urban centre employment opportunities and key employment growth sites
- Businesses accessing globally significant industry led research facilities including University of Sheffield AMRC facilities
- Businesses accessing new trade and investment markets through improved access to internal domestic markets and international markets through connectivity to DSA
- Private sector land owners and house builders who can bring forward commercial, housing and regeneration schemes due to transport infrastructure constraints being removed

SCR's bid has also been developed in discussion with Leeds City Region, acknowledging the importance of the A61 corridor (linking Barnsley-Wakefield-Leeds), for inter-regional connectivity.

SECTION C: Ambition for change

This section will seek evidence of how investment will tackle these challenges, and wider fit with existing plans. City regions should:

- **Articulate their vision for improved connectivity** from the Fund and how this links to the assessment of need outlined in the previous sections.
- **Demonstrate support from stakeholders** for investment in the identified areas, such as from the relevant Local Enterprise Partnership(s), employers and transport providers. This could also include **commitments of further local and private funding**.
- Highlight ambition to align with existing funding streams and to **utilise new approaches and powers available** to improve public transport.
- Demonstrate how the Fund would link to **wider long term plans** and spatial strategies around housing, local growth, productivity and air quality.

Supporting letters may be attached as an annex.

Please limit responses to 500 words.

Vision for Improved Connectivity

SCR's Strategic Economic Plan (SEP) articulates a clear vision for economic growth, which is to create a bigger and stronger private sector. Strong economic performance in recent years has meant we are ahead of the growth targets we set in 2014 but we want to go further, by unlocking the potential to grow faster.

Our GIC Transforming Cities Fund bid provides the key to accelerating growth. Our vision is simple; investment in a programme of works along a set of priority corridors that connect key anchor points such as Sheffield City Centre, DSA, AMID and Barnsley Digital Campus. By connecting these anchor points we will help create a Global Innovation Corridor, providing access to opportunities for residents and business alike.

Alignment with Existing Funding Streams and Using New Powers

The SCR LEP is currently half way through the delivery of its six-year transformative LGF programme. This includes £283m spent on transport and infrastructure; prioritised to deliver economic growth. This in turn is leveraging £553m in wider investment, unlocking 71,846 jobs and 6,835 homes. There is a strong correlation between the locations of existing investment with our GIC proposal, reflecting their key role as centres of employment growth.

More broadly than LGF, the MCA is investing a further £178m⁹ in transport between 2015/16 and 2020/21 through a range of initiatives. Through this budgeted investment, the MCA has the ability to align this with Transforming Cities Funding to deliver its plan for growth, and the SCR Transport Strategy objectives.

The election of the SCR's first elected mayor in 2018 presents a step change in the leadership required to drive transformational economic growth. The Mayor will work with national government, have a seat on the TfN Board and be a major driver of change in the SCR. The Mayor, as chair of the MCA brings together the four councils of Barnsley, Rotherham, Doncaster and Sheffield in a formal partnership. The MCA works alongside the private sector through the LEP.

⁹ Includes ITB, Highways Capital Maintenance, Pothole Action Fund, Better Bus Area, Sustainable Transport Exemplar Programme, Clean Bus Technology fund, National Productivity Investment Fund, Access Fund, Barnsley Doncaster and Rotherham funding.

Support from Stakeholders

Our bid is fully supported by the LEP and key private sector partners across SCR. The proposals contained here are backed by Peel - owners of DSA, and Harworth Estates - the key landowners at AMID. The bid has been developed in partnership with our constituent Local Authorities and received the support of private transport operators including First, Stagecoach and Arriva Click. Statements expressing partner support can be found throughout our prospectus.

Links to Wider Long Term Plans

The Transforming Cities fund directly supports the objectives of SCRs emerging refresh of the Strategic Economic Plan, where transforming internal connectivity is central to our vision for growth. Our IIP¹⁰ outlines the role of Infrastructure in unlocking and driving economic growth to ensure SCR fully benefits from transformational national projects such as High Speed Rail. Our GIC proposition also aligns with TfNs ambitions and the objectives of the Northern Powerhouse. SCR is positioned within two of the Strategic Corridors identified in TfN's Strategic Transport Plan¹¹, where investment in multi-modal connectivity is required to support planned economic growth.

When authorities submit a bid for funding to the Department, as part of the Government's commitment to greater openness in the public sector under the Freedom of Information Act 2000 and the Environmental Information Regulations 2004, they must also publish a version excluding any commercially sensitive information on their own website within two working days of submitting the final bid to the Department. The Department reserves the right to deem the business case as non-compliant if this is not adhered to.

Please specify the weblink where this bid will be published:

<https://sheffieldcityregion.org.uk/explore/funding-opportunities/>

Submission of proposals:

Proposals must be received no later than 2359 on **Friday, 8 June 2018**.

An electronic copy only of the bid including any supporting material should be submitted to:

TCFproposals@dft.gsi.gov.uk

Enquiries about the Fund may be directed to TCFenquiries@dft.gsi.gov.uk

¹⁰ SCR Integrated Infrastructure Plan (2016)

¹¹ Strategic Transport Plan, (Transport for the North, 2018)