

Chapter 5. Future Development Of South Yorkshire

Introduction

5.1 The themes from the SYSSV provide the basis for the consideration of the implications for transport within the wider context of national, regional and local influences as follows:-

- **Demographics and Land Use** – considering population growth projections, location of new housing developments and the issue of accessibility to key services (ie social inclusion);
- **Economic Development** – considering economic growth and the regeneration of key sites in the sub-region;
- **Urban and Rural Areas** – Considering urban and rural renaissance and the counter dispersal of work and homes.

Demographics and Land Use

5.2 The issue of people, where they live, how they live and what services they have access to is a fundamental consideration in determining transport solutions. **Table 5.1** shows the population changes and projections across the sub-region. It highlights that the population across South Yorkshire is estimated to stabilise by falling marginally, and then grow again close to 2004 levels of 1.26 million by 2016. A key challenge for LTP2 is to address the spatial changes both of residential and employment locations.

5.3 There has been a trend of outward migration into the countryside away from the urban areas of South Yorkshire. The Census information also identifies that the highly skilled and well paid residents, are the majority of those who are migrating to rural areas and since they are more likely to have access to one or more cars, this has a significant implication for the increase in trip making. This and the trend of people travelling greater distances to work, highlights the need for LTP2 to address commuter patterns from rural areas and accessible and reliable public transport.

District	1991 Census	2001 Census	% Change 1991-2001	2004 Estimate	2010 Projection	2016 Projection	% Change 2004-2016
Barnsley	220,200	218,101	-1.0	217,710	215,950	217,040	-0.3
Doncaster	288,400	286,866	-0.5	287,040	282,580	281,840	-1.8
Rotherham	252,500	248,045	-1.4	248,840	244,620	242,480	-2.6
Sheffield	512,500	513,227	0.1	511,160	511,130	517,470	1.2
South Yorkshire	1,272,600	1,226,194	-3.6	1,264,760	1,254,290	1,258,830	-0.5

Table 5.1: Summary of Population Changes Across South Yorkshire

5.4 As population demographics shift, South Yorkshire is faced with a changing pattern of locational and housing-type demand that will require a balance of demolitions and new-builds. The accessibility of settlements to the main employment centres by efficient public transport will directly impact on the potential for settlement growth.

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5.5 The SYSSV highlights the key areas within each district for population growth in South Yorkshire:-

- In Barnsley new housing is expected to be concentrated in the town centre, and its urban hinterland, the Dearne Towns, Wombwell and Cudworth. Some housing growth will occur in settlements like Penistone and Royston and limited or no housing growth in smaller settlements. Based on existing travel patterns and its location, mid way between South and West Yorkshire, the population is equally likely to work in both sub-regions emphasising the need to create excellent links between the settlement growth areas and in to each of the two neighbouring sub-regions;
- Doncaster's urban centre has potential to be a focus for investment in urban living and this is already demonstrated in the value of housing at the new Lakeside mixed use development. Also the surrounding rural areas of Doncaster provide high quality residential opportunities, heightening the need to create sustainable communities with accessible transport;
- Rotherham is currently seeking to renew its town centre to re-establish it as a place to live and work. Rotherham is also strengthening its housing market through the Pathfinder programme, as discussed below, to ensure future housing meets current and future aspirations. This will link to current and future economic regeneration activity to provide an attractive range of housing that gives choice to suit all income levels to lifetime home standards and with sufficient space standards to allow for home working;
- Priority is given to providing new housing in the main urban area of Sheffield but settlements close to the city, within and outside its boundaries, may contribute to meeting the needs of the Sheffield housing market (ie HMR). This includes the rest of South Yorkshire and parts of the north East Midlands.

5.6 Population growth is also predicted in some outlying settlements. The Dearne Valley contains the largest concentration of these. In its widest sense the valley includes the settlements east of Barnsley, north and south of Rotherham and west of Doncaster.

5.7 **Transform South Yorkshire** (the sub-region's HMR Pathfinder), aims to transform particular housing markets. South Yorkshire contains the largest HMR Pathfinder (containing about 140,000 households). It focuses on the following Area Development Frameworks (ADFs):-

- North Sheffield
- North East Sheffield
- South Sheffield
- Dearne Valley, Barnsley
- Dearne Valley, Doncaster
- Western Rotherham
- Eastern Rotherham
- Rotherham Town Centre
- Parkgate and Rawmarsh, Rotherham
- Wath and Swinton, Rotherham

5.8 The aims of the HMR Pathfinder include creating a housing market that complements economic objectives and provides a better choice of housing, to help people achieve their aspirations. It will provide a better choice of tenure, size and type at a local level and the promotion of inclusion and independence. Co-ordinating the provision of accessible transport links is a key factor in the success of HMR.

5.9 A number of former steel and coal mining settlements within South Yorkshire have poor transport links with the main population and employment centres. There is the opportunity in LTP2 to focus on developing transport infrastructure and services to better link these communities with jobs and services and prevent them from declining into uncompetitiveness and unsustainability.

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5.10 Table 5.2 shows the annual housing allocations and provisional targets for housing on brownfield land in each district across South Yorkshire as set out in draft RSS. The final housing numbers are likely to be subject to the Examination in Public of RSS later in 2006.

Area	Annual Average	Provisional Target
Barnsley	810	49%
Doncaster	735	70%
Rotherham	800	68%
Sheffield	770	80%
South Yorkshire	3115	67%

Table 5.2: Yorkshire and Humber RPG Housing Provision 1998-2016 and Provisional Targets for Previously Developed Land and Conversions

- 5.11** The increases in both total population and, subsequently the total number of households across South Yorkshire will lead to an increased demand for trip making to a range of services, employment locations, education establishments and leisure facilities.
- 5.12** The SYSSV identifies the importance of internal accessibility through sustainable transport links connecting settlements to jobs, services and leisure opportunities. It is apparent that residents are travelling greater distances between home and work, and between home and leisure, shopping and personal business activities.
- 5.13** The location of key facilities in relation to defined settlements and the core bus / rail network is important in order to enable people to gain easy access to them, particularly for the elderly who may live in outlying settlements.
- 5.14** The RES identified the importance of providing transport to education and learning opportunities to ensure communities are connected to job opportunities.
- 5.15** Figures 5.1 and 5.2 show the relationship of key Education and Health Services to the transport network.
- 5.16** South Yorkshire's rapidly expanding economy is causing an increasing number of its residents to travel across district boundaries to the benefit of diversified local economies, widened leisure services and related social and economic opportunities. For those cross-boundary movements for journeys to work of the population in South Yorkshire, the **2020 Vision: A Manifesto for Investment in South Yorkshire's Transport Infrastructure**, identifies better links with districts outside the sub-region are fundamental to helping South Yorkshire recover from its deep seated social and economic problems.
- 5.17** The capacity of the M1 between Sheffield and Leeds and beyond Junction 31 to the south is a particular concern as the continual increase in congestion limits any future economic growth. The Highways Agency is proposing to increase capacity on the M1 through the South and West Yorkshire Motorways Best Use Study (SWYMBUS) with motorway widening between Junctions 30 and 42. The Agency has recently announced that work will take place on a phased basis with the first phases beginning in 2007. Such improvements will increase the desirability of sites in the M1 SEZ corridor, thus multi modal transport improvements will be required to support development proposals in this area.

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Economic Development

- 5.18** As South Yorkshire looks ahead it sees its economic transformation being dependent on a number of factors, including its participation in a wider Sheffield City Region partnership. The City Region partners are determined to exploit the opportunities offered in the City Region and that it will form part of the 'urban core' of the Northern Way along with the Leeds and Manchester City Regions. Collaboration between these three will be essential to economic growth both in the City Regions and in the larger Northern Way area.
- 5.19** Sheffield City Region has identified the key clusters which can be developed as part of a complementary offer within this core. These are:-
- Advanced Manufacturing and Metals
 - Creative and Digital Industries
 - Business and Professional Services
 - Environmental and Energy Technologies
- 5.20** Each of these sectors will contribute to GDP growth, however, Creative and Digital Industries, will also contribute to employment growth over the next 10 years.
- 5.21** Across the city region, the economy has moved into a period of revival following the decline of the primary industries of manufacturing, steel and coal. In South Yorkshire alone 187,000 industrial jobs were lost between 1971 and 1997 (60% of all its industry) and gained 95,000 service sector jobs (42% increase). This restructuring continues, with profound consequences for the skills base and transport requirements. The population has stabilised although in terms of GVA per head, there are significant variations across the city region (**Table 5.3**).

Sheffield	91
Derbyshire Dales	79
Bassetlaw	75
Bolsover, Chesterfield, North East Derbyshire	72
Barnsley , Doncaster , Rotherham	67

Table 5.3: Sheffield City Region – 2002 GVA Per Head Indices (UK= 100)

- 5.22** In terms of economic profile, there has been improvement in some areas with levels of economic activity rising in South Yorkshire and above average levels of entrepreneurship in Nottinghamshire and Derbyshire. However, there is generally a low pay economy in the city region although real earnings are on the increase in South Yorkshire.
- 5.23** The employment profile varies across the city region. In South Yorkshire, the unemployment gap has closed to 0.2% with the UK and employee numbers are up 18,000. By contrast, in Nottinghamshire and Derbyshire, employment growth decreased by 0.7% between 1998 and 2002. Across the city region there is a low proportion of employment in knowledge driven sectors.
- 5.24** Across the city region, the catalytic effect of European funding can be observed (**Table 5.4**):-

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<p>Objective 1</p> <p>South Yorkshire</p>	<p>452m Euros of EC grants to projects:-</p> <ul style="list-style-type: none"> • 14,500 new jobs • 6,100 SMEs assisted • 530 new businesses • 288,600 assisted with training • 76,000sqm of premises provided • 1,400 community groups assisted
<p>Objective 2</p> <p>East Midlands (All Region)</p>	<p>149m Euros of EC grants to projects:-</p> <ul style="list-style-type: none"> • 4,900 new jobs • 9,400 SMEs assisted • 31,000 sq m of premises provided • 600 community groups assisted

Table 5.4: Impact of European Funding on Sheffield City Region to December 2004 (includes All East Midlands Region)

5.25 The Strategy detailed in the Objective 1 programme is the key catalyst in revitalising South Yorkshire's economy.

5.26 For the revitalisation of South Yorkshire's urban areas, Sheffield is recognised in the RES as the key economic driver, transforming it and building on current successes such as:-

- The recent confirmation from Government figures as the second fastest growing economy in England;
- Sheffield's GCSE results place the city third among England's major cities, narrowing the gap with the national average;
- Inward investment has risen from a rate of only 300 jobs a year to over 2,000 per annum;
- The Heart of the City development – a prestige office, hotel and commercial development strategically located in Sheffield's City Centre;
- Recent investments – including Boeing in Rotherham – and the attraction of world-class developers, Hammerson, to participate in the redesign of Sheffield's retail core provide clear evidence of renewed faith in the city's economic potential;
- Unemployment has more than halved in every neighbourhood since the last peak and the gap between the city and the national rate has itself halved since 1997.

5.27 The SYSSV states that the economic Vision for the City is:-

"Sheffield becoming the core city of a balanced and sustainable high growth economy in South Yorkshire by 2010, recognised as a growing European centre for high technology manufacturing and knowledge based services, and offering opportunities for the whole community."

5.28 The Vision includes building on the success of the City Centre, expanding commercial and retail sites, offering a vibrant and cultural place to live and work. In terms of transport supporting this vision, the LTP should focus on developing a comprehensive network of accessible and affordable public transport.

5.29 Enhancing the strength of the universities, using local research to attract international business and retaining increasing numbers of graduates developing careers in the city will impact on the demand for transport in the city. Transport links to and from university sites and places of employment in developing industries must be harnessed.

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- 5.30** The main priorities for regeneration are the City Centre, including the transitional areas at the north of the centre, the city's Lower Don Valley extending towards Rotherham, and the Upper Don Valley to the northwest of the centre. Sheffield and South Yorkshire are well-placed to accommodate public service functions that are relocating from London.
- 5.31** In addition, the renaissance towns' activity being undertaken in Barnsley, Rotherham and Doncaster are also highlighted as important to the redistribution of wealth throughout the region.
- 5.32** Strategic transport priorities will also have an impact upon the sub-region, specifically the Leeds – Sheffield corridor, as strategic access to urban centres underpins urban renaissance and strategic north-south links. The SYSSV states that connecting the four main urban centres and the airport to each other, to Leeds, Manchester and to the national transport network is a priority and that the primary role of the heavy rail network is to improve South Yorkshire's connectivity to the main economic centres outside the sub-region.
- 5.33** The new RHADS has recently opened and surface access to it is being addressed through the planning process, but in the longer term, rail connections will need to be improved if the airport is to play its full role as a regional resource for international connections and a new focus for employment.
- 5.34** Projections suggest that Sheffield is to outperform both the regional and the national trend, although a great deal of this is a replacement factor for jobs lost in the past. Other economic growth indicators include:-
- Growth in real terms across all local economies;
 - Approximately 25,000 new jobs forecasted by 2007 through Objective 1 investment with an estimated 35,000 created by 2010;
 - A more productive economy where GDP per head rises to 75% of the EU average.
- 5.35** Future growth areas within South Yorkshire other than the four urban areas as identified in local and regional policies for economic development and primary focuses for regeneration are identified in **Figure 5.3** and are as follows:
- Dearne Valley Strategic Economic Zones (SEZ) (Manvers, Park Springs)
 - M18 SEZ (Finningley, Catesby)
 - M1 Technology Corridor SEZ (Waverley, Rother Valley, sites in the Lower and Upper Don Valley)
- 5.36** The most significant of the development opportunities within South Yorkshire are likely to have an impact outside the immediate sub-region. In addition to a range of transport modes accessing these sites, long term transport strategies will need to address future access. Accessibility will be delivered on a site specific basis, but with a view to minimising the impacts of regeneration on congestion, safety and the environment.
- 5.37** The key regeneration projects in our SEZs are discussed below:-

Dearne Valley SEZ : Manvers

- 5.38** The Dearne Valley Enterprise Zone is a development of industrial sites offering over 360 acres of business space. T-Mobile, Powergen and Ventura are among the businesses with operations in the Zone. A new Next distribution centre is nearing completion. The former Manvers colliery has been the key geographical focus of the regeneration effort in the Dearne Valley, clearing the dereliction, preparing the land for alternative economic use and marketing it to potential developers and occupiers. Over the last couple of years, the investment has been showing a return and the Economic Zone has been very successful in attracting new jobs, particularly from call centre operators.

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M18 SEZ : Firstpoint Business Park (Finningley, Gatesby)

- 5.39** Firstpoint Business Park is a 120 acre development in Doncaster. Infrastructure works are being undertaken on site to service the second phase of this successful mixed use scheme. The site has good access to Doncaster and Junction 3 of the M18 and provides good road access to the rest of the UK. The site offers potential for a further 2 million square feet of floorspace which may include hotel, fast food and motor trade uses.

M1 Technology Corridor SEZ :Waverley

- 5.40** The plan is to create a hi-tech park on the former Orgreave Colliery site. It is hoped that the Advanced Manufacturing Park (AMP) will transform South Yorkshire by creating a business and manufacturing cluster of firms based around three key sectors, such as advanced materials processing and pioneering joining technologies. It is thought many of the companies which will take up a place at Waverley will have a strong interest in aerospace. After an extensive land decontamination programme, the 20-acre first phase of the 100-acre site initially identified off the Parkway is ready with access roads constructed. A further 600-acres "expansion" land nearby could be developed if the venture takes off. Situated in Rotherham on the border with Sheffield, cross district transport provision will be of fundamental importance, as will improved links to Barnsley and Doncaster.

M1 Technology Corridor SEZ: Upper Don Valley

- 5.41** The Upper Don Valley provides a major opportunity for the city to grow and to share the economic benefits of a more prosperous city centre with other parts of Sheffield. The Upper Don Valley is at present a focus for a great deal of targeted regeneration efforts by a range of statutory organisations, community and charitable status organisations and private developers.
- 5.42** The Upper Don Valley is adjoined by heavily populated neighbourhoods which are the focus of the City Council's Successful Neighbourhoods Strategy. However, a significant number of trips will be from areas to the east of Sheffield and due to the topography of the land, Sheffield will further become a transport hub where significant numbers of interchange takes place.
- 5.43** Implementation of some or the entire integrated package of transport proposals for the Upper Don Valley is fundamental for linking the communities to jobs in a manageable and sustainable way and maximising development opportunities in the process.

M1 Technology Corridor SEZ: Lower Don Valley

- 5.44** A Masterplan for the Lower Don Valley has been produced. Broadly bounded by Darnall, Attercliffe, the River Don and the Sheffield/Rotherham boundary the area covers approximately 400 hectares. The objectives of the Masterplan include re-introducing a significant resident population into the area, a re-aligned and extended Supertram and a well connected transport network. Underpinning each of the objectives within the Masterplan is a commitment to achieve sustainable development from an economic, social and environmental perspective.
- 5.45** In terms of the implications for transport, a public transport strategy to serve the sites discussed above is required through the LTP, focusing on a strategic rail network, QBCs and guided transit systems. These services should be linked with existing services, combining to link the main centres and development clusters

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with fast, attractive, high quality public transport services. Areas in greatest need of access to employment, which mirror new housing growth areas ie ADF's, need to be served by complementary bus networks to reach these high quality public transport services.

5.46 Chapter 6 contains a case study of the Lower Don Valley. It identifies the issues and challenges facing one of the busiest corridors of movement within the sub region, and the transport responses to them.

Urban and Rural Areas

Urban Areas

5.47 It is increasingly being recognised in the emerging LDFs that dispersed settlements are not sustainable, in terms of additional traffic generation or accessibility by those without access to cars. More recently the focus has changed to developing within the urban centres, along transport corridors, within larger settlements.

5.48 Sustainable roles for smaller settlements will largely depend on the degree of success achieved by the core city and the three large towns. Connecting places where people want to live to future job locations will be critical to achieving sustainable urban, suburban and rural communities.

5.49 The Spatial Vision for each urban area in South Yorkshire is outlined in the SYSSV as follows:-

- Barnsley is placed at a central location between South and West Yorkshire. Barnsley will offer residents, visitors, investors and employees the high quality living, working and trading attractions of a 21st Century Market Town with strong connections to and from Sheffield, Leeds, Manchester, Doncaster and further afield.
- Doncaster will offer the retail and commercial variety and convenience appropriate to an expanding transport centre and sub-regional city centre, including the complete renewal of its transport interchange and refurbishment and extension of its retail facilities. Also included will be a major renewal of university level education facilities, a new performance venue, and leisure facilities, and the development of a dynamic mix of urban centre residential accommodation.
- Rotherham aspires to become a beacon for urban design, offering a complete range of tenure and urban property types in its town centre along the banks of the River Don and South Yorkshire Navigation Canal that will establish it as an affordable and high quality option for business and urban living with a high quality cultural and leisure offering. It will offer a distinctive and more intimate alternative to Sheffield, easily accessible to the expanding core city but less intensely urban augmenting the strong offerings of Meadowhall Retail World and Sheffield centre.
- Sheffield's sophisticated mixture of metropolitan working, leisure and commerce will stretch out along the Lower Don Valley towards Rotherham with living areas extending into the valley on brownfield sites where sustainable. The city will undertake major redevelopment of much of its commercial heart with different quarters designed to make the city centre into a visitor attraction in its own right.

5.50 Each of the urban centres has a Masterplan to deliver these urban renaissance aspirations. In Barnsley, work in creating the 21st Century Market Town has now begun, working towards the implementation of the **Re-making Barnsley Masterplan**, the 'Strategic Development Framework'. Objective 1 funding and assistance from Yorkshire Forward are supporting a number of key projects that are now in an advanced stage of preparation.

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- 5.51** In Doncaster, through the **Doncaster Town Centre Masterplan** the council is developing its Renaissance Towns Initiative aimed at defining and delivering a practical, long-term vision for the regeneration of Doncaster Town Centre.
- 5.52** The **Rotherham Renaissance Charter** provides the basis for the development aspirations in Rotherham Town Centre over the next 25 years. The biggest priority is to improve the quality and range of housing stock within the town and in particular to create good quality housing of all types in or very close to the town centre. The other key priority is to open the river corridor and to create attractive development sites that make the most of Rotherham's hidden asset. A transport Strategy is being developed to help deliver these aspirations.
- 5.53** Sheffield's urban renaissance programme is being delivered through the **Sheffield City Centre Masterplan**. It focuses on the city centre economy including social exclusion, the property market, the retail, leisure and cultural offer and the transport system. It identifies seven projects as our strategic priorities: the Heart of the City, the New Retail Quarter, City Hall/Barker's Pool, E-Campus, Castlegate, Sheffield Station and an Integrated Transport Strategy (ITS). The primary objective of the Masterplan is to create new jobs and ensure that local communities have access to them
- 5.54** In terms of transport in Barnsley, the development of Barnsley Interchange is currently underway, which will be the transport focus for the renaissance of the urban centre. The LTP should identify further transport improvements such as creating better links with Doncaster as identified in the South Yorkshire Rail Strategy to enhance Barnsley as an accessible and sustainable location for development.
- 5.55** In Doncaster Town Centre, the interchange will provide a key public transport focus for links. LTP2 therefore needs to recognise the importance of the public transport links between Doncaster and Barnsley, Rotherham and Sheffield and the wider region.
- 5.56** The transport links between Rotherham Town Centre and Sheffield are particularly important with the new development areas located on the Rotherham-Sheffield Boundary. A key transport system is the possible Rotherham extension of the Supertram network to Parkgate, Rotherham via Templeborough and Rotherham Town Centre.
- 5.57** Congestion in and out of Sheffield City Centre on the main radial routes as previously identified is already a significant issue and public transport must be allowed to play a very strong part in both reducing congestion and being given the priorities necessary to ensure that Sheffield's sub-regional links are fast and attractive.

Rural Areas

- 5.58** The SYSSV suggests that as most of rural South Yorkshire is Green Belt, economic development will be limited as much as possible to those activities or developments that take advantage of existing resources and rural attractions without damaging or otherwise encroaching on open countryside and quality of life. However, it also acknowledges that the rural areas of South Yorkshire are its asset and to use these areas to an economic advantage in a sensitive and sustainable manner would be highly beneficial to the sub-region. The rural vision for South Yorkshire is:-
- To maintain the Green Belt and to protect and enhance the countryside and natural environment for the benefit of those who live and work in South Yorkshire, and for visitors from outside the sub-region.
 - To provide opportunities for rural diversification that is consistent with the protection and enhancement of the countryside and sustainability objectives.

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- To maintain and enhance the character of rural villages while avoiding development that will lead to unsustainable patterns of development and additional car use.
 - To provide opportunities for sustainable rural tourism, leisure and recreation close to where people live reducing travel to environmentally sensitive locations, most notably, the Peak District National Park.
 - To achieve a locally diverse rural economy, which emphasises the unique nature and assets of rural South Yorkshire.
 - South Yorkshire will approach rural renaissance based upon the market town approach to ensure reasonable access to basic services.
- 5.59** Addressing rural transport issues must be a key element of LTP2. The accessibility requirements of rural areas will require a range of solutions including those that apply in the urban areas, such as Demand Responsive Services, Community Transport and alternative approaches to service delivery on top of the traditional support for commercial public transport.
- 5.60** The Peak District National Park has additional pressures relating to tourism and the associated generated traffic. Enhancements to existing or the development of new Park and Ride locations outside the Park are likely solutions
- 5.61** In Barnsley, further developments located in the villages and estates identified as areas needing access to employment will assist the bus services feeding into the strategic public transport network by increasing demand levels.

Area Specific Transport Implications

- 5.62** **Table 5.5** shows the particular areas identified within South Yorkshire from wider influences as outlined in previous chapters. It highlights the specific transport implications from a spatial perspective.
- 5.63** The following issues have been summarised for each area:-
- The wider influences
 - Transport outcomes
 - Transport implications
 - Possible types of solutions, and
 - Key delivery partners
- 5.64** The type of transport solutions resulting from the transport implications identified in **Table 5.5**, will range from those which might be delivered at a sub-regional level such as bus network investment, rail network investment and Demand Management policies, to those which might be delivered at a district level such as bus priority measures, walking and cycling measures and site specific travel planning initiatives. There will also be some solutions requiring delivery Partnership with neighbouring districts outside the South Yorkshire sub-region, for rail service improvements for example.
- 5.65** Those solutions which are identified at a sub-regional level are likely to be delivered at different stages throughout the period of the LTP and through differing methods of application, with the ultimate goal of delivering the four shared priorities. Funding of solutions will be dependent on securing resources from a variety of sources and over a varying time frame, including through the South Yorkshire Sub-Regional

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Investment Plan (SRIP). LTP2 will address a number of significant early initiatives and challenges, either directly through the provision of capital funding, or through a process of developing new partnerships and engagement with other agencies and organisations.

5.66 **Figure 5.4** provides a map which allows us to see how a range of interventions included in our strategy as potential solutions to the issues, challenges and influences identified in the generic 'areas' identified in Table 5.5 relate to the Key Routes network. Additional explanation of the potential impacts of our strategy in relation to two case studies can be found in Chapter 8.

Area	Influences	Outcomes	Transport Implications	Possible Types of Solutions	Partners
Dearne Valley	Manvers and Park Springs (Grimethorpe) sites (Objective 1 SEZ). HMR Area (Transform South Yorkshire). Projected population growth in the Dearne Valley towns (Sub-Regional Spatial Strategy).	New demand for trips between new employment and housing in the Dearne Valley. Adjacent central settlements along the line of the Dearne Towns Link Road.	Additional trips likely to be by car due to limited public transport. Bottlenecks at Hickleton and Marr on the A635 link between Barnsley and the A1/Doncaster.	Employer Travel Plans.Car Parking Management. Bus Priority Measures.	BMBC,DMBC, SYPTE BOSSY English Partnerships Grimethorpe Executive Objective 1
	Barnsley has the most dispersed travel patterns between districts in South Yorkshire and, also out of the district (Census 2001).Only 49% of new housing targeted on Brownfield land (Y&H Regional Housing Allocations). A concentration of new housing is likely to be in Barnsley Town Centre and its urban hinterland, the Dearne Towns, Wombwell and Cudworth (Sub-Regional Spatial Strategy).	Increased car ownership due to dispersed settlement growth and trend for long distance commuting. Increased need to access centralised health, education, retail and leisure services. Increase in development of other services and facilities in response to housing development. Increased opportunity for more walking and cycling trips.	Pressure on A628 and A6195 leading to congestion. Bottlenecks at Junctions with M1 for cross boundary commuting. Reduction in longer distance surface journeys to other centres.More even allocation of facilities between local centres. Reduction in trip making for local journeys.	Ensure new developments are served by a range of transport modes.Bus Priority Measures. Major Scheme - Barnsley Town Centre to M1 link Need for improved network of footpaths and cycle paths.	BMBC, SYPTE BOSSY Private sector Barnsley Health and Social Care
Barnsley Town Centre	'Remaking Barnsley' - Turning Barnsley into the 21 st Century Market Town for the North of England (RSS). HMR Area (Transform South Yorkshire) – ADF for Barnsley covers the whole of the Barnsley District including the Town Centre.	A general increase in trips associated with increased employment and housing.	Increased congestion on key routes –particularly the A628 from the M1.Increased pressure on bus services, particularly in the Peak hours.	Bus priority measures..Bus network development to serve new development areas.	BMBC, SYPTE, BOSSY, Yorkshire Forward, SCC, West Yorkshire, Barnsley Development Agency, SRA (DfT), TOCs
	Mid point between the two City Regions of Leeds	Greater demand for travel and therefore increased	Pressure on bus and rail services between Sheffield, Wakefield	Improve regional transport links – particularly	

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Area	Influences	Outcomes	Transport Implications	Possible Types of Solutions	Partners
	and Sheffield (Northern Way Growth Strategy).	cross-boundary movements between the districts of Sheffield, Wakefield and Leeds.	and Leeds, particularly in the peak hours.	rail.Develop Barnsley town centre as sub-regional transport hub.	
			Increased demand for Park & Ride.	Strategic Park & Ride sites.	
Doncaster Town Centre	Doncaster Education City and the Doncaster Waterfront developments (Doncaster Renaissance Masterplan 2003).	High value and high growth uses within the ICT, digital and multi-media industries.Emphasis on sustainable travel modes ie Increased opportunity for walking and cycling.	Increased demand for high quality walking and cycling routes for local trips around the Town Centre.	Need for improved network of high quality, well lit, safe footpaths and cycle paths.	DMBC, Doncaster Development Company, Private sector, SYPTE, BOSSY,TOCs, SRA (DfT), Renaissance South Yorkshire, Doncaster Health Communities
	Strategic position on the ECML.		Increasing pressure on public transport links between Doncaster and Barnsley, Rotherham and Sheffield and the wider region.	High quality Interchange facilities.Improved bus and rail timetabling for connections.Bus and Rail service Review.	
	Renewal of the Transport Interchange enhancing Doncaster as a hub for strategic and local trips.	Demand for interchange within the town centre for bus services to reach employment centres.			
Rotherham	Rotherham Renaissance - A forecast investment of £2bn from public and private sector sources, aims to create a new, vibrant, high-quality town centre.	Increase in development of other services and facilities in response to housing development in town centre.A general increase in trips associated with increased employment.	Increase in development of other services and facilities in response to housing development in town centre.A general increase in trips associated with increased employment.	Bus Priority Measures.Employer Travel Plans.Car Parking Management.	RMBC, SYPTE, BOSSY,Private sector, Renaissance South Yorkshire
	Waverley is a significant SEZ site for future employment through an Advanced Manufacturing Park (AMP) (Objective 1).	Increase in trip making, particularly by private car.	Increased pressure at key local junctions and M1 J32.	Employer Travel Plans.Controlled Parking Zones.Major Scheme - Waverley Link Road	RMBC, SYPTE, SCC, Private sector, BOSSY, Yorkshire Forward, Renaissance South Yorkshire, Waverley Business Forum, Rotherham PCT, English Partnerships, Objective 1
			Situated on the border of Rotherham and Sheffield, cross district transport provision will be of fundamental importance.	Bus Network development.	
		Increase in HGV traffic in the local area.	Increase in Congestion and reduction in Air Quality.	AQMA	

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Area	Influences	Outcomes	Transport Implications	Possible Types of Solutions	Partners
Rother Valley	Quality rural area a key asset for South Yorkshire for tourism.	Increased tourism from local residents and also from across the north and east-midlands.	Impact of tourist traffic on the local environment and additional impact on congestion.	Multi-Modal transport provision including innovative, sustainable transport solutions. Bus and Rail service improvements. AQMA	RMBC, Private sector, SYPTE, BOSSY, SRA (DfT), Yorkshire Forward, Environment Agency, English Heritage, Renaissance South Yorkshire, English Partnerships, Rotherham PCT
	YES! Project proposal at the northern end of Rother Valley Country Park. The proposals are for approximately 135,000 sqm of new buildings, which are concentrated on a 12-hectare development disc with approximately 3,400 car parking spaces.	National attraction proposal leading to trips from across the UK.	Lack of high quality public transport services – rail links and interchange with the public transport network in Sheffield would be required if the Rother Valley is to become a significant leisure / business attractor.	Bus and rail service improvements.	
Sheffield City Centre	Key employment driver for the region (RES). High growth employment in high technology manufacturing and knowledge base services (RSS). Core Urban area as a primary source of economic growth (RSS). Since the mid 1990s, economic performance in both the core city of Sheffield and the wider Sheffield city region has steadily improved (Northern Way: Growth Strategy). Second fastest growing economy (Sheffield Partnership). Heart of the City and New Retail Quarter developments (Sheffield City Centre Masterplan). Approx 0.5 million people work in South Yorkshire and about 50% (225,000) of the jobs in South Yorkshire are in Sheffield.	Continuing growth in travel into the city and associated congestion. Additional demand for public transport services. Increased role as a transport interchange. Increase in business travel over greater distances into and out of the city. Local road network changes ie Northern Inner Relief Road (completion October 2007).	Increased congestion on key routes – Inner Ring Road completion. Increased pressure on bus services. Increased demand for Park & Ride sites. Rail link improvements	Bus priority measures. Bus Network review and development. Improve quality of transport interchanges. Employer Travel Plans. CPZs. Park & Ride development – bus, rail and Supertram based.	SCC, SYPTE, BOSSY, Sheffield One, private sector, DfT, SRA (DfT), Yorkshire Forward, Renaissance South Yorkshire, Sheffield First for Health
Transitional Areas of Sheffield	Housing Market Renewal Area (Transform South Yorkshire) ADFs in:- <ul style="list-style-type: none"> Parson Cross, Shirecliffe, Fox Hill, Firth Park, Shiregreen (north), Wincobank, Brightside, 	Increase in demand for access to local services. Increase in trip making for journeys to work at the key employment locations identified including through trips via Sheffield city centre. Enhanced social inclusion within	Increase in walking and cycling Demand for local bus services to local centres Increase in number of people using interchanges	Improve local routes, including footpath, cycle paths and road crossings Improve quality of transport interchanges Community transport links	HMR Pathfinder, SYPTE, BOSSY, Community Transport, Sheffield First for Health

Chapter 5. Future Development Of South Yorkshire

Area	Influences	Outcomes	Transport Implications	Possible Types of Solutions	Partners
	<p>Burngreave, Firvale, Attercliffe, Darnall, Tinsley (east),</p> <ul style="list-style-type: none"> Park Hill, Norfolk Park, Manor, Manor Park and Arbourthorne (south). 	priority neighbourhoods adjacent to town centres.		Major Scheme - A61 Penistone Rd QBC	
Lower Don Valley	Lower Don Valley Masterplan. Development sites on the Rotherham – Sheffield boundary.	Increased trips by car to sites that may be inaccessible by public transport / significant parking.	Congestion on key routes such as the A6109 and A6102.	Controlled Parking Zones. Employer Travel Plans.	SCC, RMBC, SYPTE, private sector, BOSSY, SRA (DfT), Yorkshire Forward, Renaissance South Yorkshire, English Partnerships, Objective 1
	The highest two way flow of travel to work trips is between Rotherham and Sheffield (Census 2001).	Increasing demand for public transport between Rotherham and Sheffield.	Pressure on transport systems between Rotherham and Sheffield leading to congestion around junctions and on routes to motorways, and overcrowding on bus and train services.	Bus, Heavy Rail and Light Rail network review and development. Major Scheme - Supertram extension to Parkgate via Rotherham Town Centre	
Upper Don Valley	Plan 4 Travel in the Upper Don Valley and the Upper Don Valley Masterplan leading to significant jobs creation, through Objective One investment. Ski Village extension proposal. North Sheffield Strategic Quality Bus Partnership.	Opposing commuting patterns out of Sheffield city centre.	Less impact on congestion on flow of traffic into Sheffield City Centre.	Bus service/ frequency review.	SCC, SYPTE, BOSSY, Private sector, Yorkshire Forward, Renaissance South Yorkshire, English Partnerships, Objective 1
		Sheffield City Centre as a key interchange point.	Pressure on bus routes between Sheffield city centre along the A61 corridor.	Bus network development. Bus Priority Measures. Alternative mode development.	
		Cross-valley trip making to local employment sites from local communities identified as being a source of labour.	Demand for sustainable access opportunities for local communities to local employment.	Need for improved network of high quality, well lit, safe footpaths and cycle paths. Innovative solutions to overcome topography issues.	
		Topography is a key limiting factor for public transport in the local area.	Demand for alternative solutions for local access to jobs.		
Finningley	The new RHADS. Employment growth area. FARRRS.	Assisting the economic growth in South Yorkshire leading to greater demand for transport.	Improve the accessibility of Barnsley and the Dearne Valley to Doncaster and Finningley.	Rail connections will need to be improved if the airport is to play its full role as a regional resource for international connections. Major Scheme - FARRRS	DMBC, SYPTE, BOSSY, SRA (DfT), Renaissance South Yorkshire, Private sector, English Partnerships, Objective 1
		No existing rail access to the airport.	increasing pressure of road and the local bus network.		

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Area	Influences	Outcomes	Transport Implications	Possible Types of Solutions	Partners
Rural Areas of South Yorkshire	Most of rural South Yorkshire is Green Belt and economic development will be limited as much as possible to those activities or developments that take advantage of existing resources and rural attractions without damaging or otherwise encroaching on open countryside and quality of life (RSS). Rural areas of South Yorkshire are its asset and to use these areas to an economic advantage in a sensitive and sustainable manner would be highly beneficial to the sub-region (RSS). SPITS must address highest levels of environmental impact from traffic of any National Park.	Services in rural areas must be principally related to rural distribution of land use but must additionally allow for commuting to surrounding locations and assist in the area's retention of its unique character and landscape value. Pressure on rural areas - traffic on roads leading to reductions in air quality, noise, and visual intrusion. High volumes of cross park traffic in sensitive environments impact heavily on the primary purpose of National Parks 'to conserve and enhance their natural beauty, wildlife and cultural heritage'.	The need to consider commuter patterns from rural areas and accessible and reliable public transport. Improvements to A57/A628/A616 core trunk roads and associated traffic restraint, including speed management and fiscal measures on some routes, creation of a network of 'safe' roads, improved or reinstated rail routes and services	Park & Ride Rural/ community bus links AQMA Road safety initiatives Speed management traffic management review signing transport and accessibility hubs research impacts of fiscal measures to demand management	SCC, RMBC, BMBC, DMBC, SYPTE, BOSSY, Community Transport, Yorkshire Forward, Countryside Agency, Renaissance South Yorkshire
	The surrounding rural areas of Doncaster provide high quality residential opportunities (RSS). Migration of highly skilled and well paid residents of South Yorkshire to rural areas (Census 1991 and 2001).	Increased residential population in affluent rural communities leading to an increase in car trips.	Increased car travel across rural South Yorkshire particularly from cross-boundary trip making. New villages associated with commuter services and/or park and ride services.		
	Further developments to be located in the villages and estates identified as areas needing access to employment (Barnsley's emerging LDF).	Dispersed population and dispersed travel patterns	Difficult access to services and jobs from more isolated rural communities.		

Table 5.5: Area Specific Transport Implications - Summary