

**From:** [REDACTED]  
**To:** [SheffieldPlan](#)  
**Date:** 20 February 2023 23:25:55  
**Attachments:** [Comments sent to SCC - 20 February 2023.docx](#)

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Dear Sir/Madam,

Please find attached my comments on the consultation on the Sheffield Plan pre-submission draft.

Yours sincerely

Jim Bamford

## Submission to the consultation on the Sheffield Plan pre-submission draft

From Jim Bamford, 20/2/2023

I strongly support the Vision set out on page 11 paras 2.2 – 2.9, and I very strongly support the vision re transport para 2.8 that

*'The city's prosperity will be underpinned by a strong, integrated and sustainable transport system, with most shorter trips carried out by bicycle or on foot'*

I strongly support the Eight Aims and Objectives that flow from the Vision as set out on pages 16 & 17, including their sub-objectives. I especially strongly support the sub-Objectives

- *To make Sheffield net zero carbon by 2030.*
- *To create an integrated and sustainable transport network that promotes and enables walking, cycling and public transport, in order to reduce congestion, support district centres, improve air quality and safety, and enable healthier lifestyles.*
- *To locate new development where it minimises the distances that people and goods need to travel, by mixing land uses to increase opportunities for people to make single journeys that serve several purposes.*

I support the sub-Objective

- *To develop excellent connections with the rest of the Combined Authority area, and national and international transport networks, including developing faster rail connections: between Sheffield and Leeds and Manchester, as well as improvements to Sheffield Midland Station.*

as far as it goes, but that is very limited in ambition, and it could and should be far more comprehensive: I would suggest that this railways 'objective for a well connected city' should be worded

- *To develop excellent connections with the rest of the Combined Authority area, and national and international transport networks, including developing faster and more reliable rail connections with greater capacity for ongoing large growth of patronage on all routes from Sheffield, including between Sheffield and Leeds, Manchester, Nottingham & Birmingham, as well as improvements to railway infrastructure between Dore and Meadowhall.*

I strongly support that the priorities are to locate growth where it would

- *enable homes to be located within easy reach of the main employment areas;*
- *support development and increased density in the Central Sub-Area;*
- *match opportunity and need by concentrating new development in locations that are, or could be, well served by the tram/rail network or key bus corridors, as well as other essential infrastructure;*
- *support distinctive and thriving District Centres and Local Centres that act as a focus for the development of a network of '20-minute neighbourhoods' across the city;*
- *support existing public transport services, and enable the provision of new infrastructure that enables active travel;*
- *support service provision in the Larger Villages in the Northwest Sheffield Sub-Area;*
- *maximise accessibility by directing higher density developments and those that generate significant numbers of trips to the City Centre, District Centres and other locations close to railway stations, Supertram stops and high frequency bus routes;*

In particular, I wholeheartedly support the excellent concept of '20-minute neighbourhoods' in which all the key facilities – things like local shops, a post office, doctors, primary schools, etc - are within easy reach of where people live, as it reflects so very strongly the views expressed so often by the vast majority of people about wanting to strengthen their local facilities and not have local facilities closed down and taken away from them by others (and which is usually advocated by those who would financially benefit from people having to use larger and less accessible facilities).

I strongly support all the key priority to *maximise the reuse of brownfield sites within the existing urban areas*, as set out in para 3.6,

I support all elements of Policy SP1, particularly

d) *Priority locations for economic growth within the Central Sub-Area, and the Advanced Manufacturing Innovation District;*

f) *New retail and leisure floorspace to be focused within identified town centres, which are the City Centre, along with the 17 District Centres, and all identified Local Centres (see Policy SP3 and Policy NC10).*

and

k) *Sustainable development that promotes greater use of public transport to help secure the long-term future for the existing tram network and helps realise Connecting Sheffield's proposals for active travel. This will include creating seven Mass Transit Corridors, enhancing the five Main Gateway Routes, and the 10 City Centre Gateway Routes (see Policy T1 and Policy DE4)*

For 'major new transport infrastructure', point j) needs to be strengthened, and should be reworded to say

- support for ~~strategic~~ comprehensive rail investment to unlock capacity and journey time improvements **on all lines, including between Sheffield and London, Birmingham, Manchester, Leeds, and the East Midlands, to put right the 5 decades of cuts to rail infrastructure in Sheffield and on lines to/from Sheffield.**
- support for proposals set out in the Sheffield Midland Station and Sheaf Valley Development Framework to facilitate High Speed 2 and Northern Powerhouse Rail.
- local rail upgrades **on all lines, including to the Hallam Line (through Barnsley), the Hope Valley Line, to Deepcar (for Stocksbridge) and the Barrow Hill Line.**
- strategic highway improvements **should only be undertaken where they re-orientate roads towards active travel and public transport, and certainly should not be done unless it can be shown that they would not increase emission of greenhouses gases, as part of integrated, multimodal schemes, to increase connectivity between residential areas and major centres of economic activity.**
- new active travel infrastructure linking new residential areas to employment opportunities, local services, and leisure facilities (see Policy T1).

I support all of *POLICY SP2: SPATIAL STRATEGY*. In particular I strongly support

- *The sub-areas will deliver a pattern of sustainable development within the existing settlement hierarchy of Sheffield (Main Urban Area), and the identified Principal Towns, Larger Villages and Smaller Villages.*
- and
- *District Centres and Local Centres will act as a focus for the development of a network of '20-minute neighbourhoods' (see Policies NC10 and NC11).*

My very strong support for the 20-minutes neighbourhoods is for the reasons set out above (and which can be quoted as applying to SP2)

I strongly support all of '*POLICY SP3: HIERARCHY OF CENTERS*'. In particular, I strongly support *The role of Local Centres in providing community facilities and a range of shops for day-to-day top-up shopping will be encouraged and promoted where it would help create '20-minute neighbourhoods'*.

for the reasons set out above (and which can be quoted as applying to SP3)

For POLICY SA2: NORTHWEST SHEFFIELD SUB-ARE, I strongly object to proposed delivery of

- *A61 highway junction improvements and links to Penistone Road, Shalesmoor* (in point g); as the proposed changes to the Shalesmoor junction will worsen my bus journeys into the City Center (routes 81&82) and worsen the position of cyclists (including me) relative to cars – all of which is completely contrary to the thrust and specific policies elsewhere in this Spatial Strategy. I do support the other 2 bullet points in g), i.e.

*Deliver sustainable transport improvements, including:*

- *Active travel improvements, including projects proposed by Connecting Sheffield; and*
- *Mass Transit Corridors at: (i) City Centre to the Upper Don Valley; and (ii) City Centre to Chapeltown and High Green.*

I support the policies for Gypsies and Travellers as set out in paras 5.8 & 5.9

I support all of *POLICY H1: SCALE AND SUPPLY OF NEW HOUSING*. In particular, I strongly support

*b) The target for homes delivered on previously developed land is 85% across the period 2022 to 2039.*

I very strongly support the policies for *Enabling Sustainable Travel*

*5.10. Sheffield's growth ambitions must be supported by high quality transport infrastructure providing inclusive and sustainable transport connectivity. The Council's aim of achieving net zero carbon by 2030 will require significant modal shift, as well as reducing the need to travel and supporting the move to zero emission vehicles. The Pathways to Net Zero report concluded that private car journeys in the city will need to halve if the city is to stand any chance of being net zero carbon by 2030.*

*5.13. Analysis indicates that future growth will have detrimental impacts upon air quality, climate, health and journey times unless travel is managed, and sustainable access and movement are prioritised over private car-based travel.*

*5.14. Rail has a distinctive contribution to make to the future of Sheffield. For longer distance travel the Council supports the aspirations to realise the proposals for Northern Powerhouse Rail (NPR). These strategic projects will allow Sheffield's growth ambitions to be supported by excellent local and national rail connections between labour markets and core cities including London, Birmingham, Manchester, and Leeds.*

*5.16. As well as delivering new rail-based infrastructure, it is critically important that Sheffield's existing tram network (Supertram) is supported, maintained, and wherever possible, enhanced. Securing the long-term future of the tram will be achieved by focusing new development within the catchment of its route and stations. This existing asset should also be supported by overall improvements in the efficiency of the public transport network, including delivering priority*

*measures for trams and buses to provide for new and existing trips, and to improve journey time and reliability. This will involve prioritising public transport journeys over private car journeys.*

*5.17. To strengthen the role of public transport within the city, there are proposals to deliver a series of Mass Transit Corridors (as highlighted in Policy SP1). These will be dedicated, high-speed public transport corridors, initially focused on priority bus routes to establish critical mass, and with the intention to investigate a transition from private car-based journeys to tram, tram-train extensions, or rail where lines exist. Where appropriate these will incorporate park & ride on key gateways to the city.*

*5.18. Allied to this will be a radically altered approach to providing and improving the quantity and quality of pedestrian and cycle networks across the city.*

Para 5.15. is much too limited, and needs to be strengthened to say

*In addition to these strategic projects, ~~more~~ substantial localised rail infrastructure investment will be sought to comprehensively upgrade all lines to/from Sheffield to provide more capacity to enable more trains to run, much more reliably, and with improved journey times. Re-opening of the Barrow Hill and Deepcar (for Stocksbridge) Lines will be sought through programmes, such as the Department for Transport's "Restoring Your Railways" programme.*

I support some parts of POLICY T1 - ENABLING SUSTAINABLE TRAVEL – in particular those which are in keeping with the various other parts of the Spatial Plan - but other parts of Policy T1 need improvement. In particular,

At the City level, I strongly support

- *Delivering the 7 identified Mass Transit Corridors (and options for complementary Park & Ride infrastructure) with a focus on developing scalable bus priority schemes.*
  - *Delivering the Active Travel priorities as set out in the Sheffield Transport Strategy and SYMCA Active Travel Implementation Plan and including those progressed through the Connecting Sheffield programme.*
  - *Safeguarding for future transport use, rail alignments (including disused or dismantled routes) and land required for highway and public transport schemes, to enable the delivery of the city's ambitious transport programme.*
- and
- *Where necessary, reallocating road space to more sustainable modes to reflect the need to reduce private car use*

At a City-Region Level, I strongly support

- *Securing the long term future of the tram network (Supertram) and, where viable, seeking to enhance and expand the network to new locations.*
- *Seeking improved rail connections within the Combined Authority Area, and adjacent areas.*
- *Re-opening the Barrow Hill Railway Line to passengers, including a new station at Beighton, and improving connectivity between Sheffield and Chesterfield/North East Derbyshire; and re-opening the Deepcar (for Stocksbridge) line. The proposal for a new station at Waverley (in Rotherham) is also supported.*
- *Increasing connectivity to the Advanced Manufacturing Innovation District and Rotherham through a package of multimodal transport improvements.*

However, the final City-Region bullet point needs strengthening to say

- *Supporting Going way beyond the very limited objectives set out in both the SYMCA Bus Service Improvement Plan (2021), and the South Yorkshire Enhanced Bus Partnership (2022), which have left bus services in Sheffield in a parlous state of ongoing contraction.*

Instead, maximum use should be made of the powers that the Council & SYMCA would have if/when SYMCA decides to take powers to franchise bus services.

At a National & Regional Level, I strongly support

- Supporting rail infrastructure investment to improve connectivity, capacity, and journey time improvements on all routes to/from Sheffield, including between Sheffield and London, Birmingham, Manchester, Leeds and the East Midlands.
- Supporting the regeneration of Sheffield Midland Station and the delivery of the Sheaf Valley Development Framework to facilitate Northern Powerhouse Rail.
- Supporting the delivery of the Midland Mainline Electrification programme.
- Co-ordinating with Train Operating Companies, SYMCA, and partners to realise service enhancements as rail franchises are renewed.
- Encouraging the movement of freight by sustainable modes (including exploiting opportunities for freight to be moved from road to rail) and concentrating road-based freight onto the Strategic Heavy Goods Vehicle Route Network.

However, I strongly oppose any proposal for National Highways England to deliver supposedly 'improved' transPennine road links, as all such proposals will have the 3 detrimental effects of

- increasing road traffic, and so increasing emissions of greenhouse gases and air pollutants
- severe adverse impacts on the Peak District National Park, including increases in noise and air pollution; and
- suppressing use of rail for transPennine journeys to from Sheffield.

Instead of wasting money on 'improvements' to transPennine road links, the Spatial Plan should call for improvements to the Sheffield – Manchester (and beyond) rail service, including in the short term

- reinstating the direct service every hour between Sheffield and Manchester airport;
- re-instatement of the former 4 tracks between Dore – Sheffield;
- the construction of 3 new platforms (platform numbers 0,15, &16) at Manchester Piccadilly to enable reliable operation of trans to Sheffield;
- journey time improvements, including between Hazel Grove – Edgeley junction which were promised in 2007, but which have only partially been delivered; and
- increasing the express service frequency from 2 per hour (as now) to 3 per hour once the Dore - Sheffield and Piccadilly platform 15&16 works have been completed.

I strongly support *POLICY IN1 - INFRASTRUCTURE PROVISION*, in particular

- *Transport - including major schemes to improve active travel, the passenger rail network, the rail freight network, the bus network and the strategic highway network. The Council will collaborate with statutory providers and strategic transport stakeholders to increase service frequency and quality, improve connectivity and reliability, and promote sustainable transport patterns to help decarbonise the system, boost productivity, and encourage healthier and more active travel.*

Jim Bamford

