



Transport Forum
Notes of the meeting held on Tuesday 30th April 2019 at
Barnsley Council Offices

Present:

Clive Watkinson (JC Snell) - Chair Andrew Denniff (Chamber of Commerce) Mark Smith (Chamber of Commerce) Andrew Fosbueary (Enzygo) Gareth Owen (QFM Group) Brandon Jones (First Group)	Ann Beddoes (BMBC) Rachael Allington (BMBC) Graham Haigh (Minx Consulting Ltd) Sandra Haith (Community HS2 Joint Action Group) Simon Brown (Highways England)
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Apologies noted:

<i>Tony Hickton (Independent)</i> <i>Richard Marshall (Highways England)</i> <i>Darren Taylor (Trust Ford)</i> <i>Mike Smith (MJS Business Consultancy)</i> <i>Matt Travis (Enzygo)</i>	<i>Matt Gladstone (BMBC)</i> <i>Ian Ashmore (RMBC)</i> <i>Anika Aarons (MMA Transport)</i> <i>Maurice Aarons (MMA Transport)</i> <i>Sophia Ali (Minx Consulting Ltd)</i>
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Item	Action
<p>1. Welcome & Introductions Clive Watkinson (CW) welcomed everyone to the meeting including Graham Haigh (GH) as a new member to the group and Rachael Allington (RA) from BMBC and Sarah Haith (SH) from the community HS2 Joint Action Group as guests to the meeting.</p>	
<p>2. Notes from the last meeting - held on 28th January 2019 These were agreed as accurate following the amendments already made in the Highways England update.</p>	
<p>3. Matters arising None as all items on the agenda.</p>	
<p>4. HS2 Update Andrew Denniff (AD) introduced Sandra Haith (SH) from the HS2 Joint Action Group to the meeting. SH had approached AD to request the support from the Chamber of Commerce to a letter the Joint Action Group had penned to the Government. AD said whilst the Chamber have similar views to the position of the Joint Action Group, he felt it should come to this group for a discussion.</p> <p>SH gave a brief background to how the Joint Action Group formed almost 3 years ago from several individual groups. SH made the following points:</p> <ul style="list-style-type: none"> • Action Group is against HS2 full stop but if it does go ahead, it needs to provide the best economic impact for the Sheffield City Region. • If Parliament commits to HS2 then it must come to SCR and not be a spur or a Parkway Station. • To date 2 MPS, 3 Parish Councils and 4 businesses have signed their letter (attached). • Fears that there is lots of misleading information and positions change e.g. SH said HS2 indicated 2 years ago that they would not use bi-mode trains but now it is being 	

considered whereas it would slow down travelling at high speed.

Lengthy discussion took place including the following points made by members of the group:

- There needs to be a main line station in South Yorkshire (instead of or addition to the proposed Sheffield centre Station) in order to maximise economic benefit.
- Whilst in general support of most of the letter, the last two paragraphs i.e. not in support of Victoria Station site due to the cost.
- Do not support the idea of a spur but do support the Parkway Station depending on the definition (and suggest its not called Parkway).
- Therefore the group did not feel able to sign the letter of support.

5. Dodworth Road Update

Rachael Allington (RA) explained the proposed development was approved by BMBC Cabinet last year and was deemed to be the best option taking into account longer term planned developments and not involving third party land or compulsory purchases. The scheme has also now got planning permission approval.

Land effected is categorised as 'open space' so needs to be changed to 'highway' use. A consultation opened in March and closed mid-April. The 105 responses submitted will be considered by Cabinet who will decide if the change of usage can occur. If it is approved the tender for work is likely to be live in the coming months with a start date of no earlier than Oct 19 for a 12-month contract.

Discussion included:

- Impact of pedestrian crossing usage at peak times (e.g. start and end of school day at rush hour) - RA explained the traffic lights are on a SCOOT system which uses data from vehicle detectors and optimises traffic signal settings to reduce vehicle delays and stops. Staff in the control room will also have the ability to intervene when needed.
- What is the nature of the 105 responses to the consultation? RA said whilst they are still being looked at, they seem to focus more on the loss of amenities.
- Noise assessments and air quality assessments have all come back ok.
- Impact of buses stopping – RA said the road is not wide enough to accommodate bus laybys and they are in discussion with Stage Coach.

Whilst the group understood and supported the need to improve the current crossroads, particularly in view of future housing developments in the area it was not convinced that the scheme as proposed would improve the junction at all whilst costing in excess of £4M. In particular it was concerned about the impact of the large number of pedestrian crossings and their maximum use (given their proximity to the Horizon school) coinciding with morning rush hour traffic. Additionally the group remained to be convinced that forcing traffic from Junction 37 to Broadway around the gyratory (particularly a large number of trucks) would be a good idea.

Whilst stopping short of opposing the scheme the group felt unable to give it their full support and are concerned that a great deal of public money could be spent on a scheme that will make little difference to the functioning of the junction.

6. Local Updates

- College roundabout in Barnsley should be ready for the Tour de Yorkshire.
- RA reported that the Cundy Cross-Harron Homes link road is due open in June/July this year which should alleviate traffic problems.
- Issue highlighted on junction 36 of M1 and down A61 North towards Barnsley – there is a sharp right-hand turn and the road markings don't show that. CW feels

**Simon
Brown**

<p>there is a risk of an accident occurring.</p> <ul style="list-style-type: none"> Issue also highlighted junction 37 of M1 – if you get in lane down the A628 to turn right coming from Silkstone drivers feel they should be in the middle lane to go straight on but the the road markings indicate they should be in the right lane. The road markings are not very clear and you need to actively looking for them. 	Simon Brown
<p>7. Highways England Update Simon Brown (SB) provided the following update:</p> <p><i>a) Majors - construction</i> Expect the Westwood roundabout at Tankersley to be upgraded from Mar 20, as part of the trans pennine upgrade project. Expect automated snow gates to be installed at the same time.</p> <p><i>b) General</i> There is a discussion and decision process underway with the Department over major schemes that will be announced in our second road investment period. There will be only a limited number of these, because of the number of major projects underway that will spend construction monies and due to the fact that the Government has made some advance commitments (e.g. lower Thames crossing, A66 dualling). In addition, the Government has announced the closure of PFI, and the lower Thames crossing and the A303 Stonehenge schemes were going to go that route and will now have to be funded out of our general budget.</p> <p>We do not expect an announcement of what major schemes will be in our RIS2 programme until the Autumn, and there is the potential that the detail of the schemes may not be fully known until sometime into the next year.</p> <p>Our chief exec made the headlines at Traffex recently when he talked about how 10% of the planned schemes in this road period were paused as they had proved to be poor value for money, and that 37% of schemes would now start in the next road period. Please note there are already a number of schemes scheduled to start construction Mar 20, so that is not as significant as it might appear. 40 schemes are expected to be completed that were started in RIS1, in RIS2.</p> <p><i>c) Designated funds</i> Highways England will be operating a set of 'designated funds' for things such as safety schemes and environmental improvement schemes in RIS2. Currently unknown budgetary amounts as yet. A Housing and Growth Fund will not be operating as was happening in this road period.</p> <p><i>d) Renewals</i> A particular focus is expected on renewing older bridges and other structures in the next roads period.</p> <p><i>e) Transport for the North</i> Highways England have been consulted by Transport for the North to help them prioritise their recommendations for road schemes on the Major Road Network</p> <p><i>f) HS2</i> Highways England are in discussion with HS2 over the preliminary design of their rail network. It follows closely to the course of the M1 in a good number of places, so the discussions at this time have been around 'future proofing' the Strategic Road Network so that we have enough room for potential future expansion once HS2 is in place.</p>	

g) Local authority schemes

Highways England are very supportive of the Rotherham A630 parkway scheme and have supported its design work where it lands at J33 on the M1. Also supportive of the Sheffield Innovation Corridor scheme that is proposed to improve transport connectivity in the J33/34 region and support the Advanced Manufacturing Innovation District.

h) Sheffield Clean Air Zone

Highways England have been active partners in the Sheffield Clean Air Zone work - renewals and small improvements programme. Usual programme of renewals as well as a good number of small improvement schemes will occur in the year.

8. Update from BMBC

Ann Beddoes (AB) provided the following update:

- Community Transport Plan is out for procurement and is expected to be completed Dec 2019/Jan 2020.
- Transforming Cities Fund (TCF) bid is focussed on 3 corridors:

A61 Town Centre to Wakefield boundary

A635 Town Centre to Doncaster

A633 Stairfoot to Rotherham

Currently developing a combination of Highway and Active Travel Interventions along the corridors.

SCR to submit an outline business case by end of June with full business case by November.

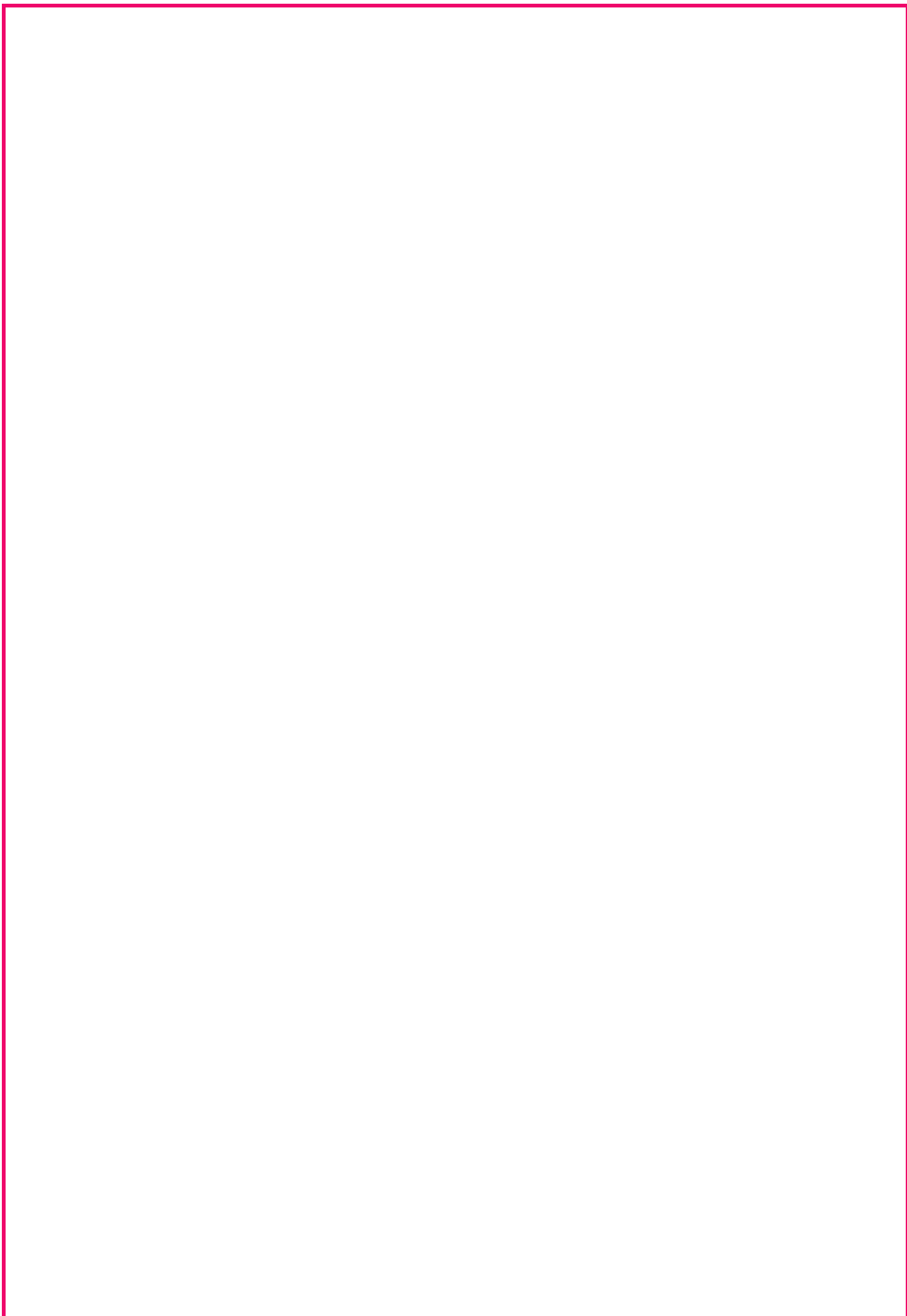
BMBC agreed to consult the group much earlier in the planning process for future developments

9. A.O.B.

- a) There is a meeting on 2nd May at Mount Pleasant Hotel in Doncaster regarding the Doncaster Sheffield Airport masterplan.
- b) There is a meeting on 9th May at New York Stadium in Rotherham regarding the SCR transport strategy - Mayor Dan Jarvis will be the speaker.
- c) CW thanked AB and BMBC for hosting today's meeting.

10. Date of next meeting

MS will circulate this.



February 2019

Dear Mrs. May, Mr. Corbyn, Sir Vince and Ms. Sturgeon

We have recently had sight of an open letter sent to you on behalf of Midlands Connect, Midlands Engine, Leeds City Council and Northern Powerhouse Partnership, asking you to commit to the construction of HS2 Phase 2. Their reason for doing so, and I quote: "HS2 Phase 2 will extend the benefits of this vital piece of infrastructure across the East Midlands, The North West, The North East and Scotland".

There's just one thing missing here - South Yorkshire - the region situated between The Midlands and Leeds, and containing the City of Sheffield.

Leeds City Council (one of the signatories) is happy to accept Phase 2 in its current form, and why not? After all, Leeds will probably benefit the most from a direct high speed rail link all the way down to London, and vice versa. The Midlands Engine and Midlands Connect signatories are happy with Birmingham's position, with new stations and high speed connections north (to Nottingham/Derby, Leeds and beyond), and south (to Birmingham and London). Nottingham and Derby also benefit from a high speed hub which will serve both cities. Finally, The Northern Powerhouse Partnership is just happy to know that HS2 will reach them in any form.

The only region NOT TO BENEFIT from Phase 2 is South Yorkshire. The region is being offered no more than a spur off the high speed line, north of Nottingham, allowing HS2 trains to take a detour and trundle along the existing Midland Mainline into Sheffield Midland Station, and that is where Phase 2b currently ends for Sheffield. The city, does not get a direct high speed link to any of the other cities - north or south. The speed, capacity, number of services, connectivity - all the drivers for building HS2 in the first place - are all diminished by using this option, and existing local services will suffer as a consequence, as will any economic benefits.

There are other options which would allow for Sheffield to have a station on the high speed line. One would be to use Sheffield Victoria Station. This was the choice of Sheffield City Council. Other options have also been presented, which should be considered.

So in conclusion, it is vital, that if Parliament is to commit to building HS2 Phase 2, it must also commit to re-visiting the route through South Yorkshire, to provide the city of Sheffield with its own high speed station, equal to the cities of London, Birmingham, Nottingham and Leeds - NOT A PARKWAY STATION AND NOT A SPUR! This is what the people of SY voted for in the 2016 consultation.

IF HS2 IS TO COME NORTH, IT MUST TREAT EVERY CITY EQUALLY.

Yours sincerely,

See Below