

## **Transport Working Group Notes – 7<sup>th</sup> September, Doncaster Sheffield Airport, First Avenue, Doncaster, DN9 3RH**

### **In attendance:**

Andrew Denniff (Chamber of Commerce)	Dominic Beck (Chamber of Commerce)
Adrian Platts (Chamber of Commerce)	Clive Watkinson (JC Snell) - Chair
John Huddleston (Doncaster Sheffield Airport)	Ian Johnstone (Burrows Motor Company)
Gareth Owen (QFM Group)	Alan Rigall (First Group)
Ian Ashmore (Rotherham MBC)	Ian Wilson (Barnsley MBC)
Steve Swann (UK Logistics Hub Project)	Tony Hickton (Hickton Consultants)

### **Apologies from:**

No Apologies

### **Doncaster Sheffield Airport Update – John Huddleston**

John Huddleston gave a presentation on ongoing and future plans for Doncaster Sheffield Airport, the highlights of which were:

- Passenger numbers for July were its best ever since opening in 2005 - they increased by 42 per cent from the previous year to 141, 155 with the airport on track to deliver over 1.3 million passengers for the year.
- It was a record year for cargo also, and will engage with the development of the iPort.
- Flybe are the primary carrier at DSA, however a recent new deal with Air Berlin will increase routes significantly across Europe.
- Flybe is due to take over the US via Dublin route from Aer Lingus, increasing customer reach and widening the offer from Flybe, plus an additional route to Dusseldorf from 30<sup>th</sup> October.
- The recent opening of the Great Yorkshire Way has reduced travel time significantly, which should boost additional air travel from Doncaster. Additional inroads are being made into public passenger transport providing fast links to the airport via both bus and rail.
- DSA are looking at relationships with Air France, Air Italia and Finnair to expand their destination offer.

### **HS2**

Clive Watkinson opened discussion about HS2 and its current status.

- The general consensus is that there needs to be a fixed station in the South Yorkshire region as the current offer that has been put forward is not enough and too disruptive compared to the benefits to the region. The current project offers a Sheffield City Centre route with a branch line coming off the main HS2 route. It was considered that Sheffield City Region may well lose a stop altogether.

- Dearne Valley was presented as an alternative route stop for HS2 and would support significant regeneration for the area, though there were plenty of options to support the service that were viable. Rotherham Metropolitan Borough Council also indicated that they had received no advanced notice of the revised HS2 route, only what they had been presented at the point of change.
- It was suggested that the transport interchange at Meadowhall is still an ideal location for the HS2 station, although there could be challenges with bottlenecking of road traffic at M1 Junction 34. A study has taken place between Rotherham Metropolitan Council and Sheffield City Council regarding congestion and the need for improvement.
- An agreed key point of the discussion was that transport systems need to be improved significantly to accommodate the expansion of the region and improve competitive advantage for regional businesses.

### **Sheffield City Region Logistics Hub**

Steve Swann presented details about the UK Logistics Hub, a Sheffield City Region Local Enterprise Partnership project.

- The key focus of the UK Logistics Hub is to generate growth for the region and pave the way for regional inward investment. It is sector targeted and geared towards businesses who are looking to develop supply chains.
- The project will promote the Doncaster based iPort logistics park and new rail freight terminal.
- Key events will take place over future months to raise awareness and engage businesses who are looking to expand, with themed occasions such as Logistics in Construction and following with Skills and Education.

### **Local Transport Issues Rotherham**

Ian Ashmore updated the group on a number of transport related issues in Rotherham, including:

- A £42m bid has been put forward to address congestion issues on the M1 between junctions 32 – 35. This is part of a long term strategy to support key transport routes for the region.
- Following the bid for the Gullivers theme park at Aston, provisions have been made for transport issues around the A57 just off M1 junction 31 to accommodate traffic demand as the project develops.
- The relief road under the M1 viaduct from Sheffield Road in Rotherham to Meadowhall has recently opened and is performing well. This has also improved public transport routes for the area.

### **Local Transport Issues Barnsley**

Ian Wilson updated the group on a number of transport related issues in Barnsley, including:

- The Junction 36 of the M1 improvement works are progressing and are not causing any significant issues with traffic flow.
- STEP funded schemes for transportation are progressing, supporting improvements in transport infrastructure to areas of Sheffield City Region.
- A cycle scheme from J38 to Barnsley town centre is currently in progress, providing improved access from Dodworth into town for cycles.
- A consultation is in progress regarding a Northern Orbital route around Barnsley, progress to be fed back at a later date.

### **Other Transport Issues**

Ian Ashmore opened up conversation regarding the Trans-Pennine tunnel plans. (Consultation report is available at: <https://www.gov.uk/government/publications/trans-pennine-tunnel-strategic-study-updated-interim-report> )

- The consultants for the project have indicated there is a significant drive for this project to bring success to Manchester and Sheffield City Region.
- The project needs to take account of the National Park and the importance of bringing the areas together to ensure minimal disruption to landscapes and key local areas. The project is being supported by Friends of the Peak District and that support for the project is being demonstrated at consultation meetings.
- Of three routes, it has been suggested that route B in the consultation report is the preferred option. There is also some consideration of the possibility of a rail tunnel and its strategic viability.
- It was suggested that a target completion date of 20-25 from now is unacceptable as a time frame, as transport infrastructure needs this to be operational in a shorter time frame to accommodate regional expansion. It was agreed however that a lot of clarity is still required around the tunnel.

### **Date of the Next Meeting**

Next meeting on 7<sup>th</sup> December, 8am, Barnsley & Rotherham Chamber of Commerce.