

5.9 Infrastructure Required to Support the Growth Options

Transport

Moving people and goods efficiently is crucial in supporting a growing and successful economy and a sustainable, healthy city. An increase in journeys is a sign of a thriving city, but without planning and management will lead to further congestion and air pollution, impacting on people's health and opportunities for the city and its economy to grow.

Parts of Sheffield's road network are already operating at full capacity, particularly sections of the Ring Road near the hospitals and University of Sheffield, the Lower Don Valley, and J34 of the M1. We need to look to the future and plan for a network which can accommodate more journeys in a safe and sustainable way.

Existing schemes:

- A programme of improvement schemes along Key Bus Corridors, aiming to improve public transport journey reliability.
- Investment in schemes which improve connectivity, improve the public realm and enable economic growth, concentrating on the City Centre.
- A tram-train scheme, using existing rail tracks to improve access between Sheffield and Rotherham.
- A programme of cycle schemes which aim to complete gaps in the strategic network, provide

highly visible routes in the City Centre, and begin connecting schools into the strategic network.

- A 20mph programme is being gradually rolled out across the city, with suitable areas identified and prioritised by injury accident records.

What is needed for the future?

- Extensions to the tram network to serve key destinations such as hospitals, the University of Sheffield and employment sites, including the Lower Don Valley, the Advanced Manufacturing Park and Waverley, and the Upper Don Valley. This would include improved connections to the City Centre which would serve as a hub for new extensions, thereby providing excellent connectivity with the new High Speed 2 rail station.
- Expanded Park and Ride provision to serve commuters from North East Derbyshire in the south of the city and at Dore railway station; at Waverley, to serve the A630 Parkway from the M1; and at Smithywood, north of Meadowhall on the M1.
- A high quality, extended cycle network, predominantly separated from other traffic, to provide safe, direct and legible routes across the city.
- Improved connectivity between northern cities, particularly between the city centres of Sheffield, Manchester and Leeds, by both rail and road. Options for High Speed Rail 2 are being examined



by the 'Northern Powerhouse' partnership for rail connectivity between the city centres of Sheffield and Leeds.

- Improvements to the existing rail network (e.g. the Hope Valley Line) and expanded use of the heavy rail network for both heavy and light rail, for example a passenger service to Stocksbridge. This will require investment in new local stations, for example introducing a new station around Waverley.

See Map 6 overleaf for potential new transport infrastructure.

Consultation questions

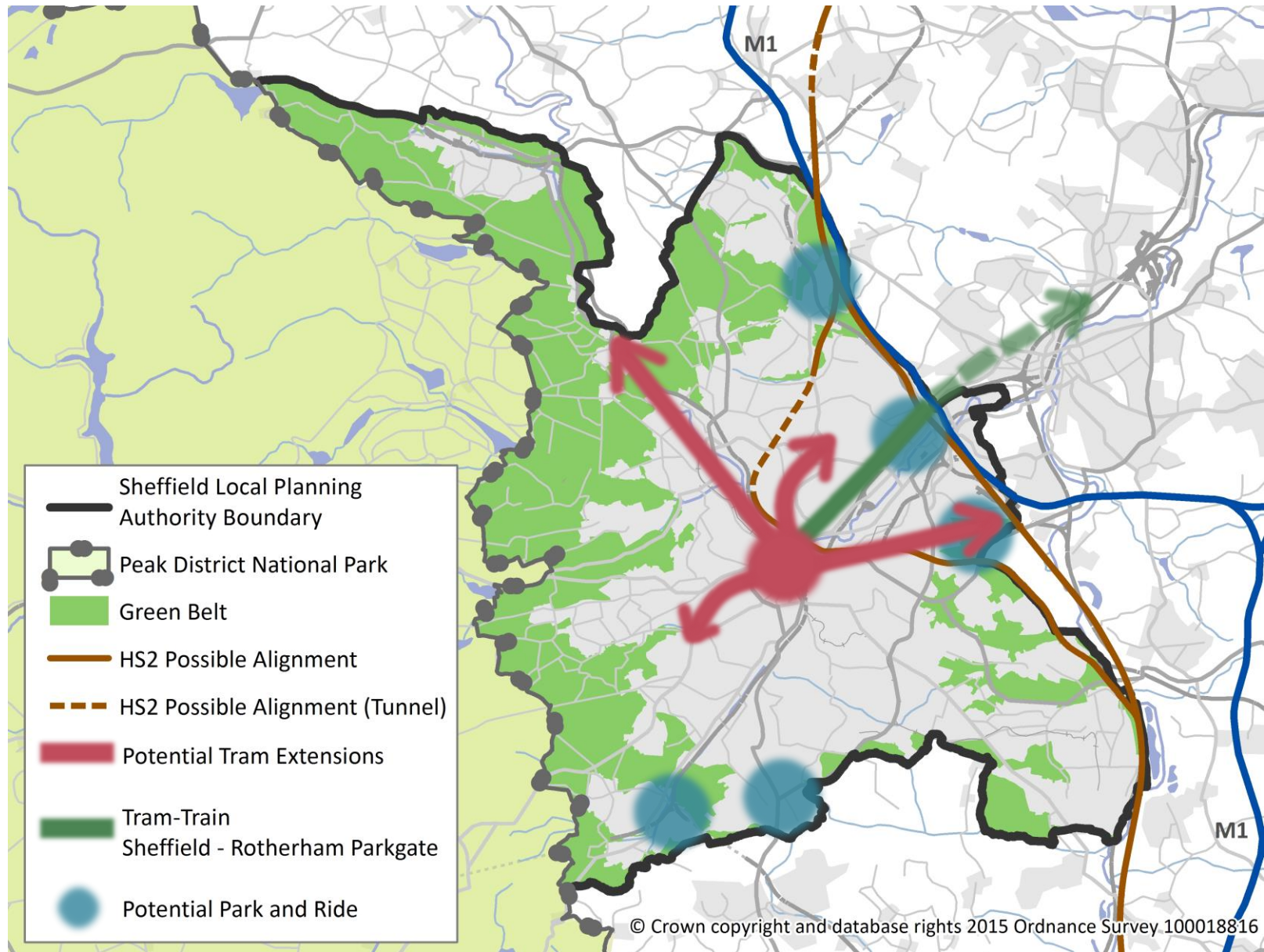
Q49: Where should the Supertram network be extended?

Q50: Do you support the proposal to expand Park and Ride in the south of the city?

Please provide reasons for your answers

Q51: Do you support the principle of segregating the cycle network from other traffic?





Map 6: Potential New Transport Infrastructure

Schools and Other Community Facilities

Sheffield is currently anticipating continued increases in school pupil numbers into at least the start of the next decade. While the greatest demographic change has been in the North East and South West of the city, there has been growth across most of the city. This means that there are few surplus primary school places to accommodate increases in local school pupils.

Decisions in relation to densities and housing mixes in different parts of the city will affect where the impact on school provision will be greatest. The growth options will provide pressures which need accommodating in different parts of the city and the scale of development proposed may affect the type of school solutions that are proposed and where they are located.

Health provision in Sheffield will need to take account of the ageing population with greater health needs. Future policy and spatial focus in relation to the provision of older persons housing, in addition to areas of growth, may affect where additional health facilities are needed. Existing housing demand already makes it difficult to find additional buildings for health facilities or undertake facility expansions in some parts of Sheffield. Urban extensions or remodelling provide more opportunities for delivering services and facilities compared to options which focus on containing additional growth in current residential areas.

The Community Infrastructure Levy (CIL) will be the main mechanism for funding key infrastructure.

Waste Management

Sheffield's existing Waste Strategy⁶⁶ has a long term vision of zero waste going to landfill, and to recover value from all waste produced within the district. Sheffield's Energy Recovery Facility (ERF) currently diverts as much waste from landfill as possible, whilst also providing low carbon heating to buildings in the City Centre through the District Heating Network, and supplying low carbon electricity to the National Grid.

The District Heating Network is being extended along the Lower Don Valley. This will not only allow more businesses and homes to access the network, but also allow heat to be gathered from the Blackburn Meadows biomass power station as well as the ERF.

Sheffield's current landfill facility, Parkwood, is due to close in 2018. Whilst the ERF diverts a large amount of the city's municipal waste from landfill, this could present a void in capacity. There is also no additional capacity currently identified in neighbouring authorities.

National planning policy aims to help achieve sustainable waste management by securing adequate provision of waste management facilities of the right type, in the right place and at the right time. Waste planning authorities need to identify in their local waste

⁶⁶ See Sheffield's [Waste Strategy](#)



plans sites and areas suitable for new or enhanced facilities that will meet the needs of their area. National policy further recognises the importance of close co-operation between waste planning authorities, emphasising the requirements of the duty to co-operate. Increasingly, local authorities are working together in partnerships to deliver full and efficient waste services.

The Barnsley, Doncaster and Rotherham Joint Waste Plan was adopted in 2012 and runs to 2026 (although reviews of the Plan will take place during that period). The timeframe of this document, alongside the proposed timescales of the Sheffield Plan, mean that it is unlikely that a joint waste plan could be immediately developed in conjunction with neighbouring authorities, without severely delaying progress on the Sheffield Plan.

However, we are committed to reviewing waste arising, capacities required, and availability with neighbouring authorities across the City Region. This joint evidence base will be used to develop waste planning policies for Sheffield that could later be superseded by a new Joint Waste Plan.

