



Pan-Northern Connectivity:

A Catalyst for Growth in the North

Building a New
Trans-Pennine Link
— 'A new route to
economic growth'

Our Vision

To support and build upon the vibrant and growing economy of the North and act as a catalyst for further economic growth: the highway network should offer reliability for people to travel and goods to move without congestion.

The construction of a new strategic highway link will provide resilience, capacity, investment and growth across the Pennines, connecting Manchester via the Trans-Pennine Tunnel in the west and the M180 link to the Humber Ports in the East.

This scheme will support the aims of the Northern Powerhouse and support the delivery of our Sheffield City Region Strategic Economic Plan, as it is estimated the scheme could generate over £1million GVA per year along the corridor served by the scheme in Barnsley and Doncaster districts.

Purpose of the Document

The purpose of this document is to raise awareness of the Pan-Northern Proposal, and to demonstrate that it is a real alternative to the M62, connecting the South Humber Ports with the M67 and link with the proposed TransPennine Tunnel, enabling capacity to be released on the M62.

This document will showcase the benefits of this proposal, the reasons for promoting this route as a real option and setting out our next steps

Our Catalyst for Growth: The Proposal

Building on the opportunity presented by the Trans Pennine Tunnel we are proposing to construct a new 'mile a minute' strategic highway link connecting Manchester through the Trans-Pennine Tunnel with the A1 and the Humber Ports, providing a real alternative to the M62.

This new highway link will provide resilience, capacity, investment opportunities and growth across the Pennines; providing a strategic east-west link across the north of Doncaster, through Barnsley linking the Trans-Pennine Tunnel with the M1, A1, M18 and M180 and M62 into Hull.

Locally, this new strategic transport corridor across Barnsley and Doncaster could deliver a transformation in east- west connectivity and over £1million GVA per year along the corridor served by the scheme in Barnsley and Doncaster districts alone. This demonstrates the fundamental importance of the route in terms of strategic local connectivity, which underpins the pan-Northern benefits it would create.

A pan-Northern Proposal

This scheme would provide pan-Northern benefits and would complement the development of the Northern Powerhouse in both transport and economic terms:

- Significant additional east-west connectivity and capacity, without committing to further capacity improvements on the M62.
- Improving the resilience of strategic east-west trips by providing a strategic alternative route to the M62.
- Released capacity on the M62 so that other City Regions can accommodate growth.

Enhancing our Connectivity

As well as providing significant Pan-Northern connectivity benefits, our proposal will also build on and enhance the benefits of a number of local schemes providing enhanced connectivity across the region:

- Hatfield Link
- A1-A19 Regeneration Route
- A19-DN7 M18/M180 Link
- Hickleton and Marr Bypasses (A635)
- Birdwell
- A628-M1 J36 improvement
- M1 J37 Upgrades



A Time for Change: The Northern Powerhouse

HM Treasury analysis shows that realising the ambition to rebalance the UK economy is worth an additional £56 billion to the northern economy, or £44 billion in real terms equal to £1,600 per individual in the North. A faster less congested strategic highway network is crucial to delivering this ambition.

It should be noted that *The Trans-Pennine Routes Feasibility Study* assumed a base year annual average daily traffic (AADT) of 15,000 vehicles along the A628. From this, a potential opening year AADT of 20,000-35,000 vehicles has been assumed as the tunnel will have the potential to generate significant additional trips.

East-West Road Connections

The number, reliability and capacity of the east-west road connections are seen as a constraint to the Northern economy. Transport for the North highlight the routes across the Pennines between Manchester and Sheffield as one of the main gaps in connectivity in the North of England. Existing roads have low average speeds and a poor record of collisions; they cross a National Park; and because of their altitude, they are subject to closures or restrictions due to inclement weather throughout the year. *The Trans-Pennine Routes Feasibility Study* showed that peak hour journeys on the Highways England route between Manchester and Sheffield (A628) are between 126% and 140% of the baseline (free-flow) journey time — adding up to 14 minutes to peak hour journeys.

The M62 is the main Trans-Pennine route. However, the M62 has an Average Annual Daily Flow of over 60,000 vehicles in some sections and has poor journey time reliability. The lack of suitable alternative routes to the M62 has been highlighted by stakeholders on multiple occasions. This is exacerbated by the high risks of disruption on the existing links during severe weather and as a result of the steep gradients.

¹ Highways England (2014) South Pennines Route Strategy

The Strategic Movement of Freight and People

The Port of Grimsby and Immingham is the busiest port area in the country, handling over 60 million tonnes of freight per year and there are significant plans for expansion.

On an average day the proportion of freight on the M62 varies from 17% to 51%. There are a number of freight generators along the route including the ports and large warehousing developments. These provide a number of opportunities for economic growth but also create congestion.

Robin Hood Airport Doncaster Sheffield handles almost 700,000 passengers and is forecast to increase to nearly 7 million per year by 2030. The Finningley and Rossington Regeneration Route Scheme (FARRRS) will provide a new link between junction 3 of the M18 and the airport and will also open up significant development opportunities.

A Time for Change in South Yorkshire

The South Yorkshire Economy is not growing fast enough

Since 2001 jobs growth in the Barnsley and Doncaster economies has increased from 220,000 to over 230,000 and is projected to rise to 250,000 by 2025. This is still below the average for South Yorkshire.

The poor economic growth is despite the fact that Sheffield City Region has a large amount of land available; the slow take up of land is partly a result of poor connectivity and accessibility both internally within the city region and externally to other regions. It is estimated that across Sheffield City Region there is land available capable of generating over 400,000 jobs.

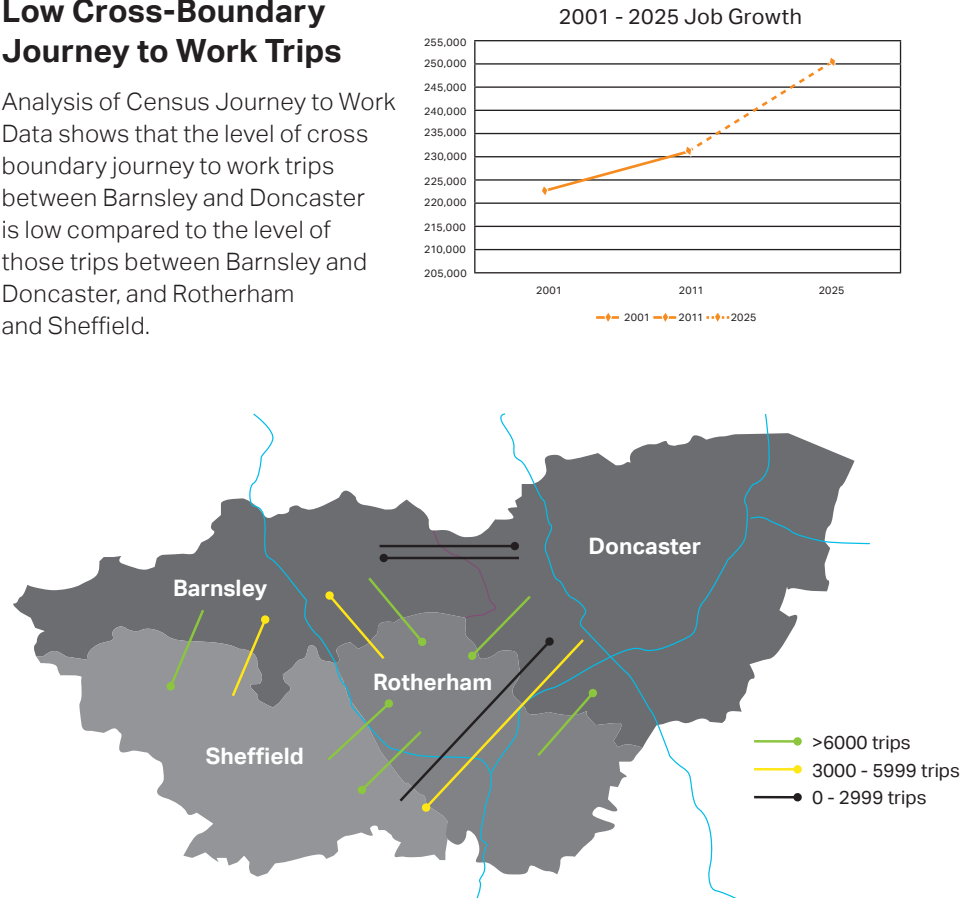
Limited East-West Connectivity

Changing patterns of employment mean there is an increasing need to travel, and a need to provide the means for Barnsley and Doncaster residents to travel further, more quickly, for work.

The A635 corridor between Barnsley and Doncaster has been identified as one of the 20 most congested corridors in Sheffield City Region if the SCR growth plans are realised. This is reflective of the fact that the A635 is the only east-west route between Barnsley and Doncaster and that there are no direct rail services between the two centres.

Low Cross-Boundary Journey to Work Trips

Analysis of Census Journey to Work Data shows that the level of cross boundary journey to work trips between Barnsley and Doncaster is low compared to the level of those trips between Barnsley and Doncaster, and Rotherham and Sheffield.



Delivering Success

The Northern Powerhouse

In March 2015, the Government, published *The Northern Powerhouse: One Agenda, One Economy, One North*, which set out an ambitious, joined up vision for the North and its 15 million people. This vision is to build on the North's existing strengths to create a vibrant and growing economic region that becomes one of the world's most competitive economies. The ambition is to equal or exceed the UK average growth rate, an achievement that would by 2030 add more than £37 billion in real terms to the North's existing output of £289 billion per year.

Central to the Northern Powerhouse vision is transforming the North's transport connectivity to create a unified, single economy across the region, rich in job opportunities for all. The Northern Transport Strategy envisages a comprehensive package of transport measures to make the North a more attractive place to live, work and do business.

Growing our Economy

The Sheffield City Region Growth Plan targets the delivery of an additional 70,000 jobs by 2024 to narrow the economic gap with other parts of the UK. It has been estimated that Barnsley and Doncaster would need to deliver 7,500 and 11,825 jobs respectively to reach the 70,000 Sheffield City Region target². The figure below shows the strategic development areas across Sheffield City Region.

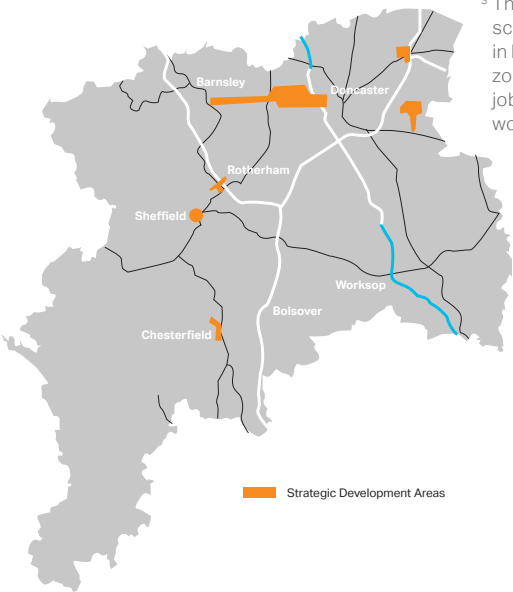
Enhancing East-West Connectivity

Roads form the backbone of the national economy. They carry people to work, goods to market and raw materials to factories — enhancing our east-west connectivity is critical to this and will have transformative economic and transport benefits for the North, Barnsley, Doncaster and the rest of Sheffield City Region. The proposed Trans-Pennine Tunnel will provide connectivity from the M1 to the M60. The opportunity to extend this by linking with the cross boundary highway through Barnsley and Doncaster, to the Humber Ports via the M180, will provide a real strategic alternative to the M62 and offers the opportunity to significantly improve the definition of the highway network across the north of the Sheffield City

Region and to open up development land in both Barnsley and Doncaster, particularly in the Dearne Valley and Junction 36, and DN7 Initiative Priority Growth Areas. This would improve journey times to the Humber Ports from across the North.

An indicative assessment of the potential 'local' GVA benefits show that there is land in the vicinity of the scheme that could deliver over 24,000 jobs and in excess of £1 million GVA per year³.

The GVA benefits of increasing the quantum of development in other City Regions through the release of network capacity on the M62, and the potential GVA benefits to the whole of Sheffield City Region are yet to be assessed but are expected to be transformative.



² Sheffield City Region Infrastructure Investment Plan Baseline 2015

³ This estimate assumes that the delivery of this scheme would unlock all development sites in Barnsley and Doncaster within a 3km buffer zone of the corridor. 24,000 is the number of jobs that this level of development would provide

The Next Steps: Our Commitment

We are committed to ensuring efficient and effective connectivity across the north, by all modes. To improve the highway offer we intend to work with both Transport for the North and the National Infrastructure Commission to ensure our proposals are considered as part of the wider proposition.

Locally, we will establish this proposal in the Sheffield City Region Infrastructure and Investment Plan alongside the Local Plans to obtain the regional benefits. We are committed to developing and assessing the scheme to ensure the best value for money option is put forward.

“Transport for the North is an exciting opportunity for the whole Region, allowing us to grow and develop in a way, which will see our economy and our people realise their potential. A strategic highway link will build on the Northern Powerhouse potential providing east west connectivity currently missing from this area enhancing our ability to grow. This link could connect the proposed TransPennine Tunnel with the Humber Ports with a continuous high capacity highway. This opportunity will allow for a step change in both our pan-Northern connectivity and our regional highway network. As such, we see this route as a priority and intend to promote the benefits to both the National Infrastructure Commission and through the Sheffield City Region Infrastructure and Investment Plan.”

Ros Jones, Mayor of Doncaster and
Sir Steve Houghton CBE, Leader of Barnsley Council
Cllr Roy Miller, Cabinet Spokesperson for Place,
Barnsley Council

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Built to deliver a better world

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