



Sheffield Chamber of Commerce

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SHEFFIELD CHAMBER OF COMMERCE & INDUSTRY

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Transport Forum Minutes

Thursday 28th September 2017 – 9.30am – 11.30am

Sheffield Chamber of Commerce

Albion House, Savile Street, Sheffield S4 7UD

Minutes

Present

Peter Kennan - Chair of Transport Forum (PK)
Ian Appleby - Vice Chair of Transport Forum/PWC (IA)
Tom Sutton - Sheffield Chamber of Commerce (TS)
Richard Wright - Sheffield Chamber of Commerce (RW)
Graham Micklejohn - Transpennine Express (GM)
John Young - Stagecoach Yorkshire (JY)
Tim Hale - Champion Hire (TH)
John Huddleston - Doncaster Sheffield Airport (JH)
John Bowes – Mott MacDonald (JB)
Paul Walker - Friends of Dronfield Station (PW)
Chris Morgan – Friends of Dore & Totley Station (CM)
Shaun Hessey - Peterman Forklifts (SH)
Chris Finch - The Burley Group (CF)
Sam Chapman - The Flow (SC)
Ben Gilligan – SYPYE (BG)
Duncan Cale – East Midlands Trains (DC)

Greg Challis - Sheffield City Council - Guest Speaker

Apologies

Adam Jackson - Network Rail
Darren Hardwick - University of Sheffield
Kath Harding - University of Sheffield
Nigel Wrag - Supertram
David Clarkson - DBL Logistics
Graham Moss - Mossbrew Brewing Systems



Sheffield's Emerging Transport Strategy

Greg Challis from Sheffield City Council gave us a heads up on the forthcoming public consultation on Sheffield's Transport Plan and Transport Forum agreed to assist with that process in whatever way was needed.

HS2/HS3 Update

Richard Wright gave a short update on the status of HS2/HS3. Whilst the final route for HS2 has been announced which allows for a loop into Sheffield from the North and South there is still a lot of work to do to identify who will fund the upgrade of the northern and southern loop lines, including their electrification, and the development of Midland Station. It is important that we get as much of this as possible included in the hybrid bill which goes into parliament later this year. John Cridland from Transport for the North visited the Chamber earlier in September and reiterated the objectives of joining Sheffield/Leeds and Manchester by regular services of no more than 30 mins duration. This will require significant upgrades of the Hope Valley line which is currently being opposed by environmentalists (as is any upgrade of the Woodhead Pass road which is also important to the city). The Chamber will continue to lobby and push on all these issues and we are working with a small group of partners to make this happen. The business voice is critical.

East Midlands Rail Franchise

EMRF is up for renewal. Two responses being made. One from business. The second response is being drafted to put forward requests for the new franchise. 10 key points have been raised. A few are detailed below:

1. Not up for consideration are bi-mode trains
2. To separate commuter flows from intercity - Welcomed by Sheffield Chamber to reduce journey times
3. Look at issue of servicing and staffing of trains as located in Derby and Nottingham
4. Upgrade of line between Sheffield and Manchester. Vision to have 3 fast trains an hour between Manchester and Sheffield.
5. Liverpool to Norwich Service. Issues are around frequencies and journey speed.

A copy of the various draft submission will shortly appear on the Chamber website and will be circulated.

Doncaster Sheffield Airport

JH provided updated on airport. DSA has just one Best Small Airport. Assessed on customer service and experience by customers. Just reported a record summer. 5% increase in footfall. Summer 2018 is now on sale with FlyBe. 17,000 ahead this for 2018 in comparison to this time last year. Chris Harcombe attended meetings in Barcelona to develop links with other airlines. Displays willingness to talk to DSA. Cargo traffic is on the increase and now handling 10,000 tonnes. 1,600-acre site on the Airport which is primed to be developed. Aim is to create a service centre for aircraft worldwide. One service centre has the potential to create 1,000 jobs. DSA have a vision to create a spur off the East Coast Mainline to come directly to the Airport. Would be approx. 7km of track. Approx. Cost £250m to allow a larger catchment area for DSA. Creates a high-speed link for the Airport. The vision is not just to grow the Airport but attract inward investment into the region. We now have the Fly DSA Arena. The aim is to win more traffic from Sheffield by having greater presence in Sheffield.

