

## Consultative Committee

### DONCASTER SHEFFIELD AIRPORT CONSULTATIVE COMMITTEE

28 JANUARY 2021

PRESENT: Alan Tolhurst OBE (Chair)  
A Bosmans (FODSA), G Finch (Peel Land and Property & Doncaster Sheffield Airport), M Greenhalgh (Doncaster MBC), C Hall (Doncaster MBC), A Jones (Substitute for Doncaster MBC), D Lelliott (Rotherham MBC), J Milne (West Lindsey District Council), B Mordue (Doncaster MBC),  
County Councillor C Pearson (North Yorkshire County Council),  
Councillor C Perraton-Williams (Lincolnshire County Council), D Pidwell (Bassetlaw District Council), A Platts (Doncaster Chamber), C Rosling-Josephs (Sheffield City Council), A Shirt (Committee Secretary), K Stow (Doncaster Sheffield Airport) and T Taylor (Nottinghamshire County Council)

Guest: P Kennan

Noise Monitoring & Environmental Sub-Committee representatives:-  
Town Councillor A Cropley (Bawtry Town Council),  
Parish Councillor N McCarron (Blaxton Parish Council) and  
Parish Councillor J Worthington (Cantley with Branton Parish Council)

Apologies were received from: S Boote (Doncaster Sheffield Airport),  
Councillor S Cox (Doncaster MBC), J Dyer (Doncaster Chamber) and  
Councillor R Franklin (Barnsley MBC)

#### 1 WELCOME, INTRODUCTIONS AND APOLOGIES FOR ABSENCE

A Tolhurst welcomed everyone to the Ordinary meeting of the Airport Consultative Committee (ACC).

Apologies for absence were noted as above.

#### 2 ANNOUNCEMENTS

There were no announcements.

#### 3 MINUTES OF THE MEETING HELD ON 15TH OCTOBER 2020

RESOLVED – That the minutes of the Airport Consultative Committee held on 15<sup>th</sup> October 2020 be agreed as a correct record.

#### 4 MATTERS ARISING

i) Presentation by Genecon

Following discussion, the Committee agreed that a presentation from Genecon representatives focusing upon the delivery of the economic output of the airport should be arranged when the Committee could meet face-to-face.

ii) Freeport Bid

K Stow reported that a joint DSA and iPort bid for Freeport status would be submitted to Government shortly; further details would be presented in the Airport Activities update.

5 MEMBERSHIP UPDATE

Members noted that Nottinghamshire County Council had appointed County Councillor Tracey Taylor to the ACC (in place of County Councillor Andrew Brown).

6 UPDATE PRESENTATION TO THE ACC FROM PETER KENNAN, SCR LEP PRIVATE SECTOR BOARD MEMBER (TRANSPORT & ENVIRONMENT)

A Tolhurst welcomed Peter Kennan to the meeting and explained the purpose of the ACC.

K Stow added that Peter had been involved with the DSA for a number of years by chairing the Airport Partnership Delivery Board, who's role was to examine the economic opportunity of the airport working with the region to unlock the economic opportunity. Furthermore, Peter acts as a voice within the Sheffield City Region as an ambassador and champion for the airport.

The Committee received a presentation from Peter Kennan in relation to the Sheffield City Region Local Enterprise Partnership's involvement with DSA.

The presentation provided details on:-

- The various roles undertaken by P Kennan.
- An overview of the public/private DSA Partnership Delivery Board which pulls together partners from across the SCR, local authorities, business representatives and representatives from DSA and the Peel Group. The Board discusses and prioritises key matters needing attention.
- The receipt of two loans from the SCR LEP had been made to DSA – one for the south end car park and the other for a terminal expansion to increase the number of gates and to further improve the arrivals and security experience.
- The Sheffield City Region vision from the new Strategic economic Plan with overarching policy objectives to:
  - Growing the economy for all.
  - Ensuring that everyone has an opportunity to contribute to benefit from economic growth.
  - Driving low carbon opportunities within the economy and delivering zero omissions.

- Growth, Inclusivity and Sustainability.
- The key role of innovation as set out in the Strategic Economic Plan.
- DSA's role in delivering the Strategic Economic Plan.
- The joint DSA and iPort bid for Freeport status, including details of the Government's objectives for Freeport's.
- An update on the DSA rail link scheme and details of the work ongoing with total determination to deliver the scheme.

P Kennan provided assurances to the Committee that he continued to highlight the importance of DSA to the Mayor and officers of the MCA.

Furthermore, he was also focused on obtaining practical and financial help for DSA. He said that it was important for representatives of DSA and Peel to continue to trust the LEP as a partner and engage with it on all formal matters.

On behalf of all Members, A Tolhurst said that they did not underestimate the challenges of all local authorities, nationally and locally in the current economic climate. It would be remiss of the Committee not to keep pressing DSA's case for a rail link scheme.

In relation to the rail link scheme, K Stow highlighted that the scheme was very important, not just for the airport, but for the whole region in terms of its economic value and jobs creation.

A Bosmans asked how much progress had made with developing the revised plan for the rail link scheme.

K Stow replied that the plan still remained to deliver an East Coast Mainline link and a spur off the Lincoln line. Work was currently taking place to re-model and redefine the business case for the scheme.

In addition, Nick Fletcher MP had met with Chris Heaton-Harris MP in December 2020, to ask him to reconsider the Rail Network Enhancement Pipeline (RNEP) proposal.

Members discussed the current financial support which had been received from the Peel Group, Doncaster MBC and the SCR LEP to progress the business case.

A Tolhurst asked Councillor Rosling-Josephs for Sheffield City Council's view on Gateway East.

In response, Councillor Rosling-Josephs said that it was positive; there was support from the Council, as they wished to have connectivity from the centre of Sheffield to the airport. It was felt that officer support for the scheme could be improved.

Furthermore, Sheffield City Council Members' had recently elected a new Leader (Councillor Bob Johnson) who's previous portfolio was transport. He suggested that

an invite be issued to Councillor Julie Grocutt (new Cabinet Member for Transport) to allow her to observe the next Committee meeting.

Following discussion it was suggested that all local authority officers needed to be updated on the key projects DSA was currently engaged in.

K Stow and G Finch offered to provide a presentation to local authority officers on the key projects DSA was currently undertaking to stimulate growth within the region and to enable the airport to become a catalyst for jobs creation.

It was agreed that a copy of P Kennan's presentation would be appended to the minutes. **ACTION: A Shirt**

On behalf of the Committee, A Tolhurst thanked P Kennan for an interesting and informative presentation.

RESOLVED – That the Committee noted the presentation.

7 CIVIL AVIATION AUTHORITY'S CAP1978: AIRPORT ACCESSIBILITY REPORT 2019/2020 (PUBLISHED ON 3RD DECEMBER 2020)

The Committee noted the contents of the UK Civil Aviation Authority's (CAA) Airport Accessibility Report 2019/20.

The fifth annual review of accessibility at UK airports, reports 4 million passengers had requested assistance at 31 airports during the period 1<sup>st</sup> April 2019 to 31<sup>st</sup> March 2020, up from 3.7 million the previous year. The Airport Accessibility Reports are traditionally published in the summer months and had been delayed due to the Covid-19 pandemic.

The report showed that 15 airports had been classified as 'very good', with a further 13 classified as 'good'. Three airports had been listed as requiring improvements.

Members were pleased to note that DSA had received its third consecutive 'Very Good' rating for its assisted passenger service.

K Stow added that the Terminal project works had some features within it to enhance DSA's service for passengers with reduced mobility. This included the introduction of a lift into one of the gate bridges.

RESOLVED – That the Committee noted the contents of the CAA's CAP1978: Airport Accessibility Report 2019/20.

8 EUROCONTROL FIVE-YEAR FORECAST 2020-24

The Committee noted the contents of a EUROCONTROL presentation which set out a new five-year forecast looking at the possible evolution of air traffic in Europe for 2020-2024.

Members noted that the traffic outlook for the future has been strongly impacted by Covid-19.

The forecast was based on three possible headline scenarios:

- Scenario 1 – Vaccine Summer 2021: Vaccine widely made available for travellers (or end of pandemic) by Summer 2021, with traffic only returning to 2019 levels by 2024.
- Scenario 2 – Vaccine Summer 2022: Vaccine widely made available for travellers (or end of pandemic) by Summer 2022, with traffic only returning to 2019 levels by 2026.
- Scenario 3 – Vaccine not effective: Lingering infection and low passenger confidence, with traffic only returning to 2019 levels by 2029.

K Stow said that recovery for the sector would be a lengthy process, which would be segmented into business class travellers, leisure travellers, long haul travellers and European travellers.

From the airport's forecasting, the return to 2019 levels by 2024 was considered to very ambitious. The leisure and charter sector would recover more strongly after the pandemic.

RESOLVED – That the Committee noted the contents of the presentation.

9 UKACCS RESPONSE TO THE UNION CONNECTIVITY REVIEW - CALL FOR EVIDENCE (FOR INFORMATION ONLY)

The Committee noted the initial views of the UKACCs Liaison Group following the DfT's Call for Evidence on the Union Connectivity Review.

RESOLVED – That the Committee notes the initial views provided by the UKACCs Liaison Group on the Union Connectivity Review – Call for Evidence.

10 AIRPORT ACTIVITIES UPDATE REPORT

K Stow provided the Committee with a verbal update on airport activities.

The following key business updates were noted:

- Based on recent Government restrictions, there was currently no air traffic at DSA. Prior to Christmas, DSA had little cause for optimism in relation to recovery of the sector. As the 3<sup>rd</sup> lockdown developed it became clear it was not as the airport anticipated it might be.
- With regards to DSA's airline partners, Wizzair had confirmed that they would recommence operations as soon as restrictions are lifted. Wizzair would have a two base operation, with a significant non-base presence at DSA.
- During December 2020, Wizzair had received a large number of advance bookings for their leisure services throughout Summer 2021 from DSA. The leisure services had proven to be very popular with passengers and had outturn performed sales bookings at Luton Airport.
- TUI had the full intention of returning to growth at DSA.

- It was highlighted that the current pause in operations did mean that once operations re-commenced, pilots would need time in the air to maintain their flying hours. In order to deliver this, DSA expected training flights to emerge very quickly. The Committee would be kept informed of any future bookings outside of the current voluntary training flight restrictions.
- In relation to the outlook and funding for the recovery, DSA was currently awaiting confirmation from Government with regards to a package of support of up to £8m.

The Aviation Minister had confirmed that details would be provided by 29<sup>th</sup> January in relation to rates relief. There was a possibility of DSA receiving rates relief for 2020 of up to £1.2m. Work was taking place with Doncaster MBC colleagues to understand the process.

Beyond this, support for the sector was within the current Furlough Scheme, which was expected to terminate in April 2021.

- DSA had protected jobs at the airport to present date, by maintaining employment. It was confirmed that there had been no redundancies at DSA. Several staff had been placed on the Furlough Scheme due the reduction in work.

A Tolhurst wished to congratulate Peel Airports for all its efforts to ensure that there had been no significant redundancies throughout the pandemic.

- Chris Harcombe had recently been promoted to Managing Director and Kate Stow promoted to Director of Aviation Development and Corporate Affairs.
- Two new recruits would commence shortly in the Aviation Development Team, namely, Declan McGuire, who would join DSA as the Head of Aviation Development on 8<sup>th</sup> February. Tom Spencer would join DSA as a Graduate undertaking aviation analysis on 1<sup>st</sup> February.
- There was a strong intent to commence recruitment to other key roles within the operational area which currently remain vacant. One of which was for the Environmental role, with recruitment scheduled to commence prior to the end of March 2021.
- Research had stated that, the appetite to travel once people had received their Coronavirus vaccines, was stronger than it had ever been. TUI had issued news prior to Christmas, stating that, multi-generational parties of travellers was growing, and they had seen an unexpected rise in holiday bookings from the over-50s.
- Budgeting for passenger numbers in the year ahead was very difficult for DSA due to the current restrictions and guidance changing on a daily basis. The airport currently anticipated a 40% passenger volume, from April 2021 onwards, which was considered to be optimistic and currently expected across the aviation industry.

- Peel Airports continued to invest and support DSA. DSA was currently in the fortunate position of not holding debit liabilities.
- The year-ahead would be very difficult for all airports, including DSA.
- Following discussion at the December meeting, unfortunately, both DSA's and the iPort's submission to the Port Infrastructure Fund (PIF), had been unsuccessful.
- Investment of circa £100k had been invested across four partners on the business case development for the Freeport bid, which would be submitted to Government on 5<sup>th</sup> February 2021.

The bid would then be reviewed by Government and an announcement expected in eight weeks' time.

A briefing had been delivered to MPs on the Freeport bid and the package of incentives to boost jobs creation and business, which had been very well received.

- DSA had received a loan of £5m from the Sheffield City Region Mayoral Combined Authority for terminal development work to support the growth of Wizzair and its two based aircraft at DSA.

DSA were currently in the process of developing a slightly smaller scheme than the proposed £5m scheme to circa. £2m initially, for the first phase of works. The first phase work included installation of two new gate bridges at the northern-end of the terminal building, introduction of self-serve bag drop technology in the check-in area and enhancements to the food and beverage offering at the airport.

The next phase of work would include the full re-location of the central search area and potentially a new walk-through World Duty Free shop.

If any Members' wished to view the new floor layouts, the airport would be happy to share these in a future agenda pack.

- A copy of the GatewayEast Economic Blueprint document would be circulated to Members' after today's meeting in advance of the presentation from Genecon.  
**ACTION: K Stow via A Shirt.**
- Doncaster MBC's Local Plan had recently gone through an examination process with the Planning Inspectorate during October to December 2020.

Doncaster MBC was currently awaiting any further interim comments from the Planning Inspector. Following receipt of any further comments, the Local Plan would be amended and submitted to Doncaster MBC's full Council prior to proceeding to formal consultation.

The Inspectors report was expected to be received later in the year. Adoption of the Local Plan was expected towards the end of the year, all of which would be positive for both the airport and for GatwayEast.

RESOLVED – That the Committee noted the updates provided.

11 COMMUNITY INVESTMENT FUND

A Tolhurst reported that the Community Investment Fund guidance and criteria document had been re-written and a new draft of the document submitted to airport colleagues for consideration.

An overview of the revised draft guidance was presented and noted as follows:

Bids for support from the Community Investment Fund are to be submitted at the beginning of each year between the months of January to March.

The bids would then be considered by the Airport Consultative Committee in April. The comments of the Airport Consultative Committee would then be passed to the airport for a decision to be taken by the airport to provide financial support. The funds would then be made available to recognised accounts (not to individuals) in July.

K Stow added that the revised process would allow the Committee to analysis all applications together, rather than on an ad-hoc basis, where it was difficult for Members to compare and contrast. Work was currently being undertaken on the budgeting process to ensure that funding was available.

It was agreed that the revised guidance document would be circulated to Members once finalised.

K Stow reported that the airport had recently confirmed Community Investment funding to Wadworth Parish Council for its Maypole project.

On behalf of Wadworth Parish Council, Councillor Greenhalgh thanked the airport for considering and agreeing to fund the Maypole project.

Following a meeting with Auckley Parish Council regarding the play area in Auckley, the airport had now allocated funding for the official opening of the play area in Auckley.

RESOLVED – That the Committee noted the update.

12 DRAFT MINUTES OF THE NOISE MONITORING AND ENVIRONMENTAL SUB-COMMITTEE HELD ON 3RD DECEMBER 2020

RESOLVED – That the draft minutes of the Noise Monitoring and Environmental Sub-Committee held on 15th October 2020 be noted.

13 ANY OTHER BUSINESS

i) Email Re: Vehicles Parking in Blaxton Village to observe flights from DSA



Parish Councillor McCarron referred to an email she had sent to the airport on 29<sup>th</sup> December 2020, in relation to vehicles parking in Blaxton village to observe flights from DSA. She asked if a progress update could be provided.

In response, K Stow said that there was nothing to suggest why individuals would be parking their vehicles in Blaxton village on the day in question.

Discussions had taken place with the company Tetron to understand if there had been any changes implemented on Old Bawtry Road. The company had confirmed that no changes had taken place. Therefore, it was difficult for the airport to understand why individuals had parked in Blaxton village to view flights.

Parish Councillor McCarron said that Tetron had placed blocks on Old Bawtry Road in an attempt to stop individuals viewing flights.

Members were asked to send any images of the blocks placed on Old Bawtry Road to K Stow. This would allow Peel Land and Property to investigate further.

ii) Broken Perimeter Fencing, Station Road, Blaxton

Parish Councillor McCarron asked if there had been any progress in repairing the broken fencing on Station Road, Blaxton, which she believed was owned by the airport.

K Stow replied that the airport's Operations Team had investigated the issue. The fence concerned was not actually the airport's perimeter fence.

Following discussion, K Stow said that she would arrange for K Moran to contact Parish Councillor McCarron with a view to making arrangements to visit the site.

**ACTION: K Stow via K Moran.**

iii) Flooding on First Avenue

Councillor Jones asked if a progress update could be provided in relation to flood mitigation measures for First Avenue.

In response, G Finch said that the Property Manager for the airport and GatewayEast was currently in the process of awaiting external advice to offer a solution to the flooding experienced on First Avenue.

On behalf of the airport, G Finch apologised for the delay and provided assurances to the Committee that the issue was being progressed.

iv) Planning Application for Central Plaza

Councillor Jones made the Committee aware that Peel Investments had recently submitted a planning application to Doncaster MBC for the development of a Central Plaza in Auckley, Doncaster.

He asked if there would be any formal or informal consultation undertaken by Peel / DSA with local residents on the proposals.

K Stow said that the application would be determined by Doncaster MBC. If Councillor Jones felt that it would be appropriate for consultation to be undertaken, then this should be raised with Doncaster MBC's Planning Department.

On a separate issue, Councillor Jones said that there was increased traffic pollution in the Doncaster areas as a direct result of freight being transported from DSA.

In response, K Stow said that the airport was currently developing a Sustainable Growth Road Map in consultation with Doncaster MBC's Climate Commission on a series of outcomes and requirements from the airport.

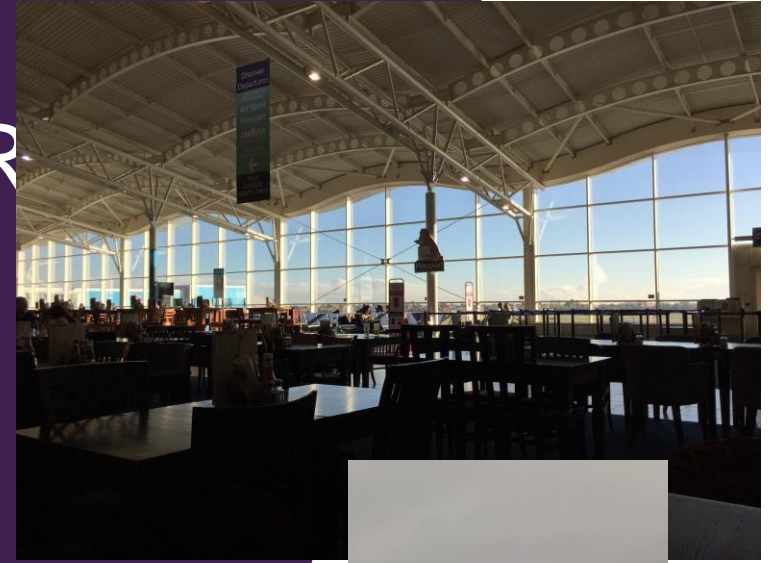
14 DATE AND TIME OF NEXT MEETING - THURSDAY 15TH APRIL 2021 AT 10:00 AM

RESOLVED – That the next meeting of the ACC be held on Thursday 15<sup>th</sup> April 2021 at 10:00 am.

Appendix A

CHAIR  
FIELD\_SUMMARY

# DONCASTER SHEFFIELD AIRPORT



**Sheffield  
City Region**

Minute Annex H

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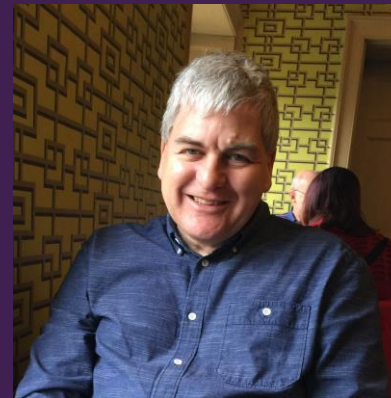
PETER KENNAN, SCR LEP PRIVATE SECTOR  
BOARD MEMBER (TRANSPORT & ENVIRONMENT)  
UPDATE TO DSA CONSULTATIVE COMMITTEE  
28 JANUARY 2021

# DONCASTER SHEFFIELD AIRPORT



## My Role

- Sheffield City Region LEP – Private Sector Board Member
- Chair the DSA Partnership Delivery Board
- Chair the DSA Rail Station Board
- Chair of Doncaster Station Rail Board



**Sheffield**  
**City Region**

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# DONCASTER SHEFFIELD AIRPORT PARTNERSHIP DELIVERY BOARD

- A public/private Board which pulls together partners from across SCR – local authorities, business representatives and representatives from DSA and Peel Group.
- Discusses and prioritises the key matters needing attention
- Up until the pandemic, these were:
  - 1) Route development
  - 2) Business Hub carrier
  - 3) Cargo development
  - 4) Car Park and Terminal expansion
  - 5) DSA's place in the Region's Strategic Economic Plan
  - 6) Freeports
  - 7) DSA Rail station

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# DONCASTER SHEFFIELD AIRPORT PARTNERSHIP DELIVERY BOARD

- Wizz Air success and the current challenges
- The breakthrough to more Western European routes with Wizz
- The US/Mexico routes with Tui
- The failure of Flybe and the recent opportunity to attract a hub carrier.
- Business support for a hub carrier
- Cargo in the pandemic – perishables, PPE. The Brexit factor.

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# DONCASTER SHEFFIELD AIRPORT PARTNERSHIP DELIVERY BOARD

- SCR LEP receives Local Growth Fund support from central government
- Two loans have been made to DSA – one for the south end car park and the other for a terminal expansion to increase the number of gates and to further improve the arrivals and security experience.



# SHEFFIELD CITY REGION VISION FROM THE NEW STRATEGIC ECONOMIC PLAN [“SEP”]

- “SCR will grow an economy that works for everyone. We will develop inclusive and sustainable approaches that build on our innovation strengths and embrace the UK’s 4<sup>th</sup> Industrial Revolution to contribute more to UK prosperity and enhance the quality of life for all.”
- It is a LEP document but Mayor Dan Jarvis MP is a key driver.





## SEP: OVERARCHING POLICY OBJECTIVES [THE GOLDEN THREAD]

- Growing the economy for all
- Ensuring that everyone has an opportunity to contribute to benefit from economic growth
- Driving low carbon opportunities within the economy and delivering zero omissions
- Growth, Inclusivity and Sustainability



# SHEFFIELD CITY REGION – STRATEGIC ECONOMIC PLAN

- Higher level jobs
- Investment in R&D
- Better skills
- Productivity growth driving GVA growth
- Innovation, innovation, innovation

Page 8

By 2040 our economy will look very different.

Inclusive growth, underpinned by productivity gains will drive an **extra £7.6bn** GVA

 **33,000** extra people in higher level jobs



People will live longer, healthier lives, improving by **3 years** for men and women in the SCR at birth.



A net **zero** carbon City Region

Our region's investment in R&D will be trebled, from £323m to

**£1.1bn** A YEAR

**30,000**

more people with higher levels skills and **9,000** people fewer with no skills or low qualifications.



Wages will have raised, particularly among the lowest-paid, by over

**£1,500**



# STRATEGIC ECONOMIC PLAN – THE KEY ROLE OF INNOVATION

- Innovation: creating value from ideas.
- Developing new products needs new skills
- Two key market opportunities for SCR – decarbonization technologies and Industry 4.0 [trends towards automation, smart technology and complex computing].



A large red airplane nose is the central focus, with ground support equipment (GSE) visible below it. In the background, another airplane with a blue and orange tail is visible on the tarmac. The sky is overcast.

## STRATEGIC ECONOMIC PLAN – THE KEY ROLE OF INNOVATION

- Page 10 Many factors and issues to work on to achieve the step change
- Linkages and density of activity is particularly important [clustering].
- Proximity, collaboration, knowledge exchange.
- A Global Innovation Cluster to turbocharge our offer



## DSA AND ITS ROLE IN DELIVERING THE SEP

- SEP is high level. The Gateway East/DSA Economic Blueprint implements it.
- Not yet finalized due to time pressures but here are some themes from the latest draft:
- Development of the 1600 acre site – largest single development site in South Yorkshire
- Innovation District at a major airport with its own rail station and great road access
- Sit this alongside passenger and cargo growth

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# FREEPORTS

- Page 12
- Government to designate 10 Freeports in UK [likely to be 7 in England]
  - Bidding prospectus now issued.
  - Deadline for bids 5<sup>th</sup> February 2021





# FREEPORTS

- We have i-port rail – very successful. Flows from Felixstowe, Southampton, Tees Port and Daventry
- We have DSA with cargo operations
- So a Freeport bid possibility exists at/around DSA/i-port







# FREEPORTS

- Page 14
- What are they?
  - Designated zone up to 45km diameter.
  - Must have a port [we have 2]
  - Will have a “Primary Customs Site” – no UK customs duty going in or out
  - Size of this governed by the need to physically secure it.



# FREEPORTS

- It has a tax site – this must not exceed 600 hectares [c1500 acres]. This 600 hectares can be made up of multiple tax sites (say 3 x 200 hectares each).
- Can have additional customs sites within the 45km diameter boundary.





# FREEPORTS

- Tax sites – benefits
- No SDLT
- Write off building costs against tax over 10 years
- 100% tax relief in year 1 on all plant/equipment
- Employers NIC relief (3 years)
- Business rates relief





# FREEPORTS

- Simplified planning system in the whole outer boundary [not just tax and customs zones]
- Access to a share of £175m seed capital funding – bid has to specify how this is spent [expected to be land assembly, site remediation and small scale transport projects].
- Innovation dimension absolutely critical. Bid must cover how the Freeport will drive R&D and public/private collaboration plus how it fits into the national and local eco-system.





# FREEPORTS

• Page 18

## Government objectives

- Objective 1: Trade and investment growth
- Objective 2: Regeneration and levelling up
- Objective 3: Creating hotbeds of innovation





# FREEPORTS

- Objective 1 outcomes

Must show an increase in trade throughout the Freeport area

- Must show an increase in investment in the Freeport boundary, surrounding area and nationally.





# FREEPORTS

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## Objective 2 outcomes

- Employment: increase in jobs and average wages in deprived areas
- Economic activity: increase in economic specialization in high GVA activities compared to the current economy





# FREEPORTS

- Objective 3 outcomes

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- Increase local involvement and funding in R&D and innovation
- Increased productivity in each target region, through increased capacity to absorb innovation
- Government wants a key focus on decarbonization/Net Zero via innovation in the bid



# DONCASTER SHEFFIELD AIRPORT RAIL LINK

Page 22

- What is it?
- Regional transport priority. Supported by Peel, DMBC & SCR (+ TfN / Network Rail)
- SOBC submitted to Government in February 2020.
- DfT have refused the proposal in its current guise citing a number of reasons including passenger growth numbers, value for money
- DSA Rail Station Working Group have stepped back, drawn breath and are on to Plan B.





# DONCASTER SHEFFIELD AIRPORT RAIL LINK

- Here are some parameters and thoughts:
- Heavy rail or light rail? Both?
- Phasing.
- Where to put the station
- What would the train service be?
- Interaction with Tram Train project
- Doncaster CMSP [Network Rail] project and ECML upgrade
- Getting the business case to work
- New approach to Green Book

Work ongoing with total determination to get this delivered. Same grit as delivered the Great Yorkshire Way.



# DONCASTER SHEFFIELD AIRPORT

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Peter Kennan  
Sheffield City Region LEP

Private Sector Board Member (Transport  
& Environment)

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