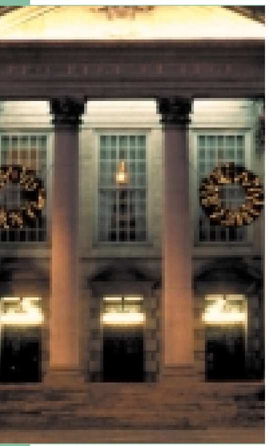
THE YORKSHIRE AND HUMBER REGION




INTRODUCTION

2.1 This section examines the main characteristics of the Region and the trends and issues that the Plan needs to take into account and on which the strategy and policies in succeeding sections are based. It also examines the inter-relationships with adjoining Regions. Yorkshire and Humber is a region of five million people. It is the fifth largest English region by area. Diversity is evident in its people, its landscape, settlements and historic environment, as well as in the varying pattern of economic and social well-being to be found over small distances. Yet the Region also has a strong shared identity and its varied environment reflects a long and eventful past and the large-scale legacy of generations of investment. Industries such as mining, textiles, and metalworking, together with fishing and agriculture have had a significant impact on shaping its appearance and prospects. Alongside the human inheritance influences of the natural environment continue to have a strong effect.



2.2 The Region includes large cities (such as Bradford, Leeds, Sheffield and Hull), but it also has a strong 'multi-centred' character provided by its other cities and towns and the network of smaller towns and villages in rural, coalfield and coastal areas that create a dispersed settlement pattern. Over 80% of the Region is rural in character, including remote and thinly populated areas. It has a coastline that includes areas of great heritage value and some of the fastest eroding coastlines in North West Europe. It has a rich environment facing many pressures on its resources and integrity.

2.3 The Yorkshire and Humber Region has boundaries with three other regions: the East Midlands, the North West and North East Regions. These administrative boundaries have little practical impact on the way people live their lives and there are important inter-regional and cross-boundary relationships that come from journeys to work, shopping and other trips (and market areas including housing markets – where people look for homes) that cross the Region's boundaries.

2.4 Key facts about the Region itself can be found in 'Progress in the Region' (an annual publication by Yorkshire Futures); in the Annual RSS Monitoring Report (produced by the Yorkshire and Humber Assembly); and in the 'Baseline' study for the Strategic Environmental Assessment of the Plan (also available from the Assembly). However, the 'State of the Region' and its particular characteristics can perhaps be most easily summarised under five headings:

- The people of the Region
- The economy of the Region
- The environment of the Region
- Transport of the Region
- Quality of life in the Region

THE PEOPLE OF THE REGION

- The Region's population has grown by about 1.5% in the last 20 years, but with the exception of York and Leeds, its larger cities and towns have lost population. Nevertheless, about 80% of the Region's people still live in urban areas
- Population has grown most in the rural areas, especially those close to the main urban housing markets, with in-migration of wealthier and older households
- Recent population trends follow the nation as a whole with a decrease in under fives, a growth of the 35-59 age group and an increase in the elderly
- The black and ethnic minority population is some 413,400 people (about 8% of the Region's population) and mainly focused in West Yorkshire and, to lesser extent, in other larger urban areas

THE ECONOMY OF THE REGION

- The Region's overall economic performance is below that of all other English regions – except the North and North West
- Over two million people work in 16,700 businesses in the Region. Most businesses are small, but large companies provide half the jobs and turnover
- The Region's economy has undergone major changes over the last 30 years and coal mining, metal manufacture, textiles, heavy engineering, port

employment, agriculture and fishing have significantly declined
- The Region has lower than national average representation in private sector services (banking, finance, insurance and knowledge industries), but it has higher than national average employment in manufacturing and public administration
- The economy suffers from a greater reliance on low-wage employment than the national average, with attendant problems with skill levels
- The Region has relatively few self-employed and low business start-up rates
- Expenditure on research and development is relatively low
- Parts of the Region (notably the older urban areas of South Yorkshire, parts of West Yorkshire and towns on the Humber and coast) continue to suffer the after-effects of decline in traditional industries and struggle to rebuild local economies

THE ENVIRONMENT OF THE REGION

- National Parks cover 21% of the Region's area (more than any other region) and a further 6% is designated as Areas of Outstanding Natural Beauty. Over half of the Region's coastline is defined as Heritage Coast. The Region has many diverse landscapes and topography with strong regional identity
- The Region has over 90,000 hectares of woodland – some 5.8% of the land area, but below the average of 9.0% across England
- There are 4,000 kilometres of rivers in the Region and the Humber catchment is the largest in England (including the Ouse, Aire, Calder and Don). Water quality in rivers has improved with 90.4% having 'good' or 'fair' chemical water quality in 2002 (an increase from 76.2% in 1990, but still below the national average)
- There are wetlands of national importance in the Humber Estuary, Lower Derwent Valley and Malham Tarn
- Average sea levels are rising and the region's summers are getting warmer and winters wetter
- The Region has a rich heritage of buildings and landscapes. Its heritage includes many great castles and abbeys, historic country houses, medieval buildings and the City of York (with two thousand years of dense and complex settlement). There are world heritage sites at Fountains Abbey and Studley Royal near Ripon and at Saltaire Village near Bradford

TRANSPORT IN THE REGION

- The Region is at the crossroads of national transport networks. The north–south routes include the M1, A1 and A1 (M) and the East Coast Main Line. The east-west routes include the M62 and M180 and the north and south Trans-Pennine rail routes. These strategic routes are part of the EU Trans European Network
- The Region has some of the most congested sections of the national motorway network and major Department for Transport studies have been undertaken in recent years (covering South and West Yorkshire and Hull; and the A1 Bramham to Barton and A66 Penrith to Scotch Corner)
- Road traffic growth in the Region has grown faster than the national average
- There are significant commuter movements between districts, over 75% of which are by car
- The Humber Ports complex is the UK's busiest with 40,000 international shipping

movements per year. It handles 22% of England's sea freight

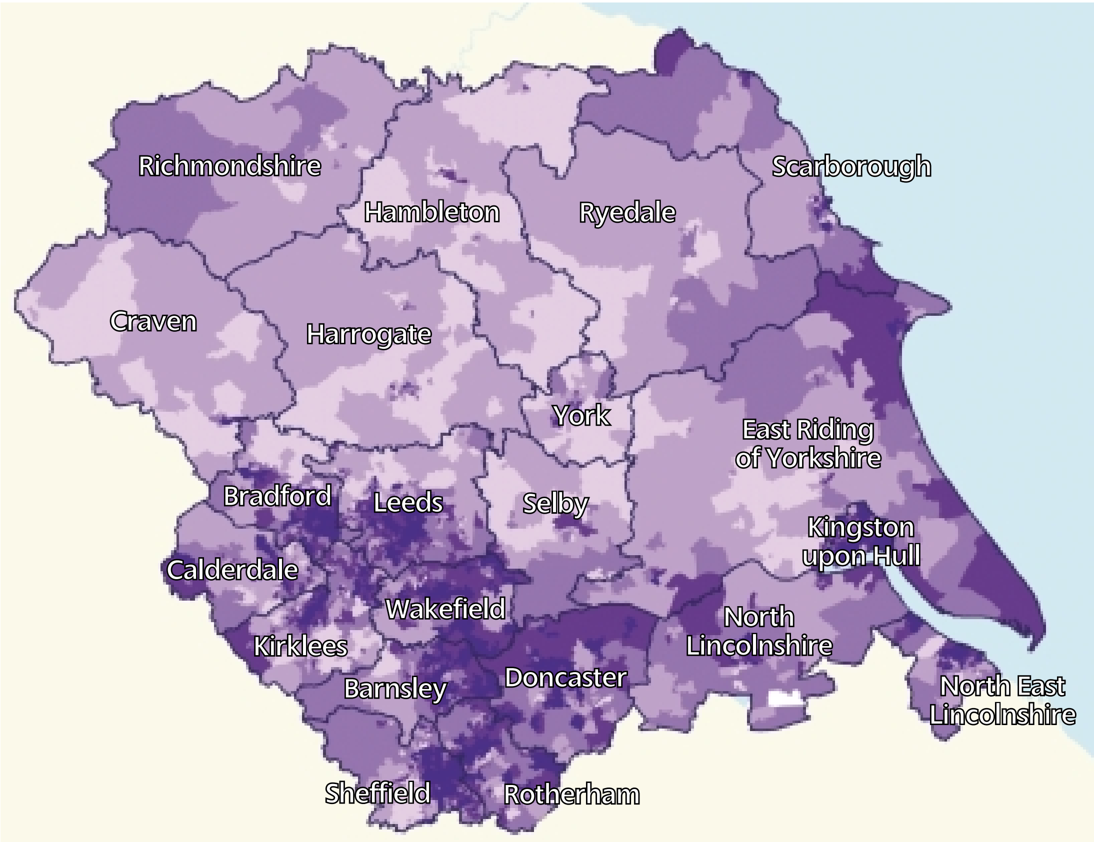
- Yorkshire and Humber has one of the best networks of inland waterways in the UK, extending far inland from the Humber Ports to the conurbations of West and South Yorkshire and serving inland ports at Goole and Selby
- There are three operational airports in the Region (at Leeds/Bradford, Humberside and Robin Hood Doncaster Sheffield)
- Bus usage declined by 12.0% between 1997/8 and 2003/4, but rail usage has increased (from a low level) over the same period
- Rail provides regional and sub-regional public transport services. The network is dominated by links of national and pan-regional significance, with some of the most important passenger services and freight movements in the UK
- National rail services place constraints on the delivery of local and regional rail services. In addition, a number of the main rail hubs for interchange between core services are approaching capacity
- Time spent by commuters travelling to work is close to the English average (excluding London)

QUALITY OF LIFE IN THE REGION

- The Region has wide variations and concentrations of deprivation and exclusion
- The relative success of some city centres and outlying towns has been in stark contrast to the fortunes of many inner city areas, outer public sector housing estates and former industrial towns
- Incomes are much higher in rural areas, mostly earned by commuters
- The Region has a disproportionate number of most deprived areas and nearly 30% of its 'super output areas'[1] (areas defined for census purposes) fall into the 20% most deprived in England. The most deprived communities are parts of the urban areas of South and West Yorkshire and Hull (*see Figure 2.1 Indices of Deprivation*)
- Deprivation, however, is not confined to cities. Other significant concentrations include the coalfield communities, coastal areas, parts of Pennine West Yorkshire and towns south of the Humber Estuary
- Life expectancy at birth for male and females is below the national average – mainly because of health deprivation in the industrial areas of South and West Yorkshire and the main settlements in the Humber sub area
- The more rural parts of the Region face poorer access to services (distance to GP surgery, shopping, primary school and Post Offices)
- The Region has the second highest rate of recorded crime in England and Wales, although rates of crime continue to fall. The highest rates of crime are in the southern part of the region with highest levels in Bradford, Leeds, Hull and North East Lincolnshire
- The worst 'living environments' (quality of housing and outdoor environment, including air quality and traffic accidents) are found in the urban conurbations
- Participation rates in sport and recreation are generally lower in areas of wide ranging social deprivation

[1] The Indices of Deprivation 2004 (ID2004) is published at Super Output Area (SOA) level and by local authority area. It is made up of seven factors (domains): income deprivation; employment deprivation; health deprivation and disability; education, skills and training; homes to housing and services; crime and living environment deprivation.

Fig.2.1 INDICES OF DEPRIVATION



QUINTILE OF DEPRIVATION BY SUPER OUTPUT AREA

1 – Least Deprived Super Output Area
2
3
4
5 – Most Deprived
District/Unitary Authority Boundaries

Source: Office of the Deputy Prime Minister, The English Indices of Deprivation, 2004.

2.5 Table 2.1 sets out summary population, jobs and deprivation data by local authority area across the Region.

Table 2.1 | LOCAL AUTHORITY PROFILES

LOCAL AUTHORITIES BY SUB REGION	POPULATION 2003 Total	POPULATION % Regional Total	DENSITY Population – people per Sq. km.	CHANGE Population % Change 1982-2002	JOBS 2002 Total	JOBS % Regional Total	DEPRIVATION Local Concentration Rank from 354	HOUSING Affordability Ratios 2003
	ONS		Progress in the Region	ONS	NOMIS Labour Market Profile		English Indices of Deprivation, 2004.	Office of the Deputy Prime Minister Index (1)
North Yorkshire								
Craven	53,700	1.1%	46	+12.6%	28,000	1.2%	261	5.97
Hambleton	84,900	1.7%	65	+13.1%	49,000	2.0%	278	6.83
Harrogate	152,800	3.1%	117	+10.2%	85,000	3.5%	268	7.78
Richmondshire	49,900	1.0%	38	+10.1%	28,000	1.2%	302	5.90
Ryedale	51,200	1.0%	34	+17.1%	2,000	1.2%	311	6.48
Scarborough	106,700	2.1%	131	+4.3%	47,000	1.9%	67	5.01
Selby	76,800	1.5%	128	+25.2%	32,000	1.3%	215	5.62
York	183,100	3.7%	673	+10.3%	110,000	4.5%	162	6.53
South Yorkshire								
Barnsley	220,200	4.4%	669	-3.6%	84,000	3.5%	40	2.50
Doncaster	288,400	5.8%	508	-1.1%	117,000	4.8%	43	2.90
Rotherham	251,500	5.0%	878	-1.5%	101,000	4.1%	56	3.08
Sheffield	512,500	10.2%	1,393	-6.4%	264,000	10.8%	30	4.02
West Yorkshire								
Bradford	477,800	9.5%	1,304	+1.9%	219,000	9.0%	11	2.80
Calderdale	193,200	3.9%	531	+0.3%	93,000	3.8%	65	2.66
Kirklees	391,400	7.8%	958	+3.2%	172,000	7.1%	68	3.58
Leeds	715,200	14.3%	1,296	-0.2%	436,000	17.9%	24	4.47
Wakefield	318,300	6.4%	940	+0.6%	136,000	5.6%	24	3.86
Humber								
East Riding	321,300	6.4%	133	+16.9%	129,000	5.3%	153	4.66
Hull	247,900	4.9%	3,470	-11.8%	129,000	5.3%	6	2.23
North East Lincolnshire	157,400	3.1%	821	-2.1%	71,000	2.9%	31	2.58
North Lincolnshire	155,000	3.1%	183	+1.8%	75,000	3.1%	76	2.88
Yorkshire & Humber	**5,009,300**	**100%**	-	**+1.3%**	**2,434,000**	**100%**	-	-

(1) The ODPM index compares the ratio between the income of the lowest 25% of the population to the lowest 25% of house prices.

THE WIDER CONTEXT – YORKSHIRE AND HUMBER IN COMPARISON TO OTHER REGIONS

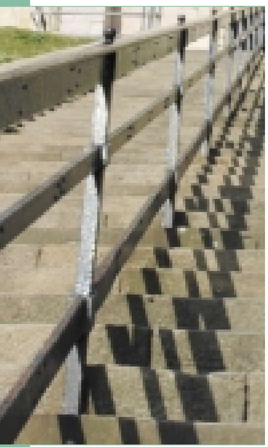
2.6 Table 2.2 presents information comparing the Region to the English average. It does this by setting out 'Regional Quality of Life Indicators', drawn from Government data. Overall, the data portrays a picture of a lagging region compared to the average for England as a whole. Government policy aims to reduce regional disparities. The 'Northern Way' initiative embodies the Government's commitment to improving the economic performance of the North and narrowing the disparities with southern regions. The Plan has to play its part in achieving that goal.

Table 2.2 REGIONAL 'PERFORMANCE INDICATORS'

	YORKSHIRE & HUMBER	ENGLAND	REGIONAL RANK*
1. GVA £ per head (2002)	£13,209	£15,646	8
2. Total Manufacturing Investment as a % of manufacturing output (1998 – 2001 average)	4.4%	4.4%	6
3. % of working age people in work (2003)	74.4%	75.0%	6
4. % of working age people in workless households (2003)	12.5%	11.2%	6
5. % of 19 year olds with at least 5 GCSEs at grade C or above or an NVQ Level 2 (Autumn 2003)	75.9%	76.3%	6
6. Average Life Expectancy at birth in years (2000 – 2002)	Males 75.4 Females 80.2	Males 76.0 Females 80.6	7
7. % of total dwelling stock not meeting 'Decent Homes' standard (tenures, private and social housing)	37%	33%	8
8. % of new homes built on previously developed land 1999 – 2002 average	56%	59%	6
9. All burglary per 10,000 household (2002/3)	704	..	9
10. Emissions per head (kg carbon)	4,700 kg	2,300 kg	9
11. % Increase in road traffic on all roads: 1993 to 2002	19%	18%	5
12. River length of good or fair chemical and biological quality (%) 2002	Chemical 90% Biological 90%	Chemical 94% Biological 95%	8 7
13. Household waste recycled or composted (kg/person/year) 2002/03	58 kg	76 kg	7
14. Population indices of woodland and farmland bird species 2002 (1994 = 100)	Woodland species – 122 Farmland – 100	Woodland species – 94 Farmland – 95	3 (out of 8) 2 (out of 8)

Source publication: Regional Quality of Life Counts, published June 2004 (Defra)

*Unless stated, the rank is the Yorkshire and Humber region's ranking out of the 9 English regions (including London as a separate 'region'), with values ranked from highest to lowest



FUTURE PROSPECTS FOR THE REGION

2.7 The preceding paragraphs have looked at the Region as it is now. The strategy for the future development also needs to take account of the factors that are likely to affect the Region and the likely scale of change over the next 20-30 years. The degree to which the Plan can influence these factors varies. This section now looks forward to draw out the main messages from the forces driving change in the Region and the challenges they create for the future.

ANTICIPATED POPULATION GROWTH AND CHANGE

2.8 Over recent years the Region's population has started to grow more quickly than for many years; mainly through increased migration from other regions (particularly from the South East and London) and beyond the UK. Official population projections suggest that the Region's population could grow from about 5.0 million in 2003 to nearly 5.3 million by 2021, as shown in Table 2.3.

Table 2.3 CURRENT AND PROJECTED POPULATION

AGE GROUP	YORKSHIRE & HUMBER REGION 2003	UK[2]	YORKSHIRE & HUMBER REGION 2011	(UK)[3]	YORKSHIRE & HUMBER REGION 2021	(UK)[4]
0-4	5.6%	5.7%	5.5%	5.5%	5.6%	5.5%
5-15	14.3%	14.0%	12.6%	12.6%	12.1%	11.9%
16-19	5.4%	5.2%	5.3%	5.0%	4.6%	4.4%
20-24	6.6%	6.2%	7.3%	6.7%	6.3%	5.9%
25-44	27.6%	28.8%	25.7%	26.8%	25.2%	25.9%
45-64 males 45-59 females	27.8%	21.6%	23.1%	23.1%	23.1%	23.3%
65+ males 60+ females	18.7%	18.5%	20.4%	20.2%	23.2%	23.0%
Pension age[5]	–	–	17.2%	17.1%	20.1%	19.9%
All ages (000s)	5,009,000	59.6m	5,123,000	61.4m	5,282,000	63.8m

[2] Mid 2003 population estimates published Sept 2004
[3] 2003 – based sub national projections published Nov 2004
[4] 2003 based UK projections – published Sept 2004
[5] Accounts for planned changes to UK state pension age – phased in during 2010-20

Source Office of National Statistics

2.9 The proportion of the population in the older age groups is increasing. By 2021, over 46% of the region's population will be over 45 years old, of which about 23.2% will be in the generally retired age groups (65 or older for men; 60 or older for women). The implications of this are a smaller and older workforce and a significantly larger population aged over 65 years – perhaps 25% more in 2021 than in 2001. Within the over-65 year age group, the fastest growing sub-group will be in the very elderly, a group that tends to require the greatest health, social and community support.

ANTICIPATED ECONOMIC CHANGE

2.10 In 2003 the size of the regional economy (measured by Gross Value Added – GVA) was £71.2 billion and 45% of this was generated in West Yorkshire. Econometric modeling has provided forecasts of how the regional economy will develop. It is expected that economic growth in the Region will slow down in 2006 and the Region is likely to perform below the UK average over the next ten years, although continue to grow. However, full time job numbers are predicted to increase above the UK average, albeit from a low baseline figure:

Table 2.4 COMPARATIVE JOB CREATION RATES FOR THE UK AND YORKSHIRE & THE HUMBER

% EMPLOYMENT CHANGE (FULL-TIME EQUIVALENT)	2001-2006	2001-2011	2001-2016
United Kingdom	+3%	+5%	+7%
Yorkshire & Humber	+7%	+8%	+10%

2.11 Three econometric model scenarios provided by Yorkshire Futures provide forecasts of economic change based on changes in employment in different business sectors. The most optimistic of the econometric scenarios indicate that there is likely to be strong growth in office-based jobs in the Region, totalling approximately 64,000 additional employees by 2016. Growth is likely to be strongest in the Leeds City Region and certain areas of South Yorkshire, particularly Sheffield. While the forecasts are informed predictions and not certainties, under any evaluation it is expected that the Leeds City Region will be the fastest growing part of the Region. Other key changes anticipated are:

- The number of people employed in manufacturing and general industry is forecast to decline in the Humber and South Yorkshire, continuing the trends experienced in the Region over the last twenty years. Growth is, however, forecast in the Leeds City Region and, particularly, North Yorkshire
- The number of employees in warehousing and distribution is forecast to increase in every sub-area, but particularly in the Leeds City Region

POLICY IMPLICATIONS AND SUSTAINABILITY ISSUES

2.12 The overall picture emerging from the data and trends identified above is that if trends continue (and without intervention):

- GVA per head will grow at 2.5 to 3% per annum and most households will be 50% more wealthy in 2021 (100% more wealthy by 2030)
- There will be varied economic performance across the Region with 'winning' and 'losing' areas
- Most of the Region's population can look forward to rising levels of discretionary income and robust health.
- There will be a growing proportion of the population with an appetite for a high quality lifestyle, with considerable choice of location (and this will pose significant challenges for the Region's main urban areas to improve and to rise to the challenge of meeting their aspirations)
- There will still be an uneven pattern of quality of life across the Region – with evident social exclusion and inequality
- Rising discretionary wealth and increased choice will increase the demand for most modes of travel – increasing demands on the region's transport networks

- Over the long-term, the attractiveness of places to remain in, or relocate to, largely depends on its economy and quality of life. Population trends will continue to mirror the performance of these factors
- Overall depopulation (or relatively static population growth) in urban areas and significant population growth in more rural areas
- There will be continued pressure on the Region's environmental resources and assets
- The growing numbers of elderly will have a significant effect on the demand for certain types of public services and on demand for types of products and services (and how those are delivered)

2.13 Some of these trends may have beneficial effects. But a number of these trends are not desirable and raise questions about whether such trends would be sustainable. Given the overriding need to ensure that the Plan contributes to sustainable development, acknowledging such trends does help highlight where the Plan's strategy and policies may need to intervene.

2.14 Scoping work undertaken to prepare for the Strategic Environmental Assessment and Sustainability Appraisal of Plan also identified key sustainability trends and issues . These are set out in Table 2.5 below, which helps to draw together and summarise the key sustainability issues that set the context for the Plan.

Table 2.5 KEY SUSTAINABILITY ISSUES IN THE REGION

Social inequalities
rising health inequalities and growing disparities in income levels and social exclusion (both between this and other regions and also within the Region)

Lifestyles
increasing mobility for people who own cars, increasing dispersal between places where people live, work and shop and increasing patterns of consumption, increased car traffic

Regional economic prosperity
slower economic growth and lower levels of prosperity compared to other regions

Climate change
Increased emissions of greenhouse gases to air (1-1.5% increase a year, mostly from transport) – with the challenge to reduce emissions. By the 2080s, an increase in average annual temperature of 1.6-3.9oC; average reduction in annual rainfall of 10-20%; growing season increased by 45-100 days, sea level rise of 15-75 cm and increased frequency and severity of floods

Biodiversity
Significant decline in the 20th century and further threats from climate change (including 'coastal squeeze' in the Humber estuary)

Waste and resource consumption
Increase consumption generally; increasing demand for water (by 0.5-0.75% per year) mostly from households; and increased waste production (roughly a 1.5-2.25% increase a year, dominated by mining waste) with increased landfill.

Rural and urban landscapes
protecting and enhancing the unique sense of place and character of the Region's settlements and rural areas.

Demographic trends
the changes and demands arising as the Region's population grows old

2.15 The key question is what policy implications arise from the trends and issues identified above? The 2005 'Progress in the Region' report specifically identified the policy implications that arise from current trends. It suggested that action is needed if we are to achieve the shared regional vision and objectives to make the Region 'world class' and if we are to move to more sustainable development. These policy implications are set out in Table 2.6.

Table 2.6 'PROGRESS IN THE REGION 2005' – POLICY IMPLICATIONS

OBJECTIVES	KEY POLICY IMPLICATIONS ARISING (THE REGION NEEDS TO....)
Advanced economy	Raise **economic growth** Improve **productivity** Maintain and raise **employment** rates Accelerate and extend progress in promoting **enterprise** Capitalise on its universities and encourage **innovation** Increase **investment** in new and existing businesses Deliver **sustainable economic development**
Excellent infrastructure	Address issues raised in the **regional freight strategy** Ensure the **Region's airports** have good public transport and rail access Work with the industry to achieve **sustainable development of aviation** Deliver **Northern Way** transport investment priorities **Manage demand** for travel and use accessibility criteria for new development **Revitalise housing markets** in areas of low demand Monitor delivery of a **sustainable stock of housing**
High quality environments	Have 95% of its **Sites of Special Scientific Interest** in favourable or recovering condition Consolidate improvements in **water quality** Improve **air quality** Improve skills for maintaining the **historic environment** Arrest the rise in waste generation and increase **recycling** Reduce **greenhouse gas emissions** Promote **renewable energy**
Educated and skilled people	Ensure **school attainment** doesn't drop Improve **GCSE** results and **academic qualifications** to narrow the gap with elsewhere Increase **young people's** participation in education, employment and training Deliver **identified employer's needs** for skills Focus on **basic skills** Develop role of **Regional skills partnership** Identify **skills gaps**
First class quality of life	Maintain and enhance its **cultural assets** Encourage **physical activity and sport and tackle obesity** Address economic inactivity in certain areas and groups Reduce smoking Improve **community well being** and **urban and rural renaissance**

Table 2.6 | 'PROGRESS IN THE REGION 2005' – POLICY IMPLICATIONS CONTINUED

OBJECTIVES	KEY POLICY IMPLICATIONS ARISING (THE REGION NEEDS TO....)
Good governance and civic participation	Encourage greater **civic participation** Promote national standard of **good governance** Local councils to share **good practice** Encourage **corporate social responsibility**, increase **voluntary activity** and raise awareness of **fair trade** activity

2.16 The policy implications set out above highlight the wide range of actions that the Region needs to take if it is to achieve its goal to become 'world class' and to move towards more sustainable development. The policy implications raise challenges for a range of regional and local strategies and agencies and the Plan's strategy and policies can only be a partial response. Other strategies at regional level (including the Regional Economic Strategy, the Regional Housing Strategy, and the Regional Cultural Strategy), together with collaboration across the North in the 'Northern Way' Growth Strategy, and a range of strategies at local level all have their part to play. The key role of the Plan is to address the resulting spatial implications: that is the way that these issues impact on places, people and movement within the Region.

2.17 The Yorkshire and Humber Region has important relationships and linkages with adjoining regions. The Northern Way initiative is seeking to improve the competitiveness of the North of England as a whole which requires close collaboration between all regions. Key connections are summarised below and highlighted on Figure 2.2.

CONNECTIONS WITH OTHER REGIONS

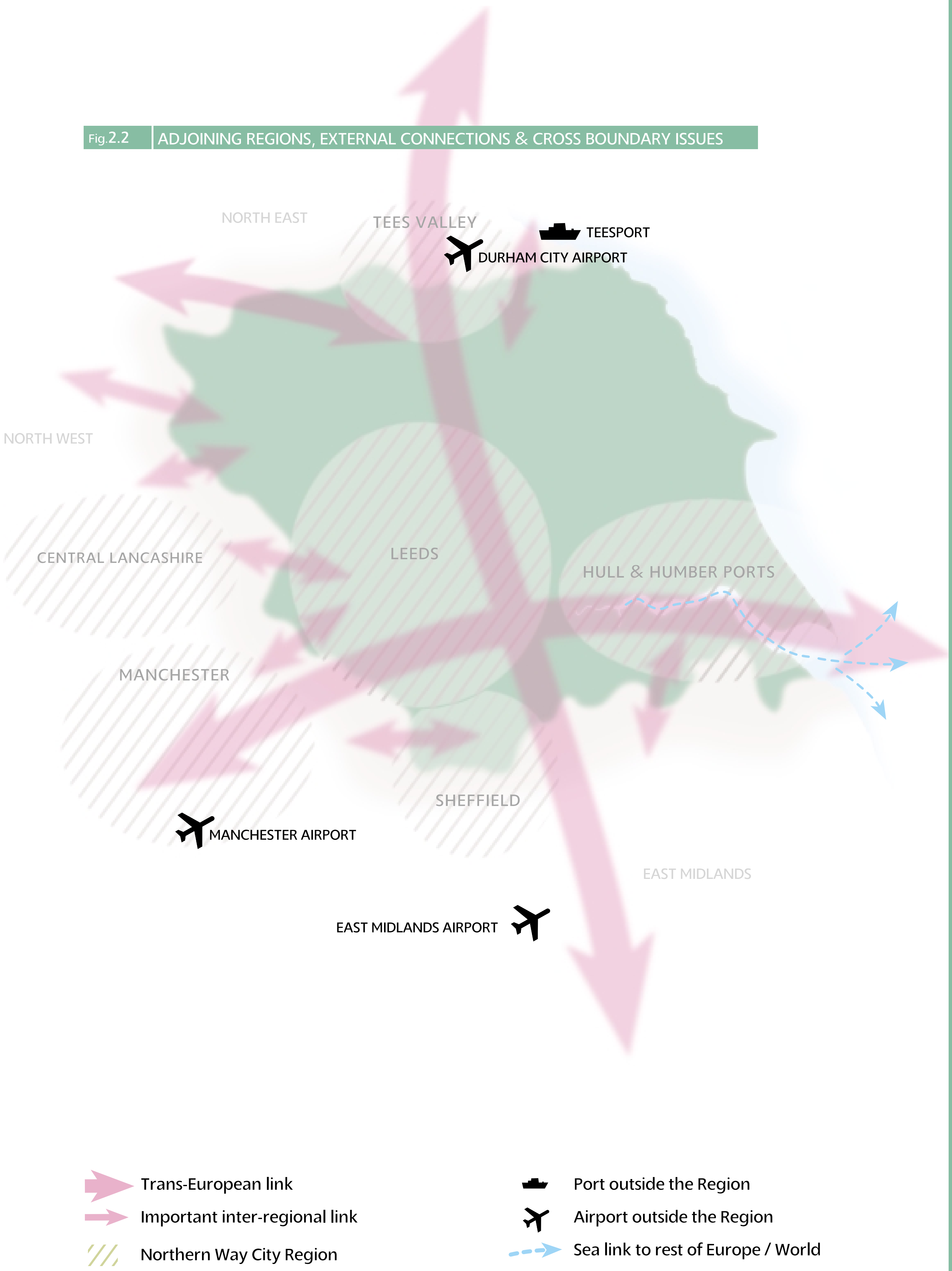
The East Midlands

2.18 There is a significant relationship between the southern part of the Yorkshire and Humber Region and the East Midlands. Sheffield adjoins the Derbyshire boundary and there is a strong urban-rural relationship across the boundary, including significant travel-to-work and shopping flows that cross the boundary. The 2001 Census recorded 28,000 journeys to work each day from the East Midlands into Sheffield, Rotherham and Doncaster.

2.19 The existence of a Sheffield City Region is identified in the 'Northern Way' Growth Strategy and a City Region Development Programme is in preparation for an area that extends well into Derbyshire and Nottinghamshire. The former South Yorkshire coalfield area also shares a common settlement pattern and common regeneration needs with the Nottinghamshire/ Derbyshire coalfield area that lies just across the regional boundary.

2.20 The Peak District National Park provides an important environmental and recreational resource for both regions. Parts of Barnsley, Sheffield and Kirklees fall within the National Park, although the whole of the National Park itself lies within the

Fig.2.2 ADJOINING REGIONS, EXTERNAL CONNECTIONS & CROSS BOUNDARY ISSUES



area covered by RSS for the East Midlands. The South Pennine Moors Phase One Special Protection Areas also straddle the regional boundary.

2.21 Strategic transport links which cross the boundary include: the M1 and A1(M) motorways; the Midland Main Line and the East Coast Main Line railways; and the River Trent and related waterway links. Robin Hood, Doncaster, Sheffield Airport, opened in 2005, will also become a growing focus of cross-boundary movement.

2.22 The southern part of the Humber sub-region (North and North East Lincolnshire) relates closely to the northern parts of the County of Lincolnshire. The ports of Grimsby, Immingham and the Trent wharves provide a focus for cross boundary trade links, whilst the sub-regional centres of Grimsby/Cleethorpes and Scunthorpe close housing market and retail links across the boundary. The Lincolnshire Wolds Area of Outstanding Natural Beauty and the Humber Flats, Marshes and Coast Phase One Special Protection Area also straddle the regional boundary.

The North West of England

2.23 The Pennines represent a significant landscape feature between both regions. The area either side of the boundary has much in common in terms of local landscape, character and history. The South Pennine Moors Special Protection Areas and the Forest of Bowland Area of Outstanding Natural Beauty are nationally/internationally important environmental designations that straddle the regional boundary.

2.24 Historically, the Pennines have been a barrier, and then a basis for much of the shared economic history of the two regions. The changing local economies of the Pennine Towns are increasing the links between the regions. On a larger scale, the major city regions of the north are competing in some areas of business – but provide complementary cultural and business services in others.

2.25 There is increasing travel demands for most Trans–Pennine travel modes. The importance of effective east-west Trans Pennine transport links is recognised in the 'Northern Way' Growth Strategy, with the need to improve the connectivity of northern city regions a priority. The Trans-Pennine links, together with the Humber Ports, are key elements in the North European Trade Axis (NETA), extending from Ireland across England to the Netherlands, Germany and Poland.

2.26 The Northern European Trade Axis INTERREG project recognises the growing significance of east-west links between the two regions. Key strategic transport links between the regions include; the M62 motorway; the A628 Woodhead Pass; Trans-Pennine rail routes and the Leeds Liverpool Canal. Both regions have a strong reliance on Manchester Airport for international air travel. The links between the City Regions of Sheffield and Manchester are sub standard.

2.27 Further north, the whole of the Yorkshire Dales National Park, including those parts within South Lakeland District/Cumbria County are included within the area covered by the Plan.

The North East of England

2.28 There are strong relationships between adjoining areas of North Yorkshire and the North East, particularly into the Tees Valley City Region area. Darlington, Stockton on

Tees and Middlesborough lie close to the North Yorkshire boundary and provide a focus for services and employment, creating demand for travel across the regional boundary. Longer-term trends of migration from the North East into parts of North Yorkshire have added to housing market pressures in towns and villages across North Yorkshire. Strategic transport routes which cross the boundary include: the A1(M) and A66(M) motorways; the A66 and the A19; and the East Coast Mainline rail link.

2.29 The whole of the North Yorkshire Moors National Park, including parts of Redcar and Cleveland District, are covered by the Plan. The North Yorkshire and Cleveland Heritage Coast straddles the regional boundary. The North Pennines Area of Outstanding Natural Beauty adjoins the northern edge of the Yorkshire Dales and the two regions share a common high landscape quality in this remote area.