

REGIONAL TRANSPORT STRATEGY









INTRODUCTION

- 16.1 Transport affects business success, the quality of life and the environment. The Regional Economic Strategy observes that transport, access and connectivity in the Region are not good enough to support the regional economy. Transport also allows people to make social trips, access leisure facilities and go on holiday. Without transport and movement, people's social well being and quality of life would be dramatically affected. However, transport is a major and growing contributor to greenhouse gas emissions. Measures to reduce the number and length of journeys by road will help to scale back the growth in emissions, but there are particular environmental problems with aviation, which is experiencing strong growth and for which there are rarely feasible alternatives. The main features of the Region's transport infrastructure are shown in Figure 16.1.

Fig. 16.1 | REGIONAL TRANSPORT INFRASTRUCTURE



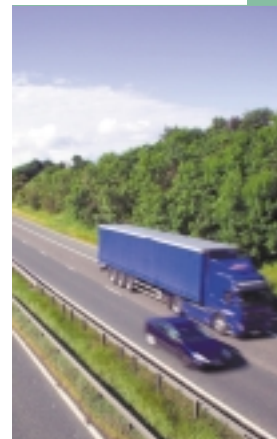
-  Regional Boundary
-  Strategic Highway Network
-  Navigable Waterways
-  Railways
-  Rail Freight Terminals
-  Urban Areas

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16.2 The integration of transport planning with land-use planning and other policy areas sets the policy direction of the Regional Transport Strategy (RTS). The RTS supports the wider Plan but also provides a strategic steer on transport investment and management in a more operational setting, including delivery.

16.3 The headlines of the RTS are as follows, in that the Region will:

- Reduce the need to travel wherever possible by both positive interventions such as improved public transport or by demand restraint and promote modal shift from the car (T1)
- Seek a consistent approach to parking strategies (T2)
- Promote improved public transport (T3)
- Promote the movement of goods by water and rail whilst recognising the key role road has to play in moving freight (T4)
- Encourage access to tourist locations by public transport and promote the journey component to be considered as part of the tourism offer (T5)
- Seek to improve surface access to its airports (T6)
- Support expansion of its ports and waterways and improve surface access to them (T7)
- Seek to improve access to services in rural areas by improving transport provision but also by innovative means (T8)
- Support a range of transport and investment priorities that underpin the wider spatial strategy (T9)



POLICY T1 PERSONAL TRAVEL REDUCTION AND MODAL SHIFT

The Region will facilitate a reduction in travel demand and a shift to modes with lower environmental impacts by a range of complementary measures - from land-use policies through to measures that discourage inappropriate car use, encourage the use of lower-emission vehicles and promote the highest standards of safety and personal security.

- A** Local authorities will require development applications to be accompanied by a Transport Assessment, informed by the public transport accessibility criteria in Policy T3 to ensure development is appropriately located
- B** Transport authorities should make optimum use of the existing highway network to address congestion and encourage modal shift, with road space being actively managed to support movement by modes other than the private car
- C** The Highways Agency in designing improvements to the motorway and trunk road network should consider integral demand management measures
- D** The growth of congestion should be addressed through positive measures including:
- Improvements to public transport, both strategic (as Policy T3) and local
 - The use by employers of Travel Plans, which include modal share targets and encourage more flexible working and school hours
 - Incentives to use public transport at new housing developments
 - Improved facilities for cyclists and pedestrians
 - Using wider travel options such as the West Yorkshire Yellow Bus Initiative and safe routes to schools
 - Encouragement of travel awareness campaigns, car clubs and car sharing
- E** Car use, particularly in peak periods should be managed by:
- Local authorities taking a consistent approach to the formulation of parking strategies as in Policy T2
 - Using a mix of existing powers and mechanisms to implement further demand management measures as local conditions justify in the short to medium term
 - Considering innovative measures such as charges on private non-residential parking and local road user charging
 - In the longer term, local authorities and others should introduce and take forward in partnership an area-wide charging regime when there is a national policy framework in place to support it

CONTEXT AND DIRECTION

- 16.4 Addressing traffic growth and congestion is a major issue for the Plan. A key aim of integrated land use and transport planning policies is to reduce the need to travel and to reduce the length and number of journeys, particularly those made by private car. The Plan includes a number of complementary policies to attract more journeys by foot, bicycle and onto public transport, encourage developments in locations well-served by public transport and introduce measures aimed at achieving a shift away from increasing car dependency. Policy T1 covers the specific contribution which transport planning makes to effect modal shift and Policy T2 (parking) also makes an important contribution. There are strong linkages with Policy T3 (public transport), as significant increases in the capacity of the public transport network will be needed if a step change in modal share is to be achieved.
- 16.5 Greater use of walking and cycling as modes of transport, particularly over short distances, requires encouragement and support. These short but vital links in a journey can often influence the principal modal choice. The wider health benefits of these modes needs to be strongly promoted while the issues of security also need to be addressed as concerns relating to personal safety can act as a major deterrent. These measures should be complemented by using the planning system to require employers' travel plans and the provision of incentives to use public transport at new housing developments such as free or subsidised travel cards. Travel planning in the Region is informed by the outputs of the INTERREG-funded project Target 2.

OUTCOMES BY 2021

- There has been a reduction in travel demand and modal shift to more sustainable modes of transport in the Region
- People are travelling shorter distances to access employment opportunities, services and facilities
- Congestion problems both within and between the Region's cities and major towns have been significantly reduced



MONITORING AND IMPLEMENTATION

Table 16.1 | MONITORING INDICATORS

INDICATOR	TARGET	TYPE	KEY POLICY LINKS	
94	Number and % of applicable development applications approved which are not compliant with the Public Transport Accessibility Criteria	100% compliance	process	ENV11, YH1, YH2, YH4, YH5, YH8, E6, T3
95	Number and % of applicable development applications approved which have not been informed by an up to date Transport Assessment	100% of applicable applications informed by a Transport Assessment	process	YH1, YH2, YH5, YH8
96	Distance travelled per person per year by car (total, urban and rural)	not applicable	contextual	YH1, YH2, YH4, YH5, YH8, E6, T3
97	Changes in peak period traffic flows to urban centres	not applicable	contextual	YH1, YH2, YH8, YH4, YH5, T3

OTHER INDICATOR LINKAGES: HC 22, HC23

- 16.6 Local authorities already have a range of powers to effect demand management, including extensive powers to control allocation of space on the highway, control public parking provision and introduce local charging schemes or workplace parking levies, with hypothecation of revenues for transport improvements. The allocation of space on the highway to specific uses such as public transport and the control of on-street parking, depend on effective enforcement and local authorities in the Region are increasingly taking on enforcement powers for the management of road space; this is to be encouraged.
- 16.7 There is a clear requirement for local authorities to develop demand management and parking strategies in a consistent manner as where urban centres are relatively close together, or connected by efficient highway links, if a more relaxed regime is in place in one authority it may undermine the approach taken by its neighbours.
- 16.8 Following the South and West Yorkshire Multi Modal Study (SWYMMS), the Assembly supported the principle of road charging within the context of a national scheme, but in practice most demand management work will be covered by LTP submissions. The plan supports bids for the Transport Innovation Fund by individual authorities or groups of authorities. These will include proposals for demand management packaged with improvements to public transport. Proposals will need to reflect the specific strengths and weaknesses of the local economies as well as the ability of the public transport system to provide an acceptable alternative to car use. Possible impacts across district boundaries should be taken into consideration.

- 16.9 The role of the Assembly in relation to the delivery of demand management is in providing spatially referenced guidance across the Region and monitoring the implementation of demand management measures by local authorities.

Table 16.2 | IMPLEMENTATION MECHANISMS

LEAD ROLES	MECHANISMS	SUPPORT ROLES
Yorkshire and Humber Assembly Local Authorities Passenger Transport Executives and Authorities Highways Agency Central Government	Regional Spatial / Transport Strategy Local Transport Plans Transport Innovation Fund Local Development Frameworks National Charging Scheme	Government Office



POLICY T2	PARKING POLICY
	<p>The Region will have a consistent approach to parking. Parking strategies will include:</p>
A	<p>The use of maximum parking standards for new developments in line with Table 16.5</p>
B	<p>The use of Controlled Parking Zones</p>
C	<p>A progressive reduction in long stay parking (other than at railway stations to serve rail users and at other locations serving a park and ride function) and transfer of some spaces to short stay, subject to consideration of possible implications for traffic congestion</p>
D	<p>A reduction of on-street parking to maximise pedestrianisation with high quality walking and cycling networks and environmental improvements</p>
E	<p>Park and ride facilities coupled with increased use of public transport through service level improvements</p>
F	<p>Consideration of controlling private non-residential parking by the introduction of parking levies</p>
G	<p>Parking charges that are related to demand and to the strength of the local economy, with differential pricing being used to discourage all-day parking</p>

CONTEXT AND DIRECTION

16.10 As noted in Policy T1, parking strategies are a key element in the suite of measures local authorities use to effect modal shift. The availability of car parking is a major influence on travel choices, and the Plan has an important role to play in ensuring local parking policies collectively support the wider spatial strategy. There is a clear requirement for local authorities to develop demand management and parking strategies in a consistent manner, in order to avoid undermining their neighbouring authorities' policies.

16.11 Following the principles of PPG13, the Assembly has produced a set of parking standards to be applied across the Region reflecting the situation in Yorkshire and Humber. These standards are based on the principle of specifying the upper limit of parking to be provided at developments. They are set out in Table 16.5. Guidance is given as to how the appropriate standards for a particular site should be determined.

16.12 These standards are more restrictive than those that have been applied at many locations in the Region in the past. By taking account of the level of accessibility in setting parking standards there is a danger of creating perverse incentives for businesses to develop in less accessible locations. The Assembly will continue monitoring the application of parking standards in development applications to ensure that they do not undermine investment in central locations.

- 16.13 Park and Ride has the potential to complement local parking policies. There is scope for local and strategic Park and Ride sites which will require cross-boundary cooperation on development, management and policy coordination. However the introduction of Park and Ride should not lead to an increase in private car use in order to reach Park and Ride sites rather than making a complete journey by public transport. Neither should it alleviate urban congestion at the expense of suburban/rural areas. The requisite quality and frequency of public transport services to support Park and Ride should be pursued in accordance with Policy T3.

OUTCOME BY 2021

- The Region has a consistent approach to car parking based on the principles of demand management and has contributed to the achievement of Policy T1 outcomes.



MONITORING AND IMPLEMENTATION

Table 16.3 | MONITORING INDICATORS

INDICATOR	TARGET	TYPE	KEY POLICY LINKS	
98	Number (and %) of authorities who have adopted the RTS parking standards in their development plans	22 out of 22	process	YH1, YH2, YH5
HO3	Percentage of completed non-residential development complying with the car-parking standards set out in the Regional Transport Strategy (RTS): by local authority area.	TBC	core output	YH1, YH2, YH5
99	Average number of parking spaces per dwelling in housing developments of 10+ dwellings	1.5 spaces	output	YH5
100	Average number of parking spaces per sqm for major industry, commerce and retail developments (1000sqm+)	RTS standard	output	YH5
101	Completion of Regional Parking Audit	N/A	process	YH5
102	Number (and %) of publicly available parking spaces (car parks and paid on-street) available for long stay parking (over 4 hours)	reduction required over time	output	YH5
103	Cost differential between long-stay and short-stay parking (car parks and paid on-street)	reduction required over time	output	YH1, YH2, YH5
104	Total parking stock: Number of short stay and long stay spaces (car parks and paid on-street)	reduction in long stay and increase in short stay	output	YH5
105	Footfall in main urban areas	increase in pedestrianisation in urban areas	contextual	YH5

- 16.14 Parking strategies will mainly be implemented through Local Transport Plans and Local Development Frameworks, where the lead roles will be taken by local transport and planning authorities. However, a number of transport operators (Network Rail, rail operators and airports) also operate car parks and these should be managed to complement the approach of the public sector operators, and enhanced where this supports a sustainable mode shift to public transport. The Yorkshire & Humber Assembly has a role in supporting these strategies by monitoring the applications of region-wide standards for parking.

Table 16.4 | IMPLEMENTATION MECHANISMS

LEAD ROLES	MECHANISMS	SUPPORT ROLES
Local Authorities Network Rail Rail operators	Local Transport Plans Local Development Frameworks	Yorkshire & Humber Assembly





Table 16.5 | YORKSHIRE & HUMBER MAXIMUM PARKING STANDARDS

USE	RURAL AREAS/ LOCAL AND SUB-REGIONAL SERVICE CENTRES	SUB-REGIONAL CENTRES	REGIONAL CENTRES	THRESHOLDS ABOVE WHICH STANDARD APPLIES
Food retail	1 space per 14-20 sq m	14 - 25	18-25	1000 sq m
Non-food retail	1 space per 20-30 sq m	25 - 60	30-60	1000 sq m
A2 offices	1 space per 35 sq m	1 space per 35-60 sq m	60	2500 sq m
B1 business	1 space per 30 sq m	1 space per 30-60 sq m	60	2500 sq m
B2 Industry	1 space per 30-50 sq m	1 space per 50-75 sq m	75	2500 sq m
C2 Residential institutions - hospitals	1 space per 2 staff + 1 space per 3 daily visitors	1 space per 4-8 staff + 1 space per 4 daily visitors	1 space per 4-20 staff + 1 space per 4 daily visitors	2500 sq m
D1 – non-residential institutions	1 space per 2 staff + 1 space per 15 students	1 place per 2 staff + 1 space per 15 students	1 place per 2-4 staff + 1 space per 15 students	2500 sq m
D2 Assembly and Leisure	1 space per 22-25 sq m	1 space per 22-100 sq m	1 space per 50-200 sq m	2500 sq m
Cinemas and Conference Centres	1 space per 5 seats	1 space per 5-10 seats	1 space per 5-10 seats	1000 sq m
Stadia	1 space per 15 seats	1 space per 15 seats	N/a	1500 seats

EXPLANATORY NOTES TO TABLE 16.5

Table 16.5 sets out ranges of parking provision to be applied in different circumstances. For example, in urban centres where there is potential for the use of shared parking facilities the case for applying the more rigorous standards should be considered. Where retail and leisure facilities are located in a town centre, or on an edge-of-centre site, authorities may consider allowing additional parking, provided they are satisfied that the parking facilities will serve the town centre as a whole. There should not be other public parking within walking distance and the traffic impacts must be acceptable. Residential parking should follow guidance in PPG 3.

In determining the appropriate parking standard to use, authorities should take into account:

- The size of the settlement – the larger settlements are more likely to support a wide range of public transport facilities and areas that already or potentially have a high level of public transport accessibility should normally be expected to adopt more rigorous parking standards. However, this should take account of the actual level of service available at the site in question. The size of settlement criterion should relate to the specific site – for example a site away from the core of a regional centre might be treated as an “urban area”.
- The relative economic strength of the area – the stronger the economy of the area the more capable it is of supporting a wide range of public transport facilities. Where traffic congestion is an important concern, authorities should consider the role of more rigorous parking standards in an integrated transport system.
- Proximity to competing areas both within and outside the Region. Authorities should take account of the context set by the parking standards adopted in adjoining and competing areas.

Within rural areas, authorities should be able to apply thresholds below which these standards would not apply. These are shown in Table 16.5.

POLICY T3 | POLICY T3 – PUBLIC TRANSPORT

The Region will safeguard, enhance and maximize the provision of public transport facilities.

- A Development should make use of existing public transport services or provide a focus for viable new services. Wherever possible, services should be available as soon as a development commences
- B The following strategic public transport themes should have priority:
- Strengthen key public transport corridors as shown on Figure 16.2
 - Strengthen peak capacity and avoid the suppression of demand in peak periods
 - Provision of strategic bus- and rail-based Park & Ride/ Parkway stations with associated high quality and reliable service provision
 - Develop and improve interchanges supporting a hierarchy of strategic public transport services with seamless connection to local and national networks. Interchanges of regional significance are in Leeds, Sheffield and Hull, supported by sub-regional interchanges at Bradford, Doncaster, Huddersfield, Northallerton, Selby, Wakefield and York
 - Support strategies to improve the quality and availability of public transport ticketing and information
- C ■ Investment in public transport should be promoted in a coordinated way through Development Plans and Local Transport Plans
- D ■ Local authorities, and other organisations as appropriate, should use the public transport accessibility criteria, as set out in Tables 16.8 and 16.9, to guide the allocation of sites in development plans and the provision of new transport services and infrastructure through Local Transport Plans and other available means
- E ■ The strategic role of the rail network should be explored to assess the costs and benefits of delivering better integration and sustainable services using different rail modes and new technology as appropriate (including metro-type services, tram-train, light rail and ultra light rail) consistent with the settlement hierarchy and land use developments
- F ■ Development plans should identify, and where appropriate protect, sites and routes which could be critical in developing infrastructure for widening choices for passenger travel.

Fig. 16.2 | MAIN PUBLIC TRANSPORT CORRIDORS



- Regional Boundary
- Urban Area
- Zones of influence
- ➔ Public Transport Movements
- ✈ Airport

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CONTEXT AND DIRECTION

- 16.15 Strengthening public transport is essential for the delivery of the Plan and to address existing problems of congestion and accessibility. This could include improvements to capacity, quality and/or journey time reliability.
- 16.16 The Assembly has worked with specialist consultants and stakeholders to develop a public transport framework for the Region and to identify how this should be delivered. This is complemented by public transport accessibility criteria that define the levels of public transport accessibility needed to support development across the Region. The overall aim of the framework is to strengthen and clarify the integration of public transport and land use. There are particularly strong links to policies on modal shift (Policy T1).
- 16.17 Data from the 2001 Census have enabled actual patterns of movement to be compared with an assessment of key public transport corridors and interchanges, thereby identifying opportunities for development and investment. A key proposal is that nowhere should be more than one reliable and regular public transport connection away from a major public transport hub with access to national networks.
- 16.18 Rail provides the regional and sub-regional public transport network. There is a hierarchy of public transport hubs and interchanges reflecting regional centres and access to national services. The strategic bus network is widely dispersed, with few routes or services that are truly regional or sub-regional in nature. Regional and national coach services cater predominantly for the leisure market. There is a diversity of local bus operations in the Region as there are over 100 local bus and coach operators, but there is a tendency for local services to be focused on key movement corridors within and into urban centres.
- 16.19 In the Yorkshire Bus Initiative, SYPTE, Metro and York City Council are jointly promoting a network of core bus routes covering the main strategic bus corridors, urban and inter-urban services.
- 16.20 Both Passenger Transport Executives have internet-based journey planners and structured ticketing arrangements. An integrated journey planner and timetable for the whole Region is being developed as Traveline Yorkshire. A proposal for a coordinated smartcard ticketing system covering West and South Yorkshire and York City Council, known as Yorcard, is being considered, with an initial pilot in South Yorkshire.
- 16.21 The Assembly is funding research into the possibility of enabling concessionary travel across local authority boundaries. This is particularly an issue between North and West Yorkshire.
- 16.22 Consideration of the future for public transport in the Region includes the potential for Community Rail Partnerships and Quality Contracts to assist the efficient management of services.

- 16.23 There is very extensive travel by public transport across the boundaries with neighbouring regions – for example on the Trans-Pennine rail service whose core route is Leeds to Manchester. Continuing cooperation will be necessary with those responsible for planning public transport in neighbouring regions. Long-distance services, particularly the East Coast and Midland Main Line services to London, are essential for the economy of the Region as well as providing important links to continental rail services and access to the London airports.
- 16.24 The Northern Way is looking to develop a new Bus Partnership Framework, which will include pilot schemes for new bus services and the use of smartcard technology for a Northern Connect Card.
- 16.25 The use of public transport accessibility in a consistent manner across the Region will help to ensure that public transport offers a fully-acceptable alternative to the private car at all new developments. Criteria are essential if accessibility by public transport is to be specified and the use of phrases such as “good public transport” avoided in development documents.
- 16.26 Accessibility criteria relate to travelling times to essential facilities by public transport, which covers both the immediate accessibility of a bus stop or rail station, but also the frequency of services available from those points. In the absence of Government guidance, criteria have been developed for the Region and these are presented in Table 16.8 and 16.9. It is envisaged that the criteria will apply to developments above the thresholds identified in Table 16.5.

OUTCOME BY 2021

- An integrated, reliable, accessible and high quality public transport system has been developed in the Region, contributing to the delivery of Policy T1 outcomes.

MONITORING AND IMPLEMENTATION

Table 16.6 | MONITORING INDICATORS

INDICATOR	TARGET	TYPE	KEY POLICY LINKS	
106	Number (and %) of authorities who have adopted the RTS accessibility criteria in their development plans	22 out of 22 LA	process	YH1, YH2, YH5, YH8, YH6, ENV11, E6, T1
107	Number and % of applicable development applications approved which are not compliant with the RTS Accessibility Criteria	100% compliance	process	YH1, YH2, YH5, YH8, YH6, T1, T9
108	Number (and cumulative %) of new housing developments (10+ which meets RTS accessibility criteria	100%	output	YH1, YH2, YH5, YH8, YH6, T1, T9
109	Number (and cumulative %) of new housing developments which are sited within 800m (walking distance) of a node on a strategic public transport corridor and/or are within the boundaries of strategic settlements	100%	output	YH1, YH2, YH5, YH8, YH6, T1, T9
110	Number (and cumulative %) of major new industry, commerce and retail developments (1000sqm+ which are located within n 800m of a public transport corridor and/or are within the boundaries of strategic settlements (reporting site extensions separately)	100%	output	YH1, YH2, YH5, YH8, YH6, ENV11, T1, T9
111	Number (and cumulative %) of major new industry, commerce and retail developments which meet RTS accessibility criteria	100%	output	YH1, YH2, YH8, YH5, YH6, T1, T9

16.27 The Regional Framework for Public Transport focuses on policies and priorities that require support beyond the local level or support land use and economic development interventions of regional or sub-regional importance. Almost all of the recommended elements of the framework will to some degree be promoted through LTPs and delivered through partnerships encompassing public bodies, transport operators and local residents. Examples of the type of investment required in public transport include:

- Public transport infrastructure in and between urban centres, particularly further Quality Bus Partnerships and corridors, improved interchanges and pedestrian links between bus/rail stations and commercial centres;
- Provision of new rail stations, with park and ride facilities at existing and new stations
- Support for sub-regional Community Rail Development and the Community Rail-designated lines like the Esk Valley and Penistone
- Provision of bus-based park and ride sites at the edge of towns and tourist 'honeypot' locations like the national parks
- Promotion of intensive urban public transport developments (such as Light Rail Transit and guided bus) where there is strong economic justification and financial viability
- Enhancements to rail and bus services, including enhancements that take advantage of infrastructure improvements and better service coordination.
- Improvements to public transport service levels through the subsidy of bus services where justified by economic, social and environmental benefits; also the provision of dial-a-ride type services, coordination of transport services such as community and health service provision
- Fully coordinated regional ticketing and concessionary fares schemes and information initiatives.

16.28 Developments should be planned to enhance the viability of existing public transport, which in some cases will mean making use of spare capacity and in others will mean increasing patronage such that additional services become viable.



Table 16.7 | IMPLEMENTATION MECHANISMS

LEAD ROLES	MECHANISMS	SUPPORT ROLES
Local authorities Passenger Transport Executives and Authorities Bus operators Rail operators	Local Transport Plans Public Transport Plans Local Development Frameworks	Government Office Highways Agency Yorkshire Forward Department for Transport Rail Directorate

Table 16.8 DESTINATION ACCESSIBILITY: ACCESS TO EMPLOYMENT AND SOCIAL INFRASTRUCTURE USES

This table provides supplementary guidance to locational policies in the Plan for the development of employment and social infrastructure uses

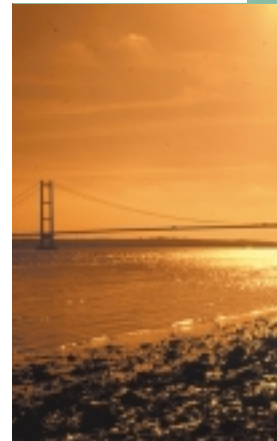
FACILITY SITE LOCATION	EMPLOYMENT	PRIMARY HEALTH / PRIMARY EDUCATION	SECONDARY HEALTH / SECONDARY & TERTIARY EDUCATION	LEISURE AND RETAIL
DESTINATIONS IN... Regional and Sub-Regional Centres	5 min walk to bus stop offering a 15 min frequency to a major public transport interchange Population within 30 min journey time	Population within 20 min journey time	Located within 5 min walk of a bus stop offering a 15 min frequency service to a major public transport interchange. Population within 40 min journey time	Located within 5 min walk of a bus stop offering a 15 min frequency service to a major public transport interchange. Population within 30 min journey time
DESTINATIONS IN... Extensions to Regional and Sub-Regional Centres	5 min walk to bus stop offering a 15 min frequency to a major public transport interchange Population within 40 min journey time	Population within 30 min journey time	Located within 5 min walk of a bus stop offering a 15 min frequency service to a major public transport interchange. Population within 60 min journey time	Located within 5 min walk of a bus stop offering a 15 min frequency service to a major public transport interchange. Population within 30 min journey time
DESTINATIONS IN... Extensions to Principal Service Centres	5 min walk to bus stop offering a 30 min frequency to a major public transport interchange Population within 40 min journey time	Local population within 20 min walk. Site located within 5 min walk of bus stop offering local services. Population within 30 min journey time	Located within 5 min walk of bus stop/ 10 min of a rail station. Population within 60 min journey time. Ensure that arrival and departure of PT services coincide with visiting hours/start and finish times.	Located within 10 min walk of a bus stop offering a 30 min frequency service to a major public transport interchange. Population within 40 min journey time
DESTINATIONS IN... Nodes in good quality public transport corridors radiating from Regional and Sub-Regional Centres	5 min walk to node. Population within 30 min journey time	Local population within 20 min walk. Site located within 5 min walk of node offering local services. Population within 30 min journey time	Located within 10 min walk of a node. Population within 60 min overall journey time.	Located within 5 min walk of a node. Population within 30 min journey time
DESTINATIONS IN... Rural areas	Located within 10 min walk of a bus stop. . Ensure that arrival and departure of services coincide with work start and finish times. Population within 40 min journey time	Locate within 10 mins walk of a bus stop. Ensure that arrival and departure of PT services coincide with appointments/ start and finish times of schools. Population within 40 min journey time	Located within 10 mins walk of a bus stop. Population within 60 min journey time. Ensure that arrival and departure of PT services coincide with visiting hours/start and finish times.	Located within 10 min walk of a bus stop. Population within 40 min journey time

Please refer to the 'Public Transport Accessibility Criteria - Technical Guidance' for more information, available at www.yhassembly.gov.uk

Table 16.9 | ORIGIN ACCESSIBILITY: ACCESS FROM HOUSING (10 DWELLINGS OR MORE)

This table provides supplementary guidance to locational policies in the Plan for the development of employment and social infrastructure uses

HOUSING SITE LOCATION	TO LOCAL SERVICES	TO EMPLOYMENT	TO PRIMARY HEALTH / PRIMARY EDUCATION	TO SECONDARY HEALTH / SECONDARY & TERTIARY EDUCATION	TO LEISURE AND RETAIL
ORIGINS IN... Regional and Sub-Regional Centres	No/size of facilities within 10 min walk	5 min walk to bus stop offering a 15 min frequency to a major public transport interchange. No/size of facilities within 30 min journey time	No/size of facilities within 20 min journey time	5 min walk to bus stop offering a 15 min frequency service to a major public transport interchange. No/size of facilities within 40 min journey time	5 min walk to bus stop offering a direct service. No/size of facilities within 30 min journey time.
ORIGINS IN... Extensions to Regional and Sub-Regional Centres	No/size of facilities within 15 min walk	5 min walk to bus stop offering a 15 min frequency to a major public transport interchange. No/size of facilities within 40 min journey time	No/size of facilities within 30 min journey time	5 min walk to bus stop offering a 15 min frequency service to a major public transport interchange. No/size of facilities within 60 min journey time	5 min walk to bus stop offering a direct service. No/size of facilities within 30 min journey time.
ORIGINS IN... Extensions to Principal Service Centres	No/size of facilities within 20 min walk	5 min walk to bus stop offering a 30 min frequency service to a major public transport interchange. No/size of facilities within 40 min journey time	5 min walk to bus stop offering a direct service. No/size of facilities within 30 min journey time	5 min walk to a bus stop offering 30 min frequency service to a major public transport interchange. No/size of facilities within 60 min journey time. Ensure that arrival and departure of PT services coincide with visiting hours/start and finish times.	10 min walk to bus stop offering a direct service. No/size of facilities within 40 min journey time
ORIGINS IN... Nodes in good quality public transport corridors radiating from Regional and Sub-Regional Centres	No/size of facilities within 15 min walk No/size of facilities within 30 min journey time	10 min walk to bus stop offering a 15 min frequency to a major public transport interchange. No/size of facilities within 30 min journey time	5 min walk to bus stop offering a direct service. No/size of facilities within 30 min journey time	10 min walk to node offering a 15 min frequency service to a major public transport interchange. No/size of facilities within 60 min journey time.	5 min walk to node offering a direct service. No/size of facilities within 30 min journey time
ORIGINS IN... Rural areas	10 min walk to a bus stop offering at least an hourly service	10 min walk to bus stop offering a service via a major transport interchange. Ensure that arrival and departure of PT services coincide with workstart and finish times. No/size of facilities within max 40 min journey time	10 min walk to bus stop offering a direct service. No/size of facilities within 40 min journey time. Ensure that arrival and departure of PT services coincide with appointments/start and finish times of schools	10 min walk to node offering a 15 min frequency service to a major public transport interchange. Ensure that arrival and departure of PT services coincide with visiting hours/start and finish times. No/size of facilities within 60 min journey time.	10 min walk to a bus stop offering a direct service. No/size of facilities within 40 min journey time





EXPLANATORY NOTES TO TABLES 16.8 AND 16.9

DESTINATION ACCESSIBILITY

Destination accessibility measures the accessibility of the population to facilities, services and employment by public transport or walking. It is usually described in terms of a catchment area– the number of people who can reach a development site in a given time.

For a local catchment, the population within walking time should be assessed, but for a wider catchment travel time should take into account walk distance to/from public transport services, wait time, frequency of relevant public transport services, ease of interchange and the overall journey time.

Table 16.8 sets out accessibility criteria to guide the location of, and provision of public transport to, employment sites and social infrastructure facilities. The Table is intended to provide local authorities with broad guidelines on the kind of criteria to be used in preparing development plans and local transport plans. The criteria may need to be modified depending on the precise nature of the development and local conditions. This particularly applies in rural areas, where they should not discourage the development of essential local services such as education and healthcare.

ORIGIN ACCESSIBILITY

Origin accessibility measures public transport accessibility from proposed housing developments to facilities, services and employment – usually expressed in terms of the number and size of such facilities that can be reached from a housing development in a given time.

Table 16.9 provides guidelines for ranges of housing site locations and types of destination – giving public transport accessibility criteria and thresholds that could be used as the basis of determining the most appropriate locations for housing sites in development plans. The travel opportunities to a full range of opportunities should be considered prior to a decision being made on a specific application.

FURTHER GUIDANCE

The Assembly has developed further guidance on the use of accessibility criteria, which consists of a manual of general guidance on measuring accessibility, together with a manual of specific guidance on Tables 16.8 and 16.9. This covers issues such as how to build in waiting times and how to apply criteria where a development falls into more than one category.

**POLICY
T4** FREIGHT

The Region will develop an integrated freight distribution system that makes the most efficient and effective use of all modes of transport. In preparing plans and strategies, policies should be developed which:

- A Support Freight and Logistics Intelligence for the Regional Transport Strategy, the Yorkshire and Humber Region's Regional Freight Strategy
- B Maximise the use of rail or water for freight movements from new developments and significant changes of use and recognise the contribution these modes can make to the transportation of bulk materials including waste
- C Locate developments with high levels of freight and commercial traffic close to intermodal freight facilities, rail freight facilities, ports and wharfs or roads designed and managed as traffic distributors
- D Protect land with existing rail freight connections for future uses that require a rail use
- E Identify and protect existing and proposed sites for intermodal interchanges. In the Humber sub- region, around Selby and Doncaster and along the Aire and Calder navigation in particular, protect wharfs and rail connected land and seek improvements to multi-modal transfer facilities
- F Allow temporary uses of vacant protected sites from D) and E) above provided the uses do not conflict with the long term viability of the sites' intermodal capability
- G Identify and protect sites for Consolidation Centres serving retail locations like those in environmentally sensitive centres like York
- H Identify and protect appropriate facilities for the loading and unloading of water-borne freight, having regard to issues such as landside transport links and potential conflicts of use and disturbance
- I Identify key rail freight routes, especially from the Humber Ports and encourage the implementation of capacity enhancements, appropriate standards of maintenance and gauge improvements on these routes, especially those identified in policy T8
- J Identify and protect sites for new lorry parking facilities particularly along the M1, A1 and M62 corridors and close to major freight generators like ports and improve signing from major lorry routes to sub regional or local lorry parks like those at York and Hull

POLICY T4	FREIGHT CONTINUED
K	Encourage local sourcing of goods to reduce the overall length of load haul
L	Encourage the development, delivery and maintenance of an integrated strategic lorry routeing network and a consistent cross boundary approach to lorry management
M	Support future pipeline developments, subject to environmental considerations, where these provide opportunities to reduce freight movements by surface modes of transport
N	Enable a more efficient and sustainable approach to deliveries, including the encouragement of Freight Quality Partnerships between local authorities, the freight industry, business communities, residents and environmental groups

CONTEXT AND DIRECTION

- 16.29 The movement of goods is of great significance to the Regional economy, given the importance of the Humber Ports, the substantial distribution sector and the continuing importance of manufacturing and other industries. The maintenance of efficient freight and distribution links to the rest of the country and overseas will be essential if the Region is to attract greater investment. In addition, efficient access for goods and services is a key factor in supporting the vitality of the Region, although this must be reconciled with the need to make the towns and cities pleasant places to live and work, and attractive to visitors.
- 16.30 In relation to freight transport, the Region must seek to build on its existing advantages of inland waterways and sea ports, both of which feature in the leading examples in the UK. Freight movements by water can replace some of the existing transport by road. Further guidance on planning and transport policy in relation to ports, including the role of development plans, is set out in Modern Ports: A UK Policy (DETR November 2000) and in relation to inland waterways in Waterways for Tomorrow (DETR June 2000).
- 16.31 Similarly, greater use can be made of existing road/rail intermodal facilities, and the extensive rail network can be re-linked to major freight movement origins and destinations to replace transport by road. The Government's 10 Year Plan, published in July 2000, envisaged a significant increase in rail's share of the freight market to around 10 % by 2010. This implies an additional 15 billion tonne km of rail freight (+80%) over a ten year period nationally.
- 16.32 The strategic highway network can be relieved to some extent by modal shift, but will also need to be protected to ensure that, where appropriate, freight movements have higher priority than car commuting.
- 16.33 Air freight, which is shipped to or from the Region, is currently largely serviced by facilities at airports outside the Region. There is a need to examine the scope for the

development of air freight facilities within the Region, where environmentally acceptable, in order to meet local demand and to optimise the contribution of regional airports to the regeneration and competitiveness of the Region, while helping to reduce the need for long road journeys to south-east airports. In this regard all of the three main airports are looking at opportunities for air freight services.

- 16.34 The Regional Freight Strategy (Freight and Logistics Intelligence for the Regional Transport Strategy) provides a comprehensive and integrated approach to deliver a more sustainable and efficient logistics network across the Yorkshire and Humber Region and beyond. Published in 2005, the Regional Freight Strategy has the support of the key regional bodies and stakeholders across the Region. The Regional Freight Strategy provides the basis of Policy T5 but goes beyond that by identifying and recommending approaches to deal with other freight issues such as skills shortages, the Working Time Directive and safety and security concerns. These wider issues will need to be addressed in other strategies both regionally and locally notably the Regional Economic Strategy.

OUTCOMES BY 2021

- There is an integrated freight distribution system in the region, which makes the most efficient and effective use of all modes of transport
- There has been a degree of modal shift in freight distribution towards more sustainable modes of transport



Table 16.10 | MONITORING AND IMPLEMENTATION

INDICATOR	TARGET	TYPE	KEY POLICY LINKS
112 Total Freight Tonne kms in the Region by mode	TBC	output	
113 % of freight tonne kms in the Region by sustainable mode (rail, water and pipeline)	N/A	contextual	YH3, YH4, T9, YH8
114 Number and % of LA LDFs which contain policies for the safeguarding of land: with existing rail freight connections for future uses; for intermodal interchanges; for consolidation centres	100% of applicable LA	process	YH3, YH4, T9, T7
115 Number and % of LA LDFs which identify and protect appropriate facilities for the loading of water borne freight?	100% of applicable LA	process	YH3, E1, T7, YH8

16.35 The Regional Freight Strategy will for the most part be implemented through Local Transport Plans and Local Development Frameworks, where the lead roles will be taken by local transport and planning authorities.

16.36 However, a number of other organisations (Network Rail, the Highways Agency, rail freight operating companies, the Road Haulage Association and Freight Transport Association, and logistics companies) also have a major role to play, particularly in delivering the wider objectives and policies of the Freight Strategy. The Assembly has led on the establishment of a Freight Delivery Group to ensure that the Action Plan contained in the Freight Strategy is delivered across the Region to the benefit of all.

Table 16.11 | IMPLEMENTATION MECHANISMS

LEAD ROLES	MECHANISMS	SUPPORT ROLES
Yorkshire and Humber Assembly Yorkshire Forward Local Authorities Network Rail Rail freight operators Port and Airport operators Highways Agency British Waterways	Local Transport Plans Local Development Frameworks Airport Masterplans	Logistics industry Users of the logistics industry



POLICY T5 TRANSPORT AND TOURISM

The Region will seek opportunities to improve access to all its main tourist destinations, particularly the National Parks, coastal resorts and urban centres by more sustainable modes of transport (in line with policies T1, T2 and T3). In preparing plans and strategies policies should be developed which:

- Enhance access to all groups in society
- Locate attractions that generate high levels of visitors closest to public transport corridors, noting the guidance in Policy T3D
- Encourage tourist destinations and attractions to provide incentives for visitors to arrive by modes other than the private car and to reduce seasonality to relieve stress on transport infrastructure, particularly on the strategic networks
- Promote the journey component of tourism to be part of the whole tourism offer, in particular by encouraging improved services on the Region's scenic railways (Yorkshire Coast, Penistone, Settle-Carlisle and Esk Valley lines), supporting the development of the Region's Heritage Railways (Wensleydale and North York Moors), investigate the reopening of the Skipton to Grassington and Malton to Pickering rail lines and encourage and provide facilities for waterways and the leisure coach market
- Identify, protect and develop appropriate facilities for the development and improvement of long distance cycle and walking routes, particularly where these can also provide high quality local routes, for instance along disused railway lines and canal towpaths

CONTEXT AND DIRECTION

- 16.37 Tourism requires movement; you cannot be a tourist in your own community, so the general presumption underlying the rest of the plan and RTS about reducing the need to travel cannot apply to transport related to tourism. However, tourism still needs to become more sustainable and the policies on modal shift and public transport in the RTS also apply to those on a tourist trip.
- 16.38 Part of making tourism more sustainable is to encourage people to stay longer in destinations when they arrive and to use the modes of transport that have less impact once they are there. Peak spreading of tourism also helps its sustainability as pressure during peak season on transport and other infrastructure causes economic, social and environmental problems. Transport also has a role to play in becoming part of the tourism offer, both in terms of the actual trip being part of the tourism experience like using the Pennine Way or Trans-Pennine Trail or specific transport related tourism destinations like the North York Moors Railway or the National Railway Museum.
- 16.39 A new Regional Tourism Strategy is currently being developed under the leadership of Yorkshire Forward. The Regional Transport Strategy provides the transport context for the wider tourism work.

OUTCOME BY 2021

- Modal shift to more sustainable modes of transport, the delivery of Policy T3 outcomes and a change in public perception i.e. the journey is now considered part of the tourist trip, increased resident accessibility to local and regional tourism opportunities.

MONITORING AND IMPLEMENTATION

Table 16.12 | MONITORING INDICATORS

INDICATOR	TARGET	TYPE	KEY POLICY LINKS
116	Number and % of development applications for tourism opportunities approved which are not in accordance with public transport accessibility criteria	process	E6, T9
117	Percentage of residents using non-car modes for trips to visitor attractions	TBC	contextual E6, T1, T3
118	Number of bus passenger journeys on bus services in National Parks on Moorsbuses and Dalesbuses	80% for 2005/06	contextual T1, T3, E6, T9
119	increase in patronage of region's scenic railways, heritage railways	NA	contextual T1, T3, E6, ENV9, T9
120	% increase in length/routing of long distance cycle and walking routes	% length of fair or good condition by 2011/2021	contextual ENV10, ENV11



16.40 The transport and land use issues outlined above will for the most part be implemented through Local Transport Plans and Local Development Frameworks, where the lead roles will be taken by local transport and planning authorities. Local authorities also have a role to play in terms of promoting and supporting tourism.

16.41 A number of other organisations (Yorkshire Forward, Yorkshire Tourism and tourist destinations) also have a major role to play, particularly in delivering the wider objectives and policies of the Regional Tourism Strategy.

Table 16.13 | IMPLEMENTATION MECHANISMS

LEAD ROLES	MECHANISMS	SUPPORT ROLES
Yorkshire and Humber Assembly Yorkshire Forward Local Authorities Yorkshire Tourism	Local Transport Plans Local Development Frameworks Tourism Strategies	Tourism industry



**POLICY
T6 AIRPORTS**

- A** In preparing Airport Master Plans, surface access strategies and local development plans the following considerations should apply to airport development and expansion proposals:
- i) Contribution towards an overall strategy of achieving better access, particularly by public transport, for the people and businesses of Yorkshire and the Humber to the full range of types of airport facility and services, including international long-haul opportunities and air freight
 - ii) Contribution to the regeneration requirements of the local and regional economy and the maximisation of potential economic benefit to the Region
 - iii) Fully meets the principles of sustainable development as demonstrated through a sustainability appraisal setting economic and social benefits against local and global environmental impacts
 - iv) Fully responds to the key policy principles of reducing surface travel distances to air services outside Yorkshire & Humber
 - v) Making best use of existing transport infrastructure (including Travel Plans for managing surface access, minimising generation of car-borne traffic and reviewing airport parking charges); and wherever possible improving or providing new access by public transport
- B** In their development plans and, where appropriate, Local Transport Plans, Leeds, Doncaster and North Lincolnshire should ensure that any development of airport surface access takes account of the wider transport strategy for the local area and provides for a wider choice of mode of travel. Airport Transport Forums should implement surface transport initiatives to ensure that access is less car dependent. The Assembly will monitor progress towards the mode share targets in each airport's Master Plan.

CONTEXT AND DIRECTION



- 16.42 Air travellers in the Region have, within a 1-2 hour journey time, access to Leeds Bradford International Airport, Robin Hood Airport (Doncaster – Sheffield), Humberside Airport, Manchester Airport, Nottingham East Midlands Airport and Durham Tees Valley Airport. Parts of the Region are also within the catchment of Newcastle Airport. Also the London airports are significant trip generators for long-haul and business travel. This leads to 75% of the Region's air passengers flying from outside the Region with the knock on effect of extended surface journeys, often by car. There are three commercial airports in the Region (shown on Figure 16.3).
- 16.43 The Northern Way has prioritised the development of aviation as a key factor in improving the economic performance of the three northern regions.



- 16.44 Concerns have been expressed about the impact of the 2003 Aviation White Paper's forecast growth in aviation on greenhouse gases and in some respect the proposals conflict with the general direction of Government policy on transport and climate change.
- 16.45 The Assembly's study of the extent to which the Plan can influence climate change noted that there are issues such as externalising the environmental costs of aviation, which can only be addressed at national, EU or international level. Key points for the Plan include surface access and management of the development of airport infrastructure and other aviation-related developments adjacent to airports.
- 16.46 All the airports in the Region are members of the Sustainable Aviation initiative, launched in June 2005 to commit UK aviation companies to a joint strategy aimed at delivering radical cuts in carbon dioxide emissions, nitrogen emissions and airport noise over the next 15 years. Some of the goals of Sustainable Aviation can be addressed by the industry itself whereas others (such as emissions trading) will involve inter-Governmental agreements.
- 16.47 There is scope for increasing transfer of travel from air to rail as high-speed rail connections are developed. The completion of the high-speed link from London to the Channel Tunnel will further speed up travel from the Region to mainland Europe by allowing convenient transfer from East Coast and Midland Main Line services to European services at London St Pancras.
- 16.48 Airport travel across regional boundaries is an important issue as at the present time, approximately 75% of Yorkshire & Humber air travellers use airports outside the Region, with 48% using Manchester Airport. Manchester is forecast to grow substantially, effectively becoming a second UK air hub. The development of the Region's own airports should claw back significant numbers of these travellers, which will reduce the amount of surface travel involved, but it is expected that large numbers of Yorkshire and Humber air travellers will continue to travel to Manchester, putting more stress on trans-Pennine road and rail links.
- 16.49 Both Leeds Bradford and Robin Hood Airports have existing bus links to stations on the East Coast Main Line. This reinforces their role in providing modal transfer and extending access to global destinations.
- 16.50 Robin Hood Airport is sited relatively close to the boundary with the East Midlands. As the airport's catchment extends southwards there will have to be continuing joint working with the East Midlands to develop public transport options for air travellers to Robin Hood.

Fig. 16.3 | AIRPORTS



-  Airport
-  Built-up area

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Leeds Bradford International Airport

- 16.51 Leeds Bradford Airport is located immediately north of the conurbation. In 2004 it handled 2.4 million passengers per annum (mppa). The core catchment area encompasses the most densely populated parts of West Yorkshire, although it also draws passengers from further afield, particularly North Yorkshire. The addition of new 'no-frills' international services to the Airport's existing scheduled and charter network has brought significant growth which has supported major investment in terminal facilities and in public transport provision. Further investment is programmed in additional aircraft stands, taxiway reconstruction and expansion of car parking.
- 16.52 The Air White Paper forecast the Airport to grow to around 7mppa by 2030, which would require additional terminal capacity. Government supports its further development to this level subject to the Airport addressing access and environmental issues.
- 16.53 The Airport has a Surface Access Strategy in which improved bus services and a Green Travel Plan are key elements. Options for improved road and possible rail connections are also being considered. A Master Plan for the period to 2030 will be submitted to DfT by the end of 2005. Revised modal share targets for passengers have recently been adopted, these being a non-car mode share of 40% by 2009 and of 50% by 2016. The current non-car mode share is 37%. There is also a public service bus target of 10% by 2016.

Humberside International Airport

- 16.54 Humberside International Airport handles some 0.5mppa. It also has an important role in serving the offshore oil and gas industry. It had been forecast to grow to around 1.6mppa by 2030 in Government forecasts, but the Aviation White Paper noted that Humberside is likely to be affected by competition from Robin Hood Airport. The Northern Way recognises the role of Humberside Airport in serving its catchment area and contributing to the Humber Trade Zone.
- 16.55 Humberside Airport has a Surface Access Forum, which has considered a draft Ground Transport Strategy. The Airport is now preparing a Master Plan.

Robin Hood Airport Doncaster Sheffield

- 16.56 The Airport started passenger operations in April 2005 and air freight operations in August 2005. The current planning permission covers operations up to approximately 2.3 mppa but no forecasts for future growth were included in the Aviation White Paper. The White Paper noted that the Airport's long-term development would need to be considered in any future review of the White Paper or, if required sooner, through normal regional and local planning processes.

- 16.57 Since opening, the Airport has achieved rapid growth and within 6 months of opening was already attracting 1.2mppa. Long-haul services will be introduced in 2006 and it is highly likely that the Airport is capable of growing beyond its current planning limits in the early part of the RSS planning period.
- 16.58 Robin Hood is recognised as a key opportunity to deliver South Yorkshire's spatial potential and any proposals to further develop the Airport and accommodate growth would be likely to meet the criteria of Policy T6 A(i), (ii), (iv) and (v). If the Airport brings forward a specific planning application this will have to satisfy T6A(iii) in respect of a full sustainability appraisal. A key element of the airport's future development will be firm proposals to effect demanding modal share targets for travel to the airport by public transport.
- 16.59 Proposals for improving surface access include a new highway link from the Airport to junction 3 on M18, which would also serve the Rossington Regeneration Area. An Annex E submission for this proposal was made in July 2005. The Airport is investigating the longer-term possibilities of direct rail services. A Master Plan is being developed for the period to 2030.
- 16.60 The recent rapid growth in low-cost air operations in the Region has been largely to serve popular European holiday destinations, although from 2006 Robin Hood Airport will also serve destinations in Central and North America. This brings opportunities for inbound tourism, but there is at present a net imbalance of leisure travel. Providing services to major EU business centres would enable the aviation sector to make a greater contribution to the regional economy.

OUTCOME BY 2021

- There has been a significant improvement in the level of public transport access provided to the Region's airports and a reduction in surface travel distances to air services outside of the Region.



MONITORING AND IMPLEMENTATION

Table 16.14 | MONITORING INDICATORS

INDICATOR	TARGET	TYPE	KEY POLICY LINKS	
122	Percentage of passengers to/from the Region's airports using non-car modes for surface access (domestic and international flights)	n/a	contextual	YH1, E1, T9, T1, T3
123	Percentage of passengers to/from the Region using non-car modes for surface access to Manchester Airport (domestic and international flights)	n/a	contextual	YH1, E1, T9, T1, T3
124	Percentage of trips made by people from Y&H from the Region's airports (domestic and international)	n/a	contextual	E1, T9, T1, T3

16.61 Improvement of surface access to the Region's airports has been given further impetus by the Northern Way identifying the improvement of air connectivity as a major objective.

16.62 All three airports are working on improved surface access in order to meet increasing demand and to increase the share of travel by public transport. Although there are proposals to introduce rail services in the longer term, much of the focus is on highway access and the opportunities this brings for improving public transport services. Delivery of these proposals will be led by the local authorities, but also involve national transport agencies.

Table 16.15 | IMPLEMENTATION MECHANISMS

LEAD ROLES	MECHANISMS	SUPPORT ROLES
Airport operators Local authorities Passenger Transport Executives and Authorities Highways Agency Department for Transport Rail Directorate	Airport Master Plans Local Development Frameworks Northern Way	Government Office Yorkshire Forward

**POLICY
T7** PORTS AND WATERWAYS

The Region will optimize use of its ports and waterway assets. Plans and strategies should support the future expansion of the ports in line with Policy T4 and the environmental status of the Humber Estuary. In addition policies should be developed which:

- A Maximise the use of water for freight movements to and from waterside developments
- B Protect land with existing wharfage for future uses that require a water connection, particularly on the navigable waterways shown on Map 16.5 and in Hull. Goole, Grimsby and Immingham
- C Protect land close to ports for logistics, transport and port related development, focusing on uses that support the Region's economy, without compromising the functions of the operating port
- D Support the implementation of the following schemes in line with Policy T9 at the earliest opportunity to improve access to the ports:
 - A63 Castle Street Improvement in Hull and other short term measures on the A63 to improve freight movement to the docks
 - A160 dualling in North Lincolnshire
 - Rail capacity improvements to Immingham and Grimsby docks, including the Brigg to Gainsborough line
 - Capacity improvements on the Hull docks branch line and the North Humber mainline from Hessle to Selby
- E Investigate and identify bottlenecks on navigations and waterways and in partnership with the appropriate navigation authority develop solutions.

CONTEXT AND DIRECTION

- 16.63 The Yorkshire and Humber Ports are vital gateways for trade and travel. Over 68 million tonnes is moved through the Region's ports with a further two and a half million tonnes moved on the Region's inland waterway network. Of the four major ports in the Region, Goole, Grimsby/Immingham (for statistical purposes these two ports are counted as one) and Hull, Grimsby/Immingham is the biggest port in Great Britain (in total traffic by weight) with Hull the 11th biggest and Goole also in the top 30. Their position as a "front door" to mainland Europe may be enhanced by further EU initiatives such as "Motorways of the Sea" and "Marco Polo". The Region also benefits from one of the best inland waterway networks in the UK and perhaps not surprisingly these waterways carry a quarter of all waterway traffic in the country. This demonstrates just how important the Humber Estuary and its supporting inland waterway network is to not only the Region but also to the UK. The main ports and waterways are shown on Figures 16.4 and 16.5.

Fig. 16.4 | PORTS



 Port

 Built-up area

1 Immingham

- Immingham is one of Britain's fastest growing ports and is regarded as the UK's largest single port.
- Just over 52 million tonnes of freight passed through it in 2004
- Roll on/Roll off vehicle ferry services with 60 sailings a week to the near continent and Scandinavia.
- Over £100 million has been invested by ABP in the last ten years at Immingham.
- 25% of all rail-freight in the UK derives from Port of Immingham.

2 Grimsby

- The Port of Grimsby is located only 10 km from the open sea on the Humber estuary
- Attracts shipping services between the UK and Scandinavia, the Baltic, Germany and northern Europe.
- Alexandra Dock has established itself as the major vehicle handling facility in northern Britain, handling over 330,000 vehicles in 2004 for a wide range of car manufacturers.
- The Port handles just over 1 million tonnes of freight per year.

3 Hull

- The Port of Hull is located on the north bank of the River Humber.
- Over £94 million has been invested in the Port since 1990.
- Throughput was 12.5 million tonnes in 2004 and circa 1 million passengers pass through the port each year.
- It is also the UK's leading timber port.
- It is estimated by Hull City Council that 16,000 jobs have been generated in Hull directly from the ports operations and also from other businesses that have located in the area because of the proximity of the port operations and international trade routes.
- The Port of Hull is linked to the national road network via the A63, which joins the M62 and is also connected to the rail network.

4 Goole

- The Port of Goole is one of Britain's most inland ports, some 80km from the open sea
- Attracted almost 2.2 million tonnes of unitised, bulk and general cargo.
- It has a particular strength in dealing with containers, steel and timber.
- The port has transport links to the rest of the UK via the M62 and M18 by road, rail connections linking to the east coast mainline and canal connections to Leeds, Sheffield and South Yorkshire.
- ABP have received a major freight facility grant for rail freight transport at Goole and wish to promote opportunities for improving access to the main railway lines and rail links to the site and to providing rail access to the Southern Dock Complex.

Fig. 16.5 | WATERWAYS



— Important Navigable Waterways

■ Built-up area

1 River Humber

The River Humber and its estuary do not strictly fall within the scope of inland waterways but occupy a central role in the waters of the northeast. The area is prone to shifting sands, so charts date quickly, and the Humber carries ships of enormous bulk. There are 10 operating wharves along the South Humber and North Humber banks – 8 on the South Bank of the Humber and 2 on the North Bank.

2 River Ouse

The River Ouse flows for 60 miles towards Goole and the Humber. The river becomes tidal below Naburn Locks and its lower reaches are suitable for seaworthy craft. It has terminals at Howden and Selby to serve sea faring vessels.

3 Aire and Calder Navigation

The Aire & Calder Navigation, which forms part of the grand waterway link between the Humber and Mersey, starts at Goole and splits into two at Castleford and from there, branches run to the Leeds Liverpool Canal. It can take vessels from the North Sea far inland and carried just over half a million of tonnes of freight in 2004/5 as well as leisure traffic. It serves seagoing vessels at Caldaire and has 6 other wharves for internal traffic only.

4 River Trent

Historically one of England's major trading rivers, the River Trent rises near Stoke-on-Trent and flows through to Nottingham and to Trent Falls where it joins the River Humber. It has wharves suitable for internal traffic at Girton and Rampton (Cottam). While the non-tidal reaches above Cromwell Lock are generally suitable for most inland vessels, the lower reaches are subject to strong tidal forces and are recommended for suitable vessels only.

The river can support quite large vessels depending on the tide with 1,500 tonne ships able to get to Gainsborough and 3,000 tonne vessels to Guinness Wharf near Scunthorpe.

5 Sheffield and South Yorkshire Navigation

This waterway provides access from Goole via the Aire and Calder Navigation to Doncaster, Rotherham and Sheffield. It currently handles steel and oil products in relatively small quantities and has capacity to carry considerably more.

The Region's waterways are not just conduits for freight movements and many people use the waterway network for leisure and recreation tourism and sport.

- 16.64 Much of the freight moved by water in the Region is liquid or dry bulk traffic, oil for the refineries on the South Humber Bank, iron ore for the steelworks at Scunthorpe and coal for the power stations in the Trent Valley and around the Selby coalfield. There are also substantial movements of agri-bulk, cereals and animal feedstuffs serving the rural areas of North and East Yorkshire and Lincolnshire. Unaccompanied Ro-Ro dominates unitised loads in the Humber.
- 16.65 The Northern Way has already recognised the importance of ports to the wider economy of the North of England and the Northern Way Growth Strategy is seeking to achieve greater use of Northern ports. The Region is very well placed to benefit from this given the four large ports in the region but also its location in the centre of Great Britain and close to ports in Northern Europe.
- 16.66 A wider analysis of the Region's ports and waterways is outlined in the Regional Freight Strategy's baseline report produced in July 2004 and the Regional Freight Strategy itself.

OUTCOME BY 2021

- The long term operational functions of the Region's ports and waterways assets have been safeguarded and expansion of the associated infrastructure facilitated in a timely fashion to support the economic growth.

MONITORING AND IMPLEMENTATION

Table 16.16 | MONITORING INDICATORS

INDICATOR	TARGET	TYPE	KEY POLICY LINKS	
125	% of relevant Local Development Frameworks containing policies that support the growth of ports, including improvements to surface access and multi-modal links	100% of applicable LA's and modal shift over time in freight movement	process	YH3, E1, T1
126	UK freight lifted through ports and on waterways (UK total and YHA as % of UK total)	NA	contextual	YH3, E1, ENV8, T4
127	Amount of land (hectares) developed in LA areas located adjacent to ports and waterways which are not considered port related uses	no in appropriate development over the life of the plan	output	YH3, E1
128	Amount of land (hectares) allocated for port-related uses	TBC -	output	YH1, YH3, E1, E5, ENV8
129	Amount of land (hectares) developed for port-related uses	TBC -	output	YH1, YH3, E1, E5, ENV8

16.67 The transport and land use issues outlined above will for the most part be implemented through Local Transport Plans and Local Development Frameworks, where the lead roles will be taken by local transport and planning authorities. However, a number of other organisations (private port operators e.g. ABP, Network Rail, the Highways Agency, British Waterways and other Navigation and Waterway Authorities, the Road Haulage Association and Freight Transport Association, and logistics companies) also have a major role to play.

Table 16.17 | IMPLEMENTATION MECHANISMS

LEAD ROLES	MECHANISMS	SUPPORT ROLES
Yorkshire and Humber Assembly Yorkshire Forward Local Authorities ABP and other port owners Network Rail Rail freight operators Highways Agency British Waterways and other Navigation and Waterway Authorities	Local Transport Plans Local Development Frameworks	Logistics industry Users of the ports and waterways.



POLICY T8 | **RURAL TRANSPORT FRAMEWORK**

The Region will ensure that transport contributes to addressing the economic and social problems in the rural and coastal areas of the Region reflecting: the geographical isolation and remoteness of Local Service Centres and other rural communities from Regional Centres and the strategic transport networks as well as population sparsity and dispersal. The Region will support and improve rural transport provision and in particular:

- A Encourage the development of rural transport strategies
- B Focus on improving access to key facilities and services through the provision of appropriate transport measures, whilst recognising the scope for accessing these facilities by means other than the movement of people to them, in line with Policy YH7 iii) and iv)
- C Influence the way in which services are delivered including support for mobile delivery and improved use of IT and telecommunications
- D Recognise the benefits of sub regional coordination for rural transport provision and support and encourage the development of partnerships to deliver sustainable transport solutions like Community Rail Humber
- E Use the rural transport framework as shown in Table 16.20 as the basis for future investment decisions

CONTEXT AND DIRECTION

- 16.68 Many transport related issues are common to all parts of the Region. However, there are particular challenges that are unique to rural areas. The dispersed nature and remoteness of populations and settlements can make access to services, and therefore the provision of traditional public transport prohibitively expensive. The isolation felt by rural communities can lead to the complex problems of social exclusion and disadvantage, which without the development of focussed and coherent strategies, can be difficult to address. For those who live in rural areas and who do not own a car the problems are manifold. It must be appreciated that (by hectareage) 84% of the Region is categorised as either sparse or super sparse in terms of population density.
- 16.69 The key issue for people who live in rural areas is actually one of improving access to services. Service providers and other agencies should therefore be encouraged to work together to deliver innovative and sustainable solutions to address the problems of isolation, and to manage travel demand, especially by car, in rural areas. The development of Community Rail Partnerships for the Esk Valley, the Yorkshire Wolds Coast and Skipton – Lancaster, as well as the integrated approach to transport provision along the Wensleydale Railway for example, is therefore to be encouraged. In the same way, encouragement should also be given to the developing of community transport partnerships.

- 16.70 Additionally, improved access to key facilities such as employment, education, food shopping and healthcare emerges as a crucial outcome to be addressed. This is especially important for those socially excluded groups who do not have access to a car. There is therefore also a need to support proposals for the provision, and importantly the retention of these key facilities, which should be centred on the role of the principal and local service centres as a focus for facilities for surrounding hinterlands. The concentration of services and development in these local centres is consistent with the basic principles of sustainable development, and sustainable communities, whilst at the same time an effective tool in minimising the need to travel. It should also foster an integrated approach to wider strategy development at the local level, and so act as an effective driver for regeneration and growth of the local and rural economy. In so doing, care should be taken to ensure that specific interventions are sensitive to the particular natural and environmental characteristics of the area under consideration.
- 16.71 One of the main themes from the other RTS policies is the support of sustainable, non-car modes in providing for the transport needs of the Region. However, with regard to rural communities, it is clear that whilst it is desirable that this access to services is improved by means other than the car, and for people without access to a car, an issue that makes rural accessibility distinct from urban is that it is access to services per se that is important, regardless of mode. This highlights the fact that transport is a means to an end and not an end in itself.
- 16.72 The Assembly has worked with specialist consultants and stakeholders to develop a Rural Transport Framework for the Region and to identify how this should be delivered. The overall aim of the framework is to strengthen and clarify the relationship between regional, sub regional and local bodies, provide a clarity of roles for these bodies and steer agencies towards the best solution for identified access needs.
- 16.73 The report underpinning this work provides detailed evidence based on a “showcase approach” as to the appropriate interventions on a sub-regional basis and an indication of the likely subsidy required.



16.74 The regional framework focuses on a three tiered approach to delivery shown in Table 16.18 below:

Table 16.18 | HIERARCHY OF RURAL TRANSPORT PLANNING

SPATIAL LEVEL	KEY ACTORS	FUNCTION	ACTIONS
Regional	Yorkshire and Humber Assembly Yorkshire Forward Government Office Y&H Rural Transport Forum	Strategy	Policy direction Regional Spatial Strategy / Regional Economic Strategy / Yorkshire and Humber Rural Framework
Sub Regional	Local Strategic Partnerships YF Sub-regional teams Local Transport Authorities Passenger Transport Executives Rural Community Councils Rural Transport Partnerships	Co-ordination	Definition of need Consultation and communication Commissioning
Local	Commercial Bus Operators Community Transport Sector Other Transport Operators	Delivery	Design and Operation of services

OUTCOME BY 2021

- People residing in the rural areas of the Region are able to access a range of services and facilities without a car or with minimal car dependency.

MONITORING AND IMPLEMENTATION

Table 16.19 | MONITORING INDICATORS

INDICATOR	TARGET	TYPE	KEY POLICY LINKS
130 % of rural population who live within 400m distance of a post office		Contextual (Proxy)	YH1, YH2, YH7, T1, T3, E7, T9
131 % of employment sites/residential areas to have full broadband coverage in rural areas	NA	Contextual	YH1, YH2, YH7, E1, E7, T1, T3

16.75 The following table provides a recommended range of interventions for rural transport depending on the nature of the sub area and the type of service requiring access. These interventions should be considered as the starting point for investigation rather than a stringent set of requirements



Table 16.20 | RECOMMENDED RANGE OF INTERVENTIONS

	EMPLOYMENT & EDUCATION	HEALTH & WELFARE	SHOPPING & LOCA SERVICES	CULTURE & LEISURE
Accessible Rural Areas* *note – conditions in some areas defined as accessible, especially in the Humber, are closer to remoter and coastal areas in their (in)ability to support new scheduled bus services as a response to defined needs	Scheduled bus services			
	Wheels to work		(Car clubs) DRT Group transport	
Remote Rural Areas	Wheels to work		(Car schemes) DRT Group transport	
Pennine West Yorkshire and the rural Coalfield areas	Scheduled bus services			
	Wheels to work		(Car schemes) DRT Group transport	
Coastal Areas (and parts of the Humber*) *see note above	Wheels to work		Car schemes DRT Group transport	

Table 16.21 | IMPLEMENTATION MECHANISMS

LEAD ROLES	MECHANISMS	SUPPORT ROLES
Yorkshire and Humber Assembly Yorkshire Forward Local authorities Passenger Transport Executives and Authorities Sub regional Community Transport Partnerships	Local Transport Plans Public Transport Plans Local Development Frameworks	Bus operators Community Transport operators

POLICY T9 TRANSPORT INVESTMENT AND MANAGEMENT PRIORITIES

The Region will support transport investment and management priorities in line with table 16.24

- A Proposals to deliver the priority outcomes in Table 16.24 should fully explore opportunities to make the best use of existing infrastructure by improving management and maintenance before recommending investment in new infrastructure
- B There will be a general presumption against increasing highway capacity except where it is a specific regional priority or a localised improvement essential to regeneration or delivering environmental enhancement
- C Investment in new infrastructure should be based on a multimodal approach to establishing transport priorities
- D The Highways Agency, Network Rail, the DfT, operators of transport services and infrastructure providers, providers of freight infrastructure, and local authorities in the Region should take forward and secure delivery of the transport investment and management priorities of regional significance outlined in Table 16.24
- E Development plans should take account of the transport priorities set out in Table 16.24, both in terms of their land use strategy and proposals, and by including appropriate policies to help ensure the delivery of the priorities in their area
- F Other specific transport proposals of local significance that support the delivery of the sub-area policies in RSS sections 6-11 should be included in LTPs and Development Plans and be taken forward by local authorities, PTEs, public transport operators and other relevant bodies

CONTEXT AND DIRECTION

- 16.76 One of the main aims of the Regional Transport Strategy is to set out regional priorities for transport investment and management. These contribute to achieving the wider objectives of the plan, particularly in terms of encouraging the use of lower-impact transport, and facilitating sustainable housing and economic development. The priorities are presented in Table 16.24 as transport outcomes rather than schemes, reflecting the long-term nature of the plan. This is a departure from the previous approach of listing schemes, and reflects latest guidance. Outcomes will be progressed by maximising use of existing infrastructure in the first instance, and then potentially by schemes and projects as necessary at later stages.

- 16.77 The list of transport investment and management outcomes was prepared to reflect the different elements of the spatial strategy and also recognising where transport constraints might impede delivery of the spatial strategy. The identification of transport constraints was informed by a review of completed transport studies in the Region, particularly the multi-modal studies, the City Region Development Plans, sub-regional Strategic Economic Assessments and a comprehensive list of schemes being progressed in the Region, together with discussion with stakeholders.
- 16.78 All the transport investment and management priorities are priorities in their own right. Achieving delivery against any of these priorities will help to deliver the spatial strategy. The outcomes have been banded according to the degree to which they support the spatial objectives of the plan and the transport objectives of the RTS. Three bands are identified: A, B and C. Achieving the transport outcomes in Band A priorities will make the greatest contribution to delivering the spatial strategy for the Region. Band B priorities make a highly important contribution to achieving the spatial strategy. Band C priorities have an important role in helping to deliver the spatial strategy.
- 16.79 The banding of the schemes does not imply scheme readiness and is not intended to indicate a timescale for implementation. The banding is related only to the degree of contribution to achieving the spatial strategy for any given priority outcome. Transport interventions that contribute to these priority outcomes are at different stages of development and appraisal and have different timescales for delivery. Many of the priorities could be achieved in part by a number of incremental improvements over time. It is therefore appropriate that investigative and appraisal work progress to achieve the outcome priorities within all the bands. The transport investment and management priority outcomes and the banding of the priority outcomes will help to inform the work of the Regional Transport Board.
- 16.80 Table 16.25 provides a list of “committed” schemes, for information. Schemes on this list have attracted a significant level of commitment as follows:
- Entry into the Highways Agency’s Targeted Programme of Improvements (TPI), except those remitted to the Region;
 - Being part of a rail franchise agreement with funding committed; or
 - LTP Major schemes that have a significant degree of commitment from the DfT, to the extent that they have already attracted part of the Regional Funding Allocation.

OUTCOME BY 2021

- The Region has progressed its delivery of a number of the regional transport priorities.



MONITORING AND IMPLEMENTATION

Table 16.22 | MONITORING INDICATORS

INDICATOR	TARGET	TYPE	KEY POLICY LINKS
132	Qualitative discussion about the extent to which the region has progressed regional transport priorities	NA	Contextual YH1, YH2, YH3, YH4, YH5, YH6, YH7, YH8, E1, E6, E7, T1, T3, T4, T5, T6, T7, T8

- 16.81 A Regional Transport Board has been established to provide advice to Government on transport investment priorities as part of the Regional Funding Allocations process in Yorkshire and Humber. The Regional Funding Allocation for transport encompasses Highways Agency and LTP Major schemes. It does not cover rail investment or road schemes designated by the Government as of strategic national importance.
- 16.82 Although affordability is a key issue in setting priorities for investment, this cannot be assessed in respect of broad outcomes. As specific schemes and interventions to deliver the priority outcomes are brought forward, the Regional Transport Board will develop a detailed programme of interventions to conform to Regional Funding Allocations and other funding opportunities. As transport issues and possible solutions are investigated further a clearer and more robust view will be developed of the relative costs, benefits and delivery implications of particular schemes for consideration.
- 16.83 The RTS priorities provide a regional and sub-regional context for Local Transport Plans and a policy framework for the identification of priorities that will be included in individual authorities' LTPs. This particularly applies to transport proposals that cross local authority boundaries.
- 16.84 The investment priorities in Table 16.24 are not the whole transport strategy and there will be proposals that are not "regionally or sub-regionally significant". Such schemes will have to be included in the LTPs being prepared by individual local transport authorities and submitted to the Regional Transport Board.

Table 16.23 | IMPLEMENTATION MECHANISMS

LEAD ROLES	MECHANISMS	SUPPORT ROLES
Local Authorities Passenger Transport Executives and Authorities Highways Agency Network Rail Rail franchise operators Airport & seaport operators	Regional transport investment programmes Local Transport Plans Highways Agency Targeted Programme of Improvements Department for Transport rail programmes	Government Office Yorkshire & Humber Assembly Yorkshire Forward

Table 16.24 | TRANSPORT INVESTMENT AND MANAGEMENT PRIORITIES

TRANSPORT MANAGEMENT AND INVESTMENT PRIORITY OUTCOMES	HOW OUTCOME PRIORITY SUPPORTS SPATIAL STRATEGY	TRANSPORT ISSUES AND CONSTRAINTS IMPEDING DELIVERY OF SPATIAL OBJECTIVES	POSSIBLE SPECIFIC TRANSPORT OUTCOMES	ALSO SUPPORTS FOLLOWING SUB-AREA APPROACHES
A Increase rail and road capacity and capability to the south Humber ports.	Supports the expanding role of the Humber Ports, which is a regional priority. The economic importance of the Humber Ports is also a key theme in the Northern Way agenda.	Rail access to the south Humber ports is currently restricted by line capacity and capability. This limits the amount of freight that can be transported to and from the ports. Road access is reasonably well developed to the south Humber area, but bottle necks exist close to the ports themselves.	Improved rail capacity and capability for freight services to the south Humber bank. Improved road capacity between south Humber bank ports and strategic road network.	Hum, All Hum, All
A Increase rail and road accessibility to Hull and the port of Hull, particularly to and from the west.	Supports the role of Hull as a main urban area and also the port of Hull, which is part of a regional priority. Hull is at the eastern end of the internationally significant E20 freight corridor, from Hull to Liverpool within the UK. The economic importance of the Humber Ports is also a key theme in the Northern Way agenda.	Beyond the M62 road access to Hull from the west deteriorates. Hull city centre experiences peak time congestion, and the A63 Castle Street creates severance within the city centre, but is also the key road access to the port of Hull. Existing rail access to the port of Hull is via a poor link with inadequate capacity to meet demand. Access between Hull and York is also poor.	Improved quality of road access to Hull and the port of Hull. Improved rail access to the port of Hull. Improved accessibility to Hull City Centre.	Hum, All Hum, All Hum
A Improving passenger and freight offer and capacity on strategic national north-south rail links.	Supports region-wide transport objectives to promote modal shift. Recognises the importance attached by the RSS to inter-regional links, and links to London in particular to help achieve economic objectives.	Current rail links are coming close to capacity in terms of available train paths. Further freight paths are difficult to accommodate, particularly on the East Coast Main Line.	Incremental improvements to existing north-south links to improve the exiting offer in terms of quality, journey times, frequency and capacity. New north-south rail (or rail-related) link to significantly improve capacity and speed.	All All





Table 16.24 | TRANSPORT INVESTMENT AND MANAGEMENT PRIORITIES CONTINUED

TRANSPORT MANAGEMENT AND INVESTMENT PRIORITY OUTCOMES	HOW OUTCOME PRIORITY SUPPORTS SPATIAL STRATEGY	TRANSPORT ISSUES AND CONSTRAINTS IMPEDING DELIVERY OF SPATIAL OBJECTIVES	POSSIBLE SPECIFIC TRANSPORT OUTCOMES	ALSO SUPPORTS FOLLOWING SUB-AREA APPROACHES
A Improving passenger and freight capacity and capability on the transpennine rail network.	Supports the aspirations for Leeds City Region and South Yorkshire (particularly Sheffield) sub-areas and also helps to improve freight access to / from the Humber ports, as well as access from the Region to Manchester Airport.	The main trans Pennine routes are currently at and approaching capacity. Rail gauge constraints prevent the largest freight containers from using this key international freight route. Speed and frequency of Sheffield to Manchester rail links are constrained by infrastructure.	Improvement to the trans Pennine product by rail. Improvement to freight capability in terms of capacity and loading gauge. Could include reopening of Woodhead trans Pennine route to provide additional capacity and capability.	LCR, SY, All SY, All
A Improvements to the management of strategic north-south road links to protect their strategic role.	Supports improved inter-regional accessibility, which helps to ensure main centres are connected beyond the region and to one another, relating directly to the RSS objectives on connectivity, and supporting the economic role of the Region.	Sections of the M1, A1 and M18 are currently operating at capacity, particularly during peak hours. Much of this traffic comprises short-distance commuter trips. This undermines the strategic role of these routes, which in turn compromises the objectives of the spatial strategy.	Improvements to the management and capacity of the M1. Improvements to the management and capacity the A1. Improvements to the management and capacity of the M18.	All Rural, York, Coast, V&T, LCR, SY, All Hum, SY, All

Table 16.24 | TRANSPORT INVESTMENT AND MANAGEMENT PRIORITIES CONTINUED

TRANSPORT MANAGEMENT AND INVESTMENT PRIORITY OUTCOMES	HOW OUTCOME PRIORITY SUPPORTS SPATIAL STRATEGY	TRANSPORT ISSUES AND CONSTRAINTS IMPEDING DELIVERY OF SPATIAL OBJECTIVES	POSSIBLE SPECIFIC TRANSPORT OUTCOMES	ALSO SUPPORTS FOLLOWING SUB-AREA APPROACHES
A Improving capacity and quality of public transport links between the main urban areas in the Leeds city region, in particular to Leeds city centre.	Supports plan objectives relating to supporting the role of Leeds City Centre and spreading the benefits to other centres in the City Region, including the whole of West Yorkshire, which will see the largest sub-regional growth of jobs and housing during the plan period. In particular, very significant job growth is anticipated in Leeds City Centre.	Significant growth of employment and housing provision in the Leeds City Region must be planned so that it is accessible, principally by public transport. Rail services into Leeds City Centre are at capacity in peak periods without the immediate prospect of additional rolling stock to strengthen services. The effectiveness of local bus services is compromised at peak times due to traffic congestion across the City Region at peak times, and the relatively poor offer on many routes.	Improved accessibility of Leeds City Centre, particularly by public transport at peak times. Could include strategic park and ride. Improved accessibility of other main urban areas in LCR (Bradford, Halifax, Huddersfield, Dewsbury, Wakefield, Barnsley, Harrogate and York) particularly at peak times, including possible strategic park and ride solutions. Suitable infrastructure to support planned economic and housing growth areas, including development of bus services to employment sites.	LCR LCR, SY, York LCR
A Improved public transport links between Leeds and Sheffield.	Supports accessibility between Leeds City Region and South Yorkshire Sub Area, the Region's two main economic drivers, particularly the cities of Leeds and Sheffield, which are also highlighted as key drivers in the Northern Way agenda.	Local rail service offer is currently poor in terms of quality of offer and journey time. The motorway link is often congested, which impedes road-based public transport options.	Improved journey times and quality between Leeds and Sheffield by public transport. Also has the potential to address intermediate connectivity at Rotherham, Barnsley and Wakefield.	LCR, SY

Table 16.24 | TRANSPORT INVESTMENT AND MANAGEMENT PRIORITIES CONTINUED

TRANSPORT MANAGEMENT AND INVESTMENT PRIORITY OUTCOMES	HOW OUTCOME PRIORITY SUPPORTS SPATIAL STRATEGY	TRANSPORT ISSUES AND CONSTRAINTS IMPEDING DELIVERY OF SPATIAL OBJECTIVES	POSSIBLE SPECIFIC TRANSPORT OUTCOMES	ALSO SUPPORTS FOLLOWING SUB-AREA APPROACHES
A Improved journey time, capacity and quality between Leeds and Manchester city regions (including Manchester Airport) by all modes.	Supports strategy for Leeds city region and the need for connections to the principal neighbouring City Region. Improving links between Manchester and Leeds is one of the most important priorities identified in the Northern Way agenda.	The M62 is currently congested at peak times, compromising its strategic role for cars and freight. Rail offer is currently poor in terms of journey times and rolling stock, with peak time overcrowding at intermediate points. Capacity constraints prevent significant improvements to frequency of rail services or accommodating additional freight paths.	Improvements to management and capacity of the M62 between Leeds and Manchester. Improvements to the speed and quality of rail services between Leeds and Manchester. Improved accessibility of main urban areas in South Yorkshire.	LCR, York, All LCR, York, All SY, LCR
A Improvements to surface access to Leeds Bradford International Airport.	Supports objectives to improve accessibility to and from the Region. Supports Leeds City Region sub-area strategy. Supporting the strategic role of the Region's airports is also identified in the Northern Way agenda.	All three regional airports currently suffer from poor surface access, particularly by public transport. This leads to increased car use and compromises the strategic role of these airports.	Package of improvements being investigated.	LCR, Rural, All
A Improvements to surface access to Robin Hood Airport Doncaster Sheffield.	Supports objectives to improve accessibility to and from the Region. Supports South Yorks sub-area strategy, and contributes to sub-regional regeneration objectives. Supporting the strategic role of the Region's airports is also identified in the Northern Way agenda.	All three regional airports currently suffer from poor surface access, particularly by public transport. This leads to increased car use and compromises the strategic role of these airports.	Package of improvements being investigated.	SY, All



Table 16.24 | TRANSPORT INVESTMENT AND MANAGEMENT PRIORITIES CONTINUED

TRANSPORT MANAGEMENT AND INVESTMENT PRIORITY OUTCOMES	HOW OUTCOME PRIORITY SUPPORTS SPATIAL STRATEGY	TRANSPORT ISSUES AND CONSTRAINTS IMPEDING DELIVERY OF SPATIAL OBJECTIVES	POSSIBLE SPECIFIC TRANSPORT OUTCOMES	ALSO SUPPORTS FOLLOWING SUB-AREA APPROACHES
A Further develop public transport links between and to the main urban centres in South Yorkshire.	Supports the spatial policy objective for polycentric development in South Yorkshire, based on an inter-related network of settlements prospering together. Supports regeneration objectives in South Yorkshire, which relies on well connected sites for economic development and to connect people with job opportunities.	There is poor access between some of the main centres in South Yorkshire, in particular Barnsley and Doncaster. Access to some centres from their periphery, particularly some former mining communities is poor.	Improved inter-urban public transport connections in South Yorkshire	SY, LCR
B Improved connectivity to and between the main centres on the south Humber bank.	Supports the roles of these key settlements on the south Humber bank, and maximises the economic and regeneration potential.	Scunthorpe, Immingham, Grimsby and Cleethorpes are all identified regeneration areas that would benefit from improved accessibility, particularly by public transport.	Improved public transport accessibility to and within main centres, particularly in North East Lincolnshire.	Hum, SY
B Strategic public transport improvements to improve links between main urban areas.	Supports the roles of the main urban areas in accordance with the regional settlement hierarchy.	Access between certain key main urban areas within the Region and to centres beyond the region is currently poor and needs further development, for example Sheffield-Nottingham and Hull-York.	Subject to further study. Could include rail and bus solutions.	All

Table 16.24 | TRANSPORT INVESTMENT AND MANAGEMENT PRIORITIES CONTINUED

TRANSPORT MANAGEMENT AND INVESTMENT PRIORITY OUTCOMES	HOW OUTCOME PRIORITY SUPPORTS SPATIAL STRATEGY	TRANSPORT ISSUES AND CONSTRAINTS IMPEDING DELIVERY OF SPATIAL OBJECTIVES	POSSIBLE SPECIFIC TRANSPORT OUTCOMES	ALSO SUPPORTS FOLLOWING SUB-AREA APPROACHES
B Further improve the accessibility of regeneration priority areas, particularly public transport links to ensure sustainable access to employment opportunities.	Supports policies to support key regeneration areas identified in the RSS in addition to wider sustainability objectives.	The key regeneration areas in the former West and South Yorkshire coalfields and the Humber estuary towns suffer from poor accessibility in parts, particularly by public transport. This can be a barrier to employment. Bus service offer is poor in many locations.	Improved public transport accessibility in the regeneration priority areas. Improved strategic access to the regeneration priority areas.	SY, Hum, LCR SY, Hum, LCR
B Improvements to strategic links to key market and coastal towns to improve accessibility.	Supports the role of these places in the regional hierarchy of settlements.	Some market and coastal towns suffer from poor transport connections. This undermines their role, encourages car use and can impact on access to services, reinforcing peripherality. Tourism potential and access to a hierarchy of services is compromised.	Improved network performance, strategic links to key market and coastal towns, particularly by public transport.	All
B Strategic approach to regional demand management strategy for main centres and strategic road links.	Supports region-wide transport objectives regarding modal shift and making best use of the existing transport network.	Current trends are contrary to sustainable development and other objectives, such as preserving the strategic role of the motorway network.	Subject to further study. Could include measures to manage use of road space, parking measures and charging.	All
B Improved accessibility to York city centre and key strategic sites in the York sub area.	Supports the economic role of York, and the key employment-led regeneration sites in the sub-area as identified in the York sub-area strategy.	York City Centre is currently very constrained by its historic layout. Traffic congestion is an issue at peak times, which can impact on bus journey times. Access to key sites is also constrained by congestion beyond the City Centre. There is a need to	Improved and extended park and ride facilities. Improved quality bus offer in the City, including priority measures. Further development of cycling and walking initiatives in the City.	York, LCR

Table 16.24 | TRANSPORT INVESTMENT AND MANAGEMENT PRIORITIES CONTINUED

TRANSPORT MANAGEMENT AND INVESTMENT PRIORITY OUTCOMES	HOW OUTCOME PRIORITY SUPPORTS SPATIAL STRATEGY	TRANSPORT ISSUES AND CONSTRAINTS IMPEDING DELIVERY OF SPATIAL OBJECTIVES	POSSIBLE SPECIFIC TRANSPORT OUTCOMES	ALSO SUPPORTS FOLLOWING SUB-AREA APPROACHES
C Strategic approach to enabling the development of the Region's waterways as a sustainable means of distribution.	Supports region-wide transport objectives on modal shift and making best use of existing infrastructure. Could also help support role of Humber Ports.	further positively develop the role of the Region's extensive network of navigable waterways, which are a relatively untapped transport resource.	Increased levels of water-borne freight traffic in the Region. Improved access to navigable waterways.	All
C Region-wide joint ticketing and travel information strategy.	Supports Region-wide transport objectives to promote modal shift and increase accessibility.	Public transport can be difficult to understand and its convenience compromised by awkward and time-consuming ticketing arrangements.	Development of a Region wide public transport ticketing system to address convenience and legibility. Development of a Region wide integrated travel information system.	All All
C Development of rural links to market towns and to Teesside in the Vale and Tees links sub area, particularly by public transport.	Supports the role of key market towns in the Vale and Tees and some Remoter Rural sub areas. Improved accessibility to Teesside helps to maintain the viability of these areas and will assist in achieving rural economic diversification objectives.	Public transport provision is currently poor in some of the northern parts of the Region. Links to Teesside are important since it fulfils the role of the key service centre for the north of the Region.	Improved rural bus services, including better promotion, management and co-ordination.	V&T, RR
C Improve strategic accessibility of Scarborough and the east coast.	Supports role of Scarborough in the RSS, promoting connectivity to other main urban areas. Also promotes the accessibility of the Coast sub-area, which is a key objective.	A64 is congested at peak times, especially during summer, but is the key strategic link to Scarborough and a large proportion of the Coast sub-area. Single carriageway sections east of York mean journey times can be variable and can compromise safety.	Improved journey time reliability and safety on A64 between York and Scarborough. Strengthening regional rail links to Scarborough.	Coast, Rural



Table 16.24 | TRANSPORT INVESTMENT AND MANAGEMENT PRIORITIES CONTINUED

TRANSPORT MANAGEMENT AND INVESTMENT PRIORITY OUTCOMES	HOW OUTCOME PRIORITY SUPPORTS SPATIAL STRATEGY	TRANSPORT ISSUES AND CONSTRAINTS IMPEDING DELIVERY OF SPATIAL OBJECTIVES	POSSIBLE SPECIFIC TRANSPORT OUTCOMES	ALSO SUPPORTS FOLLOWING SUB-AREA APPROACHES
C Improving sustainable means of access to rural areas, including national parks.	Supports policy for the remoter rural areas, in particular supporting diversifying rural economies and supporting sustainable tourism. Also supports wider RTS objectives relating to sustainable travel choices.	Rural areas are experiencing economic change. Increased levels of commuting and visitors are putting pressure on the rural environment and road space. Public transport provision is currently poor.	Improved public transport access to rural areas. Community Rail Partnerships have a role to play. Investigate public transport solutions (across all modes) on key rural corridors.	Rural, V&T, Coast



Table 16.25 'COMMITTED' SCHEMES

TYPE	SCHEME	DELIVERY LEAD	STATUS
Highways Agency TPI	A1 Bramham to Wetherby upgrade to motorway	Highways Agency	Draft orders published and public consultation summer 2005
	A66 Greta Bridge to Stephen Bank dualling	Highways Agency	Construction due to start early 2006
	A66 Carkin Moor to Scotch Corner	Highways Agency	Construction due to start early 2006
	M1 J30 to J31 widening	Highways Agency	Recent entry to TPI - scheme being developed
	M1 J31 to J32 widening	Highways Agency	Recent entry to TPI - scheme being developed
	M1 J31 to J32 collector / distributor	Highways Agency	Recent entry to TPI - scheme being developed
	M1 J32 to J34 south widening	Highways Agency	Recent entry to TPI - scheme being developed
	M1 J34N to J37 widening	Highways Agency	Recent entry to TPI - scheme being developed
	M1 J37 to J39 widening	Highways Agency	Recent entry to TPI - scheme being developed
	M1 J39 to J42 widening	Highways Agency	Recent entry to TPI - scheme being developed
	M62 J25 to J27 widening	Highways Agency	Recent entry to TPI - scheme being developed
	M62 J27 to J28 widening	Highways Agency	Recent entry to TPI - scheme being developed
RAIL FRANCHISE COMMITMENTS	New 100mph rolling stock for Transpennine Express and associated depots	First Keolis	Rolling stock to be introduced during 2006
	£75 million investment in HST fleet	GNER	Investment commencing in 2006
	Two trains per hour all day Leeds to London (subject to ORR consent)	GNER	By December 2007 or sooner
LTP MAJOR SCHEMES	Leeds Inner Ring Road Stage 7	Leeds City Council	Discussions between DfT and LCC ongoing.
	'My Bus' Yellow Bus school transport scheme	WYPTE	Phased implementation ongoing.
	Sheffield Northern Inner Relief Road	Sheffield City Council	Construction now commenced.
	Reighton Bypass	North Yorkshire County Council	Construction to commence 2006.
	Barnsley Interchange	SYPTTE	Under construction.
	East Leeds Link Road	Leeds City Council	Discussions between DfT and LCC ongoing.
	A638 Quality Bus Corridor	SYPTTE with Doncaster MBC	Scheme being progressed.