

Chapter 3. LTP2 In Its Wider Context

Our Vision

- 3.1 Both Sheffield and its City Region have established a clear vision of the way ahead:-
- **Sheffield will be a successful, distinctive city of European significance at the heart of a strong city region, with opportunities for all.**
 - **By 2025 Sheffield City Region will be a pivotal international business location and one of the most successful city regions in the North of England .**
- 3.2 We are very clear that the successful delivery will require a joint effort: by the Partners within South Yorkshire and those in the wider City Region, by the sub-regional and regional agencies; and by the Government. A successful Sheffield City Region will play a big part in the success of the Region, the Northern Way and the delivery of Government objectives.
- 3.3 Chapter 3 sets LTP2 in its wider national, regional and local policy context. Our vision for transport as a means of securing our high level City Region goals is also set out here. Our intentions in the LTP, a 5-Year Delivery Plan, align with longer term and ambitious proposals for transport as explained in our Transport Vision, previously set out in the **Transport Manifesto** but now being reviewed in the light of the emerging CRDP .
- 3.4 Our Vision for Transport has the following five key elements. To deliver them requires significant improvements to both internal and external connectivity:-
- Strategic initiatives to support and sustain a high growth economy and ensure excellent road, rail and air links to South Yorkshire that build on the county's relatively strong position on the motorway network and on crucial North, South and TransPennine rail routes.
 - High quality public transport connections that support the economies of the South Yorkshire districts by linking the 4 main urban centres to each other and the new international RHADS airport in South Yorkshire.
 - High quality, car-competitive public transport, especially bus, giving good access to all to jobs and services and feeding into the 4 main urban centres. This would be based, primarily, on improved bus networks and operations but could include the extension to Supertram and all the other appropriate technologies.
 - A road network in good condition, managed and enhanced in conjunction with car parking policies and other appropriate demand management measures to maximise the use of existing road space, minimise congestion and facilitate the free movement of goods. New links would be needed in the network to support local economic drivers.
 - A safe and well-maintained transport system, improved air quality and reduced energy consumption through improved use of public transport, reduce congestion and encouragement of cycling and walking.

Policy Context

- 3.5 The South Yorkshire LTP is a key part of a Strategic Policy Framework (SPF), as highlighted in **Figure 3.1**. It is prepared in the context of the national, regional and local policy within this framework in order to:-
- Understand the transport implications of the various strategies and plans in the wider context;

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- Meet the needs of South Yorkshire;
- Support South Yorkshire's revival as an economic driver within the wider region, and as part of the Sheffield City Region and the Northern Way Growth Strategy.

National Policy

- 3.6** In order to deliver a prosperous economy in South Yorkshire, through transport investment addressing the area specific transport implications as outlined in this chapter, Central Government Policy must be considered.
- 3.7** The Government's White Paper, ***The Future of Transport***, published in July 2004, develops the Strategy initially set out in the ***10 Year Plan for Transport, 2000***, focusing on three key themes:-
- Sustained investment over the longer term – an increase in transport spending from £10.4 billion in 2004/5 to £12.8 billion by 2007/08;
 - Improving transport management to secure better value for money;
 - Better forward planning – it is unfeasible to simply build our way out of transport problems.
- 3.8** The ***Transport White Paper*** highlights the crucial role that improving mobility management has in meeting economic and social inclusion objectives, while minimising the impact on other people and the environment, both now and in the future. LTP2 will contribute to the delivery of the national transport agenda and the Shared Priorities for transport in a mixed but essentially public transport led strategy that encompasses the Bus Strategy and the Rail Plan, and includes an Accessibility Strategy, a Congestion Strategy, a Road Safety and Casualty Reduction Strategy and the promotion of various soft measures such as school Travel Plans, workplace Travel Plans and personalised journey planning along with sub-strategies aimed at increasing the take-up of cycling and walking as viable alternatives to the car for short trips. The effects of the strategy on the environment have been taken into account as part of the SEA that has run alongside the development of the Plan. Its environmental effects will be monitored over its lifetime.
- 3.9** Future transport investment in South Yorkshire will need to reflect the key commitments and recommendations outlined in the White Paper considering the importance of regeneration and economic growth aspirations throughout the sub-region.
- 3.10** The Transport White Paper is supported by a series of documents that include more detail on what national policies mean for South Yorkshire. The ***Rail White Paper*** published in January 2004 sets out the priorities for the rail industry. The South Yorkshire Rail Plan identifies how the sub-region's priorities for rail, which forms an integral part of our integrated transport strategy, will be delivered within the institutional and funding constraints that currently apply.
- 3.11** The White Paper, the ***Future of Aviation***, was published in December 2003. It identifies a framework for the development of airports in the UK over the next 30 years. Within South Yorkshire the opening of RHADS in March 2005 heralded a step change in the sub-region's asset base but is planned as a national resource that will contribute to the Government's projections of 300 million passengers per annum by 2030. The airport is one of only two in the country (the other being Heathrow) capable of handling the Airbus 380. The capacity for RHADS to become linked with Manchester Airport in a Heathrow-Gatwick type relationship will be explored as demand for travel in the North increases in parallel with economic growth, while with East Midlands Airport, the Northern airports will offer comprehensive global air transport connectivity to business and leisure travellers. Surface access to RHADS will be addressed through the LTP where this can be improved through the Bus Strategy and local access improvements but longer term aspirations for improved rail connections to serve a wider catchment area will be addressed through the South Yorkshire Partners' engagement with the Regional Assembly and the rail industry.

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- 3.12** The *Health White Paper* identifies reducing obesity and increasing exercise as two of the key priorities. It suggests that over a third of people are not active enough to benefit their health, and rates of walking and cycling have fallen over the last 25 years.
- 3.13** By supporting sustainable travel choices such as walking, cycling and public transport use, these priorities can be achieved. The NHS proposes to work with the cycle industry to promote cycling as a mode of transport for journeys to and from work. Increased awareness of health and well-being at the workplace will impact on the number of vehicle trips to areas of economic activity in South Yorkshire.

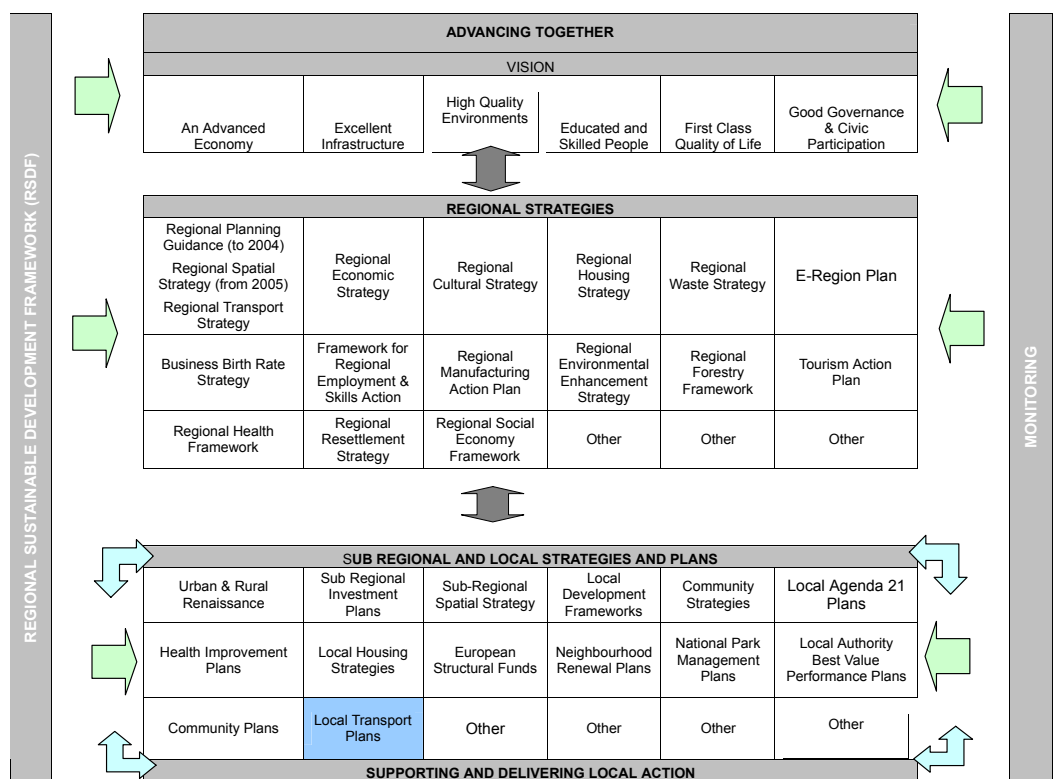


Figure 3.1: Links between Regional and Local Strategies and Plans

Regional Context

- 3.14** The Government's economic policy nationally is to achieve high and stable levels of growth and employment, while ensuring the benefits of that growth can be shared by everyone and deliver a better quality of life. *Advancing Together: A Strategic Framework for Yorkshire and the Humber* sets out a strategic framework for the aspirations and economic policy aims of the Yorkshire and Humber Region in a way that actively promotes sustainable development principles. The Strategy is an important step forward in providing a vision and clear set of objectives for joining up and integrating all the region's strategies – at regional, sub-regional and local levels.

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3.15 This Vision is to be:-

“a recognisably world class and international region where the economic, environmental, and social well-being of all our region and its people advances rapidly and sustainably.”

3.16 The key indicators for striving to achieve a more prosperous economy are as follows:-

- Economic Growth
- Productivity
- Enterprise
- Innovation
- Investment
- Employment
- Rural Economy

3.17 The South Yorkshire LTP Partnership is committed to supporting the economic, environmental and social objectives outlined in Advancing Together.

3.18 The **Regional Economic Strategy (RES)** prepared by Yorkshire Forward in 2003 (and under review in 2005) plays a key role in delivering economic policy objectives. The transport implications of the Strategy are significant, not least in respect to how its spatial dimension can be realised, for example business clusters, priority sectors, core/key cities, polycentric development. In other words, it recognises that transport investment has a significant role in unlocking economic potential, supporting regeneration and economic growth. The RES identifies seven overarching **Regional Transport Priorities**, which have been identified as requiring significant transport investment for Yorkshire and the Humber, as follows:-

- Trans Pennine Links;
- Strategic North-South Routes;
- Leeds to Sheffield Corridor;
- Development of Air Transportation;
- Ports and Waterways;
- Access to Strategic Economic Zones (SEZs);
- Strategic Access to Regional Centres

3.19 The **Regional Spatial Strategy (RSS)** is a statutory instrument which is the spatial interpretation of the region's vision – 'Advancing Together' and will reflect the needs of distinctive parts of the region. It sets out the following strategic themes:-

- Economic regeneration and growth;
- Promoting Social Inclusion;
- Urban and Rural Renaissance;
- Conserving and enhancing natural resources.

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Sub-Regional Strategy

3.20 The **SYSSV** is a non statutory document that expresses the sub-region's view as to how the spatial development of South Yorkshire will contribute to the economic and social transformation of the sub-region for the period 2006-2021. The SYSSV is important because it offers a means by which the South Yorkshire Partners can jointly influence the overall spatial direction of the region and the Northern Way Growth Strategy. It builds directly on the strategic vision that has informed the South Yorkshire Objective 1 area:-

To build a balanced, diverse and sustainable high growth economy for South Yorkshire recognised as a growing centre for high technology manufacturing and knowledge based services, offering opportunities for the whole community.

3.21 A core role of the SYSSV is a framework for local and regionally significant spatial development in South Yorkshire and is driven by the principles of sustainable development as encompassed in the Regional Sustainable Development Framework (RSDF).

3.22 The SYSSV has adopted 5 core themes:-

- Transport – The sustainable movement of people and goods within South Yorkshire and between South Yorkshire and elsewhere;
- Settlement – A focus on a sustainable settlement pattern that meets changing community, employment and lifestyle requirements of South Yorkshire's current and future residents;
- Economic Development – The generation of output, and associated jobs and income;
- Urban Areas – The potential of South Yorkshire's four main urban areas to power a sustainable high growth economy in South Yorkshire;
- Rural Areas – The role of rural areas in complementing the growth of metropolitan South Yorkshire.

3.23 Within the SYSSV a number of core principles have emerged in relation to transport's role in securing wider social and economic objectives. These are that:-

- The primary role of the heavy rail network is to improve South Yorkshire's connectivity to the main economic centres outside the sub-region and connecting the main centres within it;
- Where heavy rail does connect smaller settlements within the sub-region this should be secondary to its primary role as described above;
- Light Rail generally offers the most environmentally attractive and user-friendly option within densely urbanised areas;
- Buses will remain the most heavily used mode of public transport with the most extensive and flexible coverage. The bus network has great scope for improved attractiveness, efficiency and overall utility;
- Viable transport options are central to the sustainability of outlying settlements;
- Transport connectivity between South Yorkshire and Leeds and environs must be improved if Yorkshire and the Humber is to be a globally competitive region;
- Transformational growth increases the likelihood of more road traffic. Improvement in the sub-region's motorway and primary route network is essential to the improved movement of materials and people within South Yorkshire and between it and other regions.

Northern Way and the Sheffield City Region Development Plan

3.24 The South Yorkshire Partnership and the Alliance Sub-Regional Strategic Partnership have joined forces to prepare and submit a CRDP as part of the Government's Northern Way initiative. Sheffield City Region comprises the four South Yorkshire Authorities and parts of North Derbyshire and North Nottinghamshire.

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It is a mix of urban and rural locations with strong economic potential and distinctive cultural and environmental assets. Because it spans two regions it has a unique position as a gateway location with opportunities for developing transport links and effective economic ties in the UK, Europe and internationally.

- 3.25** CRDP captures the economic strengths and weaknesses of the City Region overall and the distinctive economic role of the main urban areas - Barnsley, Chesterfield, Doncaster, Rotherham and Sheffield - and how these can be developed in the future within the context of existing regional and sub-regional economic and spatial strategies. It is particularly important to note Barnsley's unique position located within both the Sheffield and Leeds City Regions and the fact that its connectivity with both is central to its on-going economic renaissance.
- 3.26** A further iteration of the CRDP (Spring 2006) is in preparation and will be used to inform the 2007 Spending Round. It sets out the potential contribution that partners believe the Sheffield City Region can make to growing the economy of the North and the UK.
- 3.27** A number of barriers to the Sheffield City Region's growth have been identified, including transport. To overcome them requires substantial investment over a long time frame, but the LTPs of the partners within the City Region will go some way to addressing them in the immediate short term (ie to 2011). The CRDP recognises that many of the transport requirements necessary to support improvements in the City Region's productivity to levels that will help close the £30 billion productivity gap identified by Northern Way cannot be delivered within current funding guidelines or under present institutional frameworks. These issues have been conveyed to Sir Rod Eddington as part of his current review for government of the links between transport investment and national productivity.

Local and Community Planning

- 3.28** At the local level, each of the Councils in South Yorkshire has an adopted Unitary Development Plan (UDP). These are now under review as the four local planning authorities move to the preparation of each producing a LDF . The LDF of each district in South Yorkshire provides the instrument by which the economic concepts in the RES are translated into realisable, sustainable land use policies, while the LTP2 provides the means by which access issues to these locations can be addressed. How these access issues are funded, however, will be via different sources including LTP funding, Objective 1 or developer contributions and may not be sufficient to meet all our aspirations. The transportation related threats to South Yorkshire's economic growth and sustained prosperity are being assisted through the Objective 1 Priority 6 Programme.
- 3.29** The principle of developing sustainable land use patterns to reduce the need to travel and encourage accessibility by a choice of mode, particularly public transport, walking and cycling, is common to each, although local interpretation and delivery will be a matter for individual local planning authorities.
- 3.30** The integration of land use and transport planning is fundamental to the Plan. The LTP2 has a major role in ensuring access to new development is secured sustainably and delivers the infrastructure necessary to support development activity, whether that be through private sector developer contributions or by public sector investment. Likewise, the location of development has a profound impact on whether the objectives of the LTP2 are likely to be met, and how well South Yorkshire is able to address the transport Shared Priorities. The need for transport to be considered early on in the development process is central to the emerging LDFs. Developer decisions will need to be made in the context of the known availability of transport investment and an understanding of how existing public transport services can provide alternative, sustainable access.
- 3.31** **Table 3.1** gives an indication of the main regeneration areas within each District.

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- 3.32** Regeneration initiatives in these areas are likely to have major transport implications and LTP2 will present transport solutions that address the needs and impacts.
- 3.33** LDFs are expected to place a high emphasis on the integration of land use and transport and Demand Management Policy such as car parking and Travel Plans.
- 3.34** Workplace Travel Plans to mitigate the effects of new traffic generated by development is also an important part of land use and transport planning integration. Through Section 106 Agreements those sites where new development is likely to have a significant impact on the existing transport network will look at ways in which employers can reduce the environmental and traffic consequences of their business operation, while also improving their own operational efficiency and the choice of their employees as to how they make the journey to work.

LPA	Main Planning Themes with Transport Implications
Barnsley	Dearne Valley Settlements Town Centre Renaissance
Doncaster	M18 SEZs RHADS Park and Ride Locations Town Centre Regeneration
Rotherham	M1 Development Sites Town Centre Regeneration Rother Valley
Sheffield	Upper and Lower Don Valleys Sheffield City Centre Masterplan

Table 3.1: Key Development Projects Identified in the Preparation of the LDFs

- 3.35** In each of the four South Yorkshire districts, **Community Strategies** have been prepared and agreed by the LSPs, with the South Yorkshire Action Plan providing the overarching sub-regional policy input.
- 3.36** **Table 3.2** provides a summary of the themes in the strategies and the relevant LTP actions which may result.
- 3.37** In Barnsley, three key ambitions have been agreed as follows:-
- To create a modern dynamic economy with an innovative and vibrant 21st century market town at its heart;
 - For Barnsley to become a centre of learning and innovation, and;
 - To create attractive, healthy, safe and sustainable communities where people want to live with convenient access to good quality local services and amenities.

- 3.38** In Doncaster, the vision for the Borough set out in the Strategy suggests that Doncaster will be a major contributor to regional and national prosperity by 2010 with a high growth economy. It also identifies the developments in the town centre and the recently opened airport as major contributors to its success.

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3.39 Rotherham's Community Strategy which is for the period between 2002 and 2007 is based around the five Rotherham MBC Regeneration Plan priorities, which are:-

- Improve and promote the image of Rotherham;
- An excellent and sustainable environment for business;
- Sustainable neighbourhoods of quality, choice and aspiration;
- An excellent environment for people to fulfil their potential;
- Achieve Rotherham Town Centre Renaissance.

3.40 This is currently under review and is to be based around the following themes: Rotherham

- Alive
- Safe
- Learning
- Achieving
- Proud

3.41 In Sheffield, the Strategy is based on its role as one of the eight English 'core cities' building on its strengths as an 'innovative producer'. Sheffield has developed a comprehensive set of action plans covering all aspects of economic and civil life. 'Creative Sheffield' highlights key projects making Sheffield a distinctive European city and also indicates how growth in Sheffield would benefit the sub-region and wider Yorkshire and Humber region.

3.42 Sheffield is at the heart of the South Yorkshire City Region described in RSS. The City Centre is a major focus for regeneration, reflected in the role of Sheffield One, the Urban Regeneration Company, but other parts of the city also have important roles to play in the sub-regional economy.

Theme	Addressed Through	Relevant LTP Actions
Economic Diversification	<ul style="list-style-type: none"> • Enterprise/Innovation • Training and Education • Inward Investment and Economic Development Strategies • Access to employment opportunities 	<ul style="list-style-type: none"> • Bus Strategy • 11-19 Year Old Access • Accessibility Planning Exercise • Travel Plans
Urban Renaissance	<ul style="list-style-type: none"> • Environmental improvement re-development of Town and City Centres, Masterplans and Town Centre Management 	<ul style="list-style-type: none"> • Measures to improve access to City/Town Centres by all Modes • Park and Ride Strategy • Parking Strategy
Connectivity	<ul style="list-style-type: none"> • Improved links between Communities and opportunities, services, friends and family within and outside confines of Council boundaries • Improve ICT Access and Skills 	<ul style="list-style-type: none"> • Bus Strategy and QBC Programme • Rail Plan • Walking and Cycling Enhancements • Addressing Congestion Issues on M1 and M18 with Highways Agency (SWYMMS) • Develop actions for freight in context of Regional Freight Strategy

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Theme	Addressed Through	Relevant LTP Actions
Safer, Stronger Communities	<ul style="list-style-type: none"> Addressing crime and perceptions of it Health Improvement Safer environments (maintenance of street lighting, surveillance) Caring for vulnerable members of communities 	<ul style="list-style-type: none"> Road Safety Strategy Safer Routes to School programmes Travel Planning Travelwise awareness raising campaigns Footway and carriageway maintenance Street lighting maintenance and upgrading programmes Improve waiting environment (design, lighting surveillance)
Sustainable Communities	<ul style="list-style-type: none"> Tackle deprivation Regeneration and investment Neighbourhood and housing market renewal Build civic and civil society capacity and cultural institutions 	<ul style="list-style-type: none"> Bus Strategy Cycling and Walking Strategy Travel Planning Accessibility Planning Speed Management Road Safety Strategy
Quality of Life	<ul style="list-style-type: none"> Energy efficiency Leisure access Meeting international and national sustainability standards 	<ul style="list-style-type: none"> Accessibility Planning Air Quality Action Plans Road Safety Initiatives Traffic Calming Speed Management

Table 3.2: South Yorkshire Community Strategies - A Summary

Headline Indicators

Area and Population

- 3.43** South Yorkshire is made up of four main urban areas; Barnsley, Doncaster, Rotherham and Sheffield, surrounded by a large number of smaller settlements related to the historic development of the South Yorkshire Coalfield. This has resulted in a relatively dispersed settlement pattern outside the centres including some extensive rural areas such as the Pennine Moors around Barnsley and Sheffield and areas to the North and East of Doncaster and South East of Rotherham.
- 3.44** Out of the six Metropolitan LTP areas in England, South Yorkshire has the highest population that lives in a rural locality. Approximately 70% of the county's land area is designated rural and 30% urban. The rural character of the sub-region is distinctive and an asset for inward investment and economic growth. This is a key factor in the development of effective transport solutions.
- 3.45** The population of South Yorkshire at the 2001 Census was 1,266,300 with 17% in Barnsley, Doncaster 23%, Rotherham 20% and Sheffield 40%. Between 1991 and 2001, a fall in population of 1.7% (22,400) was recorded, compared with a 2.5% increase recorded for England and Wales and a 0.6% increase for Yorkshire and the Humber Region.
- 3.46** The population in all South Yorkshire districts declined between 1991 and 2001 as illustrated by **Figure 3.2** below but the decline has been slightly larger in former Coalfield areas (Barnsley, Doncaster and Rotherham). However, there is some evidence that in Sheffield and Doncaster the resident populations are growing again.

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3.47 The age structure of South Yorkshire is broadly similar to that for England and Wales, with an increasingly ageing population. For the first time there are now more people aged 60 and over than there are young people aged 16 or under. Children (aged 15 and under) account for 20% of the population of South Yorkshire while people aged 60 and over account for 21%. Similarly, the over 85's now account for 2% of the population nationally compared to just 0.4% in 1991.

3.48 In terms of transport, an ageing population emphasises the need to provide transport links to key local services such as hospitals, health centres and amenities such as shops and the post office. LTP2 will address these accessibility issues in the areas with most need.

3.49 Transport improvements can also contribute to other national priorities such as *Health and Well Being* which enhance the quality of life in other ways:-

- Health problems are more prominent in South Yorkshire in 2001 than they were in 1991.
- Limiting long-term illness features higher in the former coalfield areas of Barnsley (25.2%), Doncaster (22.9%) and Rotherham (22.4%) than in Sheffield (20.6%) Barnsley ranks 4th amongst districts nationally. This is shown in **Figure 3.3**.
- 7.7% of the people of working age in South Yorkshire are economically inactive because of permanent sickness or disability, compared to 5.5% in England and Wales and 6.1% for the region. a

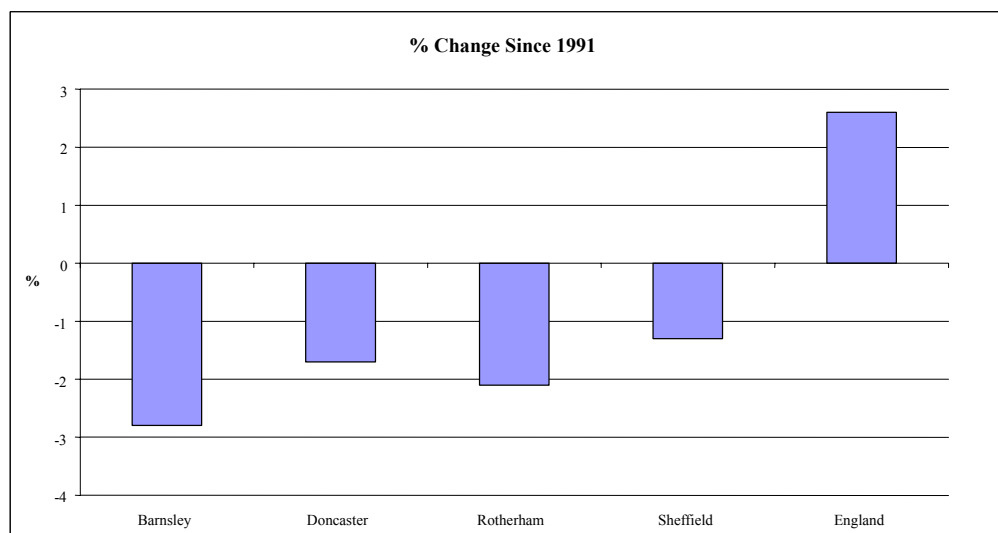


Figure 3.2: Population Change in South Yorkshire (1991-2001)

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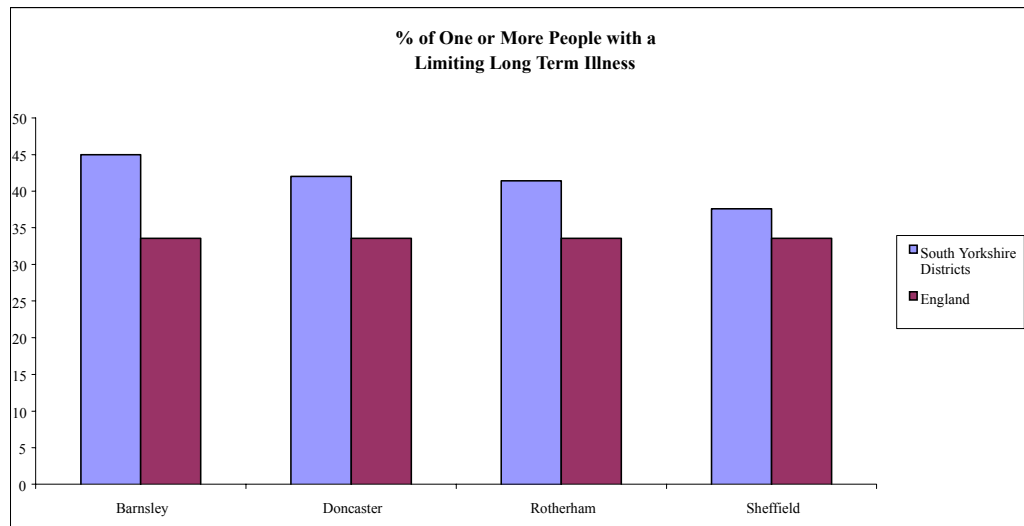


Figure 3.3: Households with One or More People with a Limiting Long Term Illness

Socio-Economic Indicators

3.50 The economic decline in South Yorkshire between 1979 and 1995 was severe and the loss of traditional industries upon which the sub-region was highly dependant had an impact across the rest of the economy. The outcome was that GDP per head fell sharply from over 91% to around 75% of the European average. As a result South Yorkshire was accorded European Objective 1 status.

3.51 Since the low point in the economy in the mid 1990s, economic performance in South Yorkshire has steadily improved, and registered unemployment has continued to fall steadily (and faster than the national average). By the end of 2003, unemployment in Sheffield was only 0.5% above the UK average, compared with a 2.6% gap in 1997. There has also been a steady increase in the number of jobs available and, perhaps more vitally, the quality of employment opportunities in the sub-region.

3.52 Key indicators from the 2001 Census unless otherwise stated include:-

- Approximately 0.5 million people work in South Yorkshire and about 50% (225,000) of the jobs in South Yorkshire are in Sheffield;
- The four main urban areas contain 51% of the South Yorkshire population but 68% of all jobs in the sub-region;
- Sheffield's main urban area is a very large conurbation containing 86% of all its residents and 93% of all the jobs in the district;
- In January 2000 unemployment for South Yorkshire was 4.8% compared with the UK figure of 3.4%. In January 2004, unemployment in South Yorkshire fell to 2.9% and for the UK to 2.6%; (South Yorkshire Objective 1, Annual Implementation Report, May 2004);
- Nearly 36% of all adults, or 330,000 people have no qualifications in South Yorkshire, 7% higher than the national average;

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- 17.5% of people aged 16-74 in South Yorkshire are qualified to the equivalent of a GCSE pass, where the national average is 16.6%;
- Within South Yorkshire, Sheffield has the highest level of qualifications, probably due to the two universities based in the City.

3.53 South Yorkshire has relatively high levels of deprivation. Statistics from the South Yorkshire Strategic Health Authority suggest that health inequality is one of the major issues for the South Yorkshire community. Fifty seven out of its 94 wards are in the most deprived quintile nationally. This is shown in **Figure 3.4**.

Car Ownership

3.54 The 2001 Census shows low levels of car ownership in South Yorkshire. About 174,000 households (32.8%) did not have access to a car or van, compared with the national average of 26.8%. Within South Yorkshire, Sheffield has the highest proportion of households with no access to a car or van.

3.55 However, car ownership is rising as people travel further to more dispersed employment opportunities than previously. The number of cars or vans available to households within South Yorkshire at the time of the 2001 Census is a 29.9% increase since 1991, as shown in **Figure 3.5**.

3.56 There were 43.7% of households with access to one car or van; similar to the national average. However, only 23.5% of households within South Yorkshire had two or more cars or vans, which is 6% lower than the national average. Within South Yorkshire, Sheffield has slightly lower levels of access to cars and vans than the other districts within South Yorkshire.

3.57 The rise in car ownership may reflect the improving economic circumstances of people in South Yorkshire, but may also reflect changing perceptions about the ability of public transport to cater for the types of travel most people now undertake in pursuit of new jobs and modern life styles. This has been compounded by changes in land use patterns through the 1980s and early to mid 1990s that saw decentralisation of many business, retail and leisure activities to edge-of and out-of-town locations.

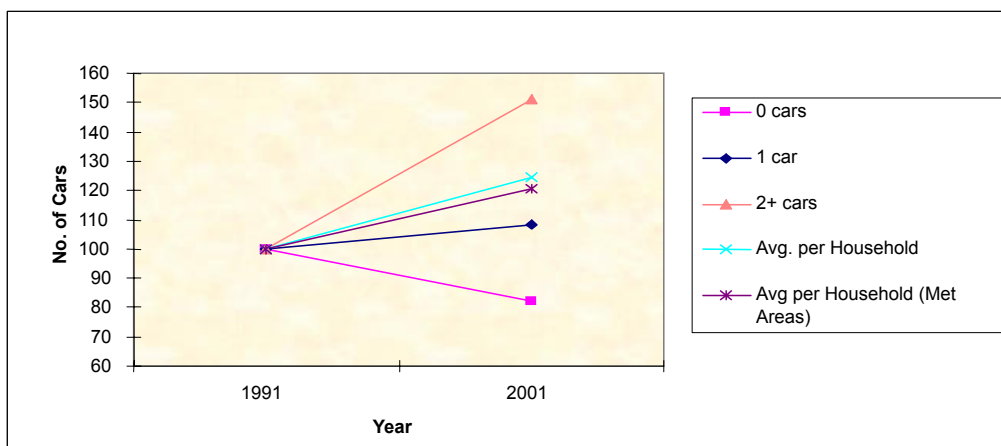


Figure 3.5: Number of Cars per Household

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Quality of Life Indicators

3.58 The SEA we have undertaken provides a snapshot of a wide range of environmental problems and opportunities of relevance to our LTP. Baseline data has been collected to provide the basis for forecasting and monitoring of environmental effects. From this a number of trends emerge in relation to population change, distances travelled to work, car ownership and use, public transport patronage, journeys made by cycling and levels of walking. These trends are referred to in the preceding sections. However, other environmental indicators are also baselined including the following, although some data exists only at a regional level:-

- There are 15 AQMAs in South compared to 19 in Yorkshire and the Humber;
- 14 of these AQMAs have been declared due to pollution (NO₂) from transport emissions;
- 5 AQMAs are solely related to the trunk road network, particularly along the M1 corridor in South Yorkshire. As traffic volumes continue to increase air quality will continue to deteriorate;
- On a regional level, total emissions of greenhouse gases were reduced between 1990 and 2001 by 6.6%. However, carbon dioxide emissions increased by 1.1% and emissions from transport increased by 17% - twice the rate of increase for the UK;
- In 2003, 91% of rivers in Yorkshire and the Humber region were of good or fair biological quality, with 89% being of good or fair chemical quality, compared to 88% and 90% respectively in 2000. The trend suggests that there is likely to be only minor improvements in water quality in the region's rivers over the next 5 years, but that any improvement is likely to reflect national trends;
- South Yorkshire has 34 Sites of Special Scientific Interest (SSSI). 54% of these are meeting Public Service Agreements (PSA) targets that 95% should be in a favourable or recovering position by 2010. If a similar trend continues in South Yorkshire it is anticipated that 69% of our SSSIs would be in a favourable or recovering condition by 2010;
- Over 50,000 ha of South Yorkshire is covered by Community Forest. It is anticipated there will be an increase in woodland cover in the future, helped by the South Yorkshire Forest Plan 2002;
- At a national level, between the 1960s and 1990s there was a 21% reduction in the area of land that was described as 'tranquil', from 11,385 sq km to 9,300 sq km. In the 1960s 74% of the total land area in the Yorkshire and Humber region was described as 'tranquil'. This had fallen to 60% by the 1990s. A further 2% loss of tranquil areas could be expected over the next 5 year period;
- South Yorkshire contains 35 Biodiversity Action Plan priority habitats;
- It has the highest proportion of land designated for its natural heritage (27%).