

FOREWORD

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This review is divided into the following sections:

- Part 1 summarises the main objectives and mechanisms for the principal policy legislation and related national strategies (eg. on air quality).
- Part 2 summarises the main requirements imposed on the rest of the planning infrastructure by national planning policy and guidance.
- Part 3 summarises other overarching documents that are advisory or voluntary.
- Part 4 summarises the main objectives of strategy for the Yorkshire and Humber region.
- Part 5 summarises the main objectives and proposals in policy and strategy documents for the sub-region, and for its four local authority areas.

The reviews aims to capture the main points of the transport -focused policy or strategy of each document although, in Part 5, the review of local plans makes reference to policies for regenerating particular areas that could occur on such a scale that they affect traffic levels.

Each of the local authority plans includes a common set of statements reflecting broader policy which is identified in the summary of transport legislation in Part 1 and planning guidance in Part 2. These objectives are included here to prevent repetition and include:

- reducing the distances people have to travel (although this is achieved by integrating transport and land use planning through the UDP rather than LTP2);
- directing new development towards sites that are readily accessible from the main transport (and specifically road) network;
- promoting public transport with corresponding measures to reduce levels of private car use;
- managing the capacity of the road network and parking provision alongside public transport services to encourage modal shift;
- looking at opportunities to invest in new transport solutions or expanding current ones, such as Park & Ride schemes;
- improved accessibility for the disabled and others; and
- maintaining and where possible improving public safety.

All UDPs also contain broad, overarching statements covering environmental protection, maintaining landscape and townscape quality, and the need to ensure there are appropriate measures for mitigation and/or compensation where development is permitted.

Each review summarises the principal strategic objectives and some of the mechanisms that are proposed. The implications for the LTP are defined where specific comment is necessary. Where there is no comment the implication is for the LTP2 to take account of these objectives as appropriate to the situation in South Yorkshire.

PART 1 - NATIONAL POLICY & STRATEGIES

Document title and reference points	Objectives, requirements and guidance	Implications for LTP
<u>The Future of Transport: A Network for 2030 (2004) – Department for Transport / HM Government</u>		
Government White Paper on Transport		
Strategy	<ul style="list-style-type: none"> • <u>Three core components:</u> <ul style="list-style-type: none"> ○ <u>Deliver sustained transport improvements; through increasing spending on transport.</u> ○ <u>Improvements in transport management: through reorganising the railway network and reducing congestion.</u> ○ Planning ahead; through the use of alternative pricing methods. • Building on the 10 year transport plan: <ul style="list-style-type: none"> ○ <u>More real transport choice</u> ○ <u>Better buses and trains</u> ○ <u>A better deal for the motorist</u> ○ <u>Better maintained roads</u> ○ <u>A railway working for the passenger</u> ○ <u>More money for public transport</u> • <u>Safer and more secure transport systems</u> 	<u>Integration:</u> <ul style="list-style-type: none"> • <u>Within and between different types of transport, so each works properly and people can make easy connections between them</u> • <u>With the environment, so that our transport choices cause less damage</u> • <u>With land use planning, to support more sustainable travel choices</u> • <u>With policies for education, health and wealth creation, so that transport helps to make a fairer, more inclusive society</u>
http://www.dft.gov.uk/stellent/groups/dft_about/documents/page/dft_about_031286.pdf		

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Document title and reference points	Objectives, requirements and guidance	Implications for LTP
<u>A New Deal for Trunk Roads (1998) – Department for Transport</u>		
Government White Paper on Trunk Roads		
Strategy	<ul style="list-style-type: none"> • Giving priority to maintenance whilst minimising whole life costs • Reducing congestion and increasing journey time reliability 	<ul style="list-style-type: none"> • Deal with congestion on M1 and other motorways

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	<ul style="list-style-type: none"> • Carrying out the targeted investment programme • Minimising the environmental impact of the trunk road network • Improving safety for all road users 	<ul style="list-style-type: none"> • Remove traffic from communities • Improve local environment and road safety
Vision	Contribute to sustainable development by maintaining, operating and improving the trunk road network in support of the Government's integrated transport and land use policies	
http://www.dft.gov.uk/stellent/groups/dft_roads/documents/page/dft_roads_503913-03.hcsp#P317_21096		

Document title and reference points	Objectives, requirements and guidance	Implications for LTP
Transport Ten Year Plan (2000) – Department for Transport		
The key government transport document. Sets out ten-year vision, predicted use statistics, spending priorities and investment plans for UK transport.		
Strategy	<p>The overarching strategy for transport is to tackle congestion and pollution by improving all types of transport - rail and road, public and private - in ways that increase choice. The ten-year plan sees the following as key:</p> <ul style="list-style-type: none"> • Looking at transport as a whole, matching solutions to specific problems by assessing all the options • Public and private partnership: government and the private sector working more closely together to boost investment • New projects: modernising our transport network in ways that make it bigger, better, safer, cleaner and quicker. 	<p>Measures to:</p> <ul style="list-style-type: none"> • Tackle congestion • Reduce pollution • Widen travel choices • Promote public private partnership and increased investment • Modernise the network
Vision	<p>Sustainability issues raised by the ten year vision are:</p> <ul style="list-style-type: none"> • Improved public transport choice • Integrated light rail systems and bus services • Park and ride schemes to reduce town centre traffic • Access to jobs and services through improved transport links especially in regeneration areas 	<ul style="list-style-type: none"> • Bigger role for public transport • Integrated road / rail services • Park and ride

Document title and reference points	Objectives, requirements and guidance	Implications for LTP
	<ul style="list-style-type: none"> The role of integrated public transport information, booking and ticketing systems, with a single ticket or card covering the whole journey Ensure transport system makes less environmental impact 	
http://www.dft.gov.uk/stellent/groups/dft_about/documents/page/dft_about_503944.hcsp		

Document title and reference points	Objectives, requirements and guidance	Implications for LTP
Breaking the Logjam (1999 – consultation paper) – Department for Transport Government White Paper on Road Charging.		
Strategy	Ring fencing money raised from congestion charging for use in transport improvements	Consider congestion charging
http://www.dft.gov.uk/stellent/groups/dft_roads/documents/page/dft_roads_503870.hcsp		

Document title and reference points	Objectives, requirements and guidance	Implications for LTP
Aviation White Paper (2003) – Department for Transport Sets out a strategic framework for the development of airport capacity in the United Kingdom over the next 30 years, against the background of wider developments in air transport		
Strategy	A balanced approach is required which: <ul style="list-style-type: none"> Recognises the importance of air travel to our national and regional economic prosperity, and that not providing additional capacity where it is needed would significantly damage the economy and national prosperity Reflects people's desire to travel further and more often by air, and to take advantage of the affordability of air travel and the opportunities this brings Seeks to reduce and minimise the impacts of airports on those who live nearby, and on the natural environment 	<ul style="list-style-type: none"> Few new proposals (commercial flying from Sheffield has ended; Finningley Doncaster Airport recently opened) Control noise from airports Recognise external costs associated with air travel (noise, emissions, land take)

Document title and reference points	Objectives, requirements and guidance	Implications for LTP
	<ul style="list-style-type: none"> • Ensures that, over time, aviation pays the external costs its activities impose on society at large – in other words, that the price of air travel reflects its environmental and social impacts • Minimises the need for airport development in new locations by making best use of existing capacity where possible • Respects the rights and interests of those affected by airport development • Provides greater certainty for all concerned in the planning of airport capacity, but is sufficiently flexible to recognise and adapt to the uncertainties inherent in long-term planning 	
http://www.dft.gov.uk/stellent/groups/dft_aviation/documents/divisionhomepage/029650.hcsp		

Document title and reference points	Objectives, requirements and guidance	Implications for LTP
Strategic Plan (2003) – Strategic Rail Authority		
Defines the overall framework for infrastructure and organisational upgrades to the sector.		
Strategy	Includes new franchising arrangements; optimising use of freight capacity; regulation of fares	
Vision	Goals: <ul style="list-style-type: none"> • Growth of 50% in passenger kilometres over ten year plan period • Growth of 80% in freight tonne kilometres over ten year plan period • Improvements in punctuality and reliability 	
http://www.sra.gov.uk/pubs2/stratpolplan/index_page_SRA_Strategic_Plan_2003/strategic_plan_2003SRA_Plan1.pdf		

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Document title and reference points	Objectives, requirements and guidance	Implications for LTP
Freight Interchange Strategy (2004) – Strategic Rail Authority		
Defines a framework for coordinating growth in freight interchange facilities at least at regional level to ensure integration of capacity of these sites with that of the main rail network.		
Strategy	Fundamental to efforts to shift freight traffic from road to rail and increasing rail network's share of total freight movements in the UK.	
Approach	Coordinated development of: <ul style="list-style-type: none"> • Additional freight handling facilities at mining, manufacturing and other sites which have largely switched to road transport • Expanding freight handling capacity at ports and inland facilities to increase share of import/export market • Supporting growth in warehousing capacity. Needs support of land use planning system to: <ul style="list-style-type: none"> • Encourage provision of rail infrastructure • Provide for and safeguard expansion of rail network (including protecting disused infrastructure for reinstatement) • Promoting rail access to major traffic generators. Para. 4.21 acknowledges that access to the strategic road network is also essential for such sites.	Identify local capacity and infrastructure as well as potential 'client' sites (eg. remaining mines and fabrication plants)

http://www.sra.gov.uk/pubs2/stratpolplan/freight_interchange/interchange_policy

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Document title and reference points	Objectives, requirements and guidance	Implications for LTP
From Workhorse to Thoroughbred (1999 – consultation draft) – Department for Transport		
Government White Paper on Bus services.		
Strategy	<ul style="list-style-type: none"> • Statutory backing for Quality Partnerships • Better bus information • More joint ticketing • Minimum standards for concessionary fares 	<ul style="list-style-type: none"> • Quality Bus Partnerships • Joint ticketing

Document title and reference points	Objectives, requirements and guidance	Implications for LTP
	<ul style="list-style-type: none"> • Service frequency enhancements • Option of bus 'Quality Contracts' for area-wide networks 	
http://www.dft.gov.uk/stellent/groups/dft_localtrans/documents/page/dft_localtrans_503851.hcsp		

Document title and reference points	Objectives, requirements and guidance	Implications for LTP
Sustainable Distribution (1999, modified Jan 2004.) – Department for Transport Government White Paper on Freight Transport		
Strategy	Objectives include: <ul style="list-style-type: none"> • Minimising congestion • Making better use of the transport infrastructure • Minimising pollution and reducing greenhouse gas emissions • Managing development pressures on the landscape • Reducing noise and disturbance from freight movements 	<ul style="list-style-type: none"> • Working in partnership with the freight industry • Raising standards • Promoting best practice
http://www.dft.gov.uk/stellent/groups/dft_freight/documents/page/dft_freight_503891.hcsp		

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Document title and reference points	Objectives, requirements and guidance	Implications for LTP
National Air Quality Strategy (2000) - DEFRA Strategy to improve air quality		
Strategy	Sets objectives for certain pollutants and timescales by which these levels are to be achieved: <u>Benzene</u> : 16.25µg/m3 (5ppb) - 31 December 2003 <u>1,3-Butadiene</u> : 2.25µg/m3 (1ppb) - 31 December 2003 <u>Carbon monoxide</u> : 11.6mg/m3 (10ppm) - 31 December 2003	Policies must assist these objectives in Air Quality Management Areas in particular

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Vision	<p><u>Lead</u>: 0.5µg/m³ - 31 December 2004; 0.25µg/m³ - 31 December 2008</p> <p><u>Nitrogen dioxide</u>: 200µg/m³ (105ppb) not to be exceeded more than 18 times a year - 31 December 2005; 40µg/m³ (21ppb) - 31 December 2005</p> <p><u>Particles (PM10)</u>: 50µg/m³ not to be exceeded more than 35 times a year - 31 December 2004; 40µg/m³ - 31 December 2004</p> <p><u>Sulphur dioxide</u>: 350µg/m³ (132ppb) not to be exceeded more than 24 times a year - 31 December 2004; 125µg/m³ (47ppb) not to be exceeded more than 3 times a year - 31 December 2004; 266µg/m³ (100ppb) not to be exceeded more than 35 times a year - 31 December 2005</p> <p>Improve air quality and protect people's health and the environment without imposing unacceptable economic or social costs</p>	Balance between clean air/health and economic/social issues
http://www.defra.gov.uk/environment/airquality/strategy/		

Document title and reference points	Objectives, requirements and guidance	Implications for LTP
National Cycling Strategy (2003) – Department for Transport		
Aims to increase the use of the bicycle for all types of journey, quadrupling the number of trips by 2012 (compared with 1990 levels)		
Strategy	<p>Key objectives:</p> <ul style="list-style-type: none"> • To increase cycle use • To achieve convenient cycle access to key destinations • Improve cycle safety • Provide for increased cycle use within all local highways and traffic management schemes 	<p>Measures to:</p> <ul style="list-style-type: none"> • Increase cycle use • Improve safety and security for cyclists • Make provision for cycling on highways

Document title and reference points	Objectives, requirements and guidance	Implications for LTP
	<ul style="list-style-type: none"> • Cycle parking facilities to be available at all major destinations • Reduce cycle theft - by improving cycle security • Raise awareness and expertise amongst transport providers, service providers and employers • Unlock financial resources to meet the Strategy objectives 	
Vision	Aims to establish a culture favourable to the increased use of bicycles for all age groups; to develop sound policies and good practice; and seek out effective and innovative means of fostering accessibility by bike	
http://www.dft.gov.uk/stellent/groups/dft_sustravel/documents/page/dft_sustravel_503877.hcsp		

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<u>Document title and reference points</u>	<u>Objectives, requirements and guidance</u>	<u>Implications for LTP</u>
<u>Rural Strategy (2004) - DEFRA</u>		
<u>Strategy</u>	<ul style="list-style-type: none"> • <u>Three priorities:</u> <ul style="list-style-type: none"> ○ <u>Economic and social regeneration, supporting rural enterprises</u> ○ <u>Social justice for all – tackling social exclusion wherever it occurs and providing fair access to services and opportunities for rural people</u> ○ <u>Enhancing the value of the countryside – protecting the natural environment for this and future generations.</u> 	<ul style="list-style-type: none"> • <u>Support village services</u> • <u>Assist rural economy</u> • <u>Preserve rural landscape, townscape and tranquillity</u>
<u>Vision</u>	<ul style="list-style-type: none"> • 	
http://www.defra.gov.uk/rural/strategy/default.htm		

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Document title and reference points	Objectives, requirements and guidance	Implications for LTP
Climate Change – UK Programme (2003) - DEFRA		
Programme to deliver significant cuts in UK emissions of greenhouse gases		
Strategy	Transport related elements: <ul style="list-style-type: none"> • Cut emissions from the transport sector • Ten Year Plan • Green Transport Plans • Adapting to climate change Kyoto Protocol target: greenhouse gas emissions cut by 5.2% below 1990 levels by 2008-2012 UK target: cut emissions by 12.5% below 1990 levels by 2008-2012	<ul style="list-style-type: none"> • Emissions, emissions, emissions • Promote travel plans • Reduce vulnerability to effects of climate change
Vision	Avoid the worst effects of climate change by cutting global emissions of the greenhouse gases that cause climate change	

* <http://www.defra.gov.uk/environment/response/cm4748/index.htm>

Field Code Changed
 Deleted: <http://www.defra.gov.uk/environment/climatechange/>

PART 2 – NATIONAL PLANNING GUIDANCE

Document title and reference points	Objectives, requirements and guidance	Implications for LTP
PPG1 – General Policy & Principles (1997) – ODPM		
Establishes the basic framework for planning policy with many principles still relevant after publication of PPS1 which focuses on sustainable development issues.		
Para. 5 – sustainable development	Provide for the needs of commercial and industrial development, etc., while respecting environmental objectives, conservation priorities for the human, built and natural environments, and taking care to safeguard designations of national and international importance.	Ensure balance between sustainability objectives, or clearly justify favouring one (eg. conservation) where this is necessary. Respect major conservation designations.
Para. 7 – sustainable development	Concentrate development for land uses which generate a large number of trips in places well served by public transport (ie. rather than out of centre locations).	Indirectly establishes principles for planning and prioritising public transport in that it should support the corresponding land use objectives, particularly in terms of its availability. ¹
Para. 12 – mixed use	Deliver high-quality mixed land use developments characterised by (among other things) ready access to open public spaces and to public transport.	

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¹ Note that para. 5 also requires that policy shapes new development in a way which minimises the need to travel. Since the primary impact of this objective is on land use policy in the Structure Plan it is not considered directly relevant here, although it has a clear impact on transport infrastructure.

Document title and reference points	Objectives, requirements and guidance	Implications for LTP
Para. 21 – planning for industry & commerce	Planning policies should take account of various transport considerations including the needs of the freight industry.	Ensure needs of transport -dependent sectors are given adequate attention.
Para. 23 – land use and transport	Transport policies should reduce growth in the number and length of motorised journeys, encouraging use of alternative means of travel that lessen environmental impacts and reduce dependence on the private car.	Prioritise policies that implement and promote use of public transport, walking and cycling. ²
Para. 28 – rural areas	Integrate the development needed to sustain economic activity in rural areas with conservation measures.	Recognise the role of transport in making rural communities more accessible, and providing rural residents with access to services in urban areas.

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PPS1 – Creating Sustainable Communities (2003) - ODPM		
PPG1 predates the government's promotion of Sustainable Development with the publication of <i>A Better Quality of Life</i> in 1999, and it contains a number of specific objectives that are relevant to the LTP while PPS1 remains a consultation draft. PPS1 contains a range of broad statements outlining sustainability objectives that are consistent with, and reflected in other documents reviewed in this paper. For that reason they do not need to be repeated in detail, although a number of sections contain more specific statements that are summarised below.		
Para. 1.22 – delivering sustainable development	<p>Promote urban and rural regeneration. Policies should create more mixed-use developments that create more vibrant communities.</p> <p>Promote regional, sub-regional and local economies by encouraging sustainable land use development.</p> <p>Plan to provide a supply of good quality land in appropriate locations for new development, and for changes to existing land use for work,</p>	The objectives are subsumed by the sustainability objectives in specific PPGs; in RPG12; and in the principal county-level plans.

² Para. 23 includes complementary objectives of encouraging developments (especially in retailing) in location where the proximity of businesses facilities competition and enables the public to visit many locations, possibly for different purposes, in a single trip and ideally by means other than private car.

Document title and reference points	Objectives, requirements and guidance	Implications for LTP
	<p>amenity and services, etc., taking account of accessibility by sustainable forms of transport.</p> <p>Focus development, especially anything that may generate a large volume of traffic in existing centres.</p> <p>Recognise the need to protect conservation areas and the UK's obligation to address the causes of climate change and pollution.</p> <p>Reduce the need to travel, and encouraging public transport provision.</p>	
<p>Para. 1.39 – community involvement</p>	<p>Policies to be introduced under the Planning and Compulsory Purchase Bill will require Councils to make clear statements of how the community will be involved in the planning process. Specific requirements are:</p> <ul style="list-style-type: none"> • transparency, accessibility and accountability • community involvement appropriate to the level of planning • involvement early in the planning process through plan consultation • creation of a process for continuing community involvement. 	<p>The objectives are subsumed by the sustainability objectives in specific PPGs; in RPG10; and in the principal county-level plans.</p>

http://www.odpm.gov.uk/stellent/groups/odpm_planning/documents/page/odpm_plan_027494.hcsp

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Document title and reference points	Objectives, requirements and guidance	Implications for LTP
<p>PPG3 – Housing (2000) - ODPM</p>		
<p>Identifies the parameters that need to be taken into account when bringing forward and approving land for development for housing in relation to the transport network and parking provision.</p>		
<p>Para. 47 – linking development with public transport</p>	<p>Exploit opportunities to locate larger housing developments around major nodes along good public transport corridors, and ensure they are accessible by a range of non-car transport modes.</p>	<p>Recognise obligations to support land use developments with a range of transport solutions.</p>

Document title and reference points	Objectives, requirements and guidance	Implications for LTP
Para. 48 – linking development with public transport	Use public transport positively to shape the pattern of development, recognising that new land uses can improve the viability of public transport.	
Paras. 50 & 51 – promoting mixed-use development	Facilitate mixed land-use development by adopting flexible planning standards for car parking. Allow housing developments with limited or no off-street parking in areas where there is good public transport access and on-street parking can be controlled strictly.	Advocates supply-constraint planning principles to control private car use and indirectly encourage greater use of public transport.
Para. 61 – reviewing parking standards	Apply the same principles above for housing in town centres where services are accessible by walking, cycling or public transport.	As above.

http://www.odpm.gov.uk/stellent/groups/odpm_planning/documents/page/odpm_plan_606933.hcsp

Document title and reference points	Objectives, requirements and guidance	Implications for LTP
PPG6 – Town Centres & Retail Development (1996) – ODPM		
PPS6 – Planning & Town Centres (2003 – consultation draft) - ODPM		
Both documents define planning design policy for urban centres and the intended relationship between the pattern and type of development and the supporting transport infrastructure and parking provision.		
Para. 2.29 – traffic management [1]	Provide good access to town centres by a range of modes while protecting pedestrians. Review the allocation of space for pedestrians, cyclists and public transport in shopping areas.	Prioritise multi-modal access and sustainable forms of transport.
Para. 2.29 – traffic management [2]	Address the impact of through traffic on town centres and the need for deliveries.	Balance policies dealing with local transport needs and those of visitors and commercial road users.
Para. 2.30 – car parking	Produce a comprehensive strategy and policies for car parking that reinforces the attractiveness and competitiveness of the town centre, and support locational policies in PPG13.	Prioritise car parking facilities to serve large urban areas rather than individual developments.
PPS6	PPS6 is still a consultation draft and repeats many of the themes from other PPGs/PPSs and strategy documents on sustainable	Reflect the proposal for hierarchy of centres in the LTP (recognising that an

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	<p>communities. Specific themes include: mixed land-use developments; encouraging co-location of convenience and comparison retail areas; improving accessibility of town centres by a choice of modes; and ancillary objectives of improving social inclusion.</p> <p>The draft advocates establishing a clear hierarchy and network of urban centres which would be the focus of retail and service expansion. It also proposes the use of town centre strategies to integrate land use and transport planning with specific measures dealing with design, safety, etc.</p>	<p>outline hierarchy with the 9 PUAs has been established already).</p>
<p>http://www.odpm.gov.uk/stellent/groups/odpm_planning/documents/page/odpm_plan_606915.pdf (PPG6) http://www.odpm.gov.uk/stellent/groups/odpm_planning/documents/page/odpm_plan_026232_hcsp (PPS6)</p>		

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Document title and reference points	Objectives, requirements and guidance	Implications for LTP
<p>PPS7 – Sustainable development in rural areas (2004) – ODPM</p>		
<p>PPS7 replaces PPG7 which makes specific requirements that new road construction in AONBs should be subject to rigorous standards of operation, restoration and maintenance; that the need for the road should be clearly justified; and the route/design chosen so as to have as little environmental impact as possible. PPS7 does not contain a corresponding, specific statement.</p>		
<p>Key Principle 1-ii</p>	<p>Requires that development within existing villages should be allowed where it benefits the local economy and/or community (e.g. affordable housing for identified local needs); maintains or enhances the local environment; and does not conflict with other planning policies.</p>	
<p>Key Principle 2</p>	<p>Plans should encourage sustainable development of villages, including promotion of economic activity while maintaining the quality of the existing environment.</p> <p>Councils should ensure they are fully appraised of the needs and priorities of rural communities, and should undertake surveys to fill these gaps where necessary.</p>	

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Key Principles 3 & 4	<p>In rural areas Councils should attempt to focus new development near to existing services and facilities to encourage access by sustainable forms of transport.</p> <p>Centres which are to be the focus of such development should be identified in development plans. Development away from these centres should be limited.</p>	Ensure rural transport service plans are coordinated with the designation of rural growth centres.
The Countryside – paras. 15 & 16	<p>The planning system must make the most of opportunities for new leisure and economic developments outside existing rural centres. Obligations to protect designated areas, and to enhance countryside quality should be maintained.</p> <p>Development must not adversely affect rural quality of life or the rural environment.</p>	
http://www.odpm.gov.uk/stellent/groups/odpm_planning/documents/page/odpm_plan_030148.hcsp		

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PPG9 – Nature conservation (1994) - ODPM		
<p>Conservation proposals deriving from the EU Habitats Directive and 1990 Town and Country Planning Act have been supplemented by the Countryside & Rights of Way (CRoW) Act of 2000 which postdates this PPG but which does not materially alter the conservation priorities or approach taken.</p>		
Para. 12 – designated areas	<p>Ensure as fully as possible that nature conservation obligations in nationally and internationally designated sites are met as fully as possible.</p>	Recognise the primacy of conservation objectives when determining the location and design of transport developments within and close to designated sites.
Para. 18 – nature conservation outside designated areas &	<p>Planning authorities should recognise the relative significance of the different levels of conservation designation. Plans should indicate criteria against which damage to designated sites can be assessed.</p>	Indicates need for some formal process for assessing development impacts consistently.

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<p>para. 25 – local plans</p> <p>Paras. 24 – local plans; 36 – special procedures & 47 – protection of species</p> <p>Paras. 30 & 31 - SSSIs</p>	<p>Local plans should identify relevant international, national and local nature conservation interests and ensure that protection and enhancement of those interests is properly provided for in development and land-use policies. Protection of species and their supporting habitats is a material consideration in planning decisions.</p> <p>English Nature should define consultation areas surrounding designated areas to control and oversee any development proposals affecting them.</p>	<p>Recognise the primacy of conservation designations and avoid damaging these sites.</p> <p>Establish whether these areas have been defined for SSSIs</p>
<p>Paras. 38 & 39 – environmental assessment</p>	<p>Environmental assessment should occur when development is likely to have significant effects on the character of an SSSI. This requirement applies also to developments close to an SAC/SPA, RAMSAR site, and to cSACs and pSPAs.</p>	<p>Ensure assessment of all relevant development proposals (and pre-empt this by assessing impacts during SEA).</p>
<p>http://www.odpm.gov.uk/stellent/groups/odpm_planning/documents/page/odpm_plan_606919.hcsp</p>		

Document title and reference points	Objectives, requirements and guidance	Implications for LTP
<p>PPS11 – Regional Spatial Strategies (2004) - ODPM</p>		
<p>Establishes the relationship between the principal regional strategy documents and defines their scope.</p>		
<p>Annex B (content of Regional Transport Strategy)</p>	<p>The Regional Transport Strategy should provide guidance on:</p> <ul style="list-style-type: none"> • Regional objectives and priorities for transport investment • Future development of airports and ports in the region • Managing and improving the trunk and primary road network • Promoting sustainable forms of freight movement • A framework for policies to encourage a shift to public transport, improved access and travel choice • Parking policies 	<p>Anticipate these requirements of the RTS by ensuring that they are addressed to some degree, where appropriate, within the LTP, and recognising that the policy details are not yet defined.</p>

Document title and reference points	Objectives, requirements and guidance	Implications for LTP
	<ul style="list-style-type: none"> The strategic context for implementing demand management measures. 	
Annex B – para. 17	The RTS should establish a framework for sub-regional planning for LTPs which have a cumulative impact in the region.	Coordinate LTP policies with those of authorities in adjacent areas
Annex B – paras. 31 & 32	<p>The RTS should set out a strategic framework for public transport planning which should identify:</p> <ul style="list-style-type: none"> Areas or corridors which offer the best potential for improving public transport access and services where these would support the regional or local spatial plan A hierarchy of public transport interchanges and network of public transport corridors linking them Proposals for supporting public transport improvements with park - and-ride schemes. 	Again, anticipate the requirements
http://www.odpm.gov.uk/stellent/groups/odpm_planning/documents/page/odpm_plan_031152.hcsp		

Document title and reference points	Objectives, requirements and guidance	Implications for LTP
PPG13 – Transport (2001) - ODPM		
This review focuses on those aspects of the guidance that are directly relevant to those setting LTP policies. PPG13 contains a large amount of material covering the integration of land use and transport planning, however many of the provisions apply to the design and location of land use changes rather than to the transport infrastructure. For this reason these paragraphs are excluded.		
Para. 1.4 – objectives	Establishes the priorities of integrating land use planning with transport; promoting sustainable transport choices for people and freight; and reducing the need to travel by private car by improving the accessibility of sustainable transport.	Ensure LTP policies meet objectives thoroughly and consistently.
Para. 1.6 – objectives	Identifies the linkages between transport and land use planning in terms of the need to co-locate housing, retailing, etc. with good quality transport services offering modal choice.	

Document title and reference points	Objectives, requirements and guidance	Implications for LTP
	Ensure needs of the disabled are taken into account. Consider how to reduce transport -related crime.	
Para. 45 - freight	Land use planning should facilitate a shift in transport of freight from road to rail and water. Attention should be paid to the value of disused transport sites (notably stations and railway lines) and effort made to prevent their loss to different land uses.	Review the scope for modal shift within the constraints of the rail infrastructure in the county, existing port facilities, and the conservation designations of inland and coastal areas.
Para. 48 - interchange	Co-locate interchange facilities with heavy traffic-generating sites.	
Paras. 50 to 51 - parking	Coordinate parking provision with policies on on- and off-street parking controls and charging principles.	
Para. 66 – traffic management	Design traffic management measures so as to reduce accidents, noise, pollution and community severance; to support promotion of sustainable transport modes; promoting better and safer rural roads; and reducing the impact of traffic in sensitive areas (eg. AONBs).	
Para. 70 – demand management	Indicates measures for addressing congestion using fiscal measures.	Through the SEA process the LTP can consider alternatives that involve capping demand rather than continuing expansion.
Para. 72 – public transport	Explore opportunities and priorities for additional investment to improve public transport, and for improving the interchanges between different transport services.	Ensure LTP has taken due account of these priorities.
Paras. 75 to 77 – walking & paras. 78 to 80 - cycling	Need to promote walking / cycling to replace unnecessary car journeys; healthier lifestyles; and accessibility of facilities. Reflect these requirements in design to improve safety and reduce crime.	Ensure adequate investment in and promotion of these specific sustainable transport modes.
http://www.odpm.gov.uk/stellent/groups/odpm_planning/documents/page/odpm_plan_606896.hcsp		

Document title and reference points	Objectives, requirements and guidance	Implications for LTP
PPG15 – Planning & the Historic Environment (1994) - ODPM		
Perhaps less significant due to regeneration requirements, but some areas of the sub-region may contain heritage features and this should not be overlooked. Note that the content of PPG15 is more directly pertinent to transport planning than PPG16 (archaeology).		
Para. 5.2 – transport traffic management & para. 5.5 – new transport routes	Integrate transport planning with land use planning thereby minimising impacts on the historical environment. Keep new roads and other transport infrastructure away from historic buildings and sites, while balancing the needs of conservation, safety, economics and engineering feasibility.	With county heritage/archaeological officers, identify possible designation of former coalfield and industrial workings as heritage sites and review transport impacts (need for access vs. need for protection).
Para. 5.4 – new transport routes	Assessment of new routes should consider whether need can be obviated by alternative transport modes or management techniques (eg. congestion charging; park and ride schemes)	Take full account of demand levels, demand management and other alternatives in policy development.
Para. 5.7 – new transport routes	Review opportunities to re-use derelict transport infrastructure, especially in environmentally sensitive areas.	
Paras. 5.16 to 5.18 – street furniture	Review the impact of road signs, street furniture and associated aspects of the transport infrastructure on the character of areas with historic or cultural associations.	Consider options for careful design in designated historical or character areas.
http://www.odpm.gov.uk/stellent/groups/odpm_planning/documents/page/odpm_plan_606900.hcsp		

Document title and reference points	Objectives, requirements and guidance	Implications for LTP
PPG17 – Planning for open space, sport and recreation (1991/2001) – ODPM³		
Sustainable transport philosophy, which encourages modal shift towards walking and cycling is intrinsically linked to policy on recreation and the need to also provide ready access to such facilities. South Yorkshire also contains large areas of recreational space and its transport policy needs to reflect facilities for sustainable travel and tourism in the neighbouring Peak District National Park.		

³ The comments are based on review of the 1991 PPG and the 2001 consultation draft on a revision of the guidance.

Document title and reference points	Objectives, requirements and guidance	Implications for LTP
Para. 17 – development in open spaces	Avoid the erosion of recreational function and the character of open spaces, ensuring that they do not suffer from increased overlooking, traffic flows and encroachment.	Ensure policy proposals take account of the impact of developments on all open public space.
Para. 18 (ii) – enhancing existing open space	Encourage better accessibility of open spaces, etc., taking account of mobility needs in the local population.	
Para. 20 (i) - general principles	Promote accessibility by sustainable modes of transport, and ensure facilities are accessible for those with disabilities.	
PPS17 update	<p>PPS17 updates the guidance to improve consistency with the government's sustainable development agenda. Specific objectives include:</p> <ul style="list-style-type: none"> • Prioritising protection of all recreational areas and open space from unnecessary or harmful development or encroachment • Integrating recreational space planning with transport planning to ensure a choice of access modes to sites can be provided <p>Para. 53 encourages councils to use provisions of the Countryside and Rights of Way Act 2000 to extend provision and improvements to public rights of way for walkers, cyclists and horse-riders.</p>	Take appropriate account of Structure Plan policies for recreational land provision in prioritising transport policies.
http://www.odpm.gov.uk/stellent/groups/odpm_planning/documents/page/odpm_plan_606902.hcsp		

Document title and reference points	Objectives, requirements and guidance	Implications for LTP
PPG21 – Tourism (1992) – ODPM		
Tourism facilities in the sub-region coupled with the Peak District mean that transport issues need to be taken into account (although note the age of the document).		
Para. 17 –the precautionary principle	The local authority and the Environment Agency must report annually on whether the plans produced by the authority include flood risk statements.	Ensure flood risk to the strategic road and rail route networks are addressed in the LTP.

Document title and reference points	Objectives, requirements and guidance	Implications for LTP
Para. 33 – risk-based approach	Car parking and other ancillary facilities should be designed on sustainable drainage principles.	Incorporate objective in design requirements for relevant LTP policies.
http://www.odpm.gov.uk/stellent/groups/odpm_planning/documents/page/odpm_plan_606908.pdf		

PART 3 – OTHER NATIONAL GUIDANCE AND STRATEGIES

Document title and reference points	Objectives, requirements and guidance	Implications for LTP
New Approach to Traffic Assessment / Guidance on Methodology for Multi-Modal Studies (2003 – WebTAG version) – Department for Transport		
The principal detailed guidance on transport planning assessment, techniques and principles. This review focuses only on the principal transport planning objectives and sub-objectives.		
Environment	Reduce the direct and indirect impact of transport facilities on the environment of users and non-users. Ten sub-objectives specify objectives for biodiversity, air quality, noise, water quality, landscape character, culture & heritage assets, other material assets, etc.	Allocate appropriate priority to conservation in all transport policy development.
Safety	Reduce levels of fatalities and serious injuries. Reduce damage to property resulting from transport incidents. Reduce levels of transport-related crime.	
Economic	Improve efficiency of the transport infrastructure for businesses, individuals and transport operators, to improve reliability and associated economic benefits. Get good value for money in terms of the impact of transport investment on public accounts.	
Accessibility	Make it easier for people to reach a wide range of locations using a choice of transport modes.	
Integration	Ensure all decisions are taken in the context of the government's policy on integrated transport.	
http://www.webtag.org.uk		

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Document title and reference points	Objectives, requirements and guidance	Implications for LTP
Road Traffic Reduction Act (1997) – Department for Transport		
Principal function of the Act is proposing processes for progressively reducing road traffic levels using methods which are now reflected in national and regional transport policy.		
	<p>The guidance espouses a range of generic objectives that are consistent with those in PPGs and NATA, including:</p> <ul style="list-style-type: none"> • promoting greater efficiency in use of scarce resources • enhancing the vitality of towns and villages • meeting the needs of rural areas • ensuring high standards of safety. 	
http://www.dft.gov.uk/stellent/groups/dft_roads/documents/page/dft_roads_504929-08.hcsp		

Document title and reference points	Objectives, requirements and guidance	Implications for LTP
Guidance on Full Local Transport Plans (2000, modified 2004) – Department for Transport		
Official guidance on contents of LTPs and procedure for developing them		
Strategy	<p>Key elements of strategy are:</p> <ul style="list-style-type: none"> • Integration with other policies (for example health, education and wealth creation) • Widening travel choices • Traffic management and demand restraint • Transport integration • Planning and managing the highway network • Rural transport • Sustainable distribution 	<p>Measure to:</p> <ul style="list-style-type: none"> • restrain demand esp. for car travel • Improve rural transport links • Promote sustainable distribution
Vision	<p>To allow transport to contribute to wider objectives:</p> <ul style="list-style-type: none"> • Meet a local vision of where a community wants to be in the future 	Needs to ensure public has a role in development of plan and supports national objectives on, for instance,

Document title and reference points	Objectives, requirements and guidance	Implications for LTP
	<ul style="list-style-type: none"> • Support national strategies • Public participation • Safety • Sustainable development 	climate change Measures to improve safety.
http://www.dft.gov.uk/stellent/groups/dft_localtrans/documents/divisionhomepage/032384.hcsp		

Document title and reference points	Objectives, requirements and guidance	Implications for LTP
Targeted Programme of Improvements (2002) – Highways Agency		
Defines activities being undertaken by the Highways Agency in support of the Transport Ten Year Plan.		
Strategy	Key elements: <ul style="list-style-type: none"> • To deliver the schemes already approved to the agreed timetable, to assist in the identification of new schemes to meet the objectives of the 10 Year Plan and deliver them quickly • Tackling the problems faced on our trunk roads requires integrated solutions as no single solution would be effective on its own • To minimise the preparation time whilst giving the public more influence early on in the development of schemes • To minimise the impact of the trunk road network on both the natural and built environment • To provide better quality services at optimal cost • To ensure the Agency meets its targets and that the Plan delivers the required outcomes 	Ensure these schemes are integrated into the wider transport plan
Vision	Carry out the Government's targeted programme of investment in trunk road improvements	
http://www.highways.gov.uk/aboutus/corpdocs/strat_plans/improve/		

Document title and reference points	Objectives, requirements and guidance	Implications for LTP
Good Practice Guidance on LTPs (2002) – Countryside Agency		
An attempt to ensure issues facing rural people are considered in transport planning		
Strategy	<p>The Countryside Agency urges local authorities to assess rural transport needs as the basis for action and recommends that accessibility audits are undertaken in rural areas. Options for action for each objective can then be identified. Typically, these could include:</p> <ul style="list-style-type: none"> • Policy interventions – using public policy to influence activity and decisions • Infrastructure measures – introducing physical improvements to the transport system • Service improvement measures – improvements to the quantity and quality of services available, as well as access to them • Integration and interchange measures – mechanisms which facilitate and encourage the integration of transport modes, and physical interchange between them • Information and awareness measures – mechanisms to increase awareness of the impact of certain behaviour, and improvements to the quality and availability of information on the transport system 	<p>Rural issues:</p> <ul style="list-style-type: none"> • Improve transport interchanges • Service improvements • Improved information on public transport • Better infrastructure
Vision	Transport that enables people to gain access to the services and facilities they need and goods to be transported around, while at the same time maintaining and enhancing the quality of the countryside	LTP should consider the needs of rural areas of the sub-region
http://www.countryside.gov.uk/EssentialServices/Transport/localTransportPlans/ltpguidance_intro/gpg/index.asp		

Document title and reference points	Objectives, requirements and guidance	Implications for LTP
The Role of the Highways Agency in Air Quality Management (2003) – Highways Agency		
Non-statutory document defining the overarching role of the Highways Agency in coordinating road infrastructure improvement, its integration with regional and local planning, and the delivery of sustainable transport solutions. The content of this document is a portfolio of services that the HA offers, and this has been interpreted as its stated objectives for the purposes of this review.		
Strategy	Broad range of approaches: <ul style="list-style-type: none"> • Strategic planning • Road and junction improvements • Integrated transport solutions and sustainable travel • Improved information • Collaboration with local authorities on air quality improvements 	None, these are statements of purpose by the HA.
Integration and sustainability	Areas of activity: <ul style="list-style-type: none"> • Providing transport interchanges • Improving provision of real-time travel information • Promoting car sharing and other workplace schemes including travel plans • Promoting health lifestyles and travel choices • Working with port, airport and waterway operators to promote these modes and provide better access to them • Design of road facilities to improve safety for pedestrians and cyclists • Working with public transport operators to coordinate service and rolling stock improvements 	Engage the HA in furthering these schemes, although the role specified in the document suggests the Agency is duplicating some of the functions that the LA would normally perform.
Traffic management	Provision of real-time and automated traffic management with road signs and control centres.	
teep://www.highways.gov.uk/knowledge/airqual/		

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Document title and reference points	Objectives, requirements and guidance	Implications for LTP
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Encouraging Travel Change - Working Together on Road to Rail Campaigns

Details the results of a series of pilot schemes to encourage modal shift from road to rail and identifies a number of key conclusions from commuter behaviour that are likely to be relevant when rolling out other schemes.

Conclusions	<p>Barriers to change:</p> <ul style="list-style-type: none"> • perceived high costs of train relative to car; • uncertainty about the interchange and the integration with bus services; • uncertainty regarding parking locations and space; • unreliability of feeder buses. <p>Tactics for breaking them down:</p> <ul style="list-style-type: none"> • clear information on costs and discounts; • integrated ticketing; • emphasise the positive. 	Take account of these conclusions in designing modal shift projects (though this is more likely to be relevant to the LAs).
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<http://www.highways.gov.uk/knowledge/enctrvch/>

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Document title and reference points	Objectives, requirements and guidance	Implications for LTP
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Sectoral Analysis: Inland Transport (2002) – English Nature

Summary of conservation and biodiversity problems attributable to varied transport modes as analysed by one of the four statutory environmental bodies.

Overarching objectives	<p>The specific policy objectives it proposes are:</p> <ul style="list-style-type: none"> • Encourage/support promotion of public transport • Demand habitat compensation for any losses due to development • Promote management of roadside verges as a habitat and 	In its role as a statutory consultee English Nature can be expected to look for evidence that policies are supporting these objectives.
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Document title and reference points	Objectives, requirements and guidance	Implications for LTP
	<p>recognise their value as wildlife corridors</p> <ul style="list-style-type: none"> • Prevent any impact on Natura 2000 sites • Environmental assessment to be applied widely to transport developments • Implementation of demand management policies to tackle private car use and congestion • Increased use of recycled aggregates and other materials in transport projects • Promoting alternatives to petrol vehicles for public and private transport. 	
http://www.english-nature.org.uk/about/sector/pdf's/Sectit.pdf		

PART 4 - REGIONAL POLICY & STRATEGY

Document title and reference points	Objectives, requirements and guidance	Implications for LTP
<p>Regional Spatial Strategy for Yorkshire and the Humber (2004) - Government Office for Yorkshire and the Humber</p>		
<p>The over-arching strategic document which supersedes RPG12 and defines the integrated land use, transport, environmental, minerals and waste planning objectives for the region, and which sets a framework with which lower-tier plans must be consistent.</p>		
<p>Strategic considerations</p>	<p>Objective 1 funding available to S. Yorks till 2006 only.</p> <p>Radial transport route structure serving Sheffield has impacts on other towns and surrounding rural areas, which has less visible implications for house prices and other parameters.</p> <p>Settlement patterns of coal mining areas dictated by geology and generally locations are not well-served by the transport network.</p> <p>New housing scheduled for 1998-2016 will only add 12% making it essential that new stock is well served by the transport network to reduce commuting levels.</p> <p>Importance of coordinating policy in adjacent regions, viz:</p> <ul style="list-style-type: none"> • development of Trans-Pennine routes • passenger and long-distance freight haulage • providing seamless through-ticketing • managing motorway and trunk road traffic • provision of long-distance walking and cycling routes • integration of the broader infrastructure with Trans European Network initiatives (M1/M18/A1/M62/M180 & East Coast Main Line are all part of TEN). • coordinating other modes (eg canals and airports). • problem of congestion affecting regional efficiency. • growth in road traffic overall, and in freight traffic specifically, is not sustainable, particularly in air quality terms. 	

Document title and reference points	Objectives, requirements and guidance	Implications for LTP
	<p>Need to improve transport provision in rural areas and former coalfield towns. Measure proposed focus on better bus connectivity, possibly with some subsidy of ticket prices, but also with new flexible approaches such as dial-a-ride services.</p> <p>Para. 2.43 proposes increasing urban concentration to improve industrial / commercial strength of larger towns, but this will add to congestion without appropriate transport measures.</p>	
Policy P1	<p>Authorities should collaborate in 'corridor studies' where public transport corridors cross boundaries to ensure coordination of actions and that public transport capacity is maximised (Policy P1d).</p>	
Policy S2	<p>Identifies South Yorks and especially the Dearne Valley as priorities for regeneration – para. 4.56 adds the four main urban centres. Notes that DV SEZ covers three local authority areas.</p>	
Policy S4	<p>Re-use of brownfield land close to existing transport links is a particular priority. Transport priorities for coalfield areas include Dearne Valley and Coalfields Link Roads and Hemsworth bypass. However needs to include better public transport access, not just improved roads.</p>	

Document title and reference points	Objectives, requirements and guidance	Implications for LTP
Policy E4	<p>Policy E4 requires all major new industrial development to be located close to access points to the <u>inter</u>-regional transport network, and encourages the clustering of some activities.</p> <p>Principal objectives include providing a “strategic steer” on role of airports, ports and railways in the region’s transport infrastructure; guidance on improving transport choice and on adoption of demand management measures such as workplace car parking charges.</p> <p>Overarching objectives (para. 7.6) re-state transport policy priorities in terms of improving safety, promoting modal shift and healthier transport alternatives, and the role of transport infrastructure in supporting regeneration.</p> <p>Strengthen Transport Assessment of new developments to control location of land use relative to transport network. Publish accessibility criteria for use by LAs in evaluating new sites for development.</p> <p>Specific strands of strategy:</p> <ul style="list-style-type: none"> • Improved travel choices for all • Planning and parking controls to direct development to readily-accessible locations using other modes • New and improved bus and rail services • Improved ticketing facilities ideally integrating Park & Ride and similar schemes with other services • Growth in awareness campaigns. 	<p>Reflect these proposals in the alternatives considered in LTP2</p>

Document title and reference points	Objectives, requirements and guidance	Implications for LTP
Policy T3	Policy T3: reduce no. killed or seriously injured in road accidents to be reduced by 2010 to 40% of average level over 1994-1998. Also seek: <ul style="list-style-type: none"> • Reduce no. of children killed or seriously injured (presumably over the same period) by at least 50% • Reduce no. of slight casualties by more than 10%. 	
Policy T5 Policy T6	LAs to contribute to a regional strategy for demand management. SRA with GOYH and LAs to encourage investment in rail infrastructure and to look at further expansion of light rail systems.	
Policy T8	Addresses transport facilities for tourism (eg. in Peak District borders).	Regeneration priorities focused on new employment creation and contribution of tourism (and its transport needs) could be overlooked.
Policy T9	Improve access to existing airport facilities.	Consider relative importance of local facilities (Sheffield) with those at Manchester.
Other issues	Travel choice to be extended with better facilities for walking and cycling, integrated ticketing, and better access to information about public transport services. Seek improvements in rail gauge where feasible; seek opportunities for closer integration of rail, road and water transport of freight, and safeguard land for new facilities for inter-modal freight transfer. Table 7.2 defines a range of targets for accessibility of basic services and amenities from housing.	

<http://www.gos.gov.uk/goyh/docs/199734/199799/201898>

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Document title and reference points	Objectives, requirements and guidance	Implications for LTP
Yorkshire and Humber Regional Sustainable Development Framework - Update 2003 - 2005		
The RSDF seeks to ensure that sustainable development is an integral part of policy and decision-making at regional, sub-regional and local levels throughout Yorkshire and Humber.		
RSDF Aims	The aims are: <ul style="list-style-type: none"> ▪ Good quality employment opportunities available to all ▪ Conditions enabling business success, economic growth and investment ▪ Education and training opportunities building the skills and capacities of the population ▪ Safety and security for people and property ▪ Conditions and services engendering good health ▪ Culture, leisure and recreation opportunities available to all ▪ Vibrant communities participating in decision making ▪ Local needs met locally ▪ A transport network maximising access whilst minimising detrimental impacts ▪ A quality built environment and efficient land use patterns making good use of derelict sites, minimising travel and promoting balanced development ▪ Quality housing available to everyone ▪ A bio-diverse and attractive natural environment ▪ Minimal pollution levels ▪ Minimal greenhouse gas emissions and a managed response to the effects of climate change ▪ Prudent and efficient use of energy and natural resources with minimal production of waste 	These aims would make a good basis for SEA objectives
http://www.yhassembly.gov.uk/p_contentDocs/245_1.pdf		

Document title and reference points	Objectives, requirements and guidance	Implications for LTP
South and West Yorkshire Multi-Modal Study (2000) - Government Office of Yorkshire & Humberside ⁴		
Establishes some general overarching principles for resolving extensive traffic congestion on the region's roads, and assisting with modal shift at local and sub-regional level. Also the first strategy document to propose demand management through fiscal measures.		
Strategy	<p>Analysis and proposals heavily focused on reducing congestion and related adverse environmental effects of road traffic. Proposes a hierarchy of measures:</p> <ul style="list-style-type: none"> • Demand management (physical and fiscal measures) • Modal shift • Increase (road) capacity. <p>Also aiming to integrate transport proposals into Objective 1-led regeneration plans for South Yorkshire, balancing this against need to sustain development elsewhere in the region.</p> <p>Forecast strategic road traffic would almost double over period 2001-2011. But also forecast that even extensive investment in public transport was unlikely to shift a significant amount of traffic off roads. Traffic pattern and high level of single-occupant cars reflects nature of S & W Yorks regional economy and currently poor local provision and quality of public transport services.</p> <p>Conclusion suggests there is a conflict between need to control traffic and land use plans that would focus new development on the congested networks (the report advocates controls on development, not obviating it).</p>	Support for environmental protection / conservation in the proposals below is implicit, so SEA needs to raise the profile of environmental impacts.

⁴ Report prepared by MVA Ltd.

Document title and reference points	Objectives, requirements and guidance	Implications for LTP
Demand management	<p>Proposes adoption of active traffic management as used on M25 to W and SW of London.</p> <p>Use land use policy to steer development to appropriate locations; however para. 8.7.3 suggests this approach will have limited impact unless it is supported by other tactics.</p> <p>Encourage employers and school travel plans; the report advises that work car place taxation should not be used as the central plank of commuting policy. Employers should also consider introducing flexible or staggered working hours.</p> <p>Promote ICT as alternative to commuting.</p> <p>More rigid parking controls to manage demand.</p> <p>Para. 8.7.10 advocates area-wide charging to tackle congestion on the main road network (ie. not just the A1 and motorways, which might just shift traffic onto other A roads) –this would be implemented as part of a government-sanctioned growth in road charging.⁵</p> <p>Opportunity to build demand management – and tolling specifically – into any new major road development. This includes M1 widening. Proposals would also apply to HGVs although the issue of relative charges is not addressed. Such proposals wouldn't be implemented until ca. 2011 at the earliest.</p> <p>Dynamic demand management proposals include flow management measures or segregated lanes benefiting public transport and multi-occupant vehicles.</p>	<p>Review relevance of these proposals and the extent to which they are still consistent with the RTS and RSS.</p> <p>Identify areas of consistency and conflict with adopted UDPs and attempt to reconcile the latter.</p> <p>Review these proposals alongside others dealing with modal shift of freight onto rail or water.</p>
Modal shift (non-road transport)	<p>Specific proposals:</p> <ul style="list-style-type: none"> • min. of 5 trains per hour between Leeds & Sheffield • generally improve frequency of rail links between the principal 	As above.

⁵ Initial modelling suggested an optimum 5p/km toll for wide-area charging (ie. rather than more localised schemes) although the report advocates more detailed assessment.

Document title and reference points	Objectives, requirements and guidance	Implications for LTP
	<p>centres in the region</p> <ul style="list-style-type: none"> • implement new stations as recommended in West Yorks and South Yorks PTE strategies, and improve frequency and capacity of all rail services during the normal working day • run all principal bus services at constant frequency throughout the working day, and with 20-min. frequency on principal trunk routes • designated major radial routes in the principal cities which would be served by buses every 5 mins through the working day (with lesser frequencies as the routes fan out to their destinations) • establish an orbital service 2m out of Sheffield city centre, and provision of Park & Ride facilities at rail and edge-of-city locations • introduce new rapid transit systems • major improvement of reliability/punctuality of all bus and rail services • direct rail access to be provided (primarily for freight) at Doncaster Finningley airport. 	
Road improvements	<p>Recommends:</p> <ul style="list-style-type: none"> • M1 widening in Sheffield/Rotherham area (this is in conflict with RMBC policy) • Sheffield to Rotherham link road • Build Cudworth bypass to support local regeneration proposals. <p>M1 widening and some new road projects seen as minimal level of acceptable increase in capacity without significant land take and therefore adding to existing environmental impacts from congestion.</p>	As above.

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Document title and reference points	Objectives, requirements and guidance	Implications for LTP
Yorkshire and the Humber: Strategic Transport Priorities (2003) – Yorks & Humber Regional Development Authority		
Submitted as part of the consultation / review of RPG12. Identifies transport priorities for the region as dictated primarily by economic regeneration priorities.		
Strategy	Aims to identify strategic regional transport priorities that can only be delivered by bodies such as Highways Agency, SRA, etc.	
Proposals	Overarching priorities: <ul style="list-style-type: none"> • implement public transport and highway improvements to serve 3 SEZs (M1 corridor, M18 corridor, Dearne Valley) • integrate S Yorks proposals with regeneration needs for south bank of Humber 	
	Road priorities: <ul style="list-style-type: none"> • fully upgrade A1 to A1(M) • improve M1 in line with SWYMMS recommendations • implement route management strategy for the M62 	
	Rail priorities: <ul style="list-style-type: none"> • early completion of East Coast Main Line upgrade • assess viability of Central Railway concept and its implications for local freight movements • extend trans-Pennine express services to other main centres • remove gauge restrictions on Doncaster to Immingham rail link to enable rail transport of traffic to the port, and also improve M180/A160 road links • three extensions to the Supertram network to serve outlying areas of Sheffield and introduce the three lines planned for Leeds, with consideration for links to other parts of West Yorks 	

Document title and reference points	Objectives, requirements and guidance	Implications for LTP
	<ul style="list-style-type: none"> improve rail stock and service frequency on trans-Pennine routes, and upgrade gauge suitable for freight movements address bottlenecks on Leeds-Sheffield rail link and improve journey times as recommended by SWYMMS improve track and rolling stock on Midland Main Line 	
	Other transport priorities <ul style="list-style-type: none"> improve surface access to Leeds-Bradford airport 	

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Document title and reference points	Objectives, requirements and guidance	Implications for LTP
Yorkshire and the Humber Experimental Regional Transport Board – Final Report (2004) – Government Office for Yorkshire and the Humber		
Review assessed the level of alignment of transport strategies within the region and concluded they were consistent and well-aligned with government policy as a result of collaborative working, extensive stakeholder involvement and use of Sustainability Appraisal. Some issues and transport impacts were identified which would need to be addressed by the LTP2.		
Composition of regional transport strategy board	<ul style="list-style-type: none"> Schemes outside the (sub-)region have an important impact on its facilities (eg. capacity changes on M62; accessibility of Manchester International Airport). 	Take stock of proposed developments and likely effect on the sub-regional transport infrastructure.
Alignment of / with regional strategies	<ul style="list-style-type: none"> Transport investment needs to be more fully aligned with sub-regional strategies in RSS and Yorkshire Forward's investment plans. Greater emphasis in cross-boundary working in LTP2, and greater attention to inter-regional issues. Need to improve evidence base. SA of RPG and RES highlights conflicts between regeneration investment priorities and transport impacts. Also identifies pressure 	Ensure LTP2 development process fully involves peers in other sub-regions and adjacent regions as far as possible and appropriate. Improve monitoring network as a result of SEA process. Attempt to address identified problems while recognising coordination responsibility lies at a higher level in the

Document title and reference points	Objectives, requirements and guidance	Implications for LTP
	<p>to develop land in locations poorly-served by public transport (ie. basic conflict with current transport and land use planning guidance).</p> <ul style="list-style-type: none"> • Proposals for road and airport development both appear to conflict with air quality improvement objectives and contributing to reduced greenhouse gas emissions. • Some plans have paid inadequate attention to the role and investment needs of heavy rail transport. 	<p>planning infrastructure.</p>
Northern Way Growth Strategy	<p>Principal regional investment priorities (those relevant to S Yorks):</p> <ul style="list-style-type: none"> • Improved surface access to all airports. • Gauge and capacity improvements on trans-Pennine rail links and improve passenger services (capacity/frequency?). • Reduce congestion on M62. • Develop/expand Leeds and Sheffield supertrams. • Improve rail links between Leeds, Sheffield and Bradford, and improve services to Barnsley. • Prepare bus partnership framework for each city region. 	<p>Support these objectives in LTP2 proposals.</p>
Regional vs National	<p>Notes frustration that regional transport policy has limited ability to influence schemes on the Strategic Road Network that have, nevertheless, great significance for the region/sub-region, and which need to be coordinated with more local policy proposals.</p>	

Deleted: <http://www.goyh.gov.uk/rpte/documents/ERTB%20final%20report.doc>

Document title and reference points	Objectives, requirements and guidance	Implications for LTP
<p>Freight and Logistics Intelligence for the Regional Transport Strategy (2004) - Regional Assembly for Yorkshire & Humberside⁶</p> <p>Defines requirements for managing transport infrastructure changes to meet needs of freight transport, while implicitly seeking to reduce impacts of this transport mode.</p> <p>Strategy</p>	<p>Efficient and economic freight movement minimising environmental and human health impacts, and its impact on the wider transport infrastructure.</p> <p>Engage road haulage industry in consultation with the intention of introducing lorry road use charging, possibly as part of a wider congestion charging initiative.</p> <p>Continual monitoring of road freight movement by pattern and freight type to accurately understand the impacts of policy intervention.</p> <p>LAs should address freight transport as an integral part of their transport and economic planning briefs</p> <p>Develop a Freight Partnership to bring together public and private sector interests in working towards a common solution</p> <p>Increase awareness of air quality impacts of freight movement and prioritise solutions that address this problem, especially in Air Quality Management Areas. Also review and monitor the impacts of freight-related noise.</p>	

⁶Report prepared by Faber Maunsell.

Document title and reference points	Objectives, requirements and guidance	Implications for LTP
Approach	<p>Road freight:</p> <ul style="list-style-type: none"> • Consider lorry routing restrictions particularly to keep HGVs from residential areas and other sensitive receptors • Coordinated management and timing of deliveries in urban centres, especially for HGVs • Coordination of LAs, the RA and the Highways Agency to improve the quality of real-time traffic and traffic management information • Local authorities should review priority given to HGVs especially in areas where there is congestion and where rapid, efficient freight movement is important to the local economy 	
	<p>Rail freight:</p> <ul style="list-style-type: none"> • Identify and lobby for removal of infrastructural and other problems that will affect growth in rail freight (specific issues include gauge constraints on trans-Pennine routes) • Encourage a network of multi-modal/inter-modal freight interchanges across the region • Identify contingency plans for diverting rail freight to avoid congestion or line closures <p>Other freight modes:</p> <ul style="list-style-type: none"> • Promote water-freight (coastal and inland), integrating any new development with other modes, and safeguarding land as appropriate • Review opportunities for more use of transport by pipeline • Exploit opportunities for increasing freight movements through the region's airports 	

http://www.yhassembly.gov.uk/p_contentDocs/583_1.doc

Document title and reference points	Objectives, requirements and guidance	Implications for LTP
M60 Junction Eighteen to Twelve Multi-Modal Study (2002) – Department for Transport		
Illustrates potential 'domino effect' by which wide-area transport policy in one sub-region can affect another		
Strategy	Consideration of a range of traffic charging approaches to manage road demand most on the congested section of the M60 Greater Manchester orbital motorway.	
Issues	<p>Study concluded that certain charging approaches, such as charge-by-distance could cause traffic to divert onto other routes, including a significant change in the volume of traffic on the A628 (ie. a shift in the opposite direction to that encouraged by SPITS).</p> <p>Conclusion appeared to be that area-wide charging was likely to be the most appropriate solution which also controlled the level of investment needed in toll plazas.</p>	Suggests need to coordinate any proposal for charging not only at sub-regional and regional (Yorks / Humber) level, but also with adjacent regions.
http://www.dft.gov.uk/stellent/groups/dft_about/documents/page/dft_about_503875-12.hcsp		

PART 5 - SUB-REGIONAL & LOCAL POLICY & STRATEGY

Document title and reference points	Objectives, requirements and guidance	Implications for LTP
<p>Unitary Development Plan for Sheffield (1998) – Sheffield City Council</p>		
<p>As Sheffield is the major population and employment centre in the sub-region, development within the borough can have knock-on impacts on transport requirements across the sub-region. Moreover transport policy needs to balance the desirability of building Sheffield's role with the need to ensure regeneration plans for the other large towns and for former mining communities are not compromised.</p>		
<p>Strategic considerations</p>	<p>High level of households without a car, suggesting scope to promote public transport and other modes. Design of road network should contribute to an efficient public transport system and be integrated with Park & Ride and similar schemes. Integration is also required between other modes, eg. rail and Supertram networks. Transport facilities must balance need to maintain vitality of city centre (which includes making appropriate provision for access by car) with need to encourage more use of public transport. On a broader scale the Plan seeks to integrate land use and transport planning by siting major developments close to existing main transport routes as well as local improvements designed to provide better access to amenities for pedestrians, cyclists and those with mobility problems.</p>	
<p>Transport policy proposals</p>	<p>T2/T3: integrate Supertram network with a supporting network of priority bus routes; extend the existing network (although the wording suggests this would not be on a large scale). T4: open four new suburban stations. T9: proposes city centre High Amenity zones where transport-efficient urban design, wheelchair-friendly access and other policy objectives will be designed into regeneration proposals.</p>	

Document title and reference points	Objectives, requirements and guidance	Implications for LTP
Other significant developments	<p>T13 / T14: propose 'area-wide' traffic calming measures. These raise issues of whether traffic mgmt. measures could knock onto other roads (ie. if traffic is forced away from managed areas).</p> <p>T15 to T19: traffic management using the Strategic Road Network (SRN) as the main arteries; T16 suggests that the capacity of the SRN is a key planning consideration and that additional management measures would be invoked if traffic demand exceeds capacity. T17 proposes extension of the A6102 Outer Ring Road which appears to have potential impacts for traffic levels around the M1 junction, and therefore across into Rotherham (and possibly Barnsley) MBC.</p> <p>T20 defines plans to prioritise public transport access to the city centre during peak hours, reinforcing this with limits on parking provision for private cars. However encouraging access in off-peak hours is seen as essential to maintaining the viability of the city centre and therefore private car use would not be constrained.</p> <p>T28: restrict new development to locations well served by the existing transport network, or which could be served by improvements (eg. extension of the Supertram network).</p> <p>Policy IB2 prioritises industrial/commercial growth along the Don Valley, in the City Centre, the Sheaf Valley, and at Stocksbridge, Smithywood, Ecclesfield and Oxclose.</p> <p>Policy IB8 identifies seven priority areas for new industrial and business sites with Tinsley Park, the former Smithywood Coke Works and Mosborough – Oxclose covering >25ha each.</p>	Consider implications of these developments on traffic patterns, and need to anticipate them in multi-modal transport proposals.
http://www.planningportal.gov.uk/wps/portal!/ut/p/s.7_0_A/7_0_N9/cmd/ad/ar/sa.esri_url/c/6_0_CS/ce/7_0_NO/p/5_0_D0/d/0		

Deleted: <http://www.planningportal.gov.uk/wps/portal/action/ChangePage/pg>

Document title and reference points	Objectives, requirements and guidance	Implications for LTP
Barnsley Unitary Development Plan (2000) – Barnsley Metropolitan Borough Council		
Indicates clear role of transport network in regenerating the area. This, together with possible major capital investment in transport infrastructure, will require intra-regional coordination, which will be fostered by common policies in the LTP2. Within-borough improvements and the specific focus on prioritising freight movements may have traffic and environmental impacts in adjacent authorities. Equally, policy to improve links outside the region would be beneficial to other authorities.		
Strategic considerations	<p>Priority appears to be improving strategic road network, and links to it, to improve accessibility especially for industry and commerce. This extends to priorities for route maintenance and upgrading.</p> <p>Long-distance links to hubs such as Manchester airport are strategically important to policies on industrial /employment growth.</p> <p>A recurrent theme is the prioritisation of improvements benefiting public transport and also <u>freight movement</u>.</p> <p>Promote healthier transport modes and contribute to improvement of borough environment by reducing impacts especially of road traffic.</p> <p>There is a broad proposal for segregating transport routes which has an impact on land take.</p>	Needs to ensure that environmental protection is effective, particularly as some of the larger infrastructure projects could result in land take (not reinstatement of existing or disused routes).
General proposals	<p>Link improvements proposed that are coordinated with or may have an impact on other boroughs, eg.:</p> <ul style="list-style-type: none"> • bus and road improvements to Rotherham • quality of rail link to Sheffield • proposal for Northern Orbital Link road. <p>Proposes longer-term developments for consideration:</p> <ul style="list-style-type: none"> • Barnsley Passenger Transport Interchange • Guided bus services • Park & Ride facilities (extension of existing facilities) • Improvement of local rail infrastructure (new stations and track) 	<p>Needs to ensure there is a balanced approach to promoting different transport modes so that:</p> <ul style="list-style-type: none"> • Approach to road traffic management is consistent and does not just shift congestion from one authority to another • Rail infrastructure proposals are realistic, affordable and coordinated. Specifically many schemes for light rail and similar are proposed by

Document title and reference points	Objectives, requirements and guidance	Implications for LTP
	<ul style="list-style-type: none"> • More use of the rail infrastructure for freight haulage, including measures to protect disused rail routes for possible future regeneration. • Car parking to be managed in parallel with public transport promotion to encourage modal shift while reducing congestion. • Expansion of cycling network proposed. 	individual authorities and the LTP2 needs to identify whether there are synergies in adopting cross-regional services.
Specific policy proposals	<p>Policy M10 makes a specific requirement to use rail, pipe or other mechanisms for transporting minerals out of the area, reducing reliance on road transport.</p> <p>Policy T2 is the principal statement requiring that traffic generated by any new development should not add to the load on the existing road network and without environmental or safety impacts. Policy T1 mentions the need to protect key environmental resources.</p> <p>Policy BA4 identifies around a dozen areas for new industrial or commercial development, although the largest is only 10ha.</p>	
http://www.barnsley.gov.uk/docs/services/policyplanning/volume1-strategy-policy-justification.pdf		

Document title and reference points	Objectives, requirements and guidance	Implications for LTP
Rotherham Unitary Development Plan (1999) – Rotherham Metropolitan Borough Council		
Identifies standard priorities and objectives for developing local transport infrastructure that deal in equal measure with access to strategic routes and local traffic planning.		
Strategic considerations	<p>Granted Objective 1 status which may have funding implications for capital projects.</p> <p>Broader UDP establishes a set of Regeneration Areas which focus land use change and have corresponding requirements for prioritising transport improvements and accessibility.</p>	

Document title and reference points	Objectives, requirements and guidance	Implications for LTP
	<p>Overall focus of UDP is brownfield regeneration while respecting conservation / heritage obligations. Review of strategy acknowledges inherent conflict between these two aims.</p> <p>Results in land use focused on existing industrial and commercial sites, many of which were/are primarily dependent on road access rather than other transport modes.</p>	
Transport policy considerations	<p>T1: specific infrastructure improvements:</p> <ul style="list-style-type: none"> • Improved rail interchange facilities and of the Midland Main Line link from London to Sheffield • Development of Sheffield/Rotherham airport (this is assumed to refer to its use as a commercial airfield rather than re-use of the land for other purposes) • Promoting Sheffield & South Yorks canal; policy T4 makes specific reference to switching freight traffic from road to canal and its impact on development approvals. <p>Opposes motorway widening schemes that have adverse environmental impacts (possible conflict with SWYMMS?).</p> <p>T2: improved connection with strategic road network and recognises role of such infrastructure in strategic regeneration.</p> <p>T3: promoting public transport in urban <u>and</u> rural areas.</p> <p>T6: broad principles for co-locating new development with sites that are well-served by the existing transport network.</p>	<p>Need to consider coordination of canal proposals with those in Sheffield, and impact on funding.</p> <p>Need to integrate and balance Rotherham's need for better rail connection with those of other authorities.</p> <p>Assess extent to which Objective 1 funding could provide local (within-borough) improvements.</p> <p>Recognise Rotherham is less well-served by rail network than Doncaster & Sheffield, and propose appropriate modal alternatives.</p> <p>Coordinate proposals for Don Valley transport links with those of Sheffield CC (and Barnsley to a lesser extent). A specific issue is the opportunity for cross-regional infrastructure rather than individual improvements focusing movements on a particular urban area.</p>
Other policy considerations	ENV1: planning constraints in the Green Belt but does not place any on transport.	

Document title and reference points	Objectives, requirements and guidance	Implications for LTP
	<p>EC2: refers to the Proposals Map which shows the 430ha allocated for business/commercial use, although this covers period to 2001 only. Most industrial land lies along the railway line with additional pockets on the west side of Maltby and Aston.</p> <p>http://www.rotherham.gov.uk/graphics/YourHome/Planning/Forward+Planning/Unitary+Development+Plan/</p>	

Document title and reference points	Objectives, requirements and guidance	Implications for LTP
Doncaster Unitary Development Plan (1998) – Doncaster Metropolitan Borough Council		
Identifies priorities for regenerating Doncaster and the surrounding mining communities. Proposals include road, rail and possible canal transport; some require integration with policies in adjacent authorities.		
Strategic considerations	<p>As with Rotherham, strong focus on regenerating communities (with specific focus former colliery towns in the Lower Dearne Valley area) but with appropriate environmental controls. Notwithstanding this policy GEN2 makes regeneration of Doncaster a clear priority. Reinstatement of despoiled land is a specific objective. Includes proposals to designate Green Belt and Countryside Policy Area (though impact on transport options is not evident).</p>	
Transport policy considerations	<p>Specific plan issues include:</p> <ul style="list-style-type: none"> • Proposal to improve A1 north to A1(M) standard but detrunking of other dualled A-roads (eg A630T) • Proposal for a new Dearne Towns Link Road, which is likely to require coordination with Barnsley MBC <p>T7 (& T32): environmental protection objectives of the Plan, proposing strict controls on use of unsuitable roads by HGVs (does not preclude them using the strategic road network).</p> <p>T11: use of rail and water transport of minerals where feasible. T37</p>	<p>Coordination of rail and canal improvements with those being considered by other authorities. Review cumulative impact of transport infrastructure improvement on the sub-region's road capacity. Ensure any requirement for transport infrastructure improvement in the sub-region is coordinated with wider strategy.</p>

Document title and reference points	Objectives, requirements and guidance	Implications for LTP
	<p>also proposes re-instating canal transport of freight.</p> <p>T21: expansion of Park & Ride facilities.</p> <p>T24: proposes (prioritises?) creation of a public transport corridor from Doncaster to Bentley. The supporting text hints at vehicles using 'green' fuels rather than a guided busway or similar.</p> <p>T25: coordination of the area's public transport needs with wider public transport provision which is the responsibility of SYPTA.</p> <p>T26: improved local rail services with specific mention of the provision of new stations, two of which are proposed for Balby and Askern.</p> <p>T30: protect disused rail (and possibly water?) links from development to enable regeneration if necessary.</p> <p>T31: develop Community Transport Initiatives.</p> <p>T33 / T34: shift freight traffic onto rail, including creation of a road/rail interchange at Carr.</p> <p>T36: re-development of Finningley airfield could see handling of up to 2.3m passengers and 60,000 tonnes of freight by 2014.</p>	<p>Investigate opportunities for common solutions including public transport alternatives that link local authority areas.</p> <p>Review the potential role of Finningley and the transport infrastructure needed to serve it.</p>
Other policy considerations	<p>Policy GEN7 prioritises 'green transport' solutions.</p> <p>Industrial development policy identifies 5 priority sites for regeneration at Armthorpe, Brodsworth Colliery, Thorne, Balby Carr and Doncaster Carr (all >30ha, with the latter being a proposed mixed land-use development of 100ha).</p>	

http://www.doncaster.gov.uk/Living_in_Doncaster/Neighbourhoods/Planning/our_plans/Doncaster_UDP_Document.asp

Document title and reference points	Objectives, requirements and guidance	Implications for LTP
<p>Doncaster Unitary Development Plan Review 2001-2016 (2002) – Doncaster Metropolitan Borough Council</p> <p>Reviews progress to date on implementing UDP with more recent information about infrastructure improvements. The strategic objectives of transport policy remain unchanged.</p>		

Document title and reference points	Objectives, requirements and guidance	Implications for LTP
Strategic considerations	<p>Objective 1 funding available for regeneration of a zone between the M18 and Doncaster centre, although some of this area lies some way from the East Coast Main Line. A number of additional road improvements are identified, improving links from smaller urban areas to the M18.</p> <p>Re-development of Finningley could create 5000 new jobs. Identifies proposals for improved road and rail links to Doncaster if the project goes ahead.</p> <p>Plans progressing for segregated bus routes along main trunk routes into the town.</p> <p>Green Belt constraints limit the exploitation of rural sites and therefore land most likely to be redeveloped for employment will be brownfield and adjacent to the existing transport network. These are likely to lie along or close to the A1(M) and M18 and will therefore affect traffic levels on these roads.</p>	Need to consider the impact of development along the M18 east of Doncaster on the sub-regional transport network.
Specific policy considerations	<p>Policy EMP1 identifies impact of poor transport links of many communities in the Dearne Valley and proposes use of unutilised housing land for re-development for employment creation.</p> <p>http://www.doncaster.gov.uk/Images/UDP_SUMMARY_tcm2-8224.PDF</p>	

Document title and reference points	Objectives, requirements and guidance	Implications for LTP
Barnsley Integrated Development Plan (2001) – Barnsley Metropolitan Borough Council		
Establishes framework for regeneration plans within the centre of Barnsley which needs to be supported by transport policies that are also consistent with national and regional objectives.		
Strategy	Identifies sections of urban area for 'focused' re-development – eg. Oakwell sports area; localised new business incubator sites – which will need to be accessible from throughout the borough.	

Document title and reference points	Objectives, requirements and guidance	Implications for LTP
Objective 1	Requires reconfiguration of the transport interchange to improve access and movement of vehicles.	
Objective 3	All plans should contribute to minimising use of private cars.	
Objective 6	<p>Requirements:</p> <ul style="list-style-type: none"> • Improvement of access to town centre by all forms of transport to support regeneration as principal employment centre (ie. limiting development at urban edges) • All transport improvements to be advanced through the LTP including reconfiguration of the interchange • Improved rail links to Leeds and Sheffield to shift traffic from the motorways and main roads • Better access from transport nodes to the 'lifestyle' area to be created in the town centre • Busway to improve connectivity between suburbs and centre (part B of the plan mentioned a 'loop rail' system) • 'Green Links' strategy to improve facilities for walkers and cyclists. 	
Strategic linkages	Funding from Objective 1 partnership – available till 2006 and has to be spent by 2008.	
http://www.barnsley.gov.uk/docs/services/regeneration/idpa.pdf		

Document title and reference points	Objectives, requirements and guidance	Implications for LTP
Sheffield Integrated Development Plan (2001) – Sheffield One Partnership ⁷		
Establishes the framework for the comprehensive regeneration of the centre of Sheffield.		
Strategy	Extensive redevelopment of nominated 'quarters' of the city centre,	Ensure LTP proposals are consistent

⁷ Comprises Sheffield City Council, English Partnerships and Yorkshire Forward.

Document title and reference points	Objectives, requirements and guidance	Implications for LTP
Vision	<p>but with a common requirement for improved access, primarily by public transport, walking or cycling. However para. 2.4 notes that car and pedestrian access to the city centre could also be improved and that improvements are required to all modes.</p> <ul style="list-style-type: none"> • High quality access for shoppers and visitors to well located and signed, good quality car parks. • Good quality public transport to the City Centre for daily commuters, to encourage modal shift. • Frequent services by both light rail and electric buses throughout the City connecting the City Centre and its surrounding neighbourhoods to each other. • Real time information systems keeping passengers fully informed of service frequency and interconnecting services. • Access to and within the City Centre by car will be clearly legible offering drivers choices for movement around the City Centre, and supported by real time information on the location of car parking • Pedestrian movement will be focused along existing public streets and through well-designed public squares and with routes within the City Centre, to key public transport interchanges and public car parks. 	<p>with / support regeneration aims.</p> <p>As above, however the detailed nature of proposals suggests LTP2 will not make specific policies for central Sheffield, and nature of the S1P transport -related policies are consistent with national, regional and sub-regional policy objectives.</p>
http://www.sheffield1.com/documents/public/partAJuly01.doc		

Document title and reference points	Objectives, requirements and guidance	Implications for LTP
<p>Draft Regeneration Plan for Rotherham 2003-2008 (2003) – Rotherham Metropolitan Borough Council Establishes the framework for the comprehensive regeneration of Rotherham. Strategy</p>	<p>Plan to support Renaissance project for Rotherham’s urban area. The five principal aims concern redevelopment of material assets with no</p>	

Document title and reference points	Objectives, requirements and guidance	Implications for LTP
	explicit mention of the role of the transport infrastructure.	
Objective 2 – create environment for sustainable businesses	Improve national and local bus services along the A57 and quality bus corridors. Promote company travel plans to help reduce traffic. Consider use of canals for freight movement.	Mixture of local and regional issues which need to be based on a coordinated approach delivered through the LTP2.
Objective 4 – enable people to fulfil their potential	Enhance transport links between all parts of Rotherham and the principal regeneration areas.	Localised requirements that can probably be best addressed through transport policies in the LDF.
http://www.rotherham.gov.uk/graphics/YourCouncil/Reports/_RotherhamDraftRegenerationPlan.htm		

Document title and reference points	Objectives, requirements and guidance	Implications for LTP
The Doncaster Renaissance Town Charter (2002) – Doncaster Metropolitan Borough Council		
Establishes the framework for the comprehensive regeneration of Doncaster.		
Strategy	Regeneration proposal focused primarily on the town centre, but with re-development for mixed and specific uses elsewhere in the borough.	
3.4 Promoting ease of movement	Giving highest priority to the needs of pedestrians. Integrating the station into the town centre. Improving the capacity, reliability and convenience of bus services. Dynamic management of parking and traffic flows, and supporting this with better signposting. Improving the type and choice of transport modes linking the urban area with new development sites (eg. Finningley airport).	
http://www.doncaster.gov.uk/Living_in_Doncaster/The_Mayor_and_Council/Council_Strategies_Procedures_and_Plans/Town_Charter.asp		

Document title and reference points	Objectives, requirements and guidance	Implications for LTP
Strategy	Faced with 60% growth in road traffic 1981-2001, and prompted by congestion, pollution, traffic using inappropriate roads (esp. HGVs), community dislocation due to road traffic in the Peak District (PD).	
	Proposals: <ul style="list-style-type: none"> • Improve / reinstate rail routes across/through PD • Improve / reinstate bus routes, particularly those linking larger centres in the PD and in the urban areas to the east and west • Focus traffic on Strategic Road Network routes across the PD and away from side roads (except where this supports tourism) • Maximise use of rail for freight transport. 	Proposals at regional / sub-regional level for re-development of rail links are likely to be sympathetic with SPITS, but any road measures need to ensure there is no impact on the adjacent National Park.
http://www.spits.org.uk/Business%20Plan/Business%20Plan.htm		

<u>Document title and reference points</u>	<u>Objectives, requirements and guidance</u>	<u>Implications for LTP</u>
<u>SPITS' South Pennines Transport Project 2005-2016 (2005) - CPRE</u>		
Strategy	The South Pennines Integrated Transport Strategy (SPITS) consists of 8 elements as listed below. The South Pennines Area as covered by the project is bordered by the M62 to the north, the M1 to the east, the A50 to the south and the A34 to the west.	

<u>Document title and reference points</u>	<u>Objectives, requirements and guidance</u>	<u>Implications for LTP</u>
<u>Approach</u>	<p>1.Traffic restraint incorporating speed management, safety and traffic reduction measures on all class A and B Trans-Pennine routes and minor roads where significant diversion of through traffic could occur within the South Pennines area.</p> <p>2.Managing and influencing the implementation of fiscal demand measure, such as road pricing and parking charges, where they affect traffic movements in the South Pennines area.</p> <p>3.Creation of a network of “safe roads” within the South Pennines area offering improved access for non-motorised users.</p> <p>4.The development of measures to influence travel behaviour in the South Pennines area.</p> <p>5.Improved/reinstated rail routes and services across or around the South Pennines area.</p> <p>6.Improved long distance bus/coach services within or around the South Pennines area.</p> <p>7.Improved bus and rail services including integration, marketing, ticketing and technology</p> <p>8.Improvements to the A57/A628/A616 core trunk road across the National Park.</p>	<p><u>Recognise implications of wide-area traffic strategic and traffic management proposals for adjacent areas</u></p>

Document title and reference points	Objectives, requirements and guidance	Implications for LTP
Peak District National Park Management Plan 2000-2005 (2000) – Peak District National Park Authority		
Includes material on potential impacts of through and tourist traffic on the environment and character of the park.		
Strategy	Achieving sustainable balance between need to conserve the park area, its natural and built character while also meeting the needs of its residents and providing appropriate facilities for its enjoyment.	
Approach	90% of visitors arrive by car, with road traffic growing by 60% over the period 1980-2000. Three principal components: tourist traffic; through traffic; and quarry traffic. Solution delivered through SPITS (see separate entry).	Nothing specific as principal requirements are detailed under SPITS.
http://www.peakdistrict.org/pubs/manplan.pdf		

Document title and reference points	Objectives, requirements and guidance	Implications for LTP
Ex Ante Sustainable Development Appraisal of the South Yorkshire Integrated Development Plans (2001) – Objective One Partnership¹⁰		
Review of sustainability components of initial IDPs which may indicate issues that can be resolved in the LTP2.		
	<p>Issues identified:</p> <ul style="list-style-type: none"> • relying on a shift to bus transport in areas of new development is difficult to implement quickly; plans need to be pragmatic • limited recognition in IDPs of impact of development on freight movements • proposals to serve new development in SEZs likely to rely on road improvements due to poor access to other modes • road improvement proposals appear better defined than those for other modes, suggesting difficulties in delivering effective public transport schemes that will prove popular 	Check whether these issues are still evident in IDPs.

¹⁰ Report produced by ECOTEC Ltd.

Document title and reference points	Objectives, requirements and guidance	Implications for LTP
http://www.goyh.gov.uk/objective1/documents/idpex/EA%20Sustainable%20Development.pdf	<ul style="list-style-type: none"> • Finningley proposal will result in extra traffic impacts on air quality (report hints at but does not explicitly state cumulative impacts) • Proposes setting investment aside to fund pilot bus trials • Inconsistent approach to city / town centre treatment of car access 	

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