

Chapter 4: Excellent Infrastructure

| Figure or Table | Advancing Together Indicator   | YNY Baseline               | YNY Latest Data            | YNY Change on Baseline  | YNY Progress | Y&H Baseline               | Y&H Latest Data            | Y&H Change on Baseline    | Y&H Progress |
|-----------------|--|----------------------------|----------------------------|-------------------------|--------------|----------------------------|----------------------------|---------------------------|--------------|
| Table 4.2       | <b>Traffic Volume:</b><br>(billion vehicle kilometres – all roads)               | 8.1                        | 8.9                        | 0.8 billion km          | ☹            | 38                         | 41.6                       | 3.6 billion km            | ☹            |
| Table 4.7       | <b>Housing Completions:</b><br>Number of annual completions of housing           | 2143                       | 2358                       | 215                     | ☺            | 13,633                     | 17,340                     | 1,400 over-target to date | ☺            |
| Table 4.9       | <b>Housing Affordability:</b><br>House price to gross household income ratios    | 2.71                       | 4.29                       | -1.58                   | ☹            | 2.41                       | 3.44                       | -1.03                     | ☹            |
| Table 4.12      | <b>Land Reuse:</b><br>Percentage of new homes built on previously developed land | 67% (includes conversions) | 76% (includes conversions) | 23pp over annual target | ☺            | 55% (includes conversions) | 71% (includes conversions) | 11 pp over annual target  | ☺            |

| Other Advancing Together Excellent Infrastructure Indicators – Data not available for York and North Yorkshire |                                     |
|--|-------------------------------------|
| <b>Traffic Volume:</b> Average daily motor vehicle flows on all roads (1,000 vehicles per day)                 | Not available at sub-regional level |
| <b>Transport Use:</b> Personal travel by mode (to work without car)  | Not available at sub-regional level |

Table 4.2– Baseline 1998. Latest data is 2004. Source: Department for Transport, Road Traffic Statistics for Local Authorities.

Table 4.6 – Baseline 1998/99. Latest data is 2003/04. Source: Local Authority Audits from the Yorkshire and Humber Assembly, Annual Monitoring Report, 2004. England data is taken from the Office of the Deputy Prime Minister.

Table 4.8 – Baseline 2002. Latest data is 2003. Source: Joseph Rowntree Foundation.

Table 4.11– Baseline 2001/02. Latest data is 2003/04. Source: Yorkshire and Humber Assembly, Local Authority Audits. Includes all conversions.



- significant change in the right direction.



- little or no change.



- significant change in the wrong direction.

pp – percentage point difference.

## Chapter 4: Excellent Infrastructure

### Advancing Together Vision

Yorkshire and Humber will have physical infrastructure and communications that meet the needs of people, businesses, places, and the environment.

We will ensure that physical development takes account of the diverse nature of our region. Development will bring about renaissance of both our urban and rural areas, make the most appropriate use of land, and reduce the need to travel. Sound investment, management, and planning will deliver excellent infrastructure – including water services, energy, information and communications technology, the built environment, and transport.

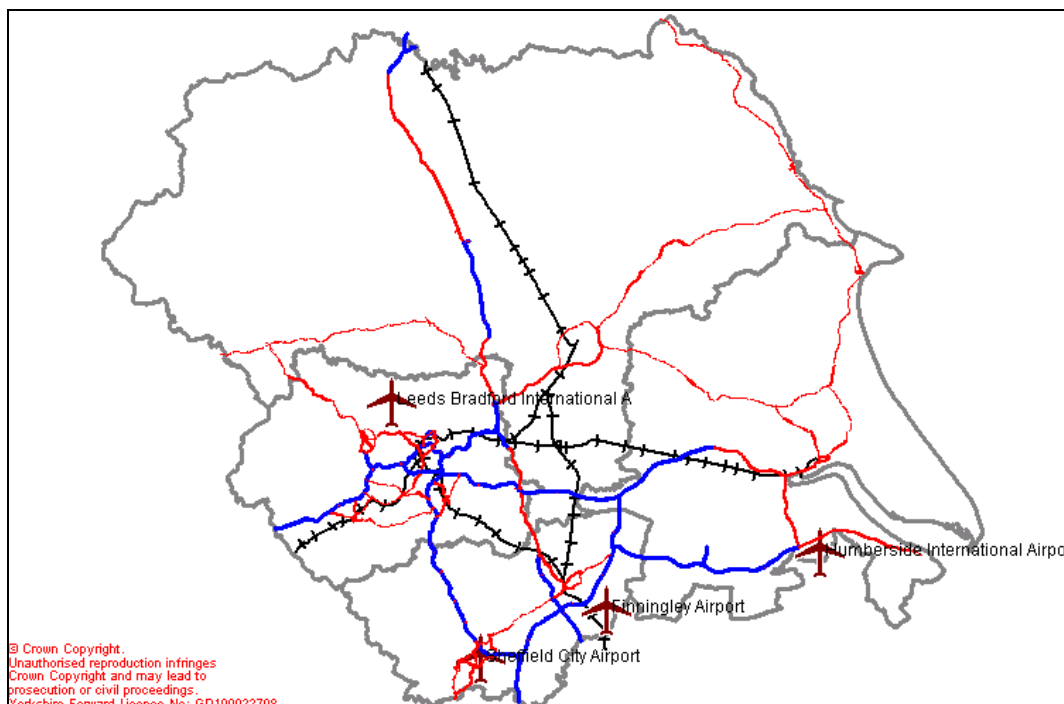
This chapter supports the measurement of Advancing Together indicators eight to twelve. It focuses on four key topics: transport infrastructure, personal travel, housing, and planning and flood defence.

In addition the chapter recognises the impact which transport makes on other factors such as the environment, health and quality of life; therefore improvements to transport can lead to improvements in other societal and economic goals

### Transport Infrastructure

York and North Yorkshire has a number of key transport links which are important to the sub-region's economic performance. The sub-region is generally well connected within this regional and national network, although there are exceptions such as the distance from Scarborough to national and international markets, and the more remote rural communities of the Moors and Dales.

**Figure 4.1: The sub-region's transport infrastructure network**



## **Rail**

The Strategic Rail Authority National Rail Yearbook states that the region's rail passenger numbers have increased by 50% since 1996. This increase in rail usage is further emphasised through the fact that rail journeys to/from York have increased by 53%, the rest of the County has also seen a 26% increase. The East Coast Mainline (ECML) which operates North-South through the centre of the sub-region, stopping at Northallerton and York, provides the key rail connection to London, Newcastle and Edinburgh. Research conducted by Halcrow in 2002 entitled 'The Economic Value of the East Coast Main Line' outlined that 90% of businesses in the region viewed the ECML as being important, 50% as vital, and one third used the line every day.

Key rail links across the sub-region include commuter routes such as the York, Knaresborough, Harrogate and Leeds line and the Transpennine Line linking Manchester, Leeds and York to Scarborough.

Other important rail routes operating across the sub-region, include the Malton, Thirsk, Northallerton and Selby; the Esk Valley line connecting Whitby and communities along the Esk Valley to Middlesborough; the Scarborough to Hull line calling at Filey and Hunmanby; and the Leeds to Carlisle/Morcambe Line which connects Skipton and the rural communities of Gargrave, Hellifield, Long Preston, Settle, Horton in Ribblesdale, Ribbleshead, Giggleswick, Clapham and Bentham to Leeds and Bradford. These routes are operated by five different Rail Operating companies – GNER, Northern, Transpennine Express, Midland Mainline and Hull trains.

Work started on GNER's £1 million York Station Improvement scheme in August 2004. This is part of GNER's major station improvements programme to modernise facilities at key stations along the East Coast Main Line.

## **Road**

There is an extensive road network across the sub-region which is well integrated into the national network. This includes the A1(M) connecting North and South, linking to the M1 to London and the South and onto the M62 east (Hull and the Humber Ports) and west across the Pennines to Manchester, the A19 connecting York and the main Hambleton towns to Teesside, the A64 from the A1 and Leeds through York, Malton to Scarborough and the Coast, the A66 across the Northern Pennines providing links to Cumbria and the M6 North and a number of other significant A roads

The east west connections across the central part of the sub-region are limited in terms of major road networks, with routes such as the A170 through the Vale of Pickering, restricted through physical constraints. However apart from high levels of congestion within the holiday periods due to tourist traffic, improvements are limited to traffic safety and management measures, although this does raise issues for the provision of public transport in these areas.

The Government's Targeted Programme of Improvements (TPI) aims to address some of the most pressing network problems, to ease congestion, make travel safer, provide healthier and safer communities and support regeneration and integration. The table below outlines the key schemes which will impact upon the sub-region.

**Table 4.1: Government Targeted Programme of Improvements (TPI) schemes which will impact upon the sub-region**

| TPI schemes completed since 2003  | TPI schemes under construction  | TPI Schemes under development                               |
|---|---------------------------------|---|
| A63 Selby Bypass – completed in 2004  | A1 (M) Wetherby to Walshford    | A66 Greta Bridge to Stephen Bank dualling – entered in 2002 |
| A64 Colton Grade Separated Junction/Bilbrough Top (this scheme was opened in June 2005) | A1 (M) Ferrybridge to Hook Moor | A66 Carkin Moor to Scotch Corner – entered in 2002          |
|   |                                 | A1 Dishforth to Barton – entered in 2002                    |
|   |                                 | A1 Bramham to Wetherby – entered in 2002                    |

Source: Government Office for Yorkshire and The Humber, 2005.

### Air Transport

There is no airport situated in the York and North Yorkshire sub-region; however the Leeds Bradford airport which is situated in West Yorkshire is in close proximity to the Craven and Harrogate districts. Although the core catchment area for the airport is the more densely populated area of West Yorkshire, it is recognised that the airport also draws passengers from further a field, particularly York and North Yorkshire.

There has been rapid growth in recent years and usage is forecast to grow to around 7 million passengers per annum by 2030. The Air Transport White Paper supports this need for additional terminal capacity and runway expansion at the Leeds Bradford airport.

Current access to the Leeds Bradford airport is almost entirely road-based with limited public transport links to the sub-region. Consequently, the large volume of traffic travelling to the airport is likely to cause an impact on the environment of the adjoining districts within the sub-region, particularly in terms of congestion, air quality and noise pollution. There has been the suggestion of a rail link via Leeds City Station but this has raised issues around costs involved with the topography of the area. However, Progress in the Region 2005 suggests that there is evidence that passengers travelling to Leeds Bradford airport are increasingly using bus services and access to better public transport will reduce traffic and hence reduce the associated effects on the environment of the sub-region.

Further airports which are accessible from the sub-region include Humberside, Robin Hood at Finningley, Durham Tees Valley near Yarm and Newcastle International is relatively accessible to the region. Outside the region Manchester Airport is the nearest major international airport.

### Personal Travel

There is a need for an efficient transport system for the people who live in the sub-region and also for the transportation of freight. This section looks at levels of road traffic, methods of transport and road safety.

The Department of Transport produces a range of regional transport statistics, which outline estimates of datasets such as road vehicles and road safety. However sub-regional analysis only provides segregated information for West and South Yorkshire. York and North Yorkshire and Humber are grouped together and this makes local level analysis difficult. The available information at a sub-regional and local level is outlined below.

### Road Traffic

The following table outlines the Advancing Together Indicator 8a, which outlines the number of vehicle kilometres for the sub-region. This indicator provides a measure of trends towards

increasing car use and miles travelled, which have implications for congestion, pollution and quality of life. Traffic volume links to the sustainability agenda. If volume is going down use of motor vehicles is going down and by extension so are carbon dioxide emissions and other polluting effects. The regional indicator uses the Regional Transport Statistics as its source however Local Authority Transport Statistics are available via the Road Traffic Statistics for Local Authorities

The data reveals that traffic flows across the sub-region have increased over recent years similar to the increases experienced by the region as a whole, with both areas experiencing a 9.4% increase.

**Table 4.2: All motor vehicles traffic volume (million vehicle kilometres)**

| Area                     | 1998   | 1999   | 2000   | 2001   | 2002   | 2003   | 2004   |
|--------------------------|--------|--------|--------|--------|--------|--------|--------|
| Yorkshire and Humber     | 37,995 | 38,507 | 38,502 | 39,153 | 40,294 | 40,568 | 41,579 |
| York and North Yorkshire | 8,178  | 8,271  | 8,212  | 8,406  | 8,688  | 8,755  | 8,950  |
| North Yorkshire          | 7,066  | 7,124  | 7,040  | 7,219  | 7,486  | 7,521  | 7,688  |
| York                     | 1,112  | 1,147  | 1,172  | 1,187  | 1,202  | 1,234  | 1,262  |
| The Humber               | 6,359  | 6,507  | 6,486  | 6,579  | 6,844  | 6,924  | 7,100  |
| South Yorkshire          | 8,917  | 9,054  | 9,126  | 9,330  | 9,622  | 9,680  | 10,012 |
| West Yorkshire           | 14,541 | 14,674 | 14,679 | 14,838 | 15,142 | 15,209 | 15,516 |

NB: Figures for 2002 and 2003 have been revised (as published 7 July 2005).

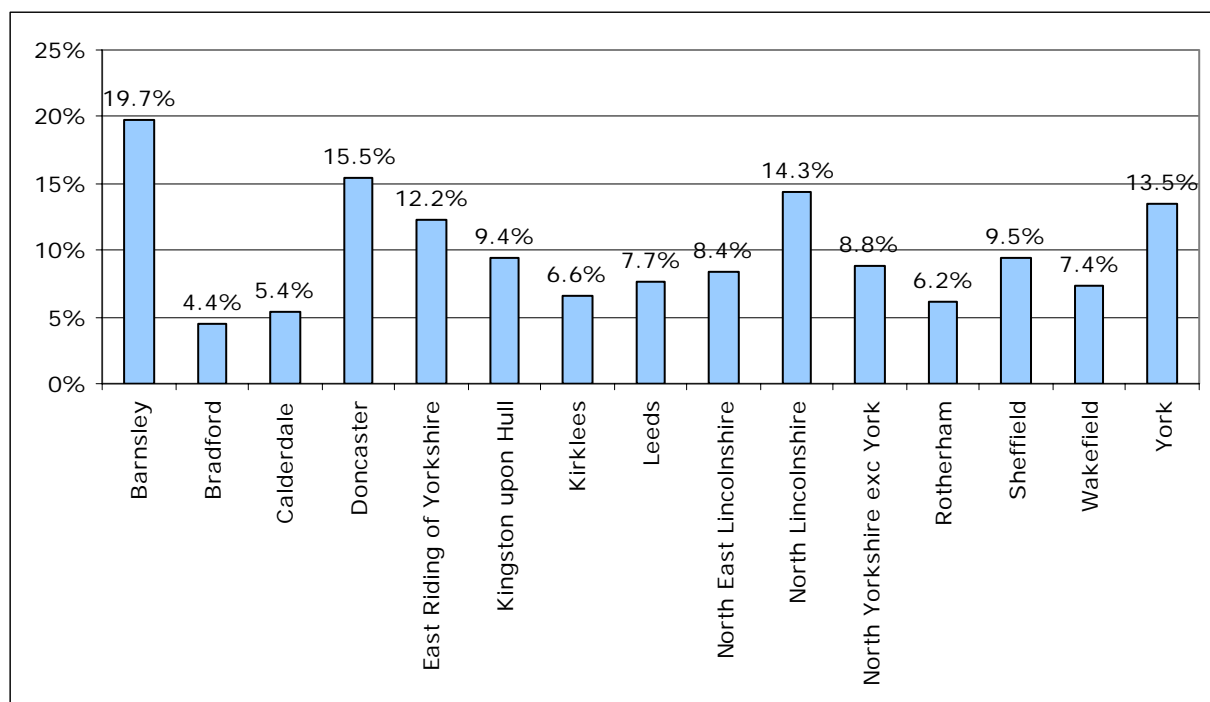
Source: Department for Transport, Road Traffic Statistics for Local Authorities

Advancing Together Indicator 8a

Also a Regional Sustainable Development Framework Indicator

Figure 4.2 below outlines the percentage change in motor vehicle traffic flows at a local authority level across the region; district council figures are not published. This shows that York experienced a 13.5% increase in motor vehicle flows over the period 1998-2004. This was one of the highest increases across the region, whereas the North Yorkshire increase was 8.8%.

**Figure 4.2: Motor Vehicle growth across the region, 1998-2004**



Source: Department for Transport, National Road Traffic Survey, 2004

## Mode of Transport to Work and School

Progress in the Region 2005 utilises analysis of Labour Force Survey data to outline a recent picture of usual methods of travelling to work. However, this analysis is not available at the sub-regional level and therefore Census data have been used to provide an indication of travel patterns.

54.6% of commuters in the sub-region travel to work by car; this is lower than the regional average. However there are also a high percentage of people who work at home (12.16%). This will include people employed in agriculture and tourism and may relate to the high proportion of home workers that are from Ryedale. There is also a high percentage of people who travel to work by foot, particularly in the districts of Richmondshire and Scarborough. Interestingly a large percentage of people (12.04%) travel to work by bicycle in York, this is four times the average of the other North Yorkshire districts. Historical data (Census 1991) shows that there have been some changes in the patterns of transport with increases in people working at home and travelling by car. At a district level the highest proportion of car users is in Selby (63%).

**Table 4.3: Travel to Work Methods of all People aged 16-74 in Employment, 2001 (%)**

| Area          | Work mainly at or from home | Underground; metro; light rail; Tram | Train | Bus; Mini Bus or coach | Motorcycle; Scooter; moped | Driving a car or van | Passenger in a car or van | Taxi or minicab | Bicycle | On foot |
|---------------|-----------------------------|--------------------------------------|-------|------------------------|----------------------------|----------------------|---------------------------|-----------------|---------|---------|
| Craven        | 14.74                       | 0.07                                 | 2.75  | 2.39                   | 0.60                       | 56.07                | 6.00                      | 0.47            | 1.36    | 14.89   |
| Hambleton     | 15.03                       | 0.06                                 | 0.83  | 1.90                   | 0.66                       | 59.11                | 5.41                      | 0.28            | 3.64    | 12.43   |
| Harrogate     | 12.61                       | 0.06                                 | 1.52  | 3.95                   | 0.66                       | 58.49                | 5.76                      | 0.40            | 2.31    | 13.68   |
| Richmondshire | 15.01                       | 0.05                                 | 0.70  | 2.64                   | 0.67                       | 51.99                | 5.89                      | 0.39            | 2.38    | 18.26   |
| Ryedale       | 17.90                       | 0.04                                 | 0.90  | 2.22                   | 0.89                       | 54.45                | 5.59                      | 0.18            | 4.25    | 12.91   |
| Scarborough   | 12.16                       | 0.07                                 | 0.82  | 5.05                   | 1.05                       | 49.31                | 7.68                      | 0.68            | 2.47    | 19.89   |
| Selby         | 10.77                       | 0.06                                 | 1.96  | 4.13                   | 1.15                       | 63.35                | 5.95                      | 0.17            | 3.80    | 8.28    |
| York          | 7.87                        | 0.07                                 | 1.54  | 7.23                   | 1.75                       | 48.18                | 5.50                      | 0.50            | 12.04   | 14.95   |

Source: Census 2001

Further analysis of Census data by the Yorkshire and Humber Assembly highlights that, not surprisingly, York has the highest percentage of people who stay in the district to work at 80%, whereas comparatively Craven has the lowest percentage remaining in the district at 66%, the main journey again from Craven being into the district of Bradford.

Progress in the Region 2005 outlines that 52% of schoolchildren aged between 5-16 walked to school in the region in 2002/03, this is the second highest level across the country. However there has been a decline in number since 1999/2001 by six percentage points. There is no sub-regional analysis available for this dataset.

Data from the 2001 Census has been included to provide an outline of travel to work distances. 26.1% of commuters in the York and North Yorkshire travel less than 2km to work compared to the regional average of 20.7%. The sub-region also has a higher percentage of people who travel 20km to less than 30km (7.1%) and 30km and less than 40km (3.9%) compared to the regional averages of 4.5% and 2% respectively. However there are great differences at the local level with commuters in Scarborough much more locally based compared to Selby.

**Table 4.4: Distance travelled to work of all People aged 16-74 in Employment, 2001 (%)**

| Area                     | Works mainly at or from home | Less than 2km | 2km to less than 5km | 5km to less than 10km | 10km to less than 20km | 20km to less than 30km | 30km to less than 40km |
|--------------------------|------------------------------|---------------|----------------------|-----------------------|------------------------|------------------------|------------------------|
| Yorkshire & Humber       | 8.44%                        | 20.70%        | 22.73%               | 19.48%                | 14.15%                 | 4.47%                  | 1.98%                  |
| York and North Yorkshire | 12.16%                       | 26.05%        | 16.41%               | 11.59%                | 12.56%                 | 7.10%                  | 3.90%                  |
| Craven                   | 14.74%                       | 25.12%        | 8.52%                | 14.68%                | 12.47%                 | 7.52%                  | 5.11%                  |
| Hambleton                | 15.03%                       | 24.52%        | 7.41%                | 11.24%                | 19.66%                 | 6.95%                  | 3.88%                  |
| Harrogate                | 12.61%                       | 25.96%        | 15.62%               | 9.52%                 | 14.12%                 | 9.67%                  | 3.60%                  |
| Richmondshire            | 15.01%                       | 30.41%        | 11.11%               | 9.69%                 | 13.10%                 | 5.58%                  | 3.45%                  |
| Ryedale                  | 17.90%                       | 25.56%        | 8.40%                | 9.95%                 | 15.16%                 | 8.54%                  | 3.81%                  |
| Scarborough              | 12.16%                       | 34.21%        | 17.72%               | 11.02%                | 7.24%                  | 4.68%                  | 1.91%                  |
| Selby                    | 10.77%                       | 17.12%        | 9.74%                | 12.74%                | 20.93%                 | 13.42%                 | 5.48%                  |
| York                     | 7.87%                        | 25.74%        | 29.65%               | 13.40%                | 6.08%                  | 3.36%                  | 4.31%                  |

Source: Census 2001

### Public Transport

Public transport passenger numbers are difficult to obtain at a local level. However, at a regional level there has been a decline in bus usage since deregulation in 1986, with issues such as reliability, declining passenger numbers and affordability emphasised. This is despite the existence of some excellent performing companies, such as Harrogate and District, with its luxury, very competitive, and highly popular 36 bus service linking Ripon, Harrogate, and Leeds.

The North Yorkshire Bus Strategy outlines that North Yorkshire benefits from an extensive bus network which is provided by 58 operators with over 16m passenger journeys a year. It is estimated that 93% of the population live in parishes with a daily bus service and 46% of the rural population have access to an hourly bus service. There are a number of Premier Specification contracts which must adhere to a set of standards, these include routes from Hawes – Bedale, Northallerton – Stokesley, Tadcaster – Pontefract, Skipton/Ikley – Grassington, York – Boroughbridge – Ripon, Wetherby – York, Hovingham – Malton. The Local Transport Plan 2006-2011 for North Yorkshire also recognises that there is an important role for longer distance coach services across the county and the flexible services which taxis provide when conventional transport is not available.

Within York most services are contained within the City and its immediate vicinity, whether commercial or subsidised, they are provided by one Company (First). The same Company provides Park & Ride services commercially in the City under a Licence Agreement with the City Council. Other, mostly commercially run, services run into or through the City from neighbouring towns and a small number of Council subsidised local services are provided by other companies. The City also has an extensive Park and Ride service, which has been developed over a 15 year period, with the most recent new site opened in July 2004. This gives the City Park & Ride services on five arterial approaches with further sites planned. Park & Ride patronage continues to grow, to the point where there are capacity pressures on some sites on the busiest days. The City is also about to introduce the ftr scheme which involves state-of-the-art articulated vehicles which look like trams but run on rubber wheels and use the road. The scheme utilises satellite tracking technology to allow ftr vehicles priority at traffic lights and to provide passengers with real time travel information.

## Traffic Congestion

Traffic congestion remains one of the major issues for York and its surrounding area, with particular congestion around the outer ring road. However traffic congestion is not really an issue for most parts of North Yorkshire. There is significant congestion around the towns of Harrogate and Scarborough and within some of the smaller market towns. There are also some issues at some of the main tourist areas in the peak season. The North Yorkshire Local Transport Plan (LTP2) 2006-2011 identifies that the main areas of urban congestion in North Yorkshire are:

- Harrogate and Knaresbrough
- Selby
- Scarborough
- Butcher Corner in Malton
- A6068 Skipton Road, Crosshills
- Skellgate and Skellgarth areas of Ripon
- A167 North End/Darlington Road, Northallerton

The main areas of rural traffic congestion are:

- Malham Tarn and Village in the Yorkshire Dales
- Reeth, Swaledale, Yorkshire Dales
- Hutton Le Hole in the North York Moors
- Whitby
- Pickering

## Road Safety

To reduce the numbers and severity of road traffic accident casualties, Highways Authorities in Yorkshire and Humber are seeking to achieve at least a 40% reduction in the numbers killed or seriously injured in road accidents by 2010 compared to the average for 1994 to 1998 and a 50% reduction in the number of children killed or seriously injured on the region's roads.

York and North Yorkshire has experienced good progress towards its 2010 targets, to reduce the 1994-98 baseline position.

**Table 4.5: Numbers of people killed or seriously injured in road accidents across Yorkshire and Humber**

| Area                    | Baseline Position<br>1994-98 average | Most Recent Position |        | Target  |        |
|-------------------------|--------------------------------------|----------------------|--------|---------|--------|
|                         | People                               | Year                 | People | Year    | People |
| East Riding             | 335                                  | 2003                 | 322    | 2010    | 150    |
| Hull                    | 216                                  | 2003                 | 163    | 2010    | 104    |
| North Lincolnshire      | 186                                  | 2003                 | 160    | 2006    | 125    |
| North East Lincolnshire | 149                                  | 2003                 | 128    | 2010    | 84     |
| North Yorkshire         | 903                                  | 2003                 | 845    | 2010    | 622    |
| South Yorkshire         | 720                                  | 2003                 | 696    | 2005/06 | 579    |
| West Yorkshire          | 1,484                                | 2003                 | 1,238  | 2005    | 1,187  |
| York                    | 136                                  | 2003                 | 100    | 2010    | 75     |

Source: Government Office for Yorkshire and The Humber, Transport Safety Survey, 2005.

The figures below show a much more successful achievement in the reduction of children killed or seriously injured on roads in the region since the baseline in all areas.

**Table 4.6: Children (aged less than 16) killed or seriously injured on roads across Yorkshire and Humber**

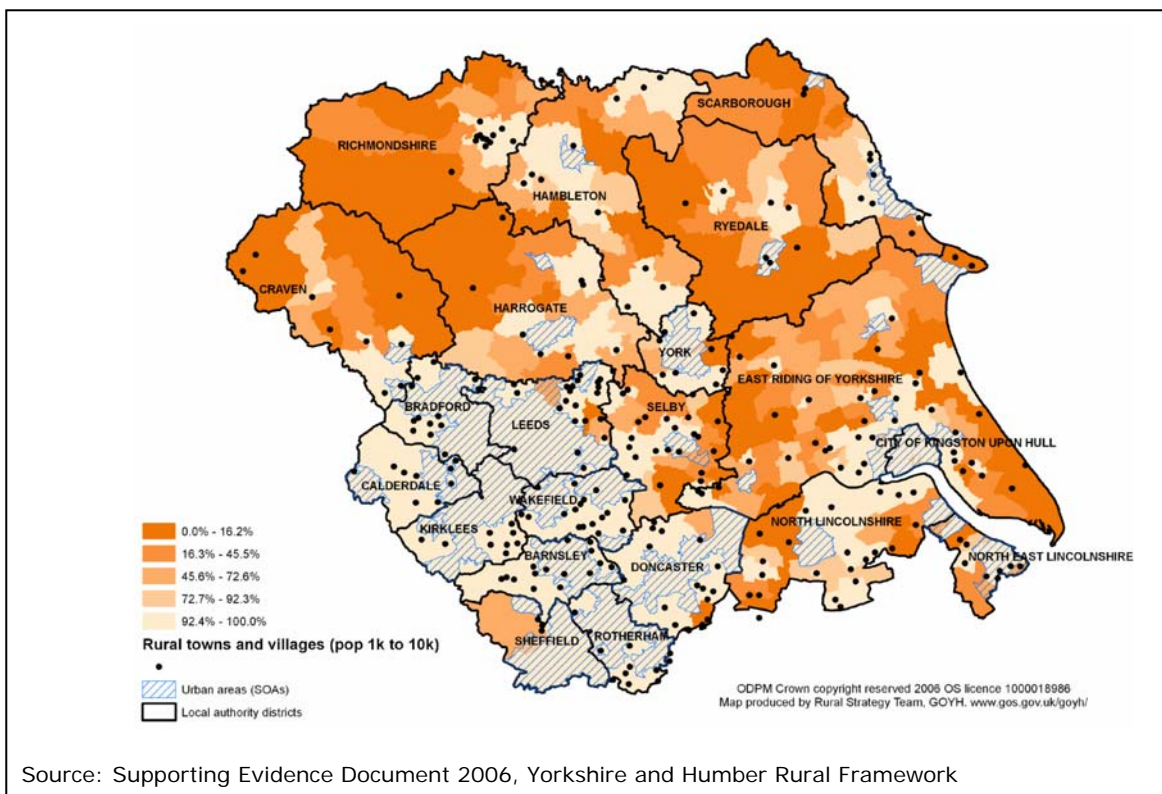
| Area                    | Baseline Position<br>1994-98 average | Most Recent Position |      | Target  |      |
|-------------------------|--------------------------------------|----------------------|------|---------|------|
|                         | Data                                 | Year                 | Data | Year    | Data |
| East Riding             | 34                                   | 2003                 | 24   | 2010    | 14   |
| Hull                    | 49                                   | 2003                 | 17   | 2010    | 25   |
| North Lincolnshire      | 25                                   | 2003                 | 17   | 2006    | 18   |
| North East Lincolnshire | 35                                   | 2003                 | 22   | 2010    | 17   |
| North Yorkshire         | 108                                  | 2002                 | 48   | 2010    | 43   |
| South Yorkshire         | 149                                  | 2003                 | 115  | 2005/06 | 113  |
| West Yorkshire          | 272                                  | 2003                 | 203  | 2005    | 204  |
| York                    | 14                                   | 2002/03              | 7    | 2010    | 51   |

Source: Government Office for Yorkshire and The Humber, Transport Safety Survey, 2005.

### IT Infrastructure

High quality IT infrastructure is a further important aspect of infrastructure. It allows businesses to become more competitive through enabling a number of benefits such as increased efficiency, reduced costs and improved supply chain and customer satisfaction. 100% of telephone exchanges have been enabled for broad band within the region however this does not reflect take up rates. The following map produced by Government Office for Yorkshire and The Humber outlines the residential delivery points with broadband access.

**Figure 4.3: Residential delivery points with broadband access, 2005**



Source: Supporting Evidence Document 2006, Yorkshire and Humber Rural Framework

## Housing

Housing is an important aspect in people's lives and is recognised as a fundamental principle in determining sustainable communities. The ODPM states that everyone should have the opportunity of a decent home at a price they can afford, in a place where they want to live and work. Affordability is a key issue within the sub-region and is explored further within this section, alongside information about housing completions, house prices and decent homes.

### Regional and Sub-regional Housing Arrangements

The Regional Housing Board has produced the region's second Regional Housing Strategy. The strategy will now take into account the developing housing policy and the policy context emerging from the ODPM's 'Homes for All' and 'People, Places and Prosperity' strategies and will also strengthen alignment with the new Regional Spatial Strategy and revised Regional Economic Strategy.

The strategy stresses the imbalance between housing markets across the Yorkshire and Humber and highlights three key themes, which involve; creating better places, delivering better homes, choice and opportunity and ensuring fair access to quality housing.

As part of the work involved in producing the Regional Housing Strategy a plan for each sub-region has been produced. For York and North Yorkshire the plan emphasises that accessibility and attractiveness create a high demand, high value area. These pressures mean that affordability is the key priority for North Yorkshire, where house prices have always been the highest in the region. The plan outlines a number of key strategic housing priorities which are:

- The provision of affordable housing for rent and low cost home ownership across the sub-region, including market towns and sustainable rural areas.
- Addressing decency issues in both the public and private sectors.
- Developing appropriate services for vulnerable people, particularly in rural areas.
- Developing strategic links with key partners, including Yorkshire Forward, house builders and investors in order to co-ordinate action and maximise opportunities for investment and development.

### Decent Homes

The Government has introduced a Decent Homes Standard which aims to bring all social housing into a decent condition by 2010. A decent home is defined as one which meets the current statutory minimum standard for housing, is in a reasonable state of repair, has reasonable modern facilities and services and provides a reasonable degree of thermal comfort.

Local Authorities who require extra resources to deliver homes can choose one, or a combination of three options, in consultation with tenants, which will provide extra income. These options are stock transfer, Arms Length Management Company (ALMO) and Private Finance Initiative. All councils in the sub-region are on course to meet the decent homes standard in their social housing stock by 2010. Craven, Hambleton, Ryedale and Scarborough have already transferred their housing stock to Registered Social Landlords. Selby have submitted an application for the 2005 stock transfer programme, whilst Harrogate, Richmondshire and York are able to deliver decent homes using their current resources.

However there are concerns around decency in the private sector, where an estimated 22% to 30% of homes are non-decent and there are concerns about capacity to meet the private sector decent homes target. Therefore work under the North Yorkshire WISH (Warm,

Independent, Safe & Healthy) programme, which aims to release equity for private sector owners to fund improvements, therefore remains important.

Analysis of the local authority stock within the sub-region which is non-decent highlights that of the 169,998 properties 4,255 remain non-decent as of April 2005. However this excludes a number of local authorities due to the fact that they have transferred the ownership and management of their housing stock to another landlord, which is usually a housing association.

### Housing Completions

The number of housing completions has fluctuated in York and North Yorkshire over the past five years. The average number of housing completions per annum across the sub-region has exceeded the Regional Spatial Strategy (RSS) annual target by 440. The majority of housing completions over the past three years appear to have taken place in Harrogate, Scarborough and York; this corresponds with the major urban centres across the sub-region. The completions within these districts make up two thirds of the sub-regional completions.

**Table 4.7: Number of housing completions across the region, 1998/99 – 2003/04**

| Area                     | RSS Annual Rate | 98/99   | 99/00   | 00/01   | 01/02   | 02/03   | 03/04   | Annual Average | Ave +/- RSS Annual Rate |
|--------------------------|-----------------|---------|---------|---------|---------|---------|---------|----------------|-------------------------|
| England                  | -               | 138,630 | 141,355 | 133,111 | 129,767 | 137,719 | 143,367 | -              | -                       |
| Yorkshire and Humber     | 14,765          | 13,633  | 14,190  | 12,161  | 16,076  | 16,410  | 17,340  | 16,165         | 1,400                   |
| Humber                   | 3,120           | -       | -       | -       | 3,272   | 2,781   | 3,355   | 2,994          |                         |
| South Yorkshire          | 3,115           | -       | -       | -       | 3,826   | 4,531   | 4,479   | 3,995          | 880                     |
| West Yorkshire           | 6,030           | 6,015   | 6,279   | 5,954   | 6,376   | 5,652   | 7,124   | 6,237          | 207                     |
| York and North Yorkshire | 2,500           | 2,143   | 3,103   | -       | 2,900   | 3,446   | 2,358   | 2,940          | 440                     |
| Craven                   |                 |         |         |         | 189     | 235     | 239     | 221            |                         |
| Hambleton                |                 |         |         |         | 265     | 265     | 183     | 238            |                         |
| Harrogate                |                 |         |         |         | 512     | 572     | 513     | 532            |                         |
| Richmond                 |                 |         |         |         | 222     | 243     | 87      | 184            |                         |
| Ryedale                  |                 |         |         |         | 97      | 171     | 146     | 138            |                         |
| Scarborough              |                 |         |         |         | 529     | 824     | 295     | 549            |                         |
| Selby                    |                 |         |         |         | 66      | 292     | 226     | 195            |                         |
| York                     |                 | 739     | 1,141   | -       | 1,020   | 844     | 669     | 883            |                         |

Source: Yorkshire and Humber Assembly Annual Monitoring Report, 2004. RSS = Regional Spatial Strategy  
 England figure is taken from the Office of the Deputy Prime Minister. Permanent dwellings started and completed, by tenure, England.

[Advancing Together Indicator 10](#)  
[Also a Regional Sustainable Development Framework Indicator](#)

### House Prices

House prices are consistently high across York and North Yorkshire, the average price for the sub-region in April to June 2005 stood at £191,581. The average price for the same period for each district is considerably higher than the regional average, four out of the eight districts also exceed the national average. The average house prices are highest in Hambleton and Harrogate, at over £200,000. Looking the percentage increase from 1999 to 2005 each district experienced an increase of over 100%; the highest increase was in Selby at 149%, whereas Craven had the lowest increase at 111%.

However the housing market has recently experienced a slowdown with Craven actually experiencing a decrease in the average house price from 2004 to 2005. Average house prices for York and North Yorkshire are outlined in the table below.

**Table 4.8: Average house prices and percentage increases across York and North Yorkshire**

| Area                     | April – June 1999 | April – June 2005 | % Increase 99-05 |
|--------------------------|-------------------|-------------------|------------------|
| England & Wales          | £90,068           | £184,924          | 105.3%           |
| Yorkshire & Humber       | 63,141            | 133,691           | 111.7%           |
| York and North Yorkshire | 82,234            | 191,581           | 133.0%           |
| Craven                   | 81,002            | 173,761           | 114.5%           |
| Hambleton                | 93,452            | 211,659           | 126.5%           |
| Harrogate                | 101,386           | 226,543           | 123.4%           |
| Richmondshire            | 81,819            | 192,747           | 135.6%           |
| Ryedale                  | 80,822            | 190,207           | 135.3%           |
| Scarborough              | 60,531            | 158,402           | 161.7%           |
| Selby                    | 68,309            | 170,706           | 149.9%           |
| York                     | 77,758            | 181,830           | 133.8%           |

Source: HM Land Registry, Property Price

### Housing Affordability

Due to the high house prices across the sub-region, housing affordability is a key issue. Affordable housing refers to homes that are made affordable for people on low or intermediate incomes, who would otherwise be unable to rent or purchase a home suitable for their needs on the open market in the area where they live.

The following table outlines the affordability ratio of house price to gross household income. This indicator is now an Advancing Together Indicator. Progress in the Region 2005 emphasises that the highest increases across the region took place in York and North Yorkshire as seven of the eight increased by 49%. York experienced the highest increase at 95% whereas Richmondshire experienced the lowest increase of 5.2%; however Richmondshire had the highest ratio in 2002 above the national average.

**Table 4.9: Housing Affordability Ratios by district, 2002 and 2003**

| Area                      | 2002 Ratio | 2003 Ratio |
|---------------------------|------------|------------|
| England                   | 3.37       | 4.11       |
| Yorkshire and Humber      | 2.41       | 3.44       |
| York and North Yorkshire* | 2.71       | 4.29       |
| Craven                    | 2.42       | 4          |
| Hambleton                 | 2.72       | 4.51       |
| Harrogate                 | 2.73       | 4.42       |
| Richmondshire             | 3.68       | 3.88       |
| Ryedale                   | 2.96       | 4.91       |
| Scarborough               | 2.85       | 4.26       |
| Selby                     | 2.41       | 4.02       |
| York                      | 2.23       | 4.37       |

Source: Joseph Rowntree Foundation. \* calculated figure

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Recent research by the Joseph Rowntree Foundation looks at housing affordability and quantifies the proportions of younger working households who cannot afford full ownership in the open market. The research focuses on those Local Authority areas where 40% or more of young households who have enough income to pay social housing rent (without housing benefit) but who are unable to afford the lowest 10% of local house prices. The majority of such authorities are located in London, the South East and South West however the report highlights that Ryedale is the only district outside these areas to feature which draws attention to housing affordability within the district.

## North Yorkshire Affordable Housing Initiative

North Yorkshire County Council has received Secretary of State Approval for its innovative scheme to use County Council proceeds from the new power to reduce Council Tax discounts on second homes to provide additional affordable housing on a strategic county-wide basis. The new prudential borrowing powers will allow the County Council to establish a capital fund of £4 million, which will be complemented by £4 million from the Regional Housing Board. Together with free or discounted land provided by the County and District Councils and private funding by Registered Social Landlords, the initiative aims to provide a capital investment in affordable homes in North Yorkshire in excess of £15 million. This first phase of the programme will provisionally bring forward 22 affordable housing schemes, providing an additional 156 homes in a range of locations across North Yorkshire. These schemes have been identified from the funding bids submitted by the District Councils following a rigorous appraisal process, using criteria agreed by the partnership. The County Council will consider a second phase later this year.

The District Councils are also using their share of the additional resource raised from Council Tax for housing, including additional measures to address homelessness, and the running costs of capital schemes.

The Golden Triangle Partnership - between Leeds, Harrogate and York Councils - has been awarded funding from the Housing Corporation and the Regional Housing Board to look at good practice and pilot schemes in the delivery of affordable housing.

In July 2005 the Affordable Rural Housing Commission was established to identify ways of improving access to affordable housing for people in rural areas. The provision of affordable housing for both rent and purchase is vital to a prosperous and vibrant countryside. It helps support diverse communities which are socially and economically vibrant and inclusive.

The Government recognises the importance of improving access to affordable housing in rural areas and has set up an Affordable Rural Housing Commission to identify solutions that can be implemented across the private, public and voluntary sectors.

The size of local authority waiting lists can be used as both an indicator of deprivation and a supporting indicator for affordability measures. It can show where the market is failing to provide housing for those on low incomes, or alternatively, where there is insufficient individual wealth to afford access to the housing market. From 2001 to 2004 there were significant increases in the number on waiting lists in Richmondshire (100%), Scarborough (104%) and Ryedale (75%) although the numbers involved are lower than in comparison to the urban areas. Only two of the eight local authorities in the sub-region have seen waiting lists fall over the period, respectively Craven and York.

**Table 4.10: Numbers of households on local authority waiting lists, 2001 – 2004**

| Area                 | 2001    | 2002    | 2003    | 2004    | % change 2001 – 2004 |
|----------------------|---------|---------|---------|---------|----------------------|
| Yorkshire and Humber | 150,386 | 162,365 | 195,742 | 197,646 | 31                   |
| Craven               | 700     | 570     | 740     | 593     | -15                  |
| Hambleton            | 1,167   | 1,259   | 1,446   | 1,205   | 3                    |
| Harrogate            | 1,409   | 1,636   | 1,557   | 2,093   | 49                   |
| Richmondshire        | 456     | 563     | 806     | 911     | 100                  |
| Ryedale              | 857     | 962     | 1,065   | 1,504   | 75                   |
| Scarborough          | 1,567   | 1,569   | 2,314   | 3,201   | 104                  |
| Selby                | 970     | 1,102   | 1,248   | 1,503   | 55                   |
| York                 | 4,425   | 3,459   | 3,625   | 1,888   | -57                  |

Source: Office of the Deputy Prime Minister, Housing Improvement Plan Returns, 2004.

## **Residential Development Land Values**

Residential development land values can impact on house prices and affordability. The value of residential development land (sites in excess of two hectares) in Yorkshire and Humber is £2.3 million per hectare; this is slightly lower than the national average of 2.5 million per hectare. At a closer level Harrogate and York within the sub-region exceed the national average with a value of £3.5 million per hectare; Leeds also has a similar value. (Valuation Office Agency, Property Market Report, July 2005.)

## **Energy Efficiency and Fuel Poverty**

Energy is fundamental to our way of life. The threat of climate change and reduced UK oil, gas and coal production must be addressed. These challenges provide a focus for a shift towards becoming a low carbon economy, through energy efficiency and the development of renewable and sustainable energy sources.

All local Authorities across York and North Yorkshire financially support the work of The Energy Partnership, based in York, which provides an Energy Efficiency Advice Centre and Energy Partnership for York, North Yorkshire and the East Riding. The Advice Centre is a not-for-profit organisation that aims to help households and small businesses save money, energy and the environment. This work includes providing free DIY Home Energy Checks, links to council grant programmes, and access to Energy Advisors.

Fuel poverty occurs where a household cannot afford to keep warm. It can damage the health of those living in cold homes and affects their quality of life. The old, children, and those who are disabled or have a long-term illness are especially vulnerable. The main cause of fuel poverty in the UK is a combination of poor energy efficiency in homes and low incomes. The Government's UK Fuel Poverty Strategy is aiming to eradicate fuel poverty in the next 10 years through a combination of energy efficiency measures and maximising income. 'Fuel Poverty' is defined as where a household has to spend 10% or more of their income to heat their home to a healthy and acceptable level.

Regional analysis highlights that 10.4% of households in Yorkshire and Humber in 2003 lived in fuel poverty compared to the England average of 7.2%, (based on income and heating costs) this is down from 14.9 per cent in 2001. In 2003 the region had the second highest proportion of households living in fuel poverty.

## **Planning and Flood Defence**

### **Large Planning Applications**

### **Green Belt Land**

Green belts are areas of land near to and around major cities and towns which planning policies seek to keep permanently open. The fundamental aim of Green Belt policy is to prevent urban sprawl by restricting inappropriate development. Whilst landscape quality is not a material factor in their designation, Green Belts have an important role to play in retaining attractive areas of countryside.

York and North Yorkshire covers the two areas of designated Green Belt land across the region, mainly the York Green Belt but also parts of the West Yorkshire Green Belt. The table below uses information from the Office of National Statistics and the Local Authority Planning Audits to outline the areas of Green Belt across the relevant authorities in the sub-region. However there is an issue with comparing the two data sets as some figures do slightly differ.

**Table 4.11: Area of Greenbelt land in Yorkshire and Humber (hectares)**

| Area                           | 1997 (ONS data) | 2003 (ONS data) | 2001 (Y&H Audit data) | 2003 (Y&H Audit Update) |
|--------------------------------|-----------------|-----------------|-----------------------|-------------------------|
| City of York Unitary Authority | 22,460          | 22,460          | Under Review          | No response             |
| Hambleton                      | 1,520           | 1,520           | No data               | No Green Belt change    |
| Harrogate                      | 14,450          | 14,450          | 13,140                | No Green Belt change    |
| Ryedale                        | 160             | 860             | 862                   | No response             |
| Selby                          | 17,440          | 17,440          | 17,374                | No Green Belt change    |
| Yorkshire and Humber           | 261,350         | 262,640         | -                     | -                       |
| England                        | 1,652,300       | 1,671,600       | -                     | -                       |

Source: Office for National Statistics, Local Planning Authority Greenbelt Statistics and Local Authorities.

### Brownfield Developments

In 2003/04, 76% of housing completions in the sub-region were on previously developed land and through conversions; this exceeds the regional average for such developments. This represents a significant increase, 23% ahead than the Regional Spatial Strategy target. At a local authority level, the best performing authorities were Harrogate and York which experienced an increase of 87% and 90% respectively. However Ryedale, Scarborough and Selby experienced a decrease in housing completions from 2002/03 to 2003/04.

**Table 4.12: Percentage of Housing Completions on previously developed land and through conversions (brownfield land)**

| Area                 | RSS Target | 98/99 | 99/00 | 00/01 | 01/02 | 02/03 | 03/04 | 03/04 figures compared with RSS target (% point difference) |
|----------------------|------------|-------|-------|-------|-------|-------|-------|---|
| Yorkshire and Humber | 60         |       |       |       | 55    | 57    | 71    | +11   |
| Humber               | 52         |       |       |       | 47    | 26    | 39    | -13   |
| South Yorkshire      | 67         |       |       |       | 65    | 74    | 73    | +6  |
| West Yorkshire       | 63         |       |       |       | 58    | 69    | 84    | +21   |
| North Yorkshire      | 53         |       |       |       | 67    | 70    | 76    | +23   |
| Craven               |            | -     | -     | -     | -     | 80    | 82    |   |
| Hambleton            |            | -     | 61    | -     | 43    | 56    | 65    |   |
| Harrogate            |            | 40    | 57    | 69    | 79    | 87    | 87    |   |
| Richmond             |            | 73    | 41    | 32    | 50    | 43    | 60    |   |
| Ryedale              |            | -     | -     | 29    | -     | 45    | 28    |   |
| Scarborough          |            | 90    | 92    | 80    | 75    | 81    | 73    |   |
| Selby                |            | -     | -     | 29    | -     | 45    | 28    |   |
| York                 |            | 30    | 64    | -     | -     | -     | 90    |   |

Source: Audit Commission Local Authority Audits, Published in Regional Planning Guidance, Annual Monitoring Report, 2004.

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