

**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 Ratios by district, 2002 and 2003**

This table outlines the affordability ratio of house price to gross household income. 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 Local Authority areas 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.

Source: Joseph Rowntree Foundation. \* calculated figure

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

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 at 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%.

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

Area	RSS Target	98/99	03/04	03/04 figures compared with RSS target (% point difference)
Yorkshire and Humber	60		71	+11
Humber	52		39	-13
South Yorkshire	67		73	+6
West Yorkshire	63		84	+21
North Yorkshire	53		76	+23
Craven		-	82	
Hambleton		-	65	
Harrogate		40	87	
Richmond		73	60	
Ryedale		-	28	
Scarborough		90	73	
Selby		-	28	
York		30	90	

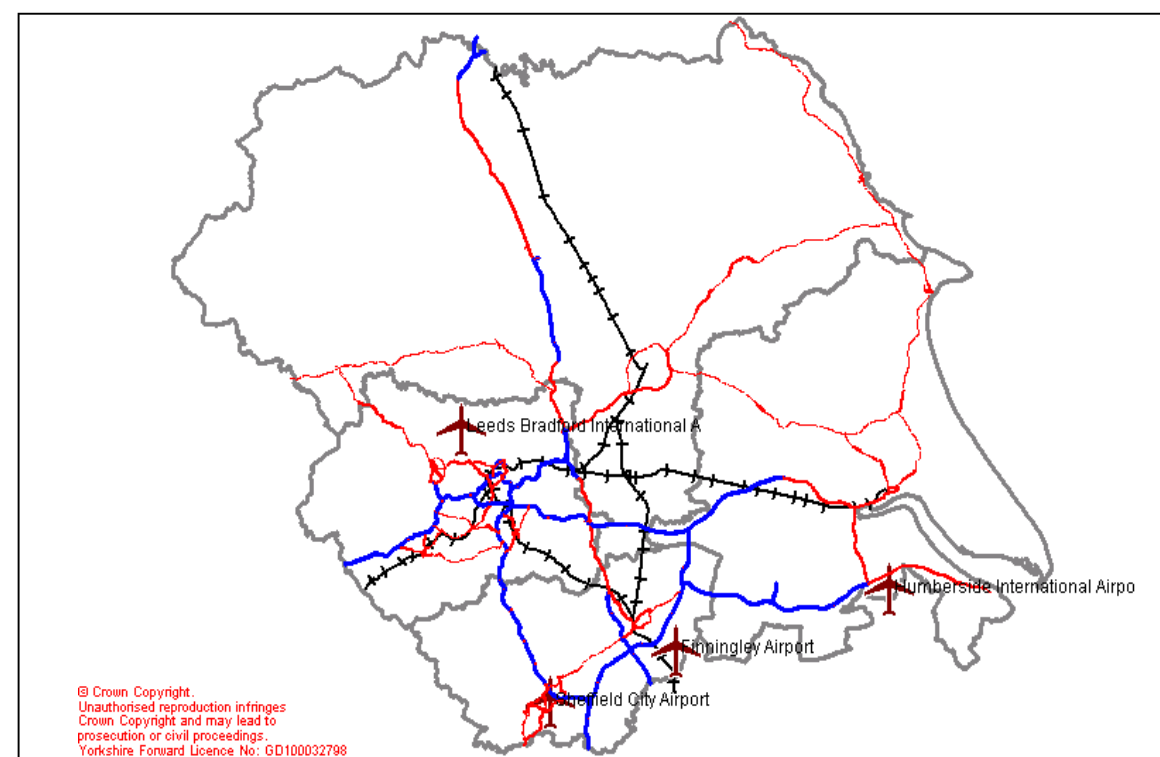
Source: Audit Commission Local Authority Audits, Published in Regional Planning Guidance, Annual Monitoring Report, 2004

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.

**Progress in York and North Yorkshire 2006  
Excellent Infrastructure**

Progress in York and North Yorkshire provides an overview of the economic, social and environmental situation in the York and North Yorkshire sub-region. The report mirrors Progress in the Region which is produced by Yorkshire Futures, the Regional Intelligence Network and follows the Advancing Together framework and high-level indicators produced by the Yorkshire and Humber Assembly, to provide an up-to-date assessment of the sub-region. This factsheet provides a summary of the key data and information from the Excellent Infrastructure chapter.

**The sub-region's transport infrastructure network**



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.

**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.

**York & North Yorkshire Research Forum**  
 York and North Yorkshire Partnership Unit  
 12 Clifton Moor Business Village  
 James Nicholson Link  
 Clifton Moor  
 York  
 YO30 4XG  
 Phone: 01904 477970  
 Fax: 01904 477977  
 Web: www.ynypu.org.uk

For the full version of Progress in York and North Yorkshire 2006 please visit:  
<http://www.ynypu.org.uk/Research/PIYNY.stm>



## Traffic and Transport

### 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

The above table 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 data in the above table 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.

### Travel to Work Methods of all People aged 16-74 in Employment, 2001 (%)

Area	Work mainly at or from home	Under-ground; metro; light rail; Tram	Train	Bus; Mini Bus or coach	Motor-cycle; Scooter-moped	Driving a car or van	Pas-senger in a car or van	Taxi or mini-cab	Bicy- cle	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

The table above shows that 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%).

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.

### Distance travelled to work of all People aged 16-74 in Employment, 2001 (%)

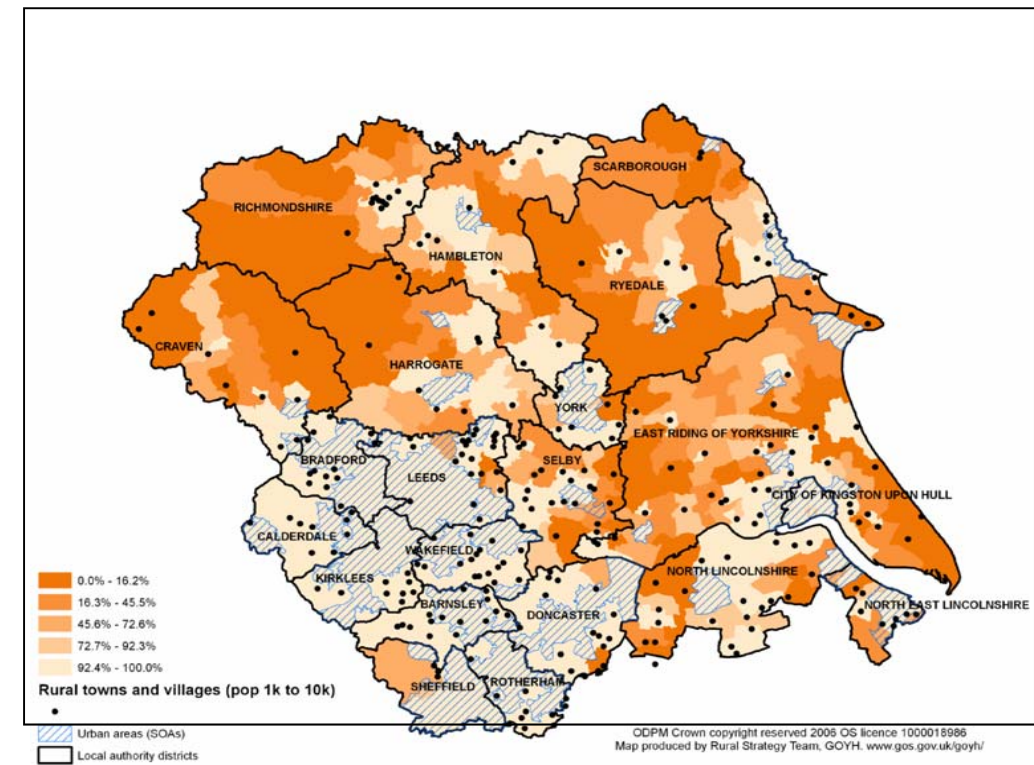
Area	Works mainly at or from home	Less than 2km	2km to less than 5km	5km to less than 10km	10km to less than 20km	20km to less than 30km	30km to less than 40km
Yorkshire & Humber	8.44%	20.70%	22.73%	19.48%	14.15%	4.47%	1.98%
York and North York-	12.16%	26.05%	16.41%	11.59%	12.56%	7.10%	3.90%
Craven	14.74%	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

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.

## IT Infrastructure

### Residential delivery points with broadband access, 2005



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

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 above map produced by Government Office for Yorkshire and The Humber outlines the residential delivery points with broadband access.