

# YORKSHIRE AND HUMBER

## TRANSPORT



The Yorkshire and Humber region is a significant contributor to the national economy. The current transport system is constraining economic development and holding back the region from fulfilling its potential to contribute to the creation of jobs and the national economy, and also to relieve pressure on other regions.

### NATIONAL RECOMMENDATIONS

ICE has compiled State of the Nation reports each year since 2000, drawing on expertise across its membership and beyond to stimulate debate and to highlight the actions that are needed to improve the UK's infrastructure.

ICE's State of the Nation: Transport 2013 UK report presents a series of detailed recommendations – for the short, medium and long-term. While all are important, we believe that three are particularly critical to our success:

- 1. IMMEDIATE ACTION TO IMPROVE ROAD CONDITIONS, PLANNING AND FUNDING**
- 2. ENSURING CLEAR NATIONAL TRANSPORT STRATEGIES FOR ALL PARTS OF THE UK**
- 3. CONTINUING AND EXTENDING DEVOLUTION TO FULLY-INTEGRATED TRANSPORT BODIES**

Our emphasis is on making best use of existing assets and achieving the most with public money. The headline recommendations are backed by a series of further points requiring rapid action and a suite of detailed changes by mode and topic. The report concludes with a proposal to create the capacity to address the major social, economic, environmental and technological change which ICE anticipates through the 2020s.

The UK report, with the full detail behind our recommendations, can be downloaded at [ice.org.uk/SoNTransport](http://ice.org.uk/SoNTransport). This briefing sheet highlights how ICE's UK-level recommendations impact on business and communities across our region.

### OVERVIEW

The region continues to face some significant challenges in providing adequate transport whilst reducing damage to the environment, including reduction of carbon emissions.

The previous regional response on transport was part of the ICE national State of the Nation report in 2008. The transport issues in the intervening period have not changed significantly, although we are pleased to report that a number of schemes that we suggested then were crucial to the economy of the region are now progressing, including:

- M1 and M62 Managed Motorways
- A63 Castle Street, Hull
- A160/A180 Improvements, Immingham
- Daily flights between Leeds Bradford Airport and London Heathrow

### THE CHALLENGES

Infrastructure development in the region is not keeping pace with the potential for economic development, and is constraining progress. The priorities for transport infrastructure that would best promote regional growth would be to address:

- Inadequate transport connections with the North West (from Hull to Liverpool, and all major cities between)
- Slow and inadequate transport capacity connecting Leeds and Sheffield
- Severe traffic congestion in both the Leeds/Bradford and Sheffield conurbations
- Commuter services to Leeds from surrounding towns and cities, particularly Bradford, as these are unable to cater for the fast-growing population
- Lack of capacity on the strategic highway network accessing the Humber Ports
- Missing link on the A1(M) in North Yorkshire
- Inadequate access to airports
- Lack of resilience in the transport network

### RECOMMENDATIONS

Poor transport networks constrain economic development. Improving connectivity with our neighbouring regions and between our major city regions can drive economic growth in the North of England.

#### Improve trans-Pennine connectivity

by road and rail, improving coast-to-coast links between Liverpool, Manchester, Leeds, Bradford, Sheffield and Hull. Key schemes are:

- Network Rail Northern Hub – this major package of schemes will provide improved connectivity between West/ South Yorkshire and Manchester/Liverpool
- An engineering and economic investigation into the Woodhead route to provide an alternative transport corridor for passengers and freight between Sheffield and Manchester
- Trans-Pennine electrification – lower carbon emissions and increased capacity on faster, quieter services
- M62 Managed Motorway – currently being upgraded between junctions 26 and 31. This scheme has the potential to reduce journey times and improve reliability through West Yorkshire

#### Developing and implementing strategies that tackle traffic congestion

in the West and South Yorkshire conurbations will enable existing transport infrastructure to be used more efficiently. Best use needs to be made of existing roads by improving road and traffic information before and during journeys. For new schemes, these measures need to be designed-in from the start. Confidence in the reliability and punctuality of bus and train services is essential. Steps must be taken to ensure that easy access to real time information is made available to passengers and becomes the standard.



- We welcome the proposed West Yorkshire Plus Transport Fund with the key aim of delivering net increases in Gross Value Added (GVA) and jobs, which is a key objective of the Leeds City Deal developed by the Leeds City Region LEP. The financial model is to be based on tax incremental funding to leverage a £1 bn rolling transport infrastructure fund. A West Yorkshire Combined Authority, including York, is proposed to deliver the programme of investment
- The Sheffield City Deal has a 10-year commitment to transport funding, including delivering the Sheffield to Rotherham tram-train, improving connectivity in the Lower Don Valley and 'Smart' public transport ticketing. We would welcome an innovative financial model similar to the West Yorkshire Plus Transport Fund
- We look forward to further progress with Metro's intention to have a Quality Contract scheme in West Yorkshire and also to the provision of trolley buses in Leeds
- We welcome Sheffield's initiative in becoming a trail-blazer for the Better Bus Area scheme
- We welcome the M1 Managed Motorway – plans are advanced to upgrade the M1 in Yorkshire to Managed Motorway, improving journey time reliability and hence unlocking economic development

#### Improve connectivity

- We welcome the reinstatement, in the 2012 Autumn Statement, of the A1 Leeming to Barton motorway upgrade in the roads programme, with construction to commence in 2013/14. This will reduce journey times between Yorkshire and Humber and the North East, stimulating economic growth and improving road safety. On completion there will be continuous motorway between London and Newcastle
- High Speed Rail, in the form of HS2, is planned to connect Yorkshire with the Midlands and South of England. The major benefit will come from enhancing the connectivity by extending to the North East and Scotland. Connecting regions and major conurbations to each other, as well as to London, is essential and this will require effective integration of HS2 with the existing railway network

#### Improve access to airports

Good access to an airport with international flights at convenient times is essential for business. Airports in Yorkshire and Humber are being held back by inadequate surface access, which encourages passengers to add to travel congestion outside the region and deters new businesses. Key schemes that are currently on the table include:

- Leeds-Bradford International Airport – Direct rail access from Leeds, and potentially Bradford, utilising either a proposed tram-train or heavy rail from a spur from the Leeds – Harrogate line. The scheme has been highlighted by the Leeds City Region LEP for early delivery, once the West Yorkshire Plus Transport Fund is up and running
- Robin Hood Airport Doncaster Sheffield (RHADS) – The Finningley and Rossington Regeneration Route Scheme (FARRRS) has received central, regional and private sector funding and is commencing on site this year with completion due in 2014. This scheme, whilst not providing the final link to RHADS, provides a good quality access from the M18 for private vehicles. The final Hurst Lane scheme is still required to provide the high quality link to the strategic highway network

#### Improve the key strategic links to the Humber ports

- We welcome the reinstatement by the Highways Agency of the improvements to Hull's A63 Castle Street and the A160 Port of Immingham. These schemes will undoubtedly improve accessibility to the Humber Ports and stimulate economic growth. They could also allow imports and exports to be transferred from other ports, relieving congestion in other regions
- The high levels of freight traffic and lack of associated infrastructure means that routes to and from the South Humber Gateway are congested. Improvements in rail will enable further development of the Humber Ports, facilitate development on the south bank of the Humber and provide more resilience

#### TO SUMMARISE

We believe that effective integrated transport infrastructure will drive sustainable development in the region and we applaud the initiatives in West Yorkshire to put in place a long term viable and deliverable transport strategy, the West Yorkshire Plus Transport Fund. We encourage South Yorkshire to pursue a similar model. We are also encouraged by the transport authorities of West Yorkshire, South Yorkshire and Greater Manchester who have formally submitted proposals to form a Rail in the North Executive, to manage the new Northern and trans-Pennine franchises from 2014.

There is still a long way to go. Current schemes under development and ambitious plans to invest in the future will require strong leadership and a regional commitment to infrastructure in the long term to drive the economy of the region forward.

View the full report online at  
[ice.org.uk/stateofthenation](http://ice.org.uk/stateofthenation)

#### CONTACT

ICE Yorkshire and Humber  
PO Box 4317  
Sheffield  
S6 9DT

**t** +44 (0)114 232 5044 or +44 (0)114 267 0055  
**e** [iceyandh@ice.org.uk](mailto:iceyandh@ice.org.uk)  
[ice.org.uk/yorkshireandhumber](http://ice.org.uk/yorkshireandhumber)

For more information on the State of the Nation Transport, please contact ICE Public Affairs:

**t** +44 (0)20 7665 2152  
**e** [stateofthenation@ice.org.uk](mailto:stateofthenation@ice.org.uk)  
[ice.org.uk/stateofthenation](http://ice.org.uk/stateofthenation)

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