

DELIVERING THE CORE APPROACH



INTRODUCTION

- 5.1 In terms of managing change in the Region the Plan's core approach, as set out in Policies YH1-9 in section 4, requires 'major step-change'. Strong support has been evident across the Region about 'what' the Plan is trying to achieve, such as urban transformation and rural renaissance and 'why' the Plan is doing this – to try to reverse undesirable trends highlighted in Section 2 and ensure that needs and opportunities are addressed across the whole Region.

- 5.2 Delivering this major step-change goes well beyond the framework of strategy and policies provided by the Plan. It will be delivered ‘on the ground’ by investments and development decisions taken about particular places and sites, and through many different types of sub-regional and local plans and strategies.
- 5.3 The core approach sets a strategic direction for change. Subsequent sections in the Plan identify the actions required to achieve this – over a much longer time frame than most plans or strategies, which are also more specific in nature. The Plan is about achieving change over a period of time, so not all of the actions required to deliver this change are in place now.
- 5.4 This section provides a transition to the Plan’s spatial priority and thematic policies. It examines issues around ‘how’, ‘when’ and ‘where’ change should take place. Six key aspects of overall delivery are further explained below – they steer the more detailed application of the core approach in the sub areas and thematic sections – to ensure that the Plan is clear about:
 - The sub area approach.
 - The approach to managing growth in urban and rural areas.
 - The strategic alignment with other regional strategies.
 - How change should be managed over time.
 - How it contributes to creating a more sustainable Region.
 - How monitoring will contribute to the continuous review of policies.

SUB AREA APPROACH

- 5.5 Section 2 highlighted the contrasting conditions and pressures evident across the Region. This creates a wide variety of market, political and community influences on the Plan. These influences create different issues and contrasting fortunes for different parts of the Region as highlighted in Table 5.1.

Table 5.1 | CONTRASTING FORTUNES AND PRESSURES IN THE REGION

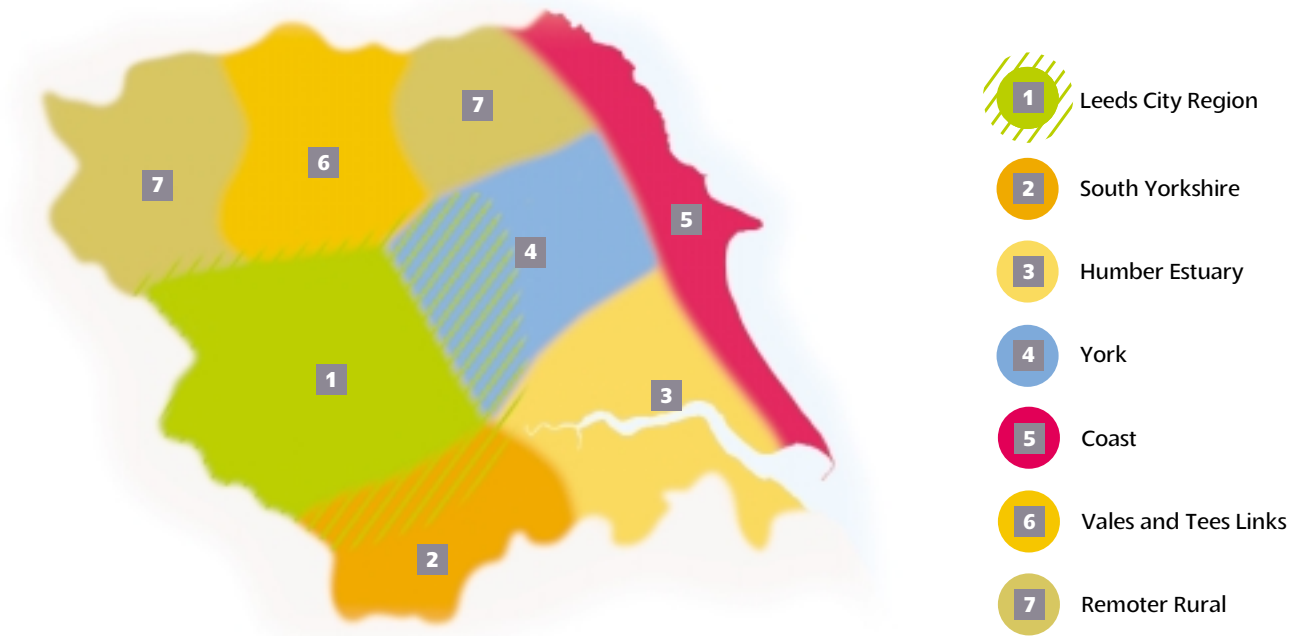
High environmental quality – with internationally significant habitats and nationally important landscapes.	Low environmental quality – with significant areas of derelict land, despoiled landscapes and redundant buildings.
Strong housing markets – with high demand, high prices and affordability issues.	Weak housing markets – with low demand and unfit and abandoned homes.
Relative affluence – with prosperous lifestyles in high quality urban and rural environments.	Multiple deprivation – with some of the most deprived wards in England and isolation in rural and coastal areas.
Economic growth – of financial and business services and across knowledge based industries.	Economic decline – of traditional industries such as manufacturing, mining, fishing and agriculture.

- 5.6 The Plan is required to address issues of regional and sub regional importance. Throughout the preparation process a 'sub area' approach has been developed to provide a functional basis for spatial planning across the Region. This provides a framework for responding to the issues and characteristics of different parts of the Region. 'Future' strategy can also be set out in a more meaningful way.
- 5.7 The sub areas effectively 'map onto' the Northern Way City Regions at the pan-regional level, but also reflect the multi-centred nature of City Regions. They also include parts of the Region that fall outside the Northern Way City Regions. Overall, the sub area approach provides a functional basis to articulate and develop the core approach in a way that is responsive to the whole of the Region. The Plan maintains a clear delivery focus on sub regions, City Regions and Local Authorities.
- 5.8 The sub area represents a 'functional' area where there are close links between the towns and cities – and where journeys to work, to shop, to education and to cultural and recreation facilities are not limited by local authority boundaries, but tend to extend widely across the sub area. The extent and scale of such linkages, is reflected in travel to work areas, labour markets, retail catchments and housing markets.
- 5.9 Sections 6-12 set out seven sub area frameworks as shown on Figure 5.1. These areas are not fixed geographically and clearly do not function independently of each other. In effect all sub areas overlap with each other. Significant overlaps between the Leeds City Region and York sub area are explained in more detail in sections 6 and 9. The sub area frameworks set out key spatial priorities within each sub area. Building on policies YH1-YH9, they highlight particular emphasis, focus and approaches. They are not comprehensive sub-regional strategies – all the 'topic' based policies set out in Sections 13-16 need also be taken account of in all the sub areas. A common format for each sub area framework has sought to include:
- A characterisation and identification of key issues
 - Environmental and context diagrams – to demonstrate the basis of the sub area policy
 - A sub area policy – setting out spatial priorities.

MANAGING GROWTH

- 5.10 Section 2 highlights how the Region is now experiencing net inward migration and overall economic growth. The Region's attractive living environment, natural population change (with people living longer) and smaller household sizes are also fuelling the demands in the Region for more homes, journeys, services and leisure and recreational opportunities.
- 5.11 The core approach provides the starting point for planning growth in the Region in a pro-active, managed, more sustainable and mutually beneficial way. Policies YH1 to YH9 require that this growth is accommodated in a focused way, concentrated particularly on the Region's cities and larger towns (the regional and sub-regional centres).
- 5.12 A focus of growth to create a strong network of cities, larger towns and smaller towns serves to combat decentralisation and provide a focus for providing services, facilities

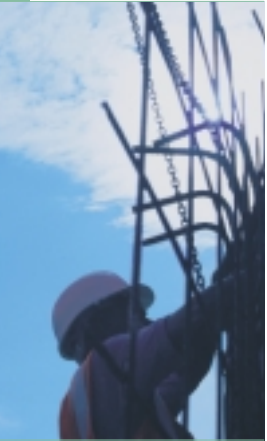
Fig.5.1 | THE REGION'S SUB AREAS



and employment for communities across the whole of the Region. A concentrated approach is also more efficient in terms of the use of land and infrastructure, service delivery and essential infrastructure connections.

Managing Growth In Urban Areas

- 5.13 A more urban concentrated, compact and transport orientated pattern and form of development is required by policies YH2, YH5 and YH8. This will serve to stimulate urban renaissance, address climate change, make the best use of existing infrastructure and get a better relationship between homes and current and future jobs in the region. Importantly it provides an opportunity to address unacceptable levels of exclusion, most evident in the region's major urban areas.
- 5.14 Policy YH8 endorses a sequential approach to accommodating this urban focused growth on brownfield sites and opportunity areas within cities and larger towns and with good access by public transport, walking and cycling. The activities of Urban Regeneration Companies, Housing Market Renewal Pathfinders, Yorkshire Forward renaissance programmes, English Partnerships, Local Authorities and collaboration through Sub Regional Partnerships for housing, transport and the economy, Local Strategic Partnerships and City Region Development Programmes are all pivotal to creating the conditions to achieve urban focused growth across the whole Region.
- 5.15 A high level of growth is planned for the Leeds City Region. This area is the largest existing focus of population and activity in the Region and a key engine of growth in



terms of future jobs. This level of growth is vital to deliver the approach of policies YH1, YH2, YH3, YH4 and YH5. Significant and targeted investment in transport, social and environmental infrastructure and the physical urban fabric are required to make this approach deliverable and sustainable across the Leeds City Region. The aim is to avoid greater congestion with even more people travelling by car and avoid the effects of 'town cramming'. The Leeds City Region provides a nationally significant opportunity and requirement to:

- Realise the Plan's urban transformation and focussed growth agenda, in a way that better connects excluded communities and areas in need of regeneration
- Follow through the Northern Way's vision for successful City Regions across the North of England
- Deliver a package of infrastructure and other investment to ensure the growth is managed in ways that reflect the Government's Sustainable Communities programme

- 5.16 Significant opportunities also need to be realised across the South Yorkshire sub area and the Humber Estuary sub area to deliver both the Plan's urban transformation agenda and to ensure that this Region fully contributes to a better performing North of England. The Region has a strong heritage of towns many of which were major driving forces in the 'industrial age'. Challenges remain to unlock the opportunities present in towns and cities to enable them to enjoy new economic success and address unacceptable levels of exclusion and lack of opportunity.

Managing Growth In Rural Areas

- 5.17 The core approach requires a more concentrated pattern of development for rural areas and a recognition of the key pressures and opportunities facing rural areas. More specifically Policy 'YH6 – Better Towns' supports the role of market and other towns as Principal Service Centers and Policy 'YH7 – Vibrant Rural and Coastal Areas' focuses on addressing key issues and meeting local needs. These places are largely market towns such as Beverley, Northallerton, Thirsk, Skipton, Malton and Richmond. In a regional context, these towns collectively form a focus for growth to support sustainable communities in rural areas and to help meet very evident needs for affordable housing.
- 5.18 Growth in rural areas should be focused on towns and a greater emphasis placed on meeting local needs for affordable housing and economic diversification. A slower pace and scale of growth, compared to urban areas, forms an overall approach of strategic restraint in rural areas. This helps to support urban regeneration that is seeking to make towns and cities more attractive to live in, thereby countering dispersal trends and safeguarding the character and attractiveness of the Region's countryside.
- 5.19 The approach of strategic restraint is developed in the sub area frameworks set out in Sections 6-12. Section 13 also provides for the overall share of housing development taking place in the Region's rural areas, reducing over the Plan period to 2021. Collectively the sub area frameworks demonstrate an approach of strategic restraint outside of all the Region's cities and major towns, in particular:

- Around the Region's conurbations, cities and major towns to support regeneration – as reflected by development approaches in areas such as Harrogate, the East Riding of Yorkshire and the southern parts of Hambleton
- In the more northern parts of the Region to support regeneration in the Tees Valley City Region

- 5.20 The overall effect of the Plan's core approach should be to deliver strategic restraint with relatively lower levels of development in rural areas. Within this approach and at a more detailed level it provides a framework for continued but more focussed growth in rural areas.
- 5.21 Within more rural local planning authority areas, Policies YH6 and YH7 require a focus primarily on Principal Service Centres and, to a lesser extent, on Local Service Centres. The main focus of growth in more rural areas will be the Principal Service Centres, which are mainly the Region's larger market towns. The policy requirement to 'focus' growth in these places will in practice mean that for example, in terms of housing, the majority of new homes within the 'rural' authorities should be provided for at the Principal Service Centre(s), particularly where there is more than one such centre.
- 5.22 Whilst local discretion is important to ensure that allocated development sites are the most sustainable in meeting other policy requirements, it is vital that the Plan's focused growth approach is delivered through Local Development Frameworks and in decisions on planning applications. In conformity work, the Assembly as the Regional Planning Body will need to be satisfied that this focus is being achieved, in an appropriate way given local conditions.
- 5.23 Local Service Centres (smaller towns and larger villages with an important service centre role) should also fulfill a supporting role – focused on meeting local/affordable housing needs and economic diversification needs (with an additional benefit that additional development can help to retain local services). The Regional Settlement Study (June 2004) has identified Local Service Centres across the Region on a regionally consistent basis. This should provide the starting point for any further work undertaken at a local level to establish which smaller settlements have an important service role for local communities.
- 5.24 The Plan seeks to prevent the dispersal of development to smaller settlements. This has been an evident development trend across much of the Region over the last 20 years, as many villages and smaller towns have seen significant expansion. Local Development Frameworks should establish the limited types of development that are essential to take place in the countryside, in both smaller settlements and in the open countryside.

STRATEGIC ALIGNMENT WITH OTHER REGIONAL STRATEGIES

- 5.25 The **Regional Economic Strategy (RES)** and the Plan both make the principle of sustainable development central to their approach and content in delivering the objectives of Advancing Together. Both strategies adopt a long-term perspective, which seeks to integrate progress on social, economic and environmental goals. Both strategies share a common evidence base of economic intelligence and forecasts,

based on the Yorkshire Futures econometric model. Relevant risks, assumptions and policy implications have been considered in ways that are appropriate to each.

- 5.26 More specifically the RES and the Plan place emphasis on development and investment in the Region's cities and major towns. Good accessibility by public transport is also emphasised – to maximise accessibility for people and address congestion and environmental impacts. Both strategies recognise and address the issues facing rural areas with particular support to market towns and more remote rural areas. The renaissance of cities and towns is a key unifying feature – to integrate development and investment in these places and avoid development taking place that would undermine this renaissance.
- 5.27 Both strategies focus on the growth and expansion of existing and new businesses. This includes priority clusters and sectors and locations that need to regenerate their economies. Key assets to the Region's economy are recognised, including the key role of universities and other higher education institutions.
- 5.28 In terms of social inclusion, the principle that the Region cannot rely on 'trickle down' is endorsed in both the Plan and RES. Policies seek to ensure that development and investment is targeted to benefit communities, especially in disadvantaged areas.
- 5.29 Environmental quality and good practice is collectively supported in the Region. This includes the promotion of renewable energy, effective flood risk management and the enhancement of environmental assets. In terms of places, buildings and spaces there is clear and mutually re-enforcing focus in both strategies on quality of place, high standards of design and energy and resource efficiency.
- 5.30 The focus on urban renaissance in both strategies serves to create a 'joined-up' approach to focusing development, particularly for housing and employment, in the same priority locations. This emphasis on renewal includes a combined focus on housing renovation and replacement rates and design standards that meet future needs. The transport priorities in RES have a more specific economic focus, but fit within and are supportive of the wider range of transport priorities identified in the Plan in Section 16 (The Regional Transport Strategy) which have a broader focus on social, environmental and economic benefits.
- 5.31 Both the RES and the Plan act as strategic frameworks and recognise the delivery roles of the four sub-regions of West Yorkshire, South Yorkshire, North Yorkshire and the Humber and the Region's local authorities. The RES and the Plan recognise and plan for the role of city regions as key regional drivers. The respective use of 'city regions', 'sub-regions' and other 'sub-areas' is consistent in terms of the geographies considered, issues affecting each and policies that apply. Both strategies address needs and realise opportunities, across the whole of the Region including for cities and city-regions, towns, market towns, more remote rural areas and coastal areas.
- 5.32 The **Regional Housing Strategy** (RHS) is one of the key regional strategies that will deliver 'Advancing Together'. It is the basis for advice to Ministers on strategic housing investment priorities in the Region. The RHS 2005 has been prepared by the Regional Housing Board for Yorkshire and the Humber.

- 5.33 Both the Plan and RHS 2005 pursue the overall objective of supporting sustainable communities by ensuring that housing land is provided in relation to employment opportunities, services are accessible and the need to travel is reduced. Integral features of both strategies are focusing development on brownfield land within urban areas, reducing urban sprawl and creating more sustainable patterns of development.
- 5.34 The RHS 2005 provides a critical investment framework for essential housing provision in urban and rural areas and for improving and replacing existing housing. It seeks to ensure that there are sufficient homes in the Region and thereby the Plan has a key responsive role to play – as the mechanism by which future housing provision requirements for and across the region are determined.
- 5.35 Lasting, quality improvement for many homes and communities across the Region is central to the RHS 2005. It clearly signals that the Region expects to see a step change in clearance within an approach that aims to achieve a more strategic, often large scale, approach to regeneration to create popular, successful places to live. The Plan reinforces this approach with its support for the restructuring of existing housing provision where the market is weak.
- 5.36 The RHS 2005 seeks to ensure that all households can achieve a suitable decent home. The Plan adopts the definition of affordable housing used in the RHS 2005 and uses it as its evidence base on patterns of housing need across the Region and a basis for its approach to affordable housing. Providing a mix of homes is an important element of both strategies, along with facilitating greater energy efficiency and the use of renewable energy.



MANAGING CHANGE OVER TIME

- 5.37 Change needs to be managed realistically and sensitively in the Region. The pace and degree of change must be handled in a way that is responsive to objectives such as urban regeneration, housing market renewal and rural renaissance and is reflective of local conditions. The capacity and ability of the market and industry to deliver change is a key consideration. It also takes time to deliver change through the planning system with its cascade from the regional level into Local Development Frameworks, Local Transport Plans and other strategies, plans and investment decisions.
- 5.38 The Plan's core approach is applied in a three-phase way. This is most directly apparent in housing where the two break points at 2011 and 2016 are used as part of an approach of either stepping up or stepping down housing requirements. The three phase approach is more broadly applicable across the Plan and between 'topics', particularly in terms of how the Plan seeks to achieve its 'urban transformation' and 'focussed growth' agendas. Table 5.2 summarises this approach and shows how different policy approaches integrate over time towards achieving the Plan's overall strategic direction.

Table 5.2 | THE PLAN'S PHASED APPROACH

PLAN APPROACH	THREE IMPLEMENTATION PHASES		
	2004-2011	2011-2016	2016-2021
Overall Strategy	<p>Spreading the benefits of growth within the Region's sub areas.</p> <p>Changing conditions in cities and major towns to improve their attractiveness.</p> <p>Supporting market towns as local focus of growth.</p> <p>Economic growth being accommodated more sustainably and spreading out within different parts of the Region.</p>	<p>Urban transformation being realised.</p> <p>Greater opportunities for people to live, work and invest in the cities and larger towns.</p> <p>Better link achieved between location of homes and jobs.</p> <p>Greenhouse gas emissions levelling off from transport and development.</p> <p>Economic growth beginning to spread out more across the Region.</p>	<p>Accommodating increased growth linked to greater economic success.</p> <p>Spreading the benefits of growth wider across the Region.</p> <p>Continuing to build up the critical mass of major cities and larger towns.</p> <p>Greenhouse gas emissions reducing from transport and development.</p> <p>Economy and environment (species) adapting successfully to climate change.</p> <p>Economic growth spread across the whole Region.</p>
Housing	<p>Making the best use of existing allocations and already identified urban potential in cities and towns.</p> <p>Improving low demand neighbourhoods.</p> <p>Effective vacancy management.</p> <p>Feasibility work to identify and bring forward 'Second phase' opportunities.</p> <p>More affordable homes provided.</p>	<p>Focus on opportunities to remodel and re-engineer existing main urban areas.</p> <p>Remodelling housing estates.</p> <p>Changing the roles of former industrial/commercial areas.</p> <p>Further realising the concept of 'mixed uses'.</p>	<p>Firstly, exploiting the continued supply of 'second phase' urban remodelling and brown field opportunities into the third phase.</p> <p>Secondly, if necessary, urban extensions and/or new/ greatly expanded settlements.</p> <p>A better mix of housing types and a balanced housing stock to meet modern needs.</p>
Economy	<p>Reviewing quantity and location and of employment land across the Region.</p> <p>Safeguarding employment sites in/around town and city centres and at strategically important locations.</p> <p>Strengthening the role/performance of town/city centres.</p> <p>Enabling priority sectors and clusters to flourish.</p>	<p>Reviewing the quality of employment land.</p> <p>Creating a stock of employment land and buildings fit for modern 21st century economy.</p> <p>Realising the opportunities at sites in/around town and city centres and at strategically important locations.</p> <p>More accessible workforce – by public transport.</p>	<p>Competing better with adjoining regions and closing the sector mix and performance gap with the south east.</p>

Table 5.2 | PLAN'S PHASED APPROACH CONTINUED

PLAN APPROACH	THREE IMPLEMENTATION PHASES		
	2004-2011	2011-2016	2016-2021
Environment	<p>Avoiding development in high flood risk areas.</p> <p>New flood storage and habitat areas being created.</p> <p>Ensuring adequate water supplies.</p> <p>Improving flood defence and sewage infrastructure in cities and major towns.</p> <p>More planting in urban areas.</p> <p>Important landscapes and habitats protected.</p> <p>Heritage of cities and towns harnessed.</p> <p>Health issues being addressed.</p> <p>Increased generation of renewable energy, but mostly from wind turbines.</p> <p>Development of waste recycling centres.</p> <p>Less primary extraction in National Parks and AONBs.</p> <p>Significant investment in water and sewage infrastructure.</p>	<p>Upland flood alleviation measures reducing the risk of flooding.</p> <p>More energy provided by combined heat and power, from renewable and more efficient sources.</p> <p>Better public access to woodlands and urban fringes improved.</p> <p>More networks of urban greenspace and ecological corridors.</p> <p>More green recreational opportunities within cities and towns.</p> <p>Greater tree cover.</p> <p>Improvements in worst performing areas in terms of health.</p> <p>Increased generation of renewable energy, with greater contributions from biomass and PVs.</p> <p>Reduced waste production.</p> <p>Greater use of secondary aggregates.</p> <p>Continuing investment in water and sewage infrastructure.</p>	<p>Upland flood alleviation measures reducing the risk of flooding.</p> <p>Increased woodland cover in the Region leading to greater carbon storage.</p> <p>A more diverse range of uses on agricultural land, particularly in upland and remoter rural areas.</p> <p>New habitat corridors created to provide functioning networks.</p> <p>Fragmented habitat corridors and distinctive and historic landscapes restored.</p> <p>Greatly reduced disparities of ill health across the region.</p> <p>Greatly increased generation of renewable energy, with biomass and PVs providing mainstay of this.</p> <p>Greatly reduced waste production.</p> <p>Widespread use of secondary aggregates.</p> <p>Better water quality and availability.</p>

Table 5.2 | THE PLAN'S PHASED APPROACH CONTINUED

PLAN APPROACH	THREE IMPLEMENTATION PHASES		
	2004-2011	2011-2016	2016-2021
Transport	<p>Make best use of existing transport infrastructure and services</p> <p>Improve public transport, with initiatives on ticketing and information provision</p> <p>More opportunities created for walking and cycling</p> <p>Improvements to regionally significant public transport interchanges and corridors</p> <p>Significant improvements to urban bus services, guided bus and Quality Bus Corridors.</p> <p>Improve TransPennine rail services improve with new rolling stock.</p> <p>Additional Leeds-London rail services.</p> <p>Improve rail access to Humber ports.</p> <p>SWYMBUS improvements to M1/M62 and A1 upgraded to motorway.</p> <p>Safety improvements and local network improvements on Strategic Highway Network.</p>	<p>Possible introduction of demand management measures in urban areas</p> <p>Enhance rail services through franchise renewal process</p> <p>Start to implement recommendations from Route Utilisation Strategies (rail).</p> <p>Further electrification of East Coast Main Line in the Region.</p> <p>Improved road and rail links to the Humber Ports.</p> <p>Improved surface access to airports in the Region.</p>	<p>National road user charging.</p> <p>Longer-term improvements to strategic rail routes – Trans Pennine and East Coast Main Line.</p> <p>Complete phased SWYMBUS improvements to M1 and M62.</p>

CONTRIBUTING TO A MORE SUSTAINABLE REGION

- 5.39 Section 2 identifies the key sustainability issues facing the region, independently identified through the Strategic Environmental Assessment and Sustainability Appraisal (SEA/SA) process that has been integral to the Plan preparation process.
- 5.40 Table 5.3 demonstrates how different types of policies, in different sections of the Plan, collectively address the key issues identified by the SEA/SA. This is set out as a sign-posting and joining up exercise to highlight how different policies collectively address these key issues.

Table 5.3 | ADDRESSING SUSTAINABILITY CONCERNS IN YORKSHIRE AND HUMBER

REGIONAL SUSTAINABILITY ISSUES	POLICY TYPE	SPECIFIC POLICY LINKS
Social inequalities – addressing health inequalities, growing disparities, income levels, social exclusion	Core	YH1, 3, 5, 7, 8
	Sub area	SY1, LCR1, HE1, Y1, VTL1, C1, RR1
	Thematic	ENV 7, 11, T3, E1,2,7, H3
Lifestyles – increasing car- competitive mobility, increasing dispersal between places where people live, work and shop, and increasing patterns of consumption	Core	YH1, 2, 4, 5, 6, 8
	Sub Area	LCR2, SY1, HE1, Y1, VTL1, C1, RR1
	Thematic	ENV 13, 14, T1, 3, E2, 3, 5
Regional economic prosperity – addressing slower economic growth and lower levels of prosperity compared to regions in other parts of the country	Core	YH1, 3, 5, 6, 7, 8
	Sub Area	SY1, LCR1, LCR2
	Thematic	ENV 5, 7, 12, T4, 6, E1-7
Climate change – reducing emissions of greenhouse gases and adapting to impacts of change	Core	YH1, 2, 4, 5, 6, 7, 8
	Sub Area	LCR1, LCR2, HE1, C1
	Thematic	ENV1, 2, 3, 5, 8, 10,12,13, T1, 2, 3, E2
Biodiversity – addressing significant decline in the 20th century and further threats from climate change	Core	YH1, 2, 3, 4, 5, 6, 7, 9
	Sub Area	HE1, C1, RR1
	Thematic	ENV 1, 2, 3, 7, 8, 10, 12, T1
Waste and Resource Consumption – increasing levels of consumption and waste production	Core	YH1, 2, 4, 5, 6
	Sub Area	
	Thematic	Env 4, 5, 7, 12, 13, 14
Rural and urban landscapes – protecting and enhancing the unique sense of place and character of the region’s settlements and rural areas	Core	YH1, 2, 3, 4, 5, 6, 7, 9
	Sub Area	HE1, Y1, VTL1, C1, RR1
	Thematic	ENV 4, 9, 10, 11, 12, E 6, 7
Demographic trends – the changes and demands arising as the region’s population grows older	Core	YH1, 5, 6, 7, 8
	Sub Area	
	Thematic	ENV1, 7, 11, T3, H1, H3, H4

MONITORING

- 5.41 Section 1 and Annex B present the approach to the Plan's monitoring framework. This states that the outcomes of the 'high level directional' policies set out in Section 4 Core Approach are monitored by a series of Headline Contextual Indicators and Headline Output (Core ODPM) Indicators. These enable the general performance of the Region to be monitored to 2021.
- 5.42 Table 5.4 below sets out the Headline Contextual Indicators (HC) and Headline Output Indicators (HO) for the Plan. These indicators are intended to be measured annually to inform decision makers as to whether the Plan is broadly on course, or whether all or any parts require review.

Table 5.4 | HEADLINE INDICATORS

HEADLINE OUTCOME BY 2021	REF	INDICATORS	HEADLINE TARGETS
<p>The long term trend of population and investment dispersal away from the Region's cities and major towns is being reversed</p> <p>Cities and major towns in the region have been transformed and are attractive places where people want to live, work and invest in.</p> <p>Market towns are fulfilling their roles as focal points for rural communities.</p> <p>Urban and rural economies are more diverse, helping to deliver a better performing and more competitive economy.</p> <p>Currently excluded communities and areas requiring regeneration have benefited from development and investment.</p> <p>The use of public transport has increased and people in the Region have better accessibility to opportunities and facilities.</p> <p>Environmental quality has been raised and the region is responding pro actively to the global and local effects of climate change.</p>	HO1a	Amount of land developed for employment by type: by local authority area.	
	HO1b	Amount of land developed for employment by type, which is in development and/or regeneration areas defined in the Regional Spatial Strategy (RSS).	
	HO1c	Percentages of 1a by type, which is on previously developed land: by local authority area	
	HO1d	Employment land supply by type: by local authority area.	
	HO2a	Housing trajectory	
	HO2b	Percentage of new and converted dwellings on previously developed land.	
	HO2c	Residential Densities	
	HO2d	Affordable housing completions: by local authority area.	
	HO3	Percentage of completed non-residential development complying with the car-parking standards set out in the Regional Transport Strategy (RTS): by local authority area.	
	HO4a	Amount of completed retail, office and leisure development respectively: by local authority area.	

Table 5.4 | HEADLINE INDICATORS CONTINUED

HEADLINE OUTCOME BY 2021	REF	INDICATORS	HEADLINE TARGETS
	HO4b	Percentage of completed retail, office and leisure development respectively in town centres.	
	HO5a	The production of primary land won aggregates (tonnes): by minerals planning authority.	
	HO5b	The production of secondary/recycled aggregates (tonnes): by minerals planning authority.	
	HO6a	Capacity of new waste management facilities by type: by waste planning authority.	
	HO6b	Amount of municipal waste arising and managed by management type	
	HO7	Number of planning permissions, by local authority area, granted contrary to the advice of the Environment Agency on grounds of flood defence or water quality.	
	HO8	Change in areas and populations of biodiversity importance.	
	HO9	Renewable energy capacity (MW) installed by type: by local authority area.	
	HC1	Net change in the Region's population.	
	HC2	Age Structure of the Region's population.	
	HC3	Population Density (people per sq km).	
	HC4	Net change in the Region's productivity (GVA per head)	
	HC5	Employment rate.	bridge the £29 billion output gap between the North and the rest of the UK by 2025
	HC6	Employment by sector.	create 150,000 new jobs by 2010
	HC6	Long term Unemployment.	
	HC8	Average Incomes.	
	HC9	Young People's Education and Skills :Percentage of 19 year old with 5+ GCSE Grades A* to C or NVQ level 2.	



Table 5.4 | HEADLINE INDICATORS CONTINUED

HEADLINE OUTCOME BY 2021	REF	INDICATORS	HEADLINE TARGETS
	HC10	Percentage of work age population without qualifications.	
	HC11	Percentage of economically active adults receiving job related training in last 4 weeks by gender.	
	HC12	Number of business start ups: VAT Registrations per 10,000 adult population.	Double by 2010
	HC13	Woodland Bird Population Index.	
	HC14	Area of Woodland Cover.	
	HC15	Sea level change.	
	HC16	Annual average temperature.	
	HC17	Annual rainfall.	
	HC18	Greenhouse Gas Emissions by Source.	
	HC19	Deprivation (proportion of SOA's falling into the 10% most deprived SOA's in England).	Halve the number of deprived wards (in most deprived 10% of Index of Multiple Deprivation) by 2010
	HC20	Life expectancy at birth for males and females.	By 2010 increase life expectancy at birth of England to 78.6 years for men and to 82.5 yeras for women
	HC21	Housing Affordability Ratio.	
	HC22	Percentage of trips to work by foot, cycle, cars and public transport (total, urban, rural).	
	HC23	Percentage of trips to and from school by foot, cycle, cars and public transport.	