

SHEFFIELD CITY REGION TRANSPORT STRATEGY

2011-2026

Evidence Base

DOCUMENT 1: GEOGRAPHIC AND
DEMOGRAPHIC OVERVIEW



SHEFFIELD
City Region

southyorkshire
local transport plan

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1. Introduction

- 1.1. The Third Local Transport Plan for South Yorkshire consists of three parts:
- A Transport Strategy Document which introduces a list of policies to be implemented over a fifteen year period from 2011. The Strategy covers the wider area of the Sheffield City Region, introduced below.
 - A series of Evidence Base documents, of which this is one, summarising much of the information that was used for the development of the policies.
 - An implementation plan for South Yorkshire, covering the first three-year period of the Strategy.

The Evidence Base

- 1.2. Through the strategy development process we have compiled a substantial body of evidence, which is used to establish the arguments that inform our list of policies. This evidence is summarised in a series of documents, which are presented hereby.
- 1.3. This series of documents has the following objectives:
- To present some basic information on transport supply in SCR
 - To highlight transport problems in the area
 - To identify how the transport system in the area performs in relation to our identified set of goals
 - To form a basis for identifying transport-related challenges, opportunities and priorities
- 1.4. The Evidence Base documents comprise the following:
- Document 1: Geographic and Demographic Overview
 - Document 2: Networks
 - Document 3: Forecasting
 - Document 4: Consultation and Stakeholder Engagement
 - Document 5: Supporting Economic Growth
 - Document 6: Enhancing Social Inclusion and Health
 - Document 7: Reducing Emissions
 - Document 8: Maximising Safety

Scope

- 1.5. The Metropolitan County of South Yorkshire sits within the wider “Sheffield City Region” (SCR), which includes parts of Derbyshire and Nottinghamshire. SCR represents Sheffield’s broad sphere of influence, particularly in terms of travel to work patterns and economic links. The 9 SCR districts and the Peak District National Park form a strong, logical economic area which can compete in the UK economy.
- 1.6. All the work presented here reflects strategic thinking that straddles the administrative boundaries between counties, and therefore applies to the entire SCR. Parts of SCR which lie outside South Yorkshire are also covered in the Third Local Transport Plans of their respective counties, however, work done by South Yorkshire authorities is

coordinated with the work done by Derbyshire and Nottinghamshire, especially in identifying and implementing cross boundary priorities or schemes which will prove mutually beneficial.

- 1.7. All work completed for the South Yorkshire districts is completed under the guidance of the South Yorkshire Integrated Transport Authority (SYITA). The ITA is an organisation that is responsible for and directs all transport decisions within a given region (in this case South Yorkshire).
- 1.8. As part of the government reform, a number of Local Enterprise Partnerships (LEPs) have been formed to oversee the economies of different regions in the UK. A LEP is a private sector led group, comprised of experienced business leaders which will facilitate growth and employment in their respective region whilst taking the onus off the public sector. This LEP will have a large influence on all aspects of business in SCR, as well as Transport.
- 1.9. The statutory requirement is that a separate implementation plan delivers the strategy in the short term in each county. The implementation plan that directly follows the SCR Transport Strategy is therefore a plan for South Yorkshire only. We ensure that the Transport Strategy for SCR informs the implementation plans created separately in Derbyshire and Nottinghamshire.
- 1.10. As a default, the study area we discuss through the entire pack of documents is the full SCR, but the dual geographical scope of our Third Local Transport Plan is occasionally reflected. Information is presented at either SCR or South Yorkshire level, depending on the data available and on the purpose of the analysis. In some cases, information is presented at a local level, for example to illustrate places with a high degree of economic and social interdependence.

This Document

- 1.11. This document is a Geographic and Demographic Overview, which starts the Evidence Base series. This document provides overarching information which relates to all of the goals we discuss later. The information presented here forms a direct input to each and every part of the discussion in the other Evidence Base documents or in the Transport Strategy.
- 1.12. Chapter 2 of this document provides more detail on the SCR's boundaries and other geographical features. Chapter 3 describes a demographic profile of SCR, including population and skills and Chapter 4 summarises this Evidence Base document.

2. Geography

Introduction

- 2.1. This chapter provides a brief overview of some of the geographical characteristics of SCR. It also discusses issues related to the built environment in SCR, although note that the relationship between land-use and transport is discussed in more detail in Document 3: Forecasting.
- 2.2. The four districts of Barnsley, Doncaster, Rotherham and Sheffield constitute the metropolitan county of South Yorkshire. As can be seen in Figure 2.1 below, South Yorkshire makes up around half of the geographic area of SCR. In addition SCR contains parts of Nottinghamshire and Derbyshire, including the Districts of Bassetlaw, Bolsover, Chesterfield, Derbyshire Dales and North-East Derbyshire.
- 2.3. This geographic boundary has been born out of research¹ that identified the economic relationships and travel to work patterns in the area. SCR incorporates some settlements (for example Matlock, which is located in North East Derbyshire) that are geographically equidistant to other regional centres such as Derby and Nottingham.

Figure 2.1 The Sheffield City Region



Source: SYPTE

¹ Sheffield City Region (2010) DaSTS Connectivity Study

SCR's Location

- 2.4. Sheffield City Region is in the centre of Britain and is almost equidistant between the east and west of England, as well as the South and North Scotland. SCR is accessible by all modes of transport whether that is rail, road, air or sea. Figure 2.2 shows the location of key cities in relation to Sheffield.
- 2.5. SCR's primary road routes are highly integrated and SCR is ideally located on the M1 which links the North and South of the country. SCR also links to the train network which provides SCR with connectivity to every other city in the UK. These road and rail networks allow SCR to become an international destination through accessing six local airports and 2 major UK ports.

Figure 2.2 SCR's Central UK Location

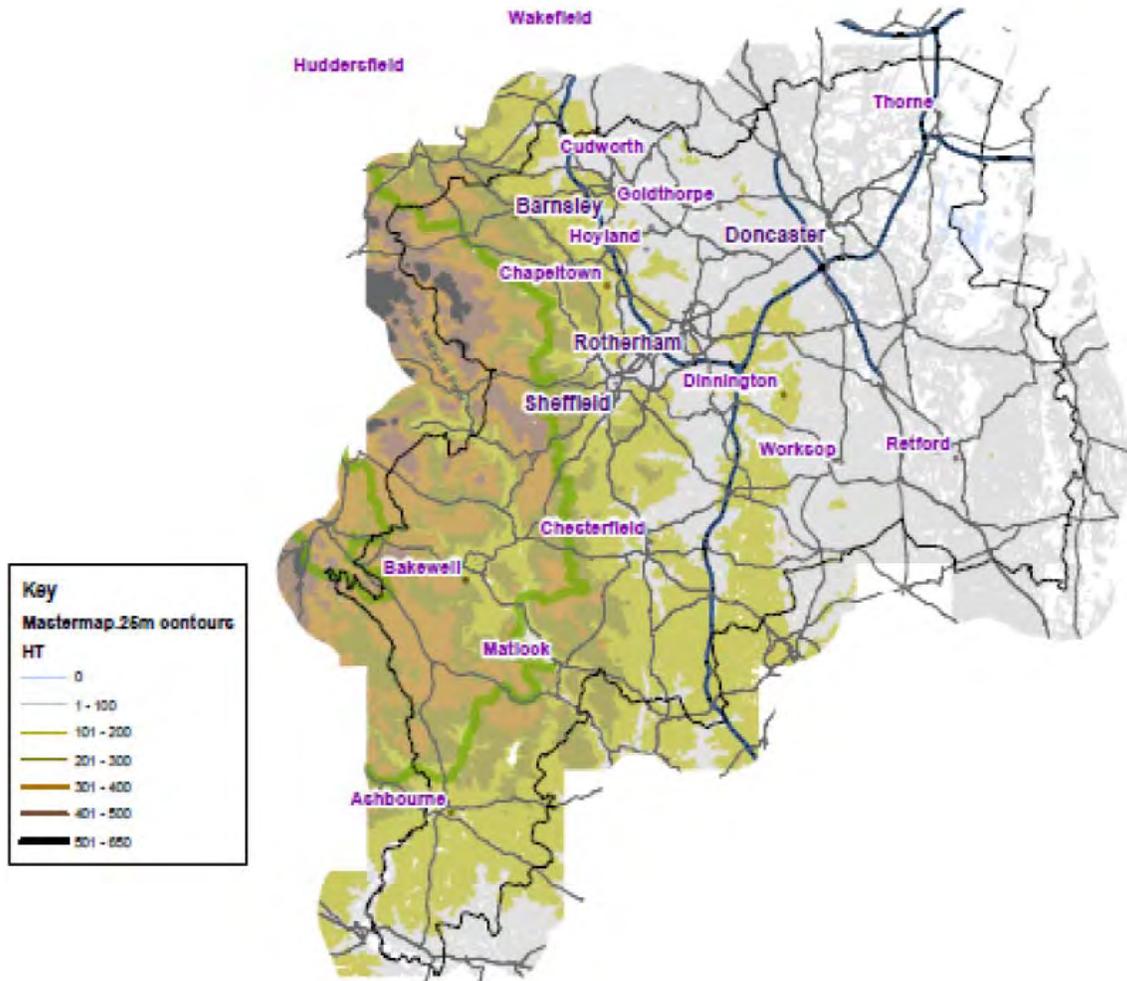


Source: Creative Sheffield (2009) Key location factors

Topography and Landscape

2.6. SCR has a varied landscape. Whilst it is close to some areas of outstanding natural beauty, such as the Peak District, there are some significant topographical barriers to providing easy transport routes, particularly for movements to the west of SCR. The map in Figure 2.3 shows the general landforms in SCR.

Figure 2.3 Topographic Areas



Source: Mott MacDonald

2.7. In general, there are several distinct parts of SCR:

- To the west of SCR lies the Peak District National Park, a high, deeply rural upland which is largely unpopulated.
- In the centre of SCR are low hills on which three of the four main urban areas in South Yorkshire are located (Barnsley, Rotherham and Sheffield), as well as many of the county's principal towns. These towns have developed around the needs of the extractive industries, especially in the Dearne Valley. This pattern extends down into Derbyshire, often featuring densely populated areas but with significant pockets of deprivation.

- The east is largely flat, and to the south east are the coalfield towns of Worksop and Bolsover, forming the northern edge of the Nottinghamshire/Derbyshire coalfield. In the north east there are a number of large villages or small towns, such as Hatfield, Thorne and Bawtry.

2.8. The topography of SCR has a number of implications for transport links.

- **The western uplands.** The uplands to the west of SCR are a challenging location for transport links. Links to the west from SCR are sparse and often constrained by steep gradients and sharp curves. This results in weather affecting road links in particular, reducing the reliability of linkages to the Manchester City Region. The pictures included in Figure 2.4 show the terrain on the west of SCR.

Figure 2-4 Tortuous Road Alignment on Snake Pass and Typical Moorland in the West of SCR



Source: Sheffield Council

- **Central area of SCR.** The relatively low but undulating topography of the central area does not always favour easy provision of transport links. The width of road and rail alignments is often constrained by topography, with curves and gradients to avoid landscape obstacles. Figure 2.5 gives some indication of the hilly nature of Sheffield. The undulating topography also discourages cycling, although some flat corridors along valley floors are well suited to cycling.
- **Eastern areas of SCR.** In the flatter east of SCR, old established links such as the A1 (Great North Road) and the East Coast Main Line offer locations such as Doncaster direct links to the north and south. Due to the flat terrain, these routes are relatively more reliable and in the case of the East Coast Main Line, faster.

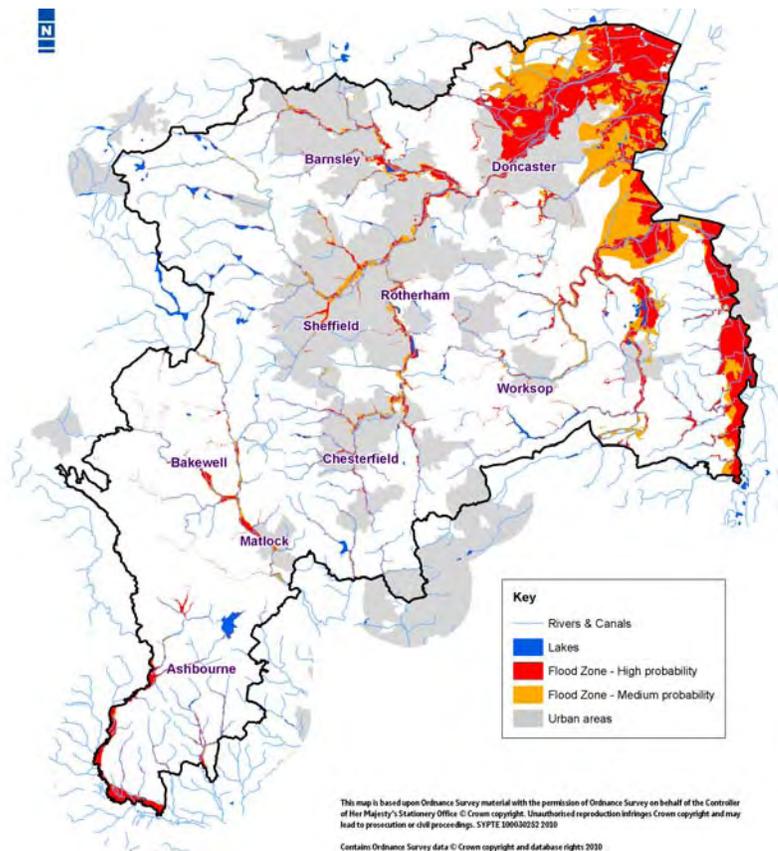
Figure 2.5 The Hilly Topography in Sheffield



Source: Sheffield City Council

- 2.9. The use of steep-sided valley floors for development and transport links gives rise to reliability problems. The hills to the west of SCR channel rainfall into these valleys and their water courses. As a result, the lower parts of SCR are at a considerable risk of flooding after extreme rainfall, affecting both road and rail transport. Figure 2.6 identifies the flood zones in SCR.

Figure 2.6 Flood Zones

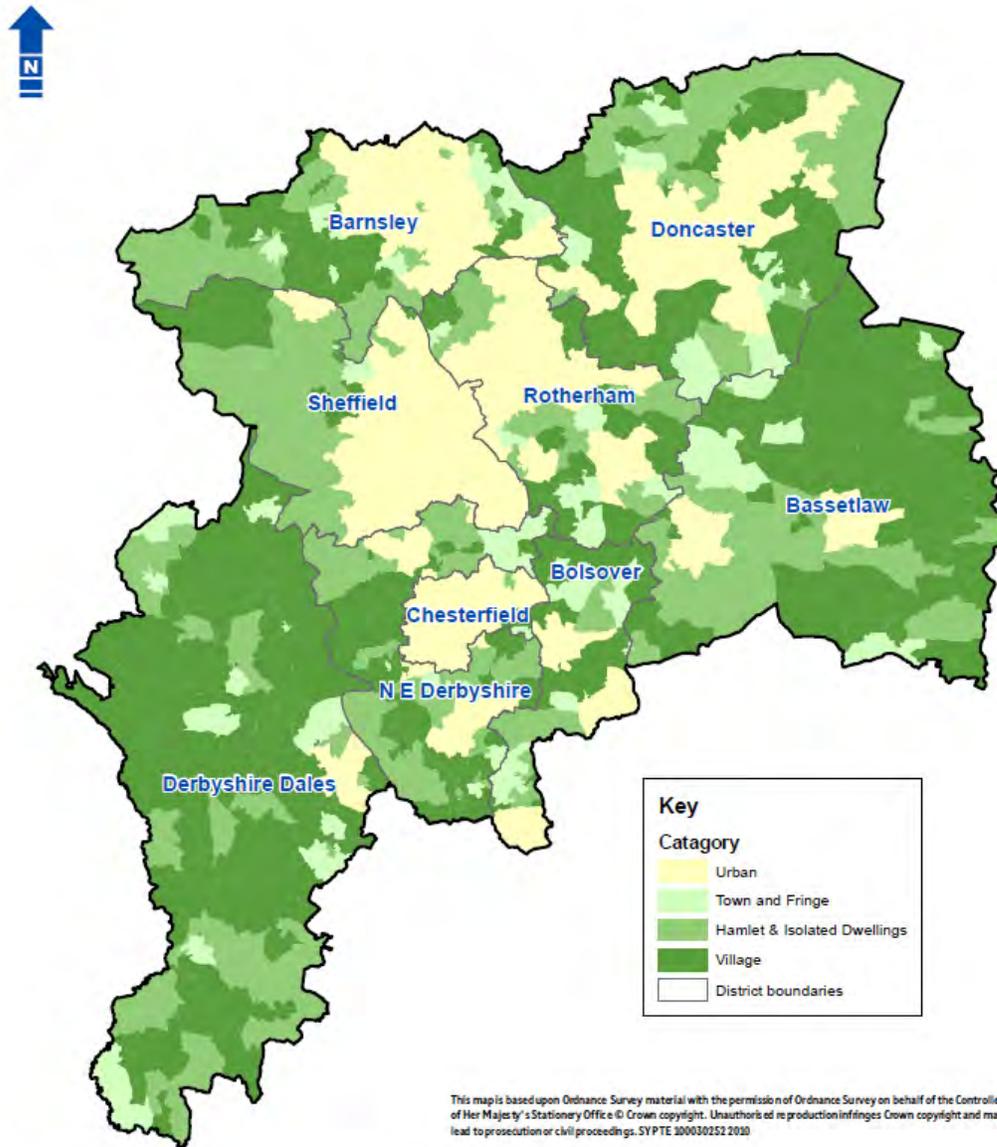


Source: Defra

The Built Environment

- 2.10. Most of the population of SCR lives in urban or suburban areas, but a broad range of settlement types exists, from small rural hamlets to large conurbations. The rural landscape varies too, from managed agricultural fields to upland moor and heath land. Figure 2.7 identifies the classification of areas within SCR.

Figure 2.7 Urban / Rural Classifications

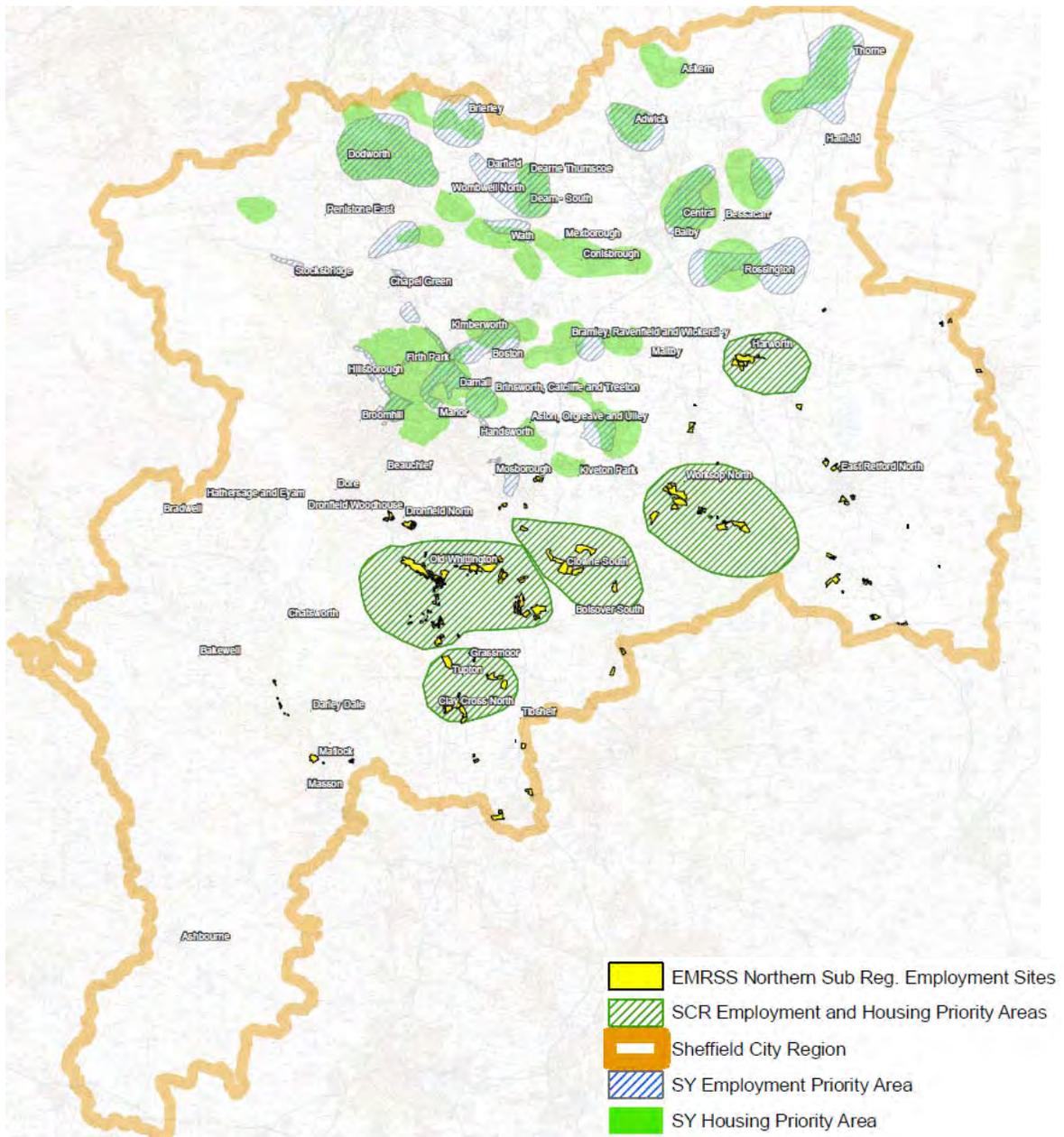


Source SYPTE

Land Use

- 2.11. The location on which development types are permitted is determined by planning policy. Previously, Regional Spatial Strategies identified areas for growth and set targets for development, such as housing growth. The Regional Spatial Strategies no longer have a formal status, so the emphasis is on the emerging Local Development Frameworks to shape the principles for development.
- 2.12. Figure 2.8 identifies the priority zones for housing and employment development in South Yorkshire. The figure also shows the sites identified in the East Midlands Regional Spatial Strategy for Employment sites.

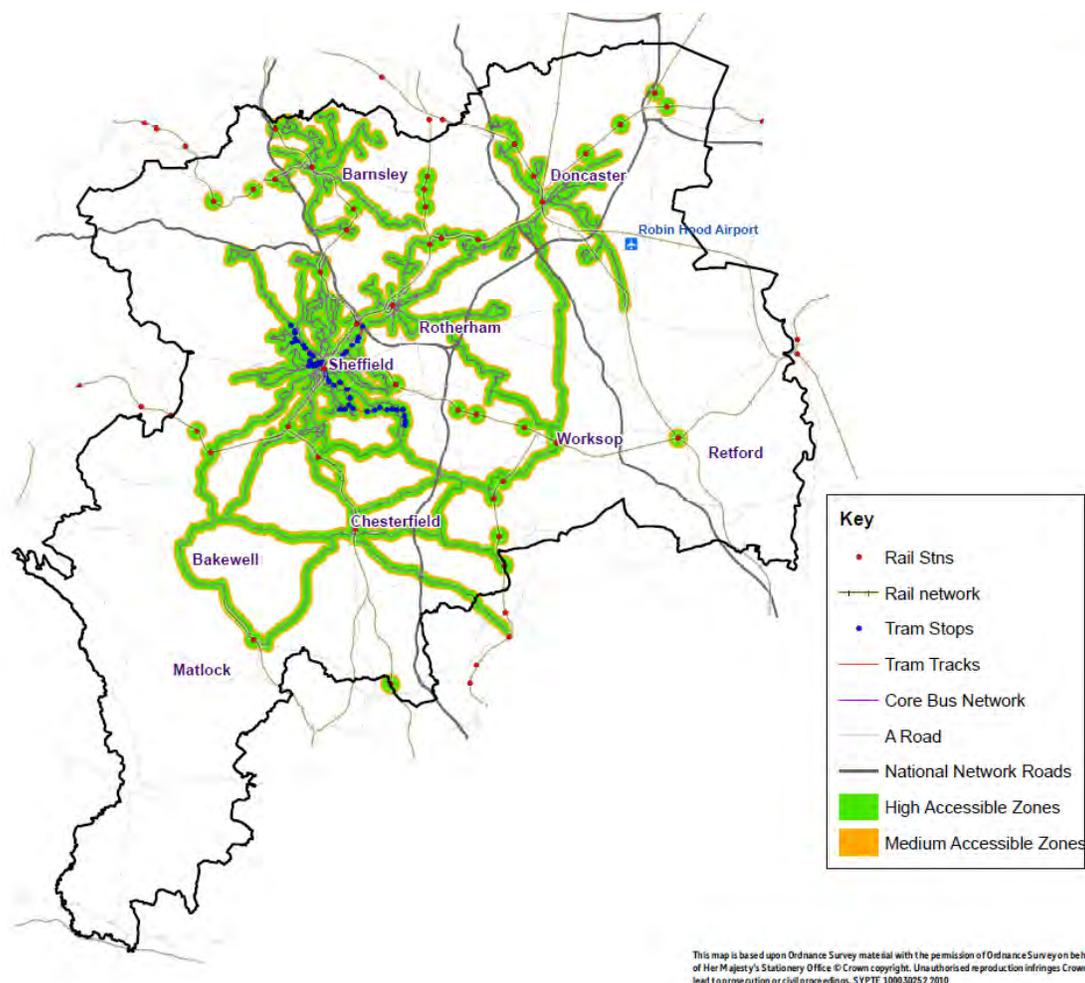
Figure 2.8 Priority Employment and Housing Zones



Source SYPTE

- 2.13. An aspect of this varied nature of the built environment, which forms a critical input to our Transport Strategy, is the extent to which existing public transport services cover SCR. Figure 2.9 below shows the public transport accessibility assessment that has been undertaken to inform the Land Use and Transportation Integration (LUTI) study in South Yorkshire.
- 2.14. The figure is based on identifying the area that is served, with a short walking distance, by frequent public transport services. This LUTI study cross-referenced actual and potential land allocations for employment and housing in the South Yorkshire districts with public transport accessibility levels, like those shown in the figure. The baseline outputs from this model are described in Document 3: Forecasting.
- 2.15. Figure 2.9 shows the coverage of frequent public transport services within SCR. To define 'served by' and 'frequent' the following criteria were applied:
- Within 400m of a bus route with 6 or more services an hour;
 - Within 600m of the Supertram network;
 - Within 800m of a train station.
- 2.16. The figure illustrates the great diversity mentioned above, with parts of SCR being dense urban areas while other parts are very sparse and remote. As will be explored later in this document, the population densities of SCR impact on the operation of frequent public transport services.

Figure 2.9 Areas Served by Frequent Public Transport Services



Source: SYPTE

Spatial Planning

- 2.17. The Regional Spatial Strategies for both Yorkshire and the Humber and the East Midlands classify settlements according to their functions. Within SCR, Sheffield is designated a regional city, with Barnsley, Chesterfield, Doncaster, Rotherham and Worksop defined as sub-regional towns or cities. The principal towns are Chapeltown, Cudworth, Dinnington, Goldthorpe, Hoyland, Mexborough, Stocksbridge, Thorne and Wombwell.
- 2.18. Although the Regional Spatial Strategies are now defunct, the classifications provide useful information, identifying the key settlements in SCR and their hierarchy.
- 2.19. The SCR Connectivity Study², undertaken as part of the Delivering a Sustainable Transport System programme, identifies several strategy documents that contain evidence for where future development should be focused. These include the Regional Spatial Strategies for Yorkshire and the Humber and the East Midlands which seek to:

² Sheffield City Region (2010) DaST Connectivity Study

- Support the role of Sheffield as a major provider of jobs through the renaissance of Sheffield City Centre, and further regeneration of the Upper and Lower Don Valleys
- Re-develop and regenerate Barnsley urban core as a “21st Century Market Town”
- Develop Doncaster town centre so that it offers a high standard of retail and commercial variety, and facilitate the growth of logistic activity elsewhere in the borough, maximising the use of rail and water transport
- Develop Rotherham town centre to ensure the town is a brighter and more vibrant place to work, visit and invest in, capitalising upon public spaces and a new riverside displaying best in architecture and design
- Support advanced manufacturing and related research and development at Waverley
- Reflect the importance of Robin Hood Airport to the South Yorkshire economy
- Significantly strengthen the sub regional centres of Chesterfield and Worksop by providing jobs, houses, services and facilities in and around their urban areas
- Provide jobs and services in and around other settlements that are accessible to a wider area or serve particular concentrations of need
- Promote environmental enhancement as a fundamental part of the regeneration of the ‘Northern Sub Area’, which includes the districts of Bolsover, Chesterfield, North East Derbyshire and Bassetlaw.

2.20. The Connectivity Study also identifies areas within SCR that have been designated Core Growth and Second New Growth (NGP) status. These designations are part of a work stream designed to accelerate the growth of housing in Doncaster, Rotherham, Barnsley and Sheffield, together with housing renewal and future employment sites as drivers for future change. South Yorkshire has also been designated as a Growth Point for future housing³.

³ Department for Communities and Local Government (July 2008) Second Round Growth Points,

3. Demographics

Introduction

- 3.1. This chapter presents a brief introduction to demographic features of SCR. This is cross-cutting information which informs the work presented in the strategy document and in the other Evidence Base documents.

Population and Density

- 3.2. More than 1.3 million people live in the four districts of South Yorkshire – Barnsley, Doncaster, Rotherham and Sheffield – making it the 5th largest of the six former metropolitan areas. A further 445,000 people live in the districts of Derbyshire Dales, Chesterfield, North East Derbyshire, Bolsover and Bassetlaw, within the wider travel to work area into Sheffield, which are therefore part of SCR. Table 3.1 provides a breakdown of population by South Yorkshire districts and the total, combined, population of districts outside of South Yorkshire.

Table 3.1 Population Overview

District	Population (thousands)
Barnsley	226
Doncaster	292
Rotherham	254
Sheffield	534
South Yorkshire total	1,306
Additional from wider SCR	445
SCR total	1,751

Source: Nomis data, 2006

- 3.3. Population projections by the Office of National Statistics suggest that by 2030, the SCR population is expected to grow to 2 million, a 13% increase on the 2009 estimate. This is lower than the estimate for England of 15.8%⁴.
- 3.4. Variations in population densities are provided in Table 3.2. This shows that upland areas have much lower population densities; for example, Derbyshire Dales has only 0.88 people per hectare compared to SCR average of 4.91 people per hectare.

Table 3.2 Population Densities

District	Population Density (people per hectare)
Barnsley	6.63
Doncaster	5.05
Rotherham	8.66
Sheffield	13.95
South Yorkshire (Average)	8.16
Bassetlaw	1.69

⁴ Sheffield City Region (2010) Strategic Economic Assessment

District	Population Density (people per hectare)
Bolsover	4.48
Chesterfield	14.97
Derbyshire Dales	0.88
North East Derbyshire	3.52
Wider City Region	2.30
City Region (Average)	4.91

Source: Census 2001

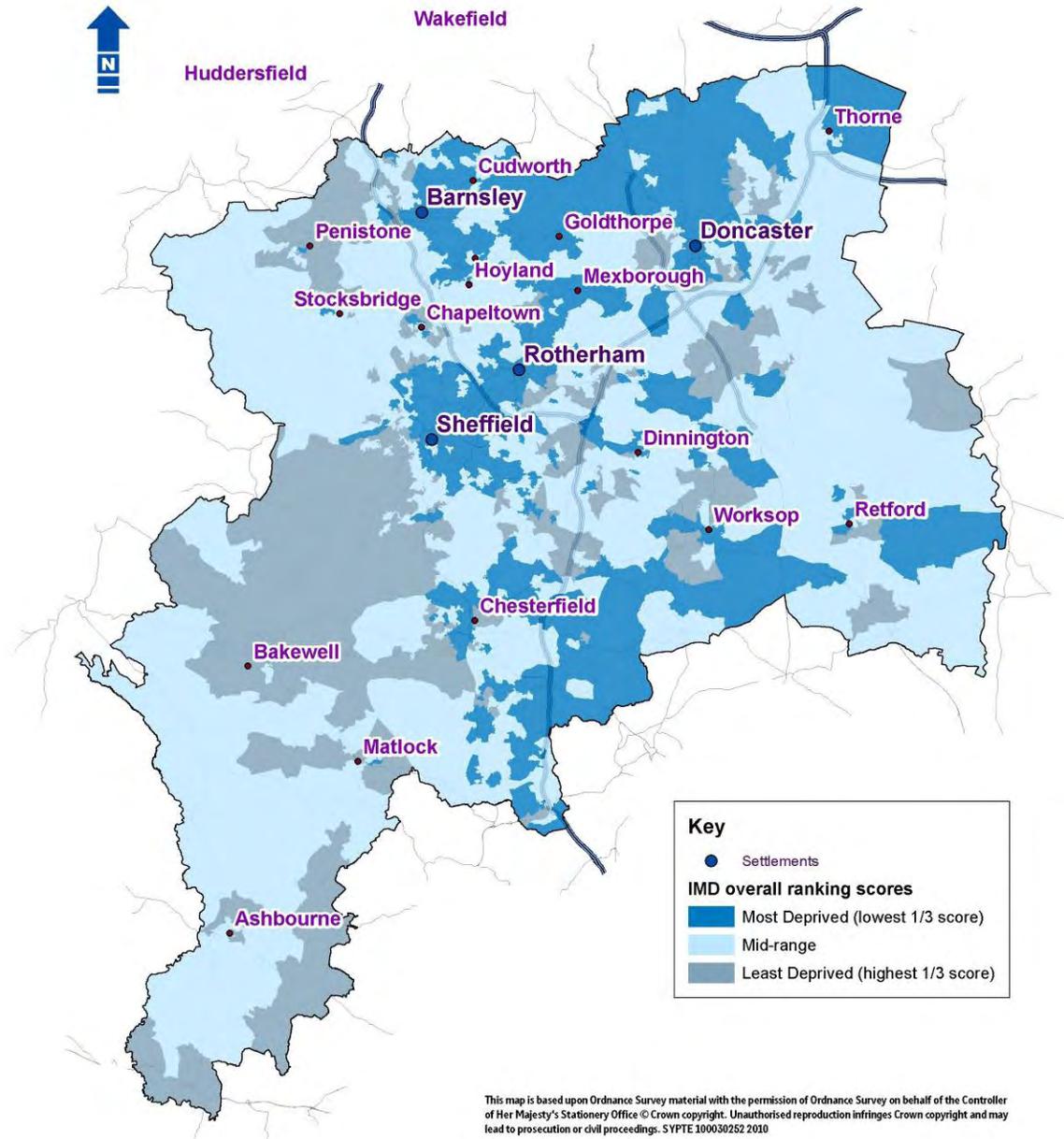
- 3.5. The upland areas have higher levels of car ownership. Again taking the Derbyshire Dales as an example, only 17% of households did not have access to a private vehicle in 2001, compared to SCR average of 31%, and the South Yorkshire figure of 33%⁵. This appears to show a correspondence between population densities and levels of car ownership.
- 3.6. Further to this, the low density of population in some areas of SCR makes it expensive to provide bus services, particularly in its rural parts. This means some sections of the population rely on a car to access employment and key services, as they have no choice.

Deprivation

- 3.7. Statistics that measure deprivation are collected on eight topics, called domains, which include (among others) income, employment, geographic access and crime. These domains are used to attribute a score to defined geographic areas and form the Index of Multiple Deprivation (IMD). At present there are three IMD datasets that have been produced, covering 2000, 2004 and 2007.
- 3.8. The three datasets are not directly comparable, though they all use the same 8 domains that comprise the index. They are still useful because they provide information at a geographic level that allows broad observations to be made over time. They are largely used as relative comparators ranking areas in England. In total there are 354 districts in England; the ranking runs from 1 (i.e. the most deprived) to 354 (the least deprived).
- 3.9. Deprivation in SCR is shown in Figure 3.1 using the IMD ranking explained above. The figure shows there are substantial areas in SCR that are ranked in the most deprived third of the population, particularly in the north, south and east ends of SCR.

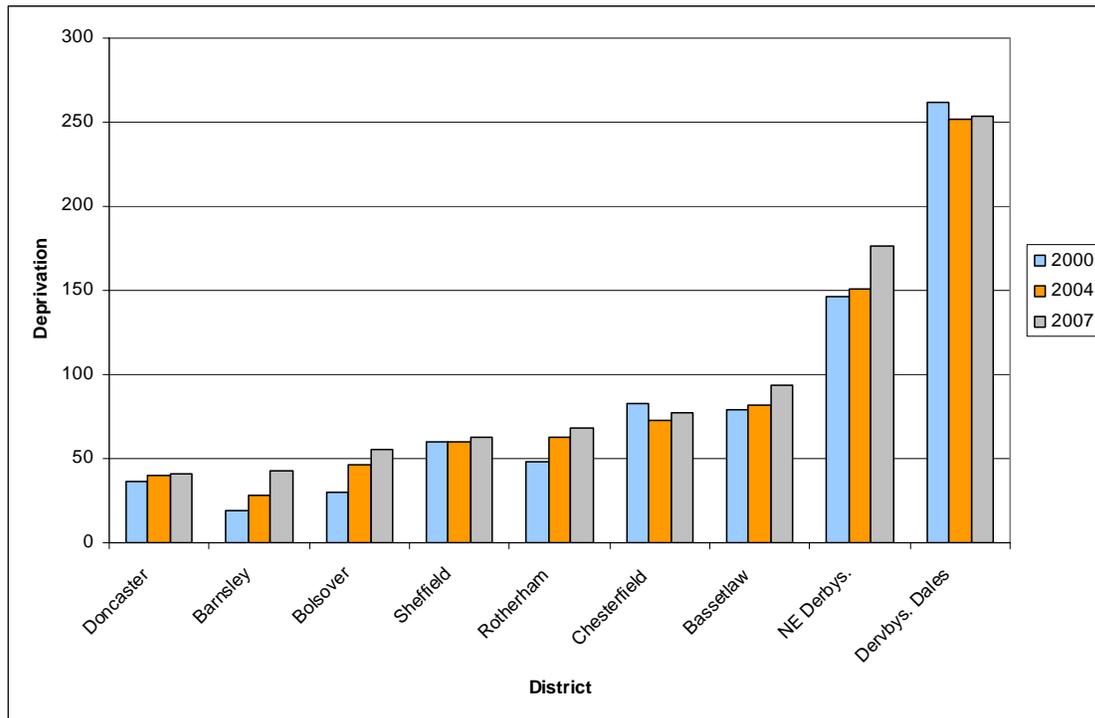
⁵ National Statistics (Nomis: www.nomisweb.co.uk) Crown copyright material is reproduced with the permission of the Controller Office of Public Sector Information (OPSI).

Figure 3.1 Indices of Multiple Deprivation



Source: SYPTE/Mott MacDonald

Figure 3.2 District Ranking of Deprivation 2000 to 2007



Source: Strategic Economic Assessment, Sheffield City Region (2010)

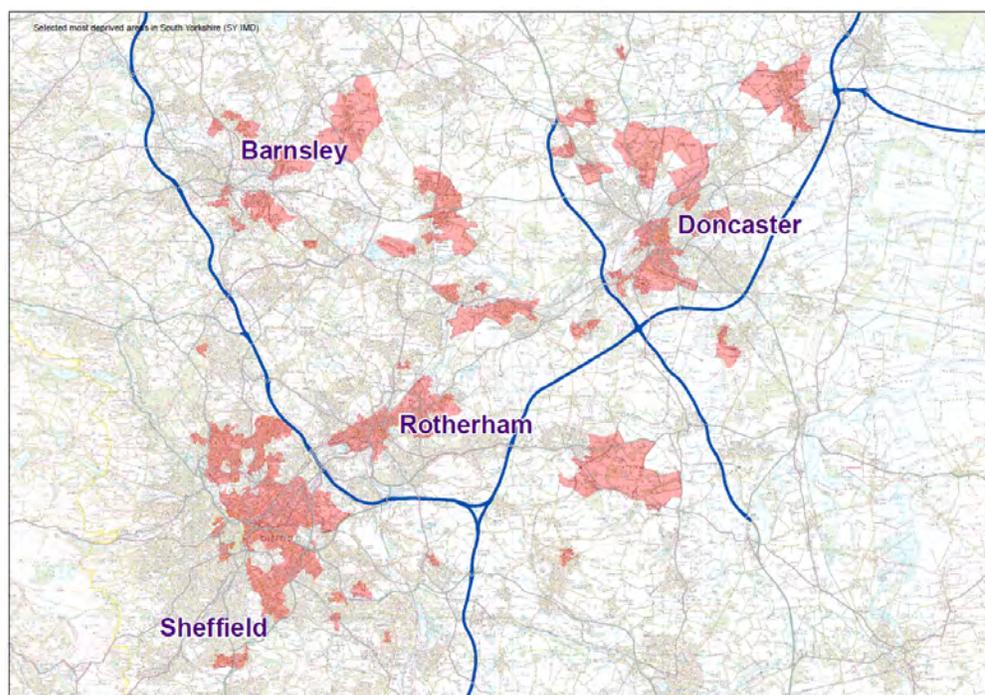
- 3.10. Figure 3.2 shows that at the district level there has been some improvement in the ranking of most City Region Districts. Between 2000 and 2007 the deprivation ranking improved in seven out of nine districts (where a higher ranking shows a lower level of deprivation), and in all nine districts between 2004 and 2007.
- 3.11. The IMD 2007 figures show that there are no districts in the worst 10%, where previously Barnsley and Bolsover were in this bracket. Doncaster is on the margins of this category, being ranked just outside of the worst 10% at 10.2%.
- 3.12. Improvements have been seen with Barnsley rising 24 places, Bassetlaw 15, Bolsover 25, Rotherham 20 and North East Derbyshire up 30 places. Sheffield was one of only two major cities to improve its ranking, the other being Newcastle.
- 3.13. Whilst the districts are no longer in the top 10% of deprived areas, specific communities within the districts still exhibit high levels of deprivation. Table 3.3 identifies communities in SCR that have a deprivation score which put them in the top 10% of deprived areas in England, i.e. in the bottom 10% of the IMD. Figure 3.3 also shows a map of these areas.

Table 3.3 Communities in SCR at the most Deprived 10% England Level

District	Communities at the most deprived 10% England level
Barnsley	Athersley, Goldthorpe, Grimethorpe, Kendray, Ludwood, Barnsley Town centre (south of railway station), Wombwell (south-west), Thurscoe and Worsbrough Bridge
Bassetlaw	Carlton-In-Lindrick (north east), Worksop (east of town centre) and Worksop (north Manton)
Bolsover	Bolsover (east), Langwith Junction, Shirebrook and Cresswell (south)
Chesterfield	Barrow Hill, Birdholme (north), Londsley Green and Staveley (south)
Doncaster	Adwick Le Street (east of A638), Balby, Bentley (north east), Carcroft (east), Conisborough north), Doncaster Town Centre (A6182/A630 corridor), Hatfield (west), Hyde Park, Mexborough (west), New Edlington (east) and Stainforth
Rotherham	Aughton, Dinnington, Maltby (west), Rawmarsh (centre) and Rotherham A630 corridor (M1through town centre to Dalton and Thrybergh)
Sheffield	Arbourthorne, Attercliffe, Batemoor, Burngreave, Darnall, Gleadless Valley, Grimesthorpe, High Green (north), Jordan Thorpe, Lower Don Valley (A6178 corridor), Lowedges, Manor Estate, Manor Park, Park Hill, Parson cross, Pismire Hill, Pitsmoor, Shirecliffe and Shiregreen

Source: Strategic Economic Assessment, Sheffield City Region (2010)

Figure 3.3 IMD 10% most deprived Areas in South Yorkshire

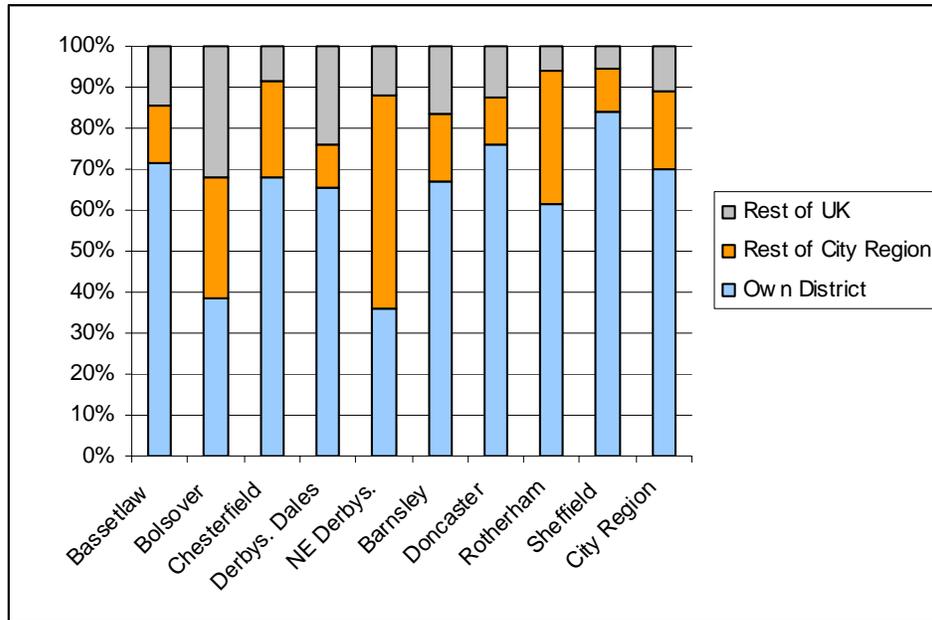


3.14. Deprivation is a complex issue to overcome, and one that blights some of our communities. This topic has links Document 5: Supporting Economic Growth and Document 6: Enhancing Social Inclusion and Health.

Travel to Work Patterns

3.15. The locations that people travel to and from for work reflects the economic linkages within and outside SCR. The evidence suggests that most travel is within District boundaries. Figure 3.4 provides a breakdown of the destination of commuting trips by district. These patterns are explored in more detail in Document 2: Networks.

Figure 3.4 Commuting Pattern by District



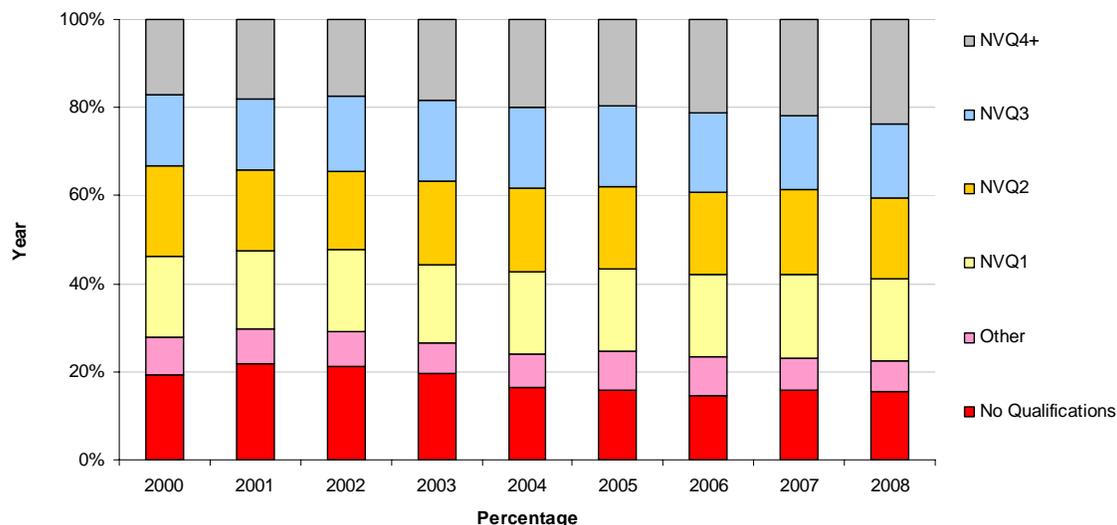
Source: Draft Strategic Economic Assessment, Sheffield City Region (2009)

- 3.16. This shows that overall, of the workers who live in SCR, 69.9% travel within their own district and a further 19% travel to other SCR districts to work. This totals 89.9% who live and work in SCR.
- 3.17. Further examination of the data highlights variations in travel patterns between districts, with a quarter of Rotherham commuters travelling to Sheffield; and for North East Derbyshire, a quarter travel to Chesterfield and Sheffield for jobs. Sheffield relies on its own economy for jobs with 84% of the resident workforce travelling within the city's boundary.
- 3.18. Sheffield, Chesterfield and Bassetlaw are net providers of jobs with the other districts being net providers of labour. In addition, in 2001, 133,000 commuters were travelling across the SCR boundary every day.
- 3.19. Forecasts based on the change between the two 1991 and 2001 census figures suggested that by 2011 there could be a possible increase to 160,000 trips travelling across the SCR boundary. This is now less likely to be realised so soon given the recent economic climate, but still likely to happen at a later date. An increase in trips to the forecasted levels will place a heavy burden on infrastructure and connectivity.

Distribution of Skills

- 3.20. By examining skills and educational attainment levels across the population, it is possible to identify the ability of the labour market to undertake work in various employment sectors. As we demonstrate below, the population of SCR is gradually improving its skill levels.
- 3.21. The increasingly skilled population is now more likely to travel further to access employment than in the past. Many of the skilled jobs are based in the regional centres, rather than in the local town or village. Historic travel patterns reflected the location of housing and employment, when towns were built around the main employment site (for example the local colliery). The change in commuting patterns, where more people travel greater distances to regional centres, has resulted in increased stress on the transport network. Comparing Census 2001 with 1991 indicates that the working population travels further and those with higher skills tend to travel furthest.
- 3.22. Within SCR, the number of people qualified to NVQ Level 4 (e.g. a degree) or above has grown from 174,000 residents to 265,000 residents. This represents a substantial improvement from 17% to 24.5% of the population. As Figure 3.5 shows, the increase has been most significant between 2005 and 2008.

Figure 3.5 NVQ Qualifications – Working Age



Source: Strategic Economic Assessment, Sheffield City Region (2010)

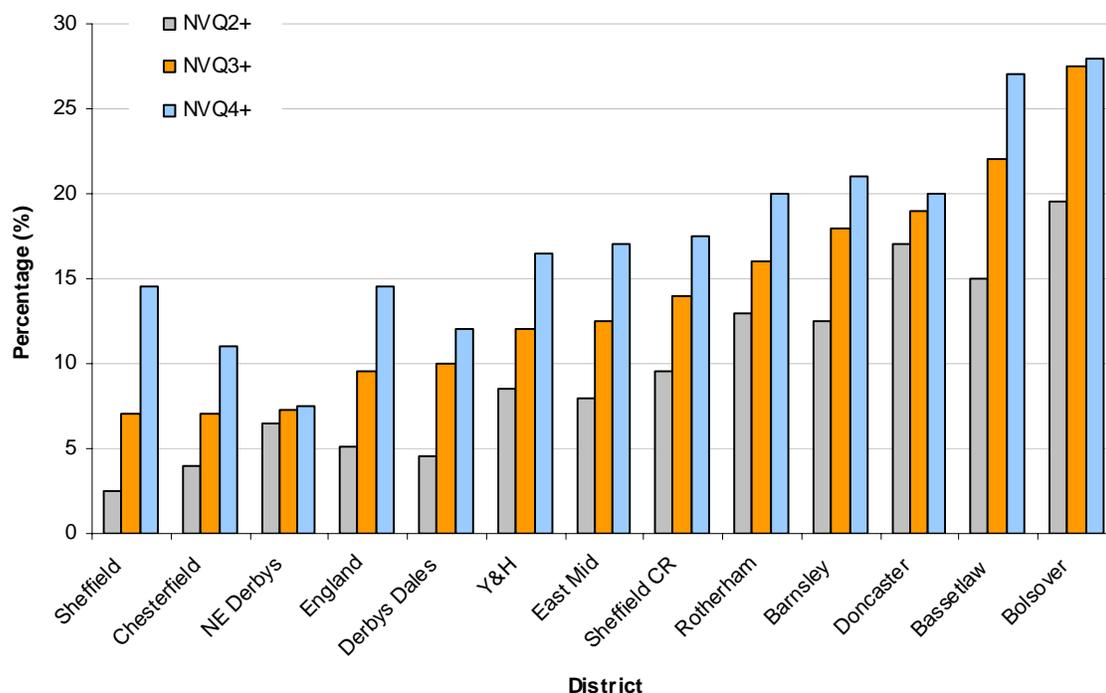
- 3.23. The group showing the greatest increase is those with NVQ Levels 3 or more (this group includes trade apprenticeships). This has risen from 33.1% of the population in 2000, to 42.2% in 2008. These improvements in educational attainment help to provide a local labour force to fill the new service industry jobs locally, rather than relying on commuting from outside of SCR.
- 3.24. The percentages in both NVQ Levels 1 and 2 have also fallen, which suggests that there may be a shortage of those with low and middle-ranking qualifications. The data suggest that increasing the level of skills of those people with no and other qualifications is required to ensure there is a sufficient supply of labour, with suitable qualifications across the range.

3.25. The previous government set Public Service Agreement targets for the percentage of the working age population above NVQ Levels 2, 3 and 4. The interim milestones for 2010-11 are:

- 34% with NVQ Level 4 and above
- 36% with NVQ Level 3 and above
- 79% with NVQ Level 2 and above

3.26. Figure 3.6 below shows the latest progress (2008) towards the targets at a district level.

Figure 3.6 Improvement Needed for PSA2 Targets 2011



Source: Strategic Economic Assessment, Sheffield City Region (2010)

3.27. Sheffield has almost achieved the target for NVQ Level 4+. Chesterfield and Derbyshire Dales are both closer to the target than the English average. Bolsover, Doncaster and Bassetlaw are further from the target.

3.28. For NVQ Level 3+, Sheffield, Chesterfield and North East Derbyshire are all closer to the target than the national average. Yet again Bolsover, Doncaster and Bassetlaw are furthest from the total.

3.29. For NVQ Level 2+, SCR is 17.7 percentage points away from the 79% target. East Midlands districts and Sheffield are equal to, or better than, the England percentage but Bolsover and Bassetlaw have considerable improvements to make.

3.30. The link between the skills of the workforce and the jobs available has a very important impact on the transport system. The trend to locate businesses in the main regional centres has led to increased commuting by those with the necessary skills. Even jobs which require lower skills have moved from the traditional towns and villages, which built up around the former mining industry, to out-of-town sites, such as the distribution centres along the M18 in Doncaster.

4. Summary

- 4.1. This Evidence Base document, the first in a series of eight documents, provides an introduction to the Sheffield City Region. There are many topics where overlaps exist between this document and others in the series. Specifically, further information is provided in the following documents:
- Document 2: Networks
 - Document 3: Forecasting
 - Document 5: Supporting Economic Growth
 - Document 6: Enhancing Social Inclusion and Health
- 4.2. The key messages from this document are summarised below:
- The geographical features of SCR are diverse with large urban conurbations meeting sparse rural areas.
 - In the hilly parts of SCR, topography has prevented walking and cycling from becoming natural means of travel. The hilly topography also compromises the directness and the reliability of some key transport links. Reliability problems also arise in some of the flatter parts of SCR due to risks of flooding.
 - In some areas the population density makes it difficult to operate public transport services cost effectively.
 - Some areas in SCR are ranked in the most deprived third of the population.
 - The majority of people travel to work within the district that they live. Sheffield relies on its own economy for jobs with 84% of the resident workforce travelling within the boundary.
 - The change in commuting patterns, where more people travel greater distances to regional centres, has resulted in increased stress on the transport network.
 - The population of SCR is gradually improving its skill levels. However, increasing the level of skills of those people with no and other qualifications is required to ensure there is a sufficient supply of labour, with suitable qualifications across the range.