

MANCHESTER
1824

The University of Manchester

Centre for
Urban
Policy
Studies

A COMPENDIUM OF SPATIAL MAPS FOR ENGLAND

SPATIAL EXPRESSION OF
GOVERNMENT POLICIES AND
PROGRAMMES



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Report to the Royal Town Planning
Institute

March 2012

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INTRODUCTION

The maps presented in this compendium were either directly extracted from the policy documents and websites of Government Departments and their agencies /NDPBs or compiled by the Centre for Urban Policy Studies (CUPS) research team with statistics provided in these documents or elsewhere in the public domain. Four overarching section headings are used to organise the maps:

- **Supra Context:** they provide some significant strategic contexts for the interpretation of cross-cutting planning issues that shape policy analysis and actions (they are marked with purple background in the source field).
- **Context:** contextual maps set out the wider background by illustrating the current spatial patterns and trends of development to aid interpretation of government policies and action (marked with black background).
- **Future:** maps that provide a longer term horizon of planning issues to allow analysis and assessment of proposed policies and actions (marked with green background).
- **Policy and Programme:** maps showing the government's recent, existing or proposed policies and programmes (marked with blue background).

The 'Policy and Programme' maps are presented thematically according to the policy priorities set out in the draft NPPF under the broad headings of 'Planning for prosperity', 'Planning for people' and 'Planning for places', which tend to place respective emphasis on economic, social and environmental issues though not exclusively (see Table 1). When maps for a particular issue (e.g. town centres and poor broadband provisions) could not be found from any policy documents, maps specifically compiled by the CUPS team are inserted to illustrate their clear spatial consequences and outcomes (such maps are marked with orange in the source field).

The use of the policy priority headings in the NPPF is purely for pragmatic reasons. There are arguably alternative or even more robust ways to classify planning issues to articulate different policy concepts and concerns. For instance, issues such as transport and infrastructure are cross-cutting ones and should not just be restricted within the box of 'planning for prosperity'. Likewise, green belt and green space designation can be logically viewed as issues under 'planning for places' as well. However, any classification scheme is not perfect and we just use 'Planning for prosperity', 'Planning for people' and 'Planning for places' here to organise the presentation of the spatial maps.

Table 1 Key spatial planning issues in the draft NPPF

Planning for prosperity (economic emphasis)

- Business and economic development
- Town centres
- Rural economy
- Transport
- Communications Infrastructure
- Minerals (no map due to data purchase cost)

Planning for people (social emphasis)

- Housing
- Design of the Built Environment (no map due to its aspatial character)
- Sustainable communities
- Green space designation
- Green belt

Planning for Places (environmental emphasis)

- Climate change
- Access to the coast
- Natural environment
- Biodiversity
- Noise and light pollution (no map available)
- Historic environment

SUPRA CONTEXT

Figure SP-1.0: GVA per head and NUTS3 region, 2009

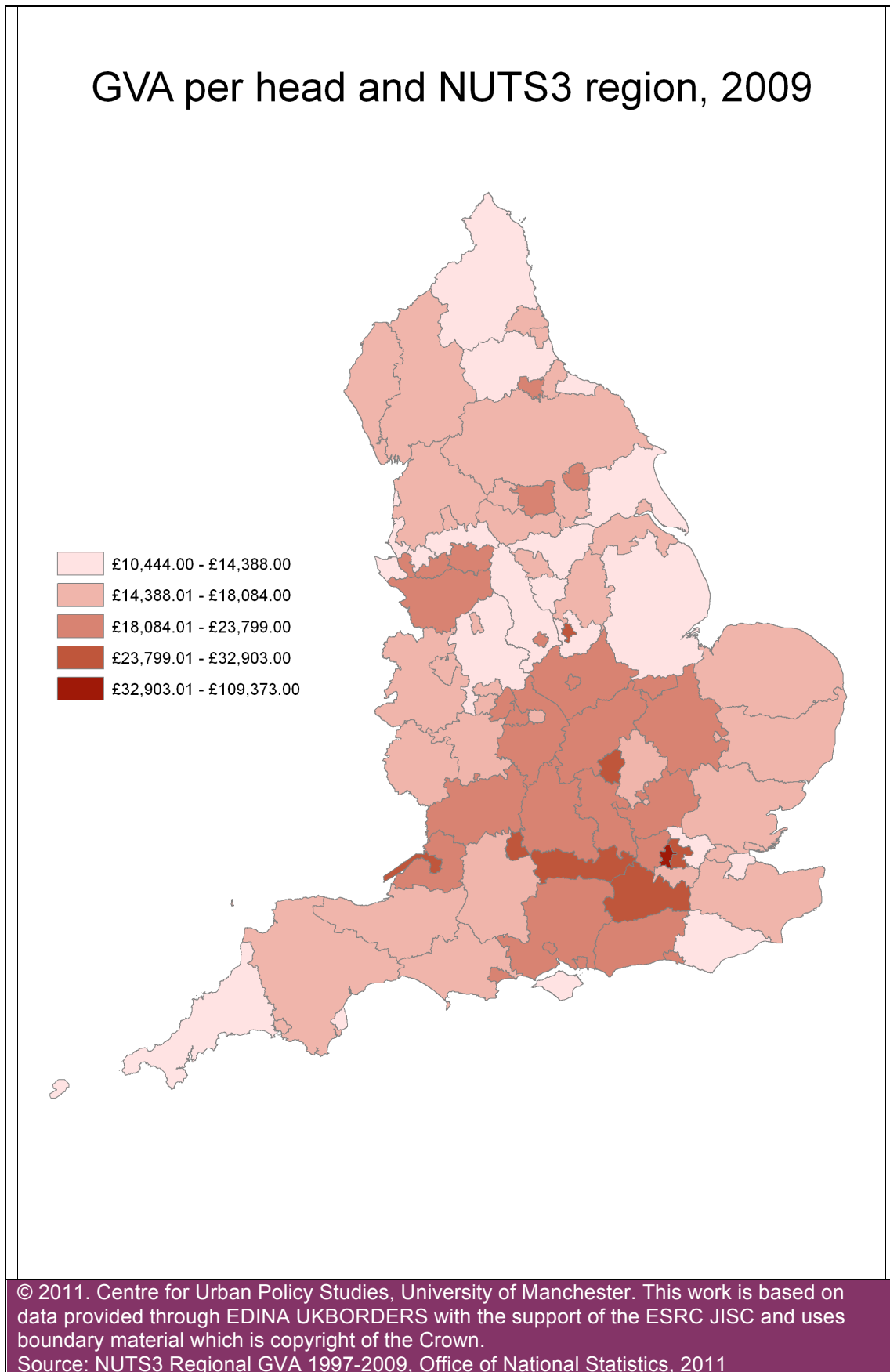


Figure SP-1.1: Freight Air, Road and Rail Transportation (2010)

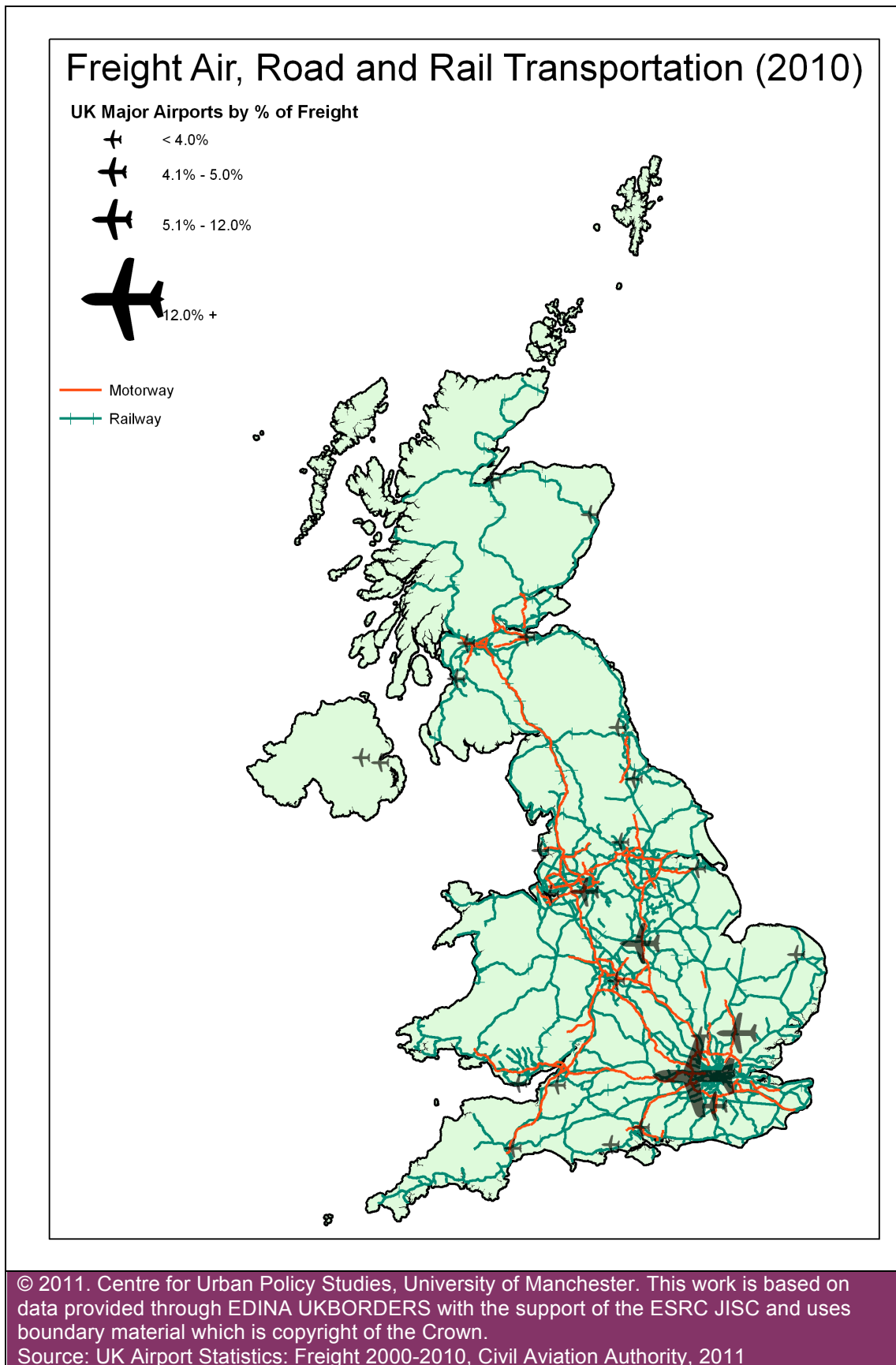


Figure SP-1.2: English Index of Multiple Deprivation (IMD) (2010)

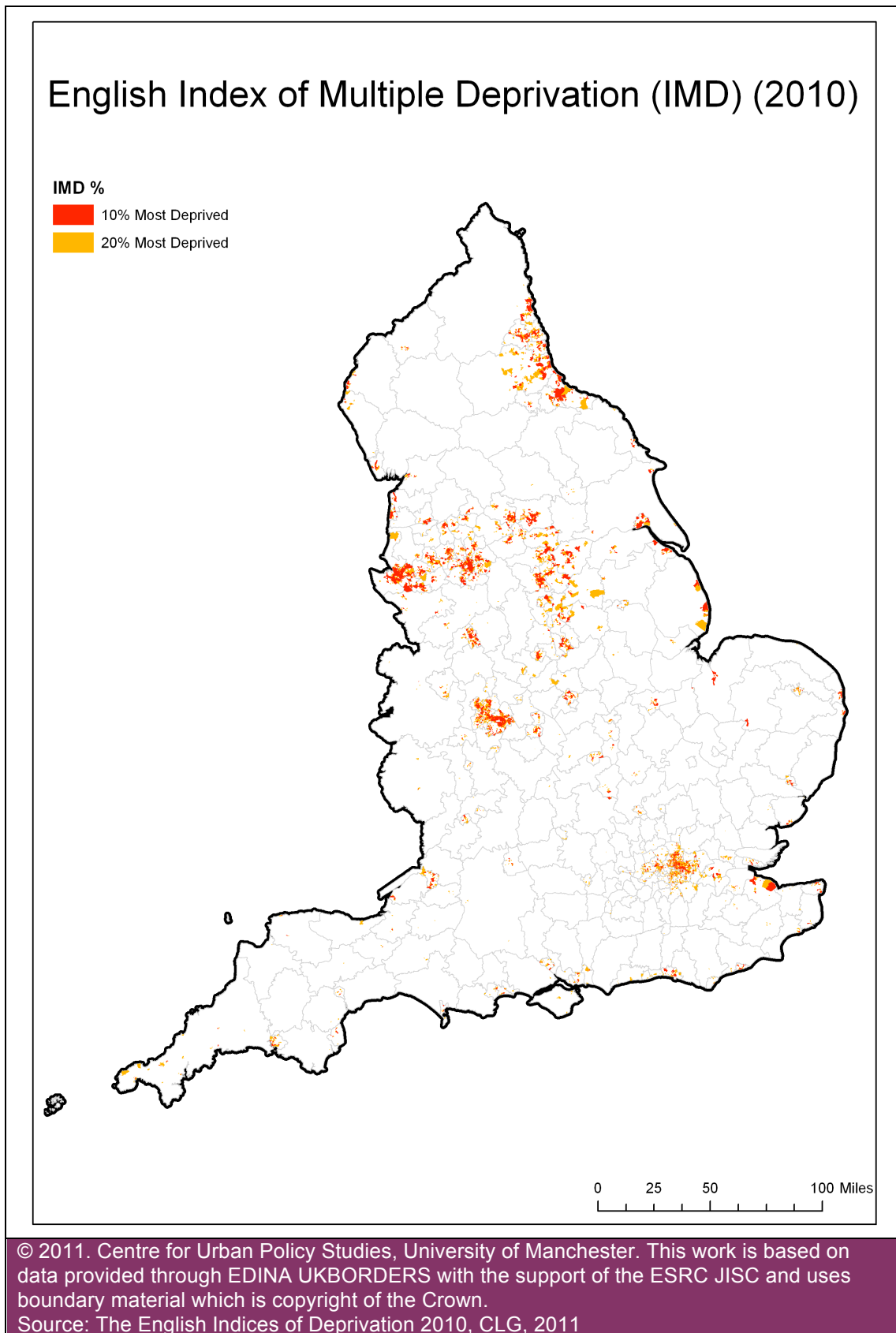
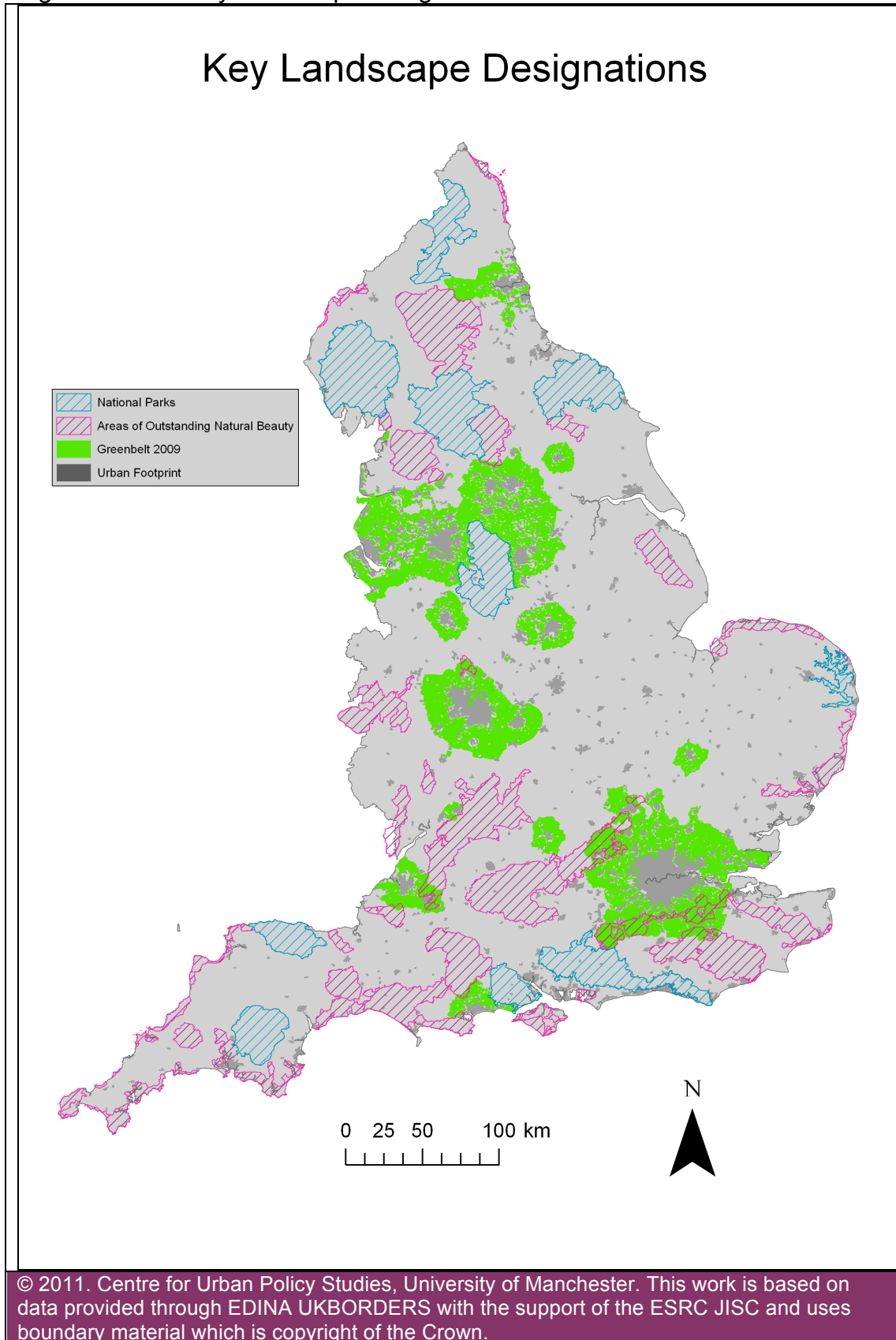


Figure SP-1.3: Key Landscape Designations



CONTEXT (1):
*Planning for
Prosperity*

Figure C-1.0: Unemployment Rate (1st Quarter 2011)

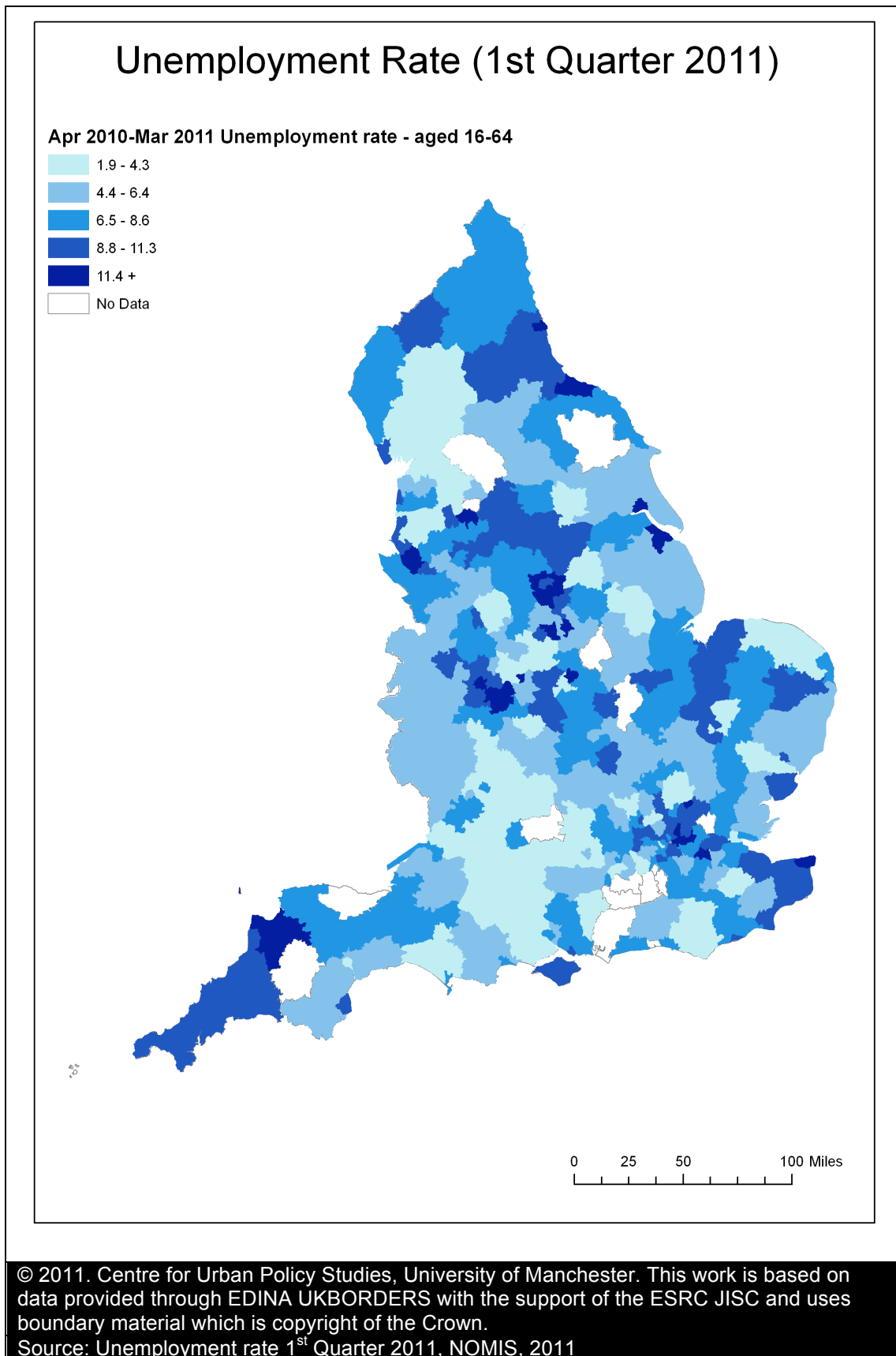


Figure C-1.1: International Airports 2010 % of Total Passengers Per Annum

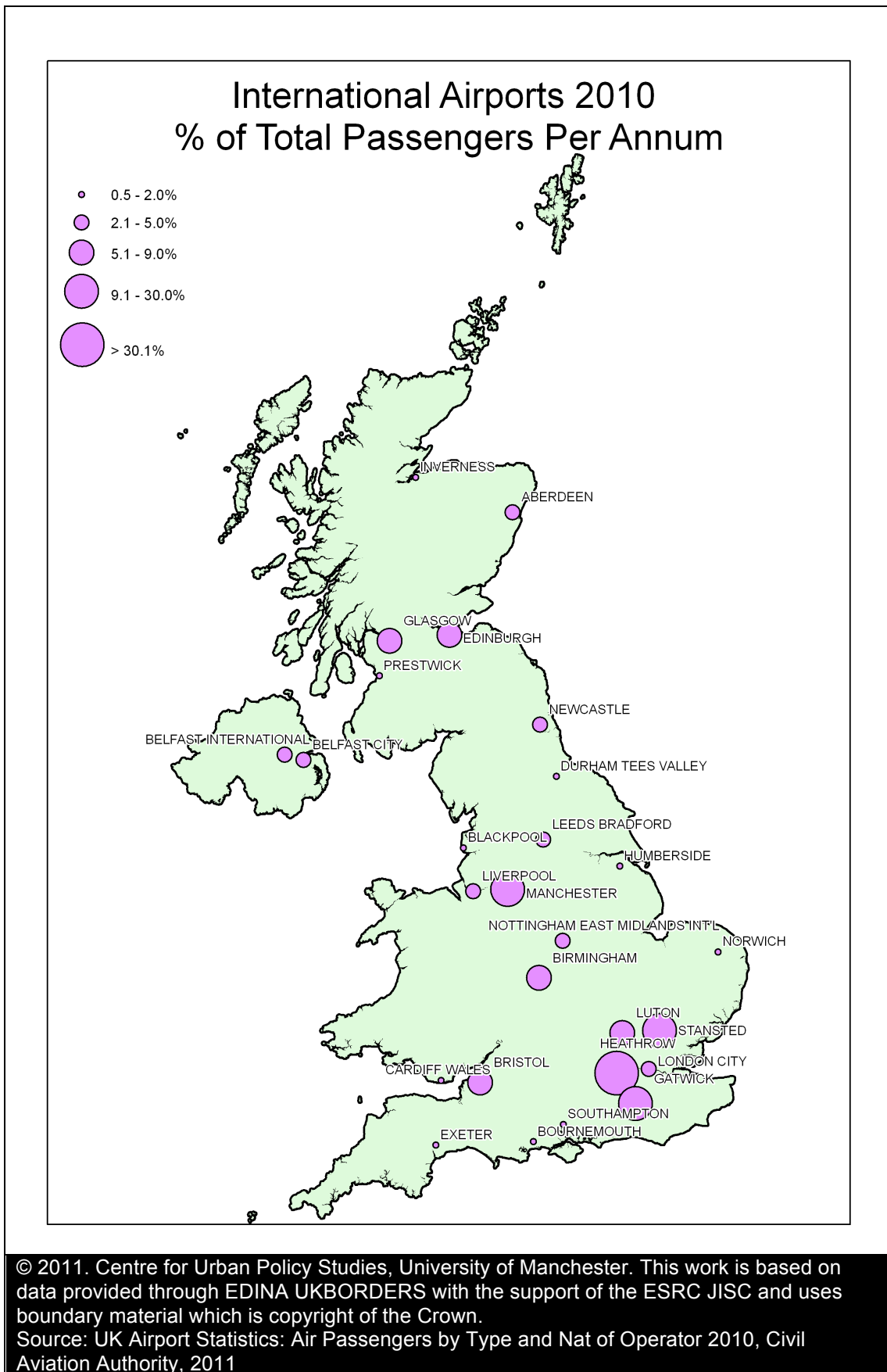


Figure C-1.2: GB Inter-City Rail Links (Gross Linkage)

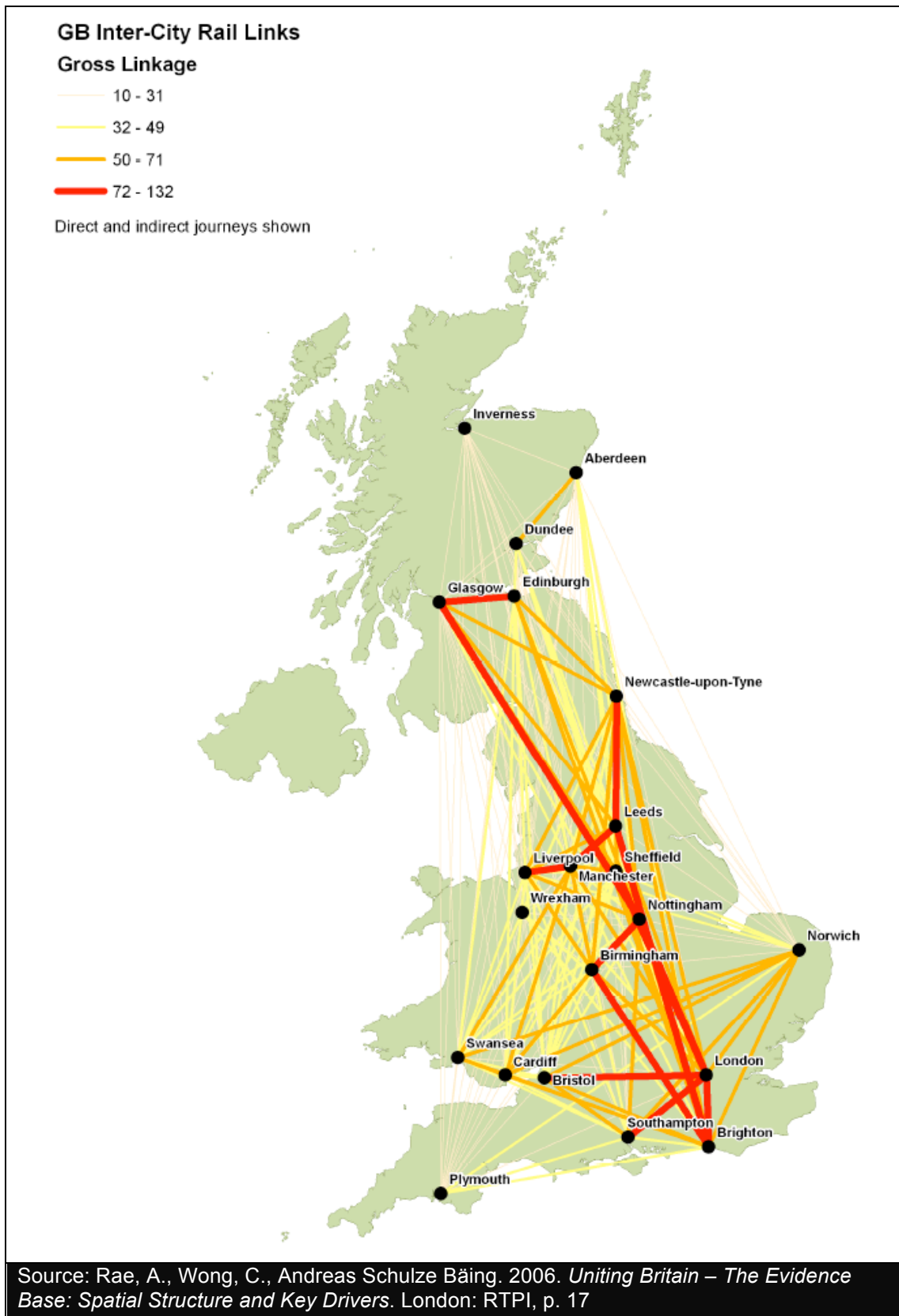


Figure C-1.3: Rail Times From London (By Type of Service)

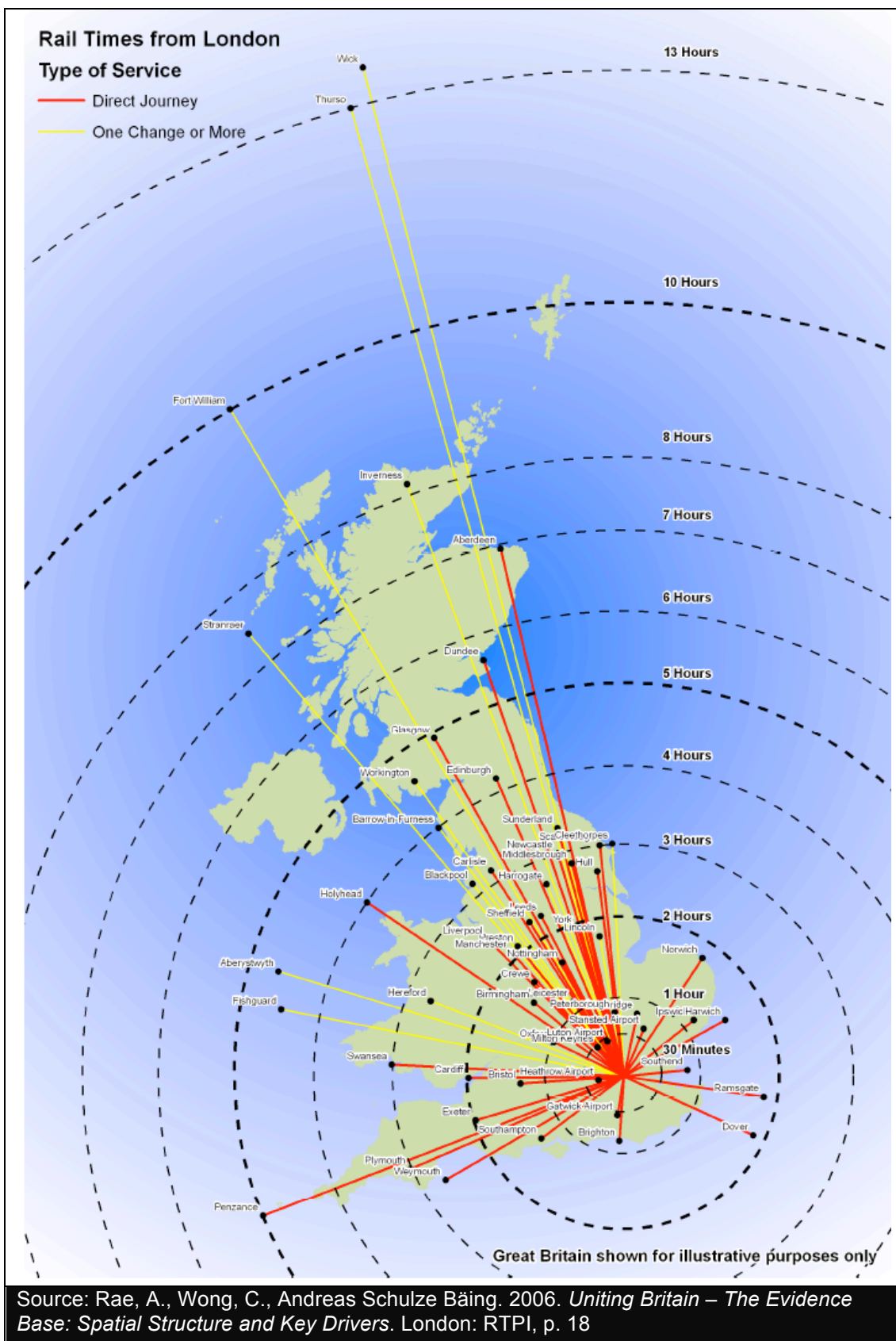


Figure C-1.4: Long Distance Commuting by Wards (more than 20 km) 2001

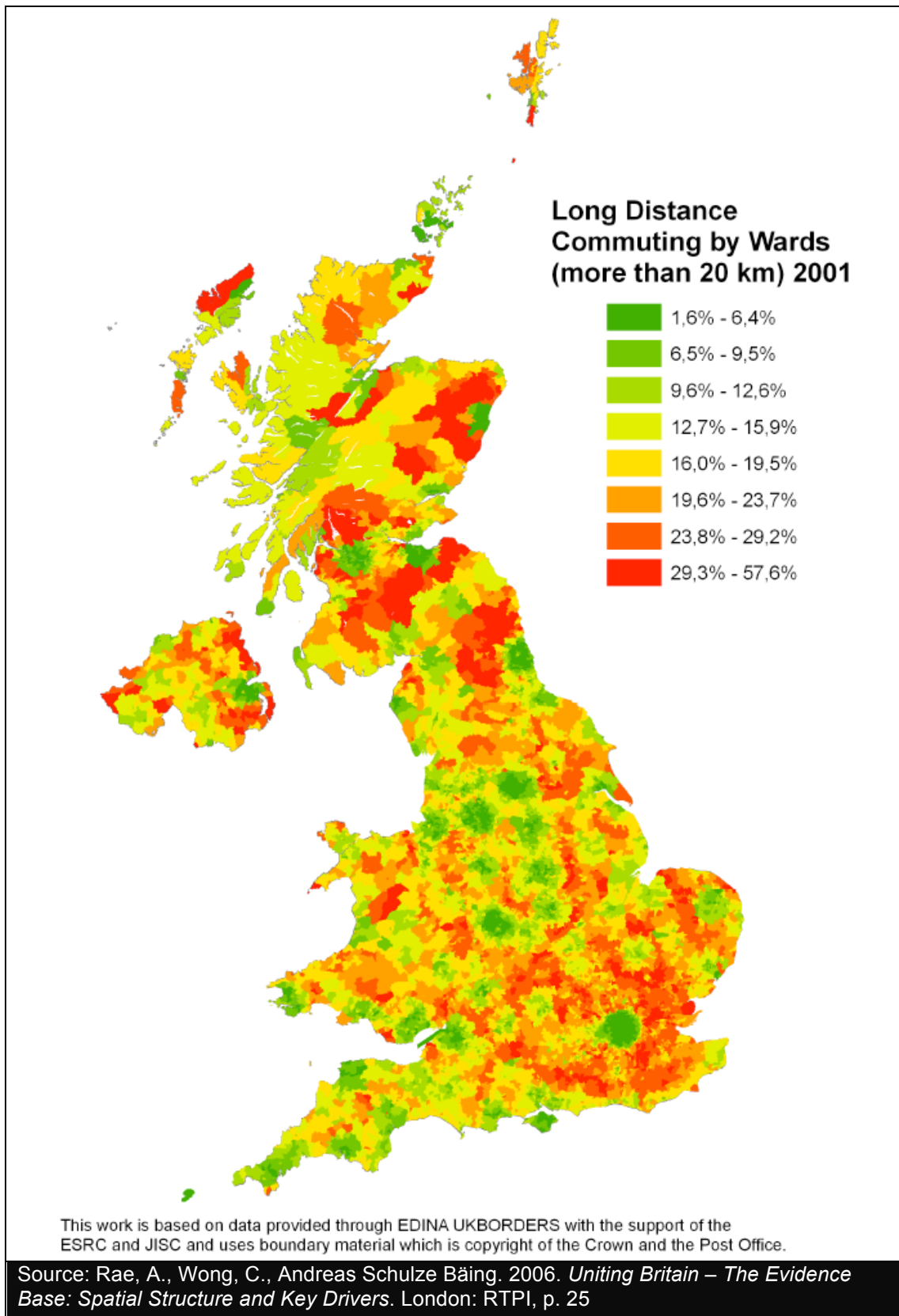
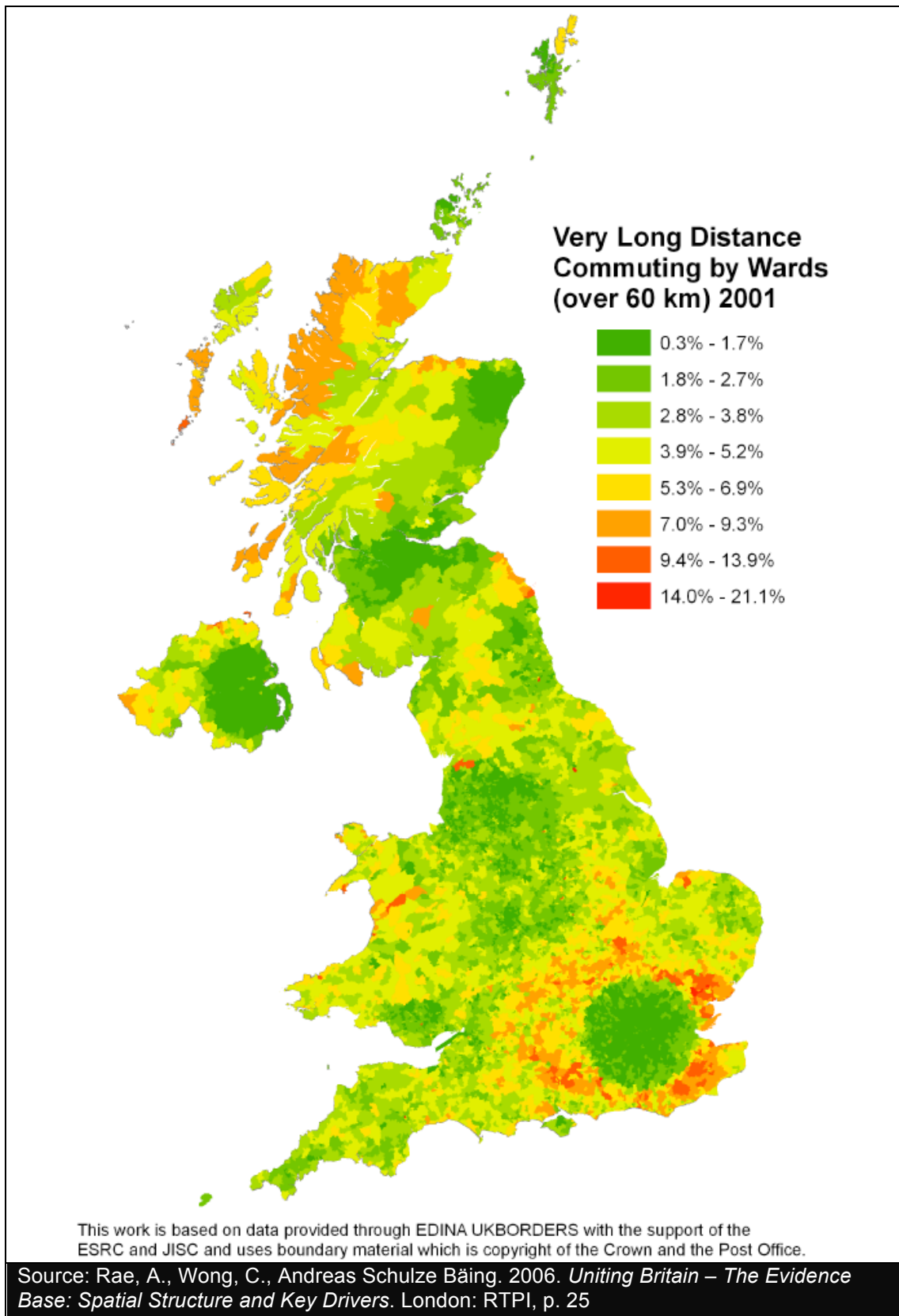


Figure C-1.5: Very Long Distance Commuting by Wards (over 60 km) 2001



CONTEXT (2):
*Planning for
People*

Figure C-2.0: Lower Quartile House Price to Earnings

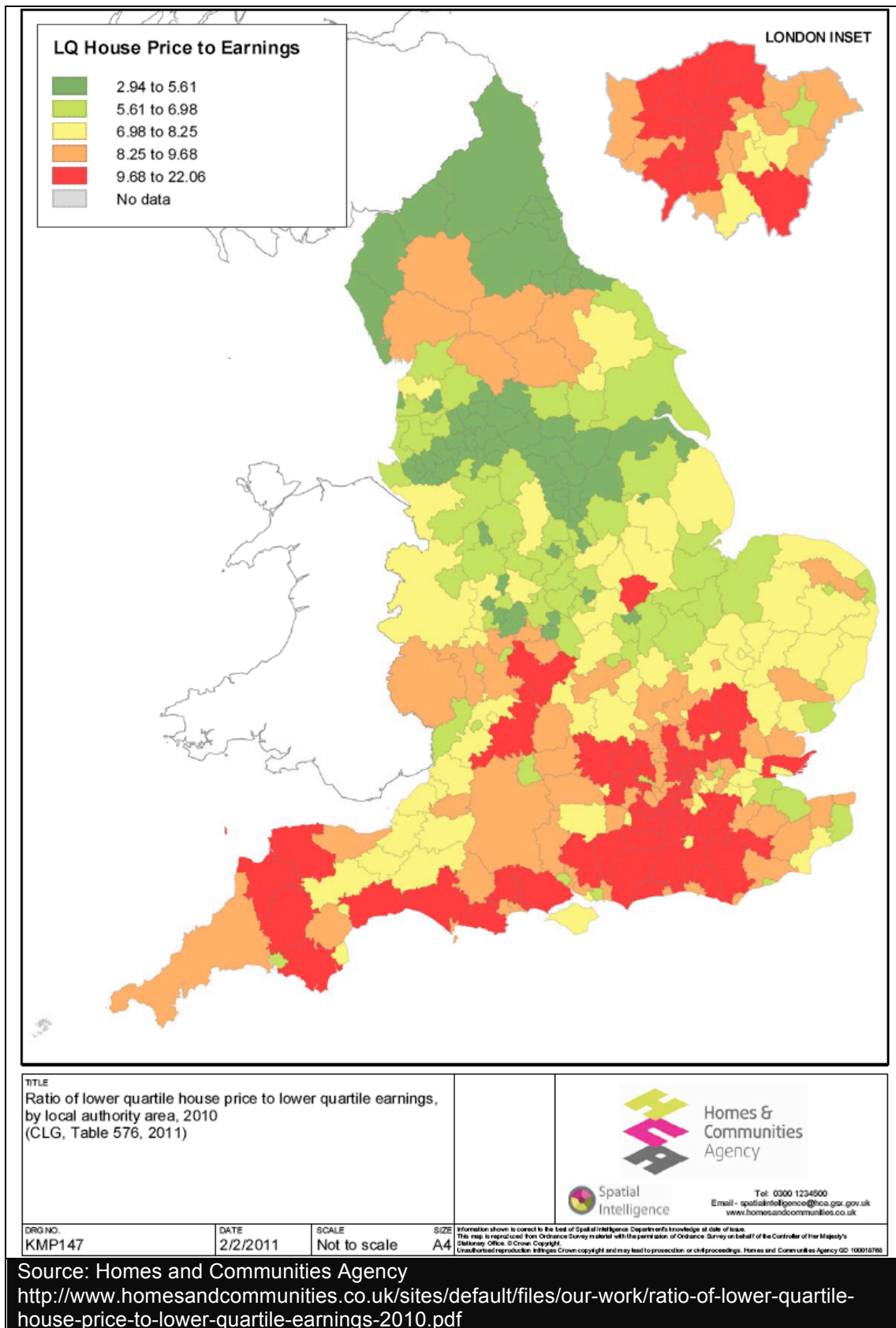


Figure C-2.1: Population Density 2006 Mid Year Estimates

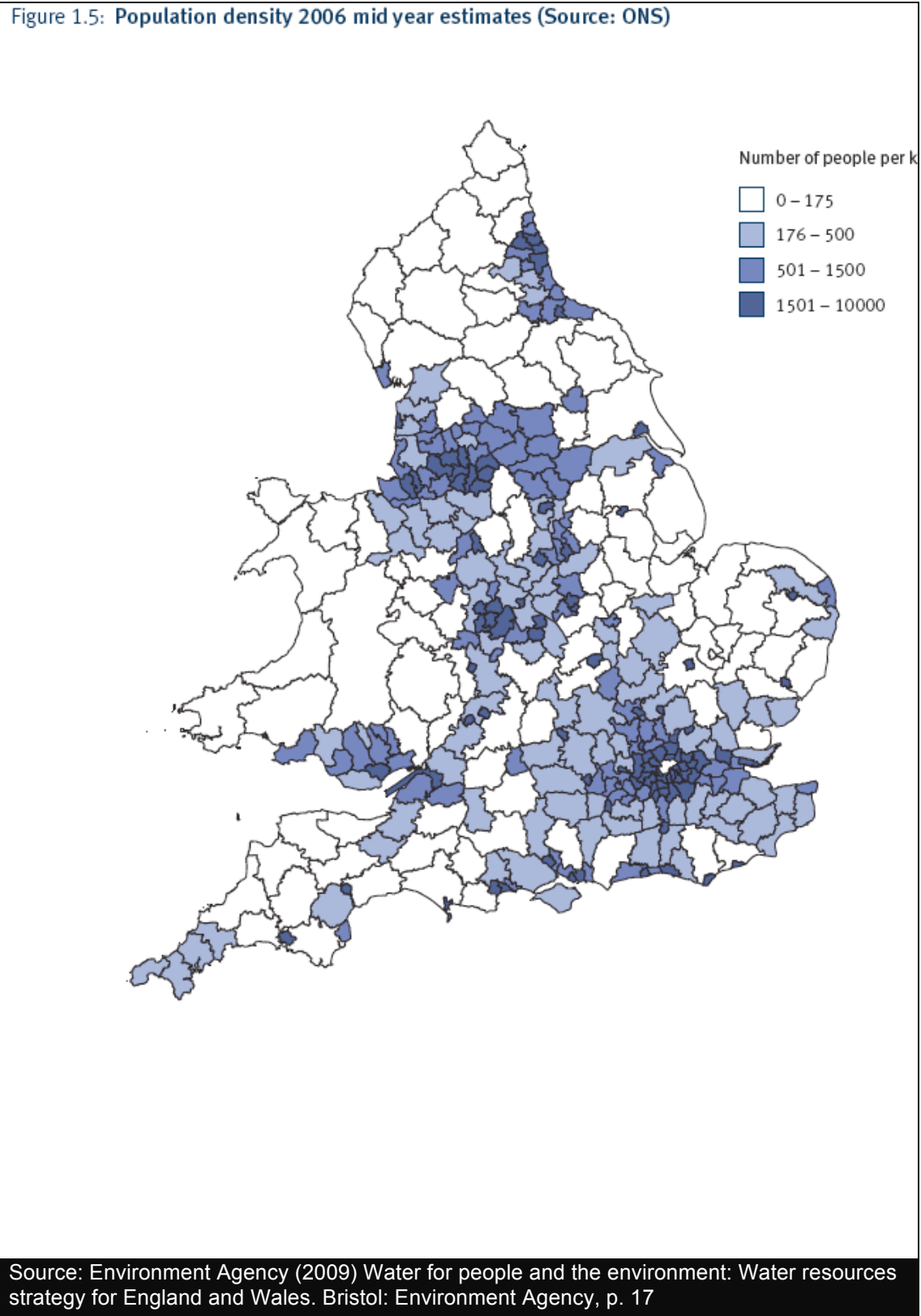
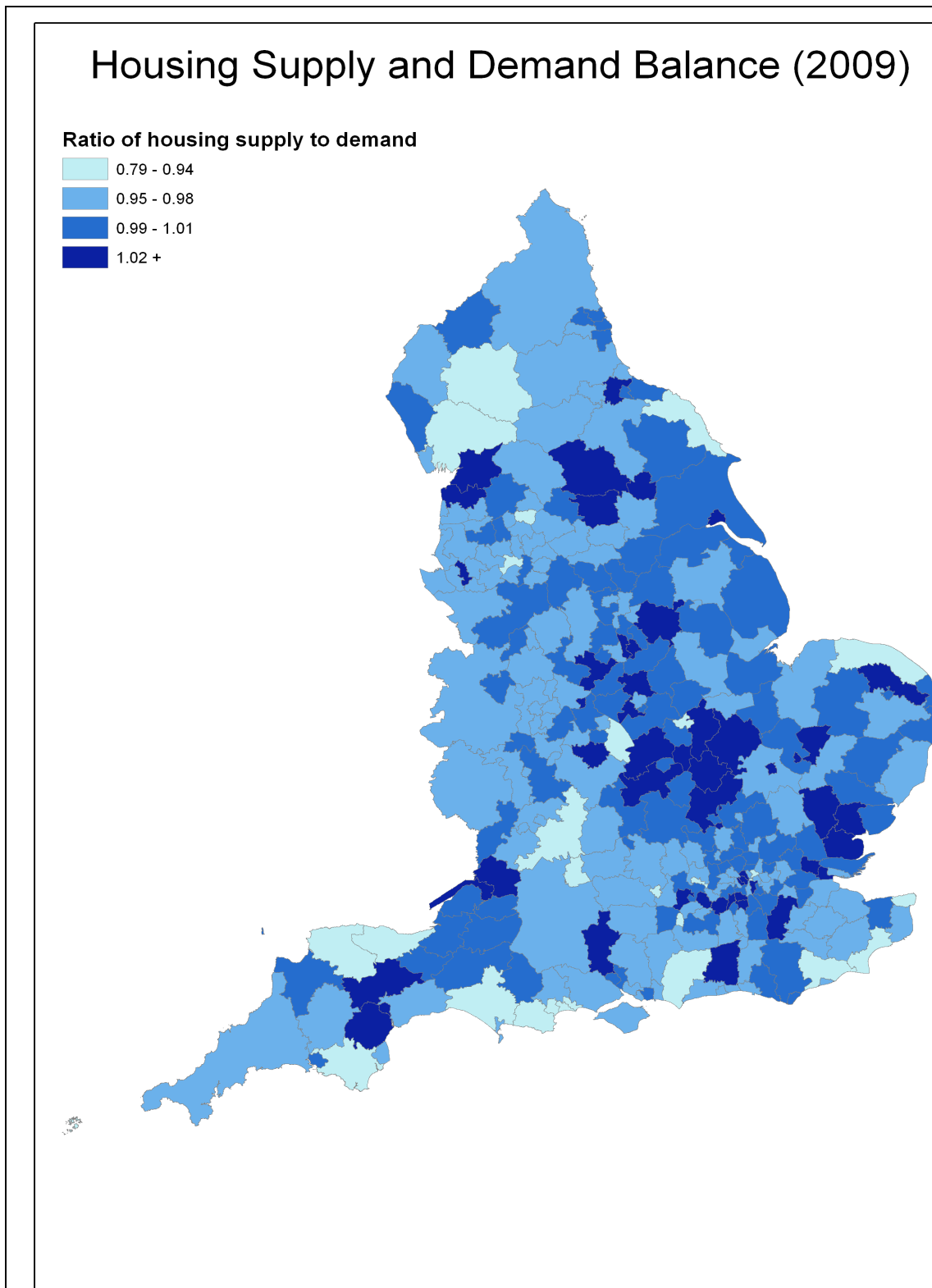


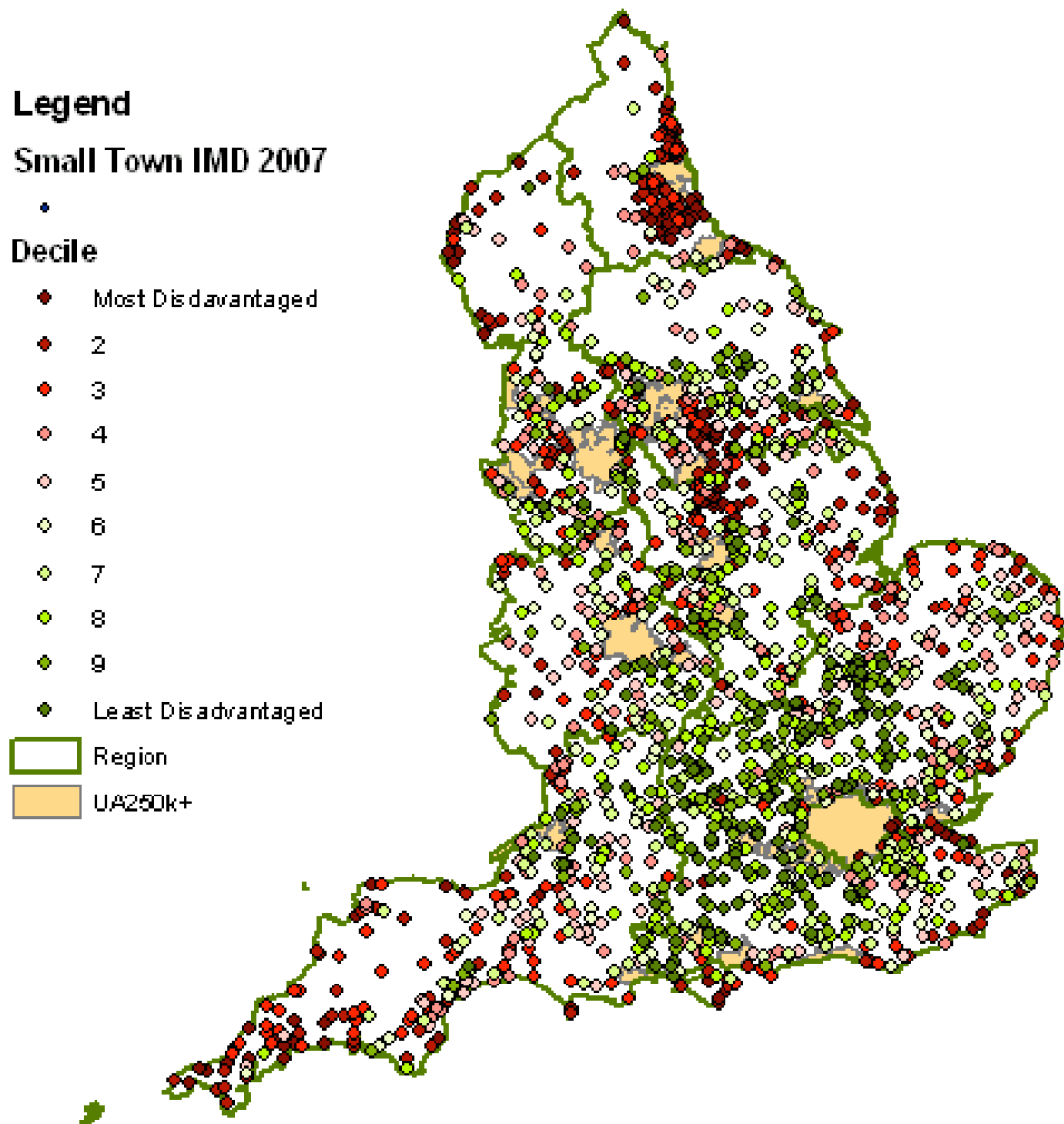
Figure C-2.2: Housing Supply and Demand Balance (2009)



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Source: Housing Supply and Demand, Housing and Neighbourhood Monitor, JRF, 2011

Figure C-2.3: Small Town Index of Multiple Deprivation (2007)

Figure 20. Small town Index of Multiple Deprivation, 2007



Source: CLG, 2007. Index of Multiple Deprivation.

Source: Commission for Rural Communities (2011) State of the Countryside update: Market Towns, p. 18 <http://www.defra.gov.uk/crc/documents/state-of-the-countryside-report/sotc-updates/>

Figure C-2.4: Change in Small Town Residential Address Counts (2000 – 2010)

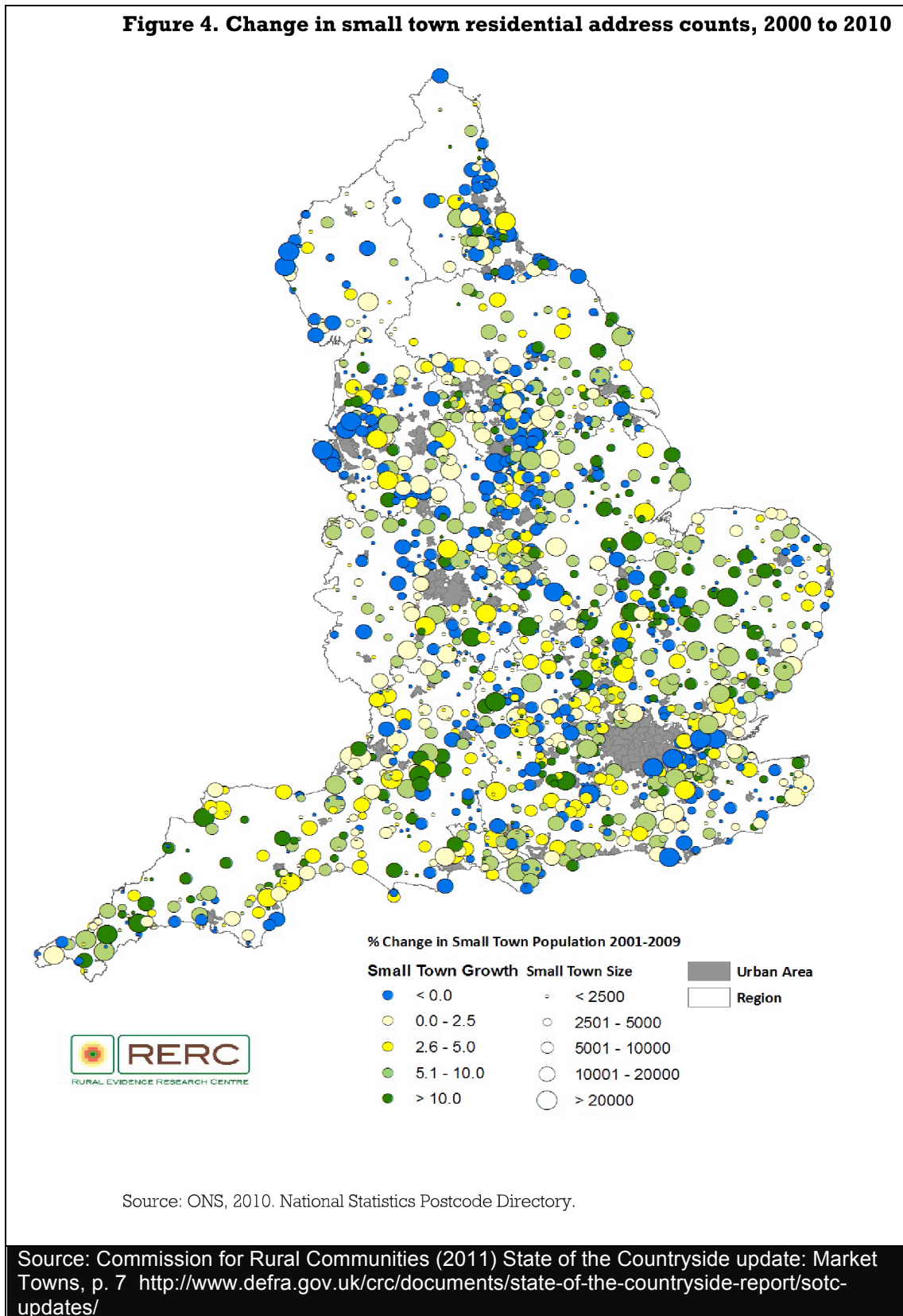
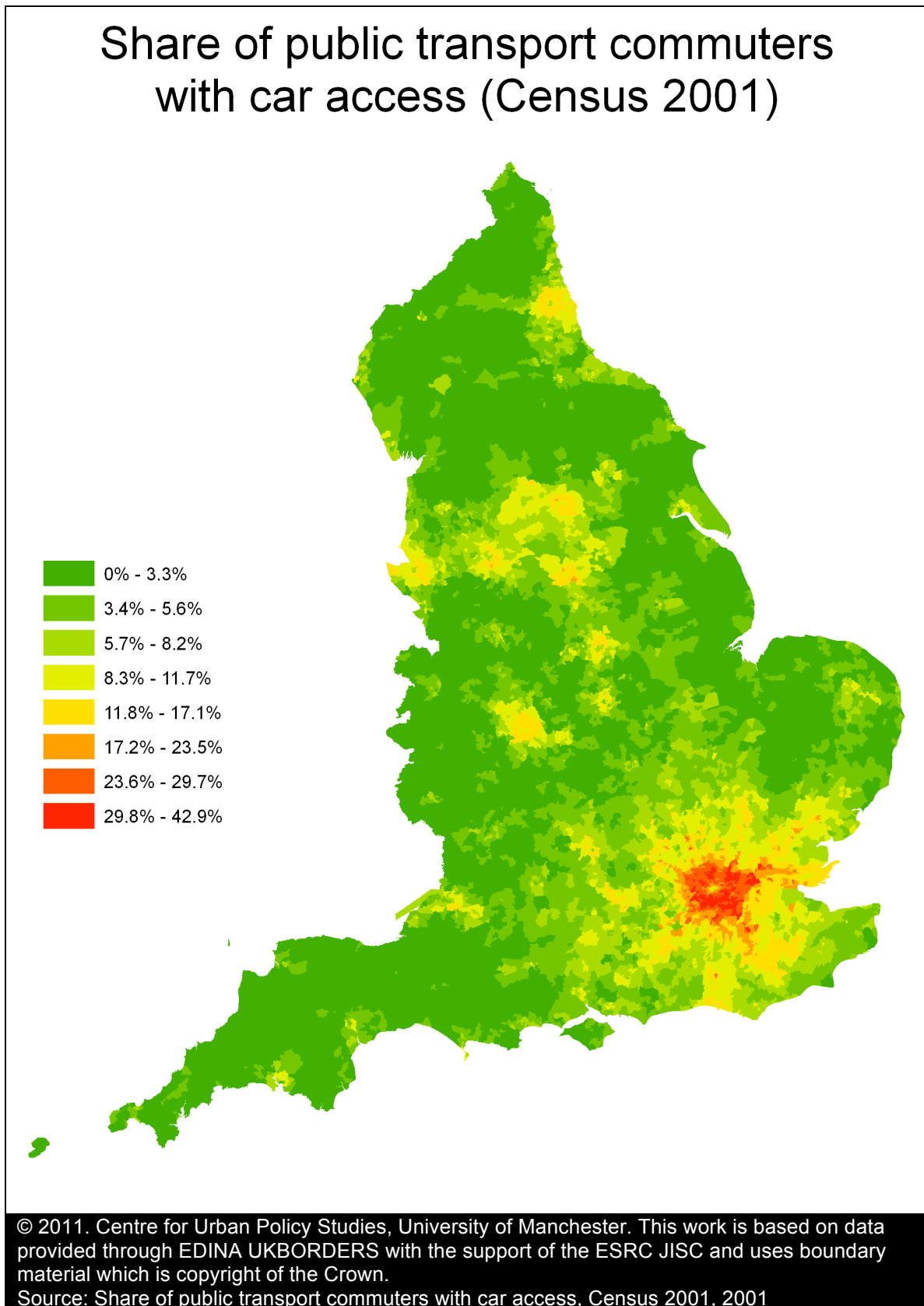


Figure C-2.5: Share of Public Transport Commuters with Car Access



CONTEXT (3):

Planning for Places

Figure C-3.0: Unmeasured pcc (Litres per person per day)

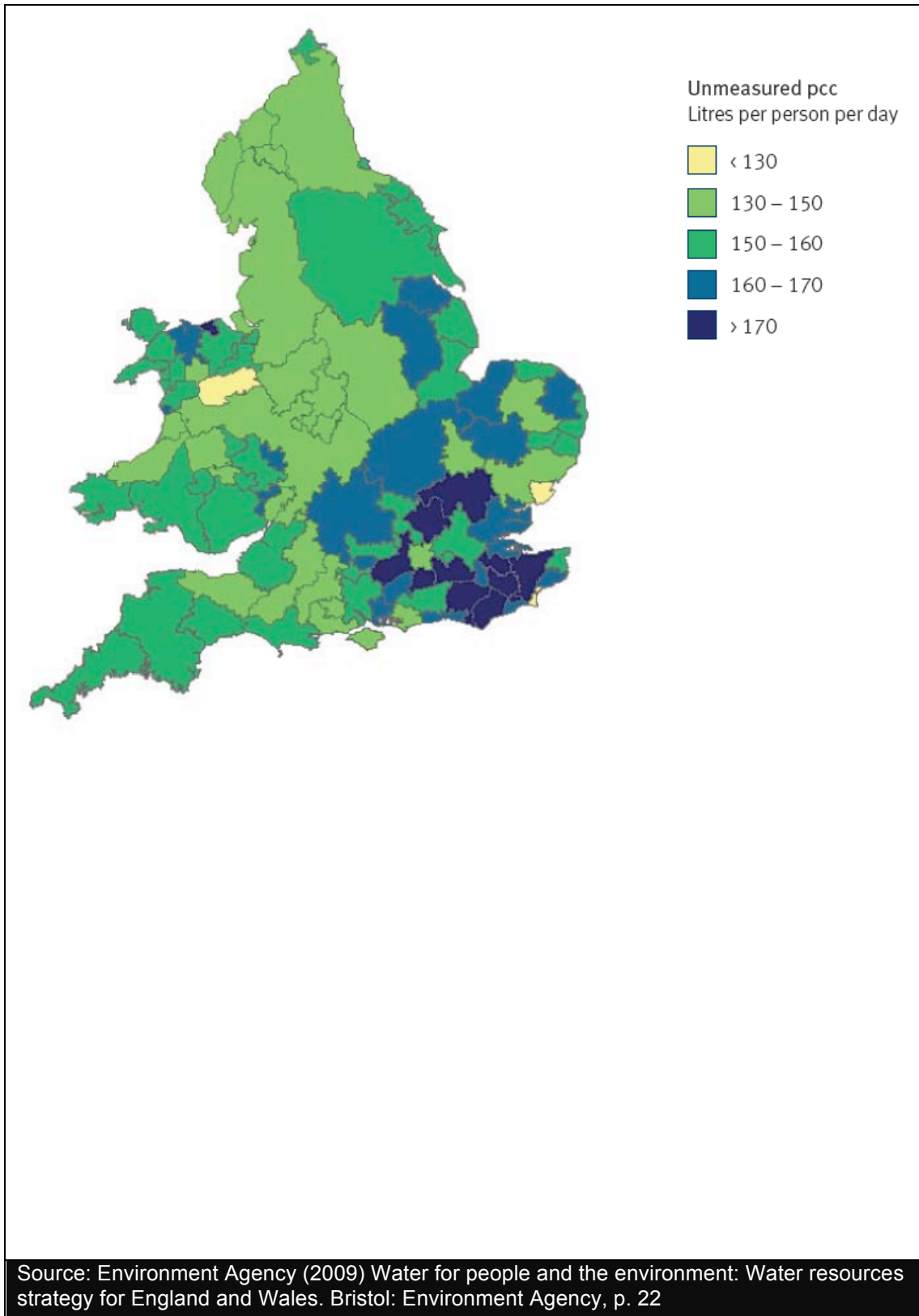


Figure C-3.1: Cumulative Rainfall for October 2010 to October 2011 for Hydrological Areas Across England and Wales

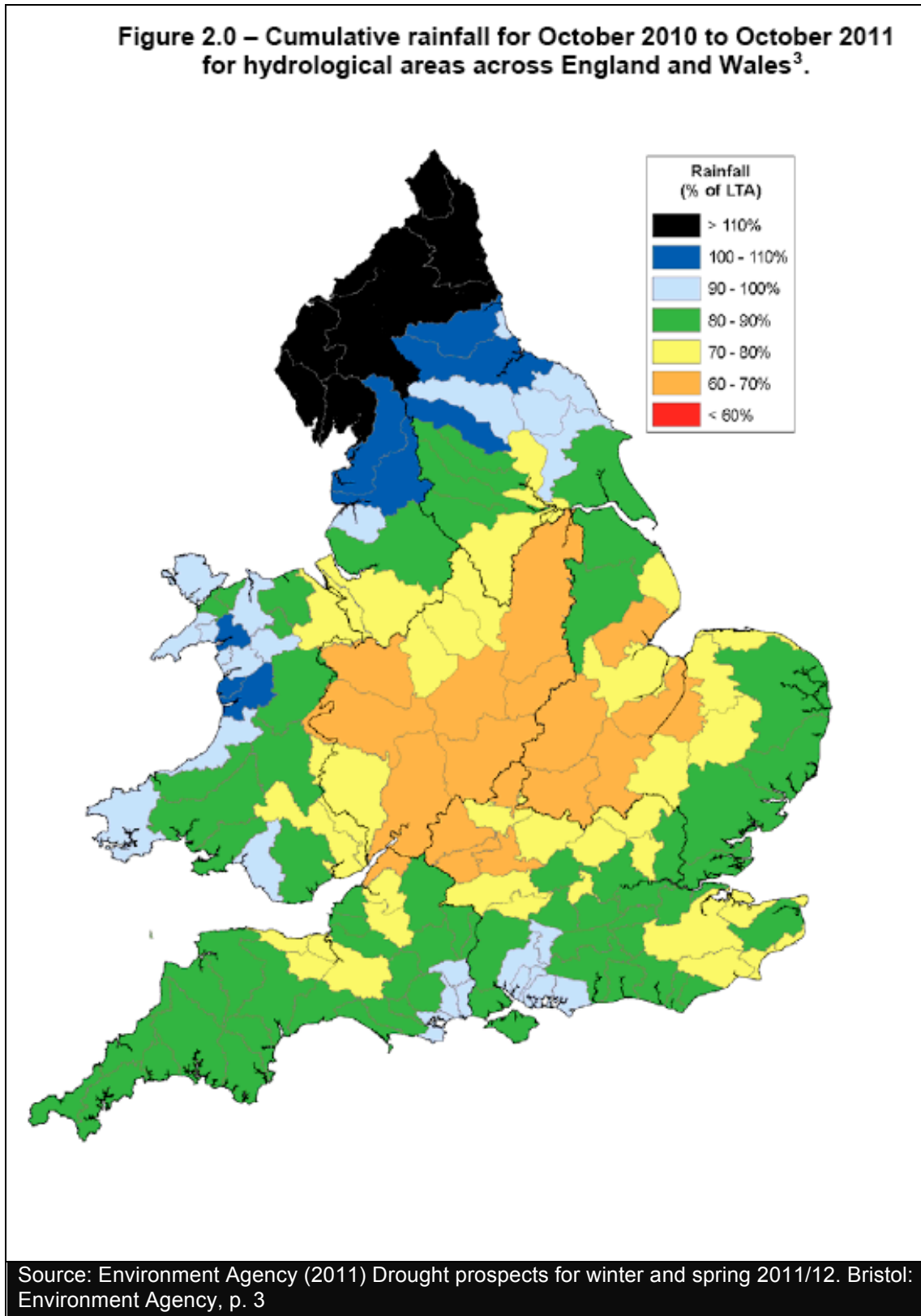
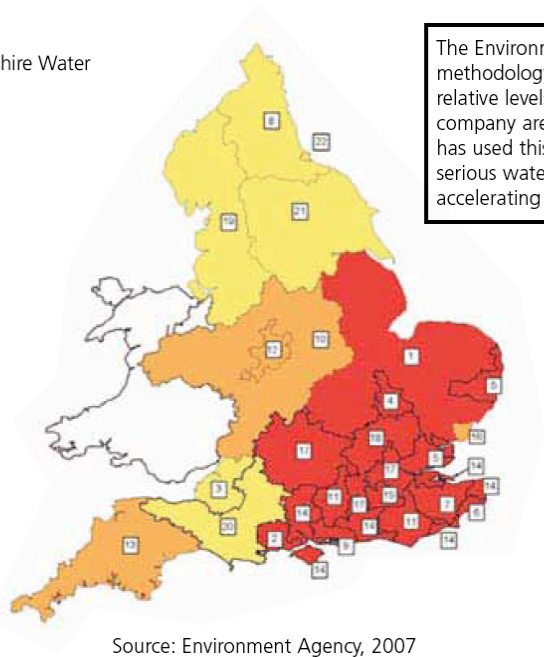


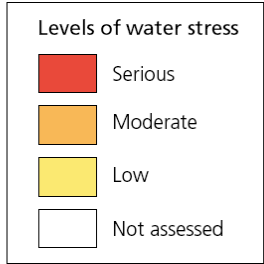
Figure C-3.2: Areas of Relative Water Stress

Figure 4: Areas of relative water stress

1. Anglian Water
2. Bournemouth and West Hampshire Water
3. Bristol Water
4. Cambridge Water
5. Essex and Suffolk Water
6. Folkestone and Dover Water
7. Mid Kent Water
8. Northumbrian Water
9. Portsmouth Water
10. Severn Trent Water
11. South East Water
12. South Staffordshire Water
13. South West Water
14. Southern Water
15. Sutton and East Surrey Water
16. Tendring Hundred Water
17. Thames Water
18. Three Valleys Water
19. United Utilities
20. Wessex Water
21. Yorkshire Water
22. Anglian Water (formerly Hartlepool Water)



The Environment Agency has developed a methodology for identifying and classifying relative levels of water stress in water company areas in England. The Government has used this map to designate areas of serious water stress for the purpose of accelerating water metering.

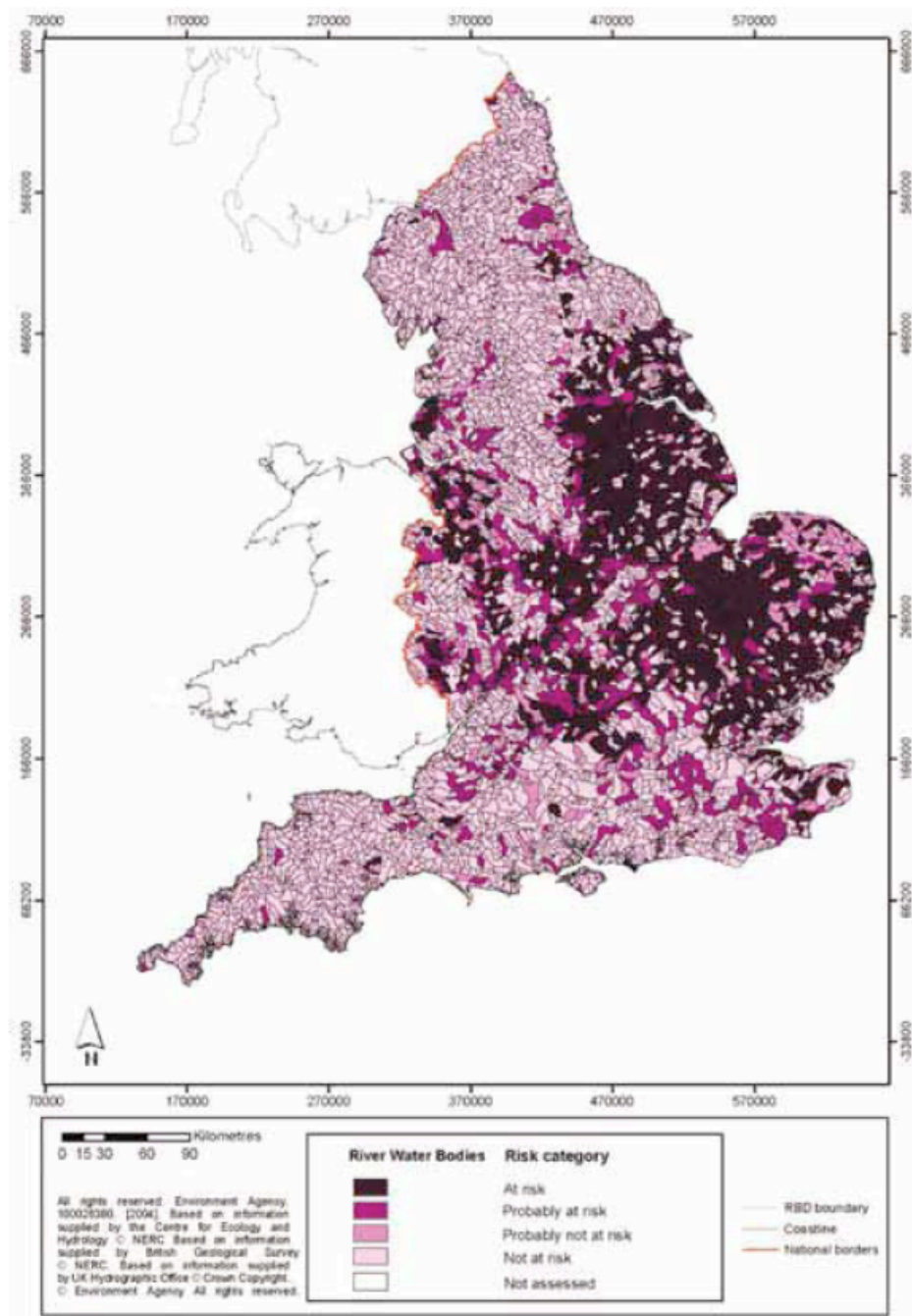


Source: Environment Agency, 2007

Source: Department for Environment, Food and Rural Affairs (2008) Future Water: The Government's water strategy for England. London: Stationary Office, p. 22

Figure C-3.3: Oxidised Nitrogen From Combined Sources in Rivers

Figure 8: Oxidised nitrogen from combined sources in rivers



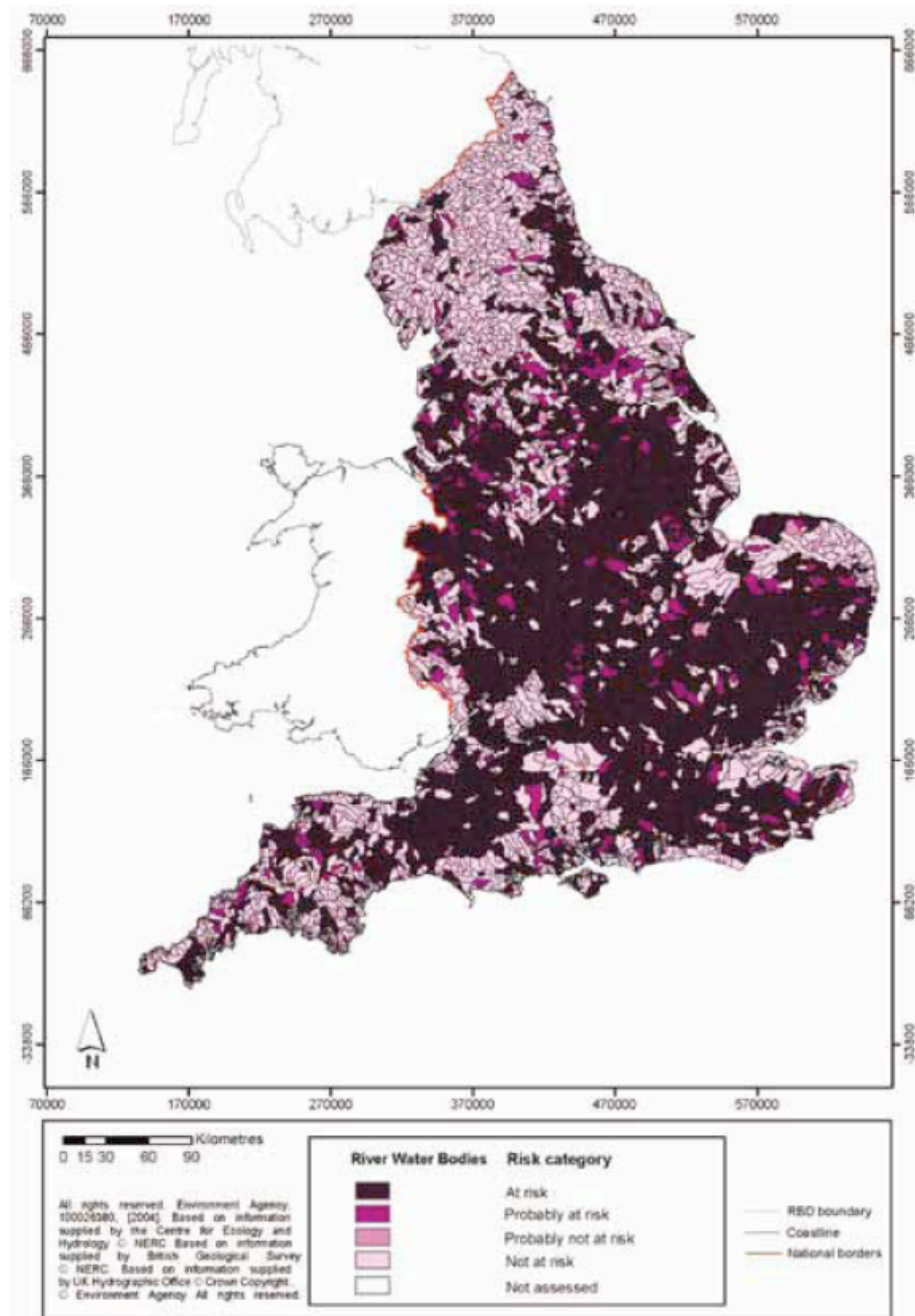
Source: Environment Agency, 2007

Map shows 2007 levels of oxidised nitrogen in rivers and current number of rivers at risk of failing to meet good ecological status by 2015 as required by the Water Framework Directive

Source: Department for Environment, Food and Rural Affairs (2008) Future Water: The Government's water strategy for England. London: Stationary Office, p. 45

Figure C-3.4: Phosphorus From Combined Sources in Rivers

Figure 9: Phosphorus from combined sources in rivers



Source: Environment Agency, 2007

Map shows 2007 levels of phosphorus, biochemical oxygen demand and total ammonia in rivers and current number of rivers at risk of failing to meet good ecological status by 2015 as required by the Water Framework Directive

Source: Department for Environment, Food and Rural Affairs (2008) Future Water: The Government's water strategy for England. London: Stationary Office, p. 46

Figure C-3.5: UK Emissions Map of PM10 (2009 t/1x1km)

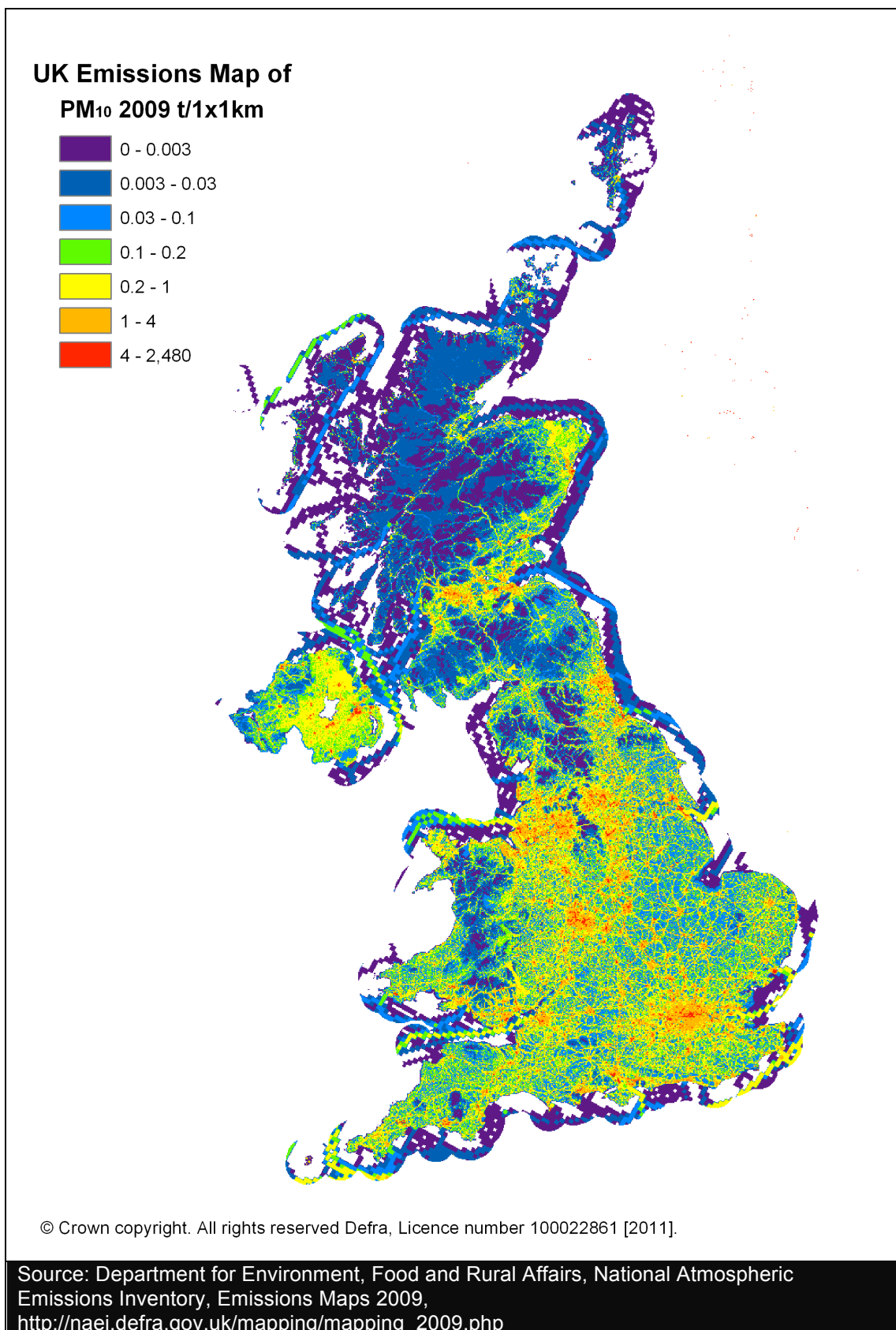
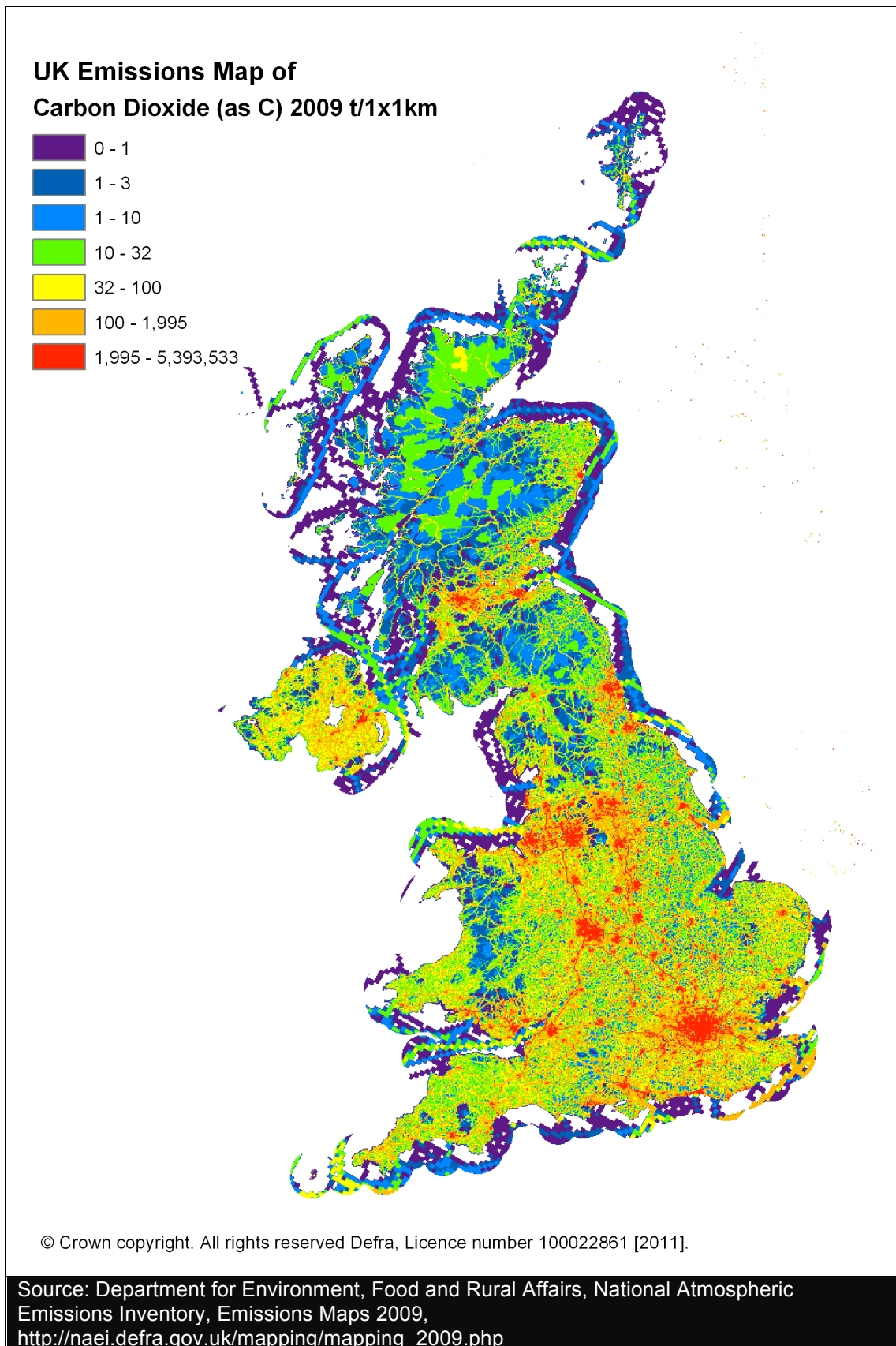


Figure C-3.6: UK Emissions Map of Carbon Dioxide (as C) (2009 t/1x1km)



FUTURE (1):
*Planning for
Prosperity*

Figure F-1.0: GVA Growth Forecast (2007-2017)

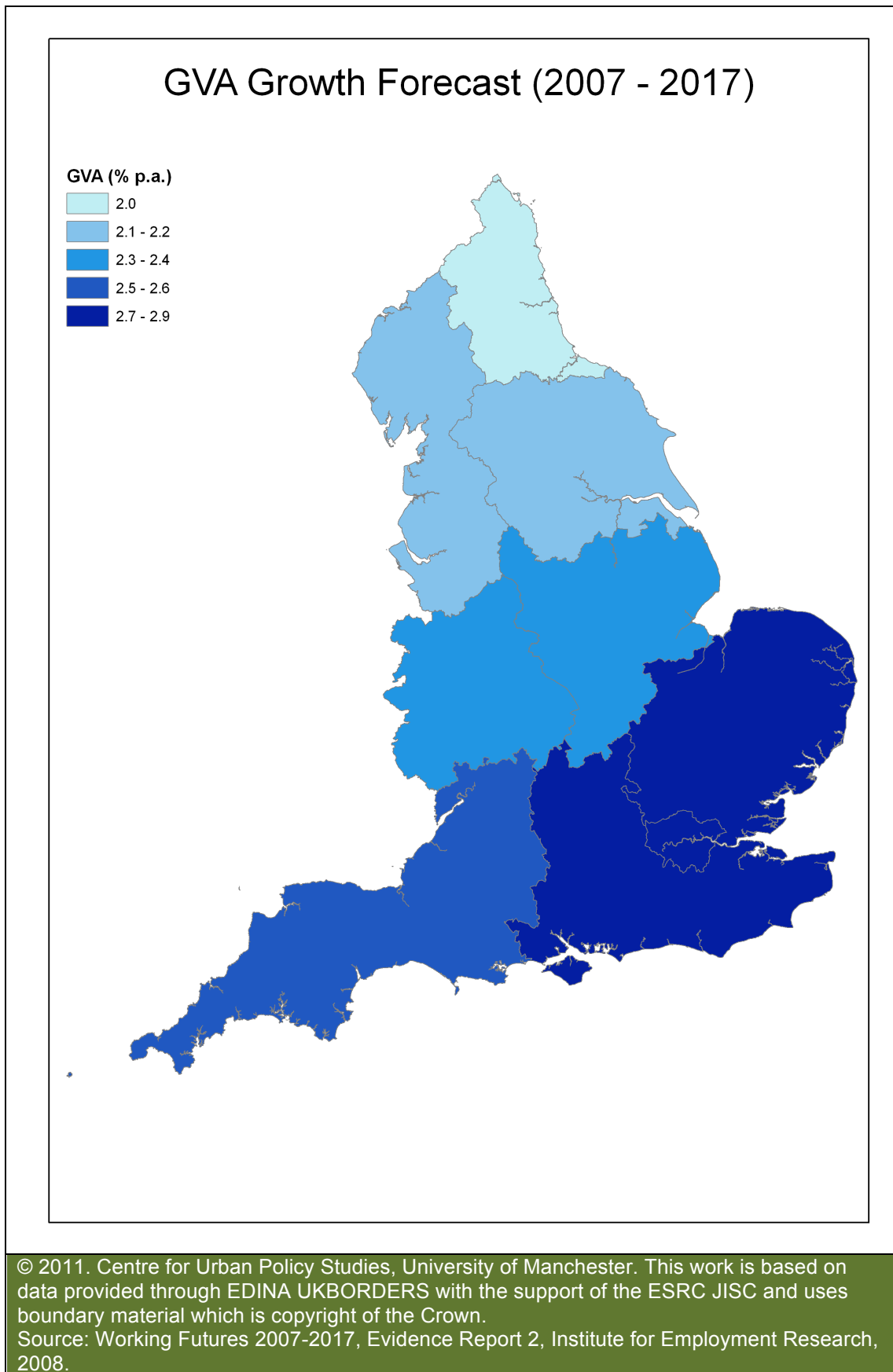


Figure F-1.1: Employment Growth Forecast (2007-2017)

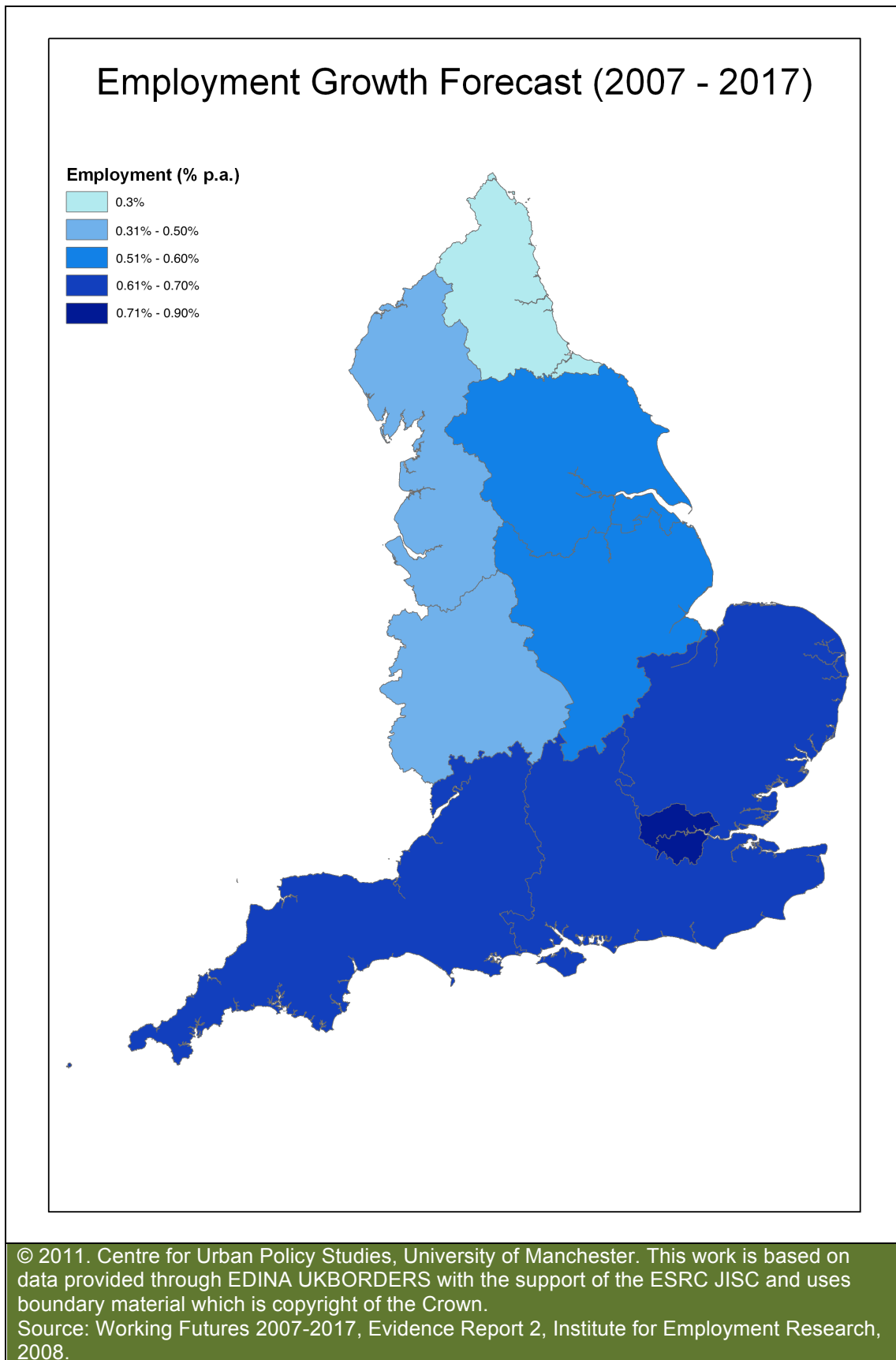


Figure F-1.2: Do Nothing For Ten Years – Effects on Road Traffic (Traffic Increase %)

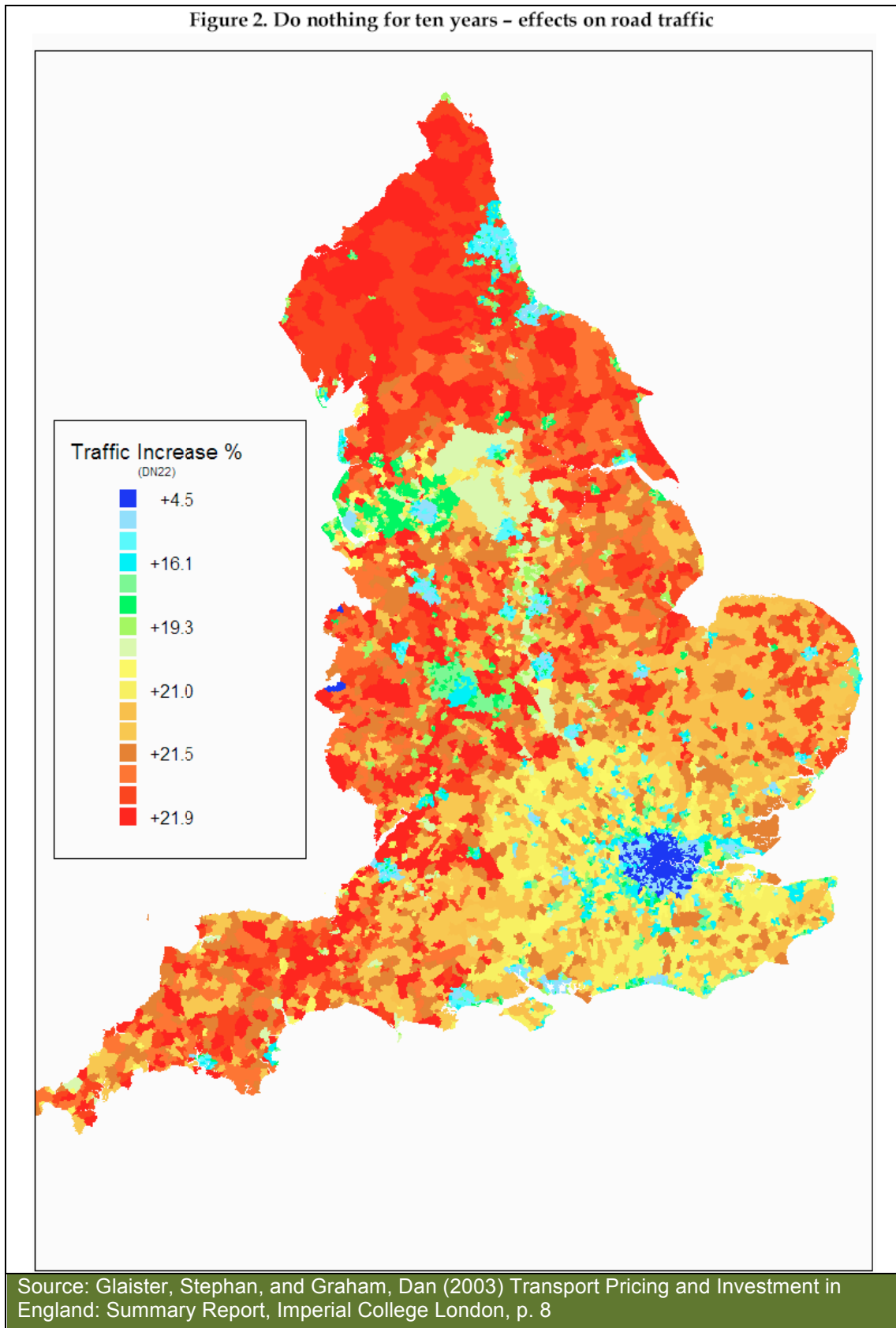
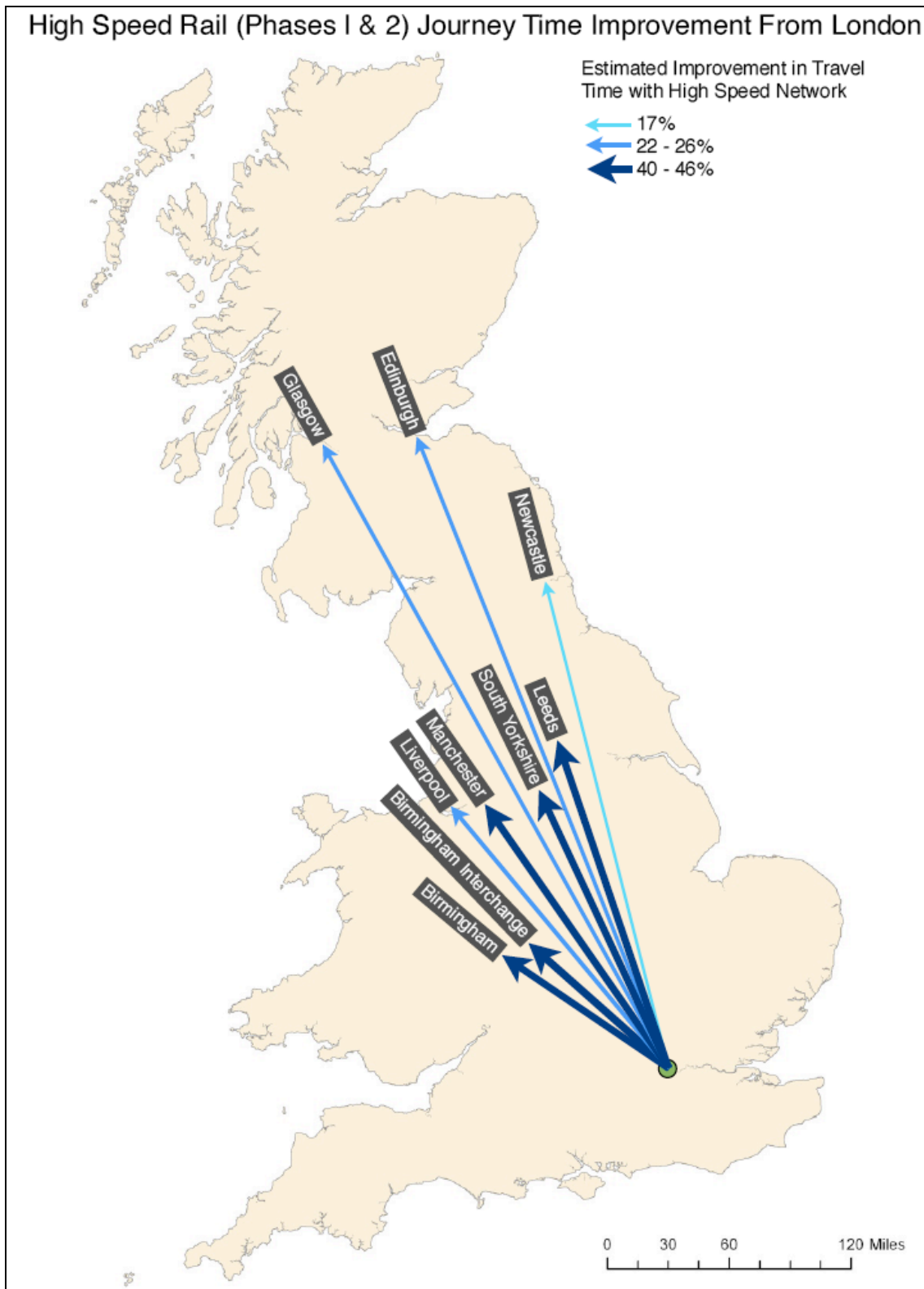
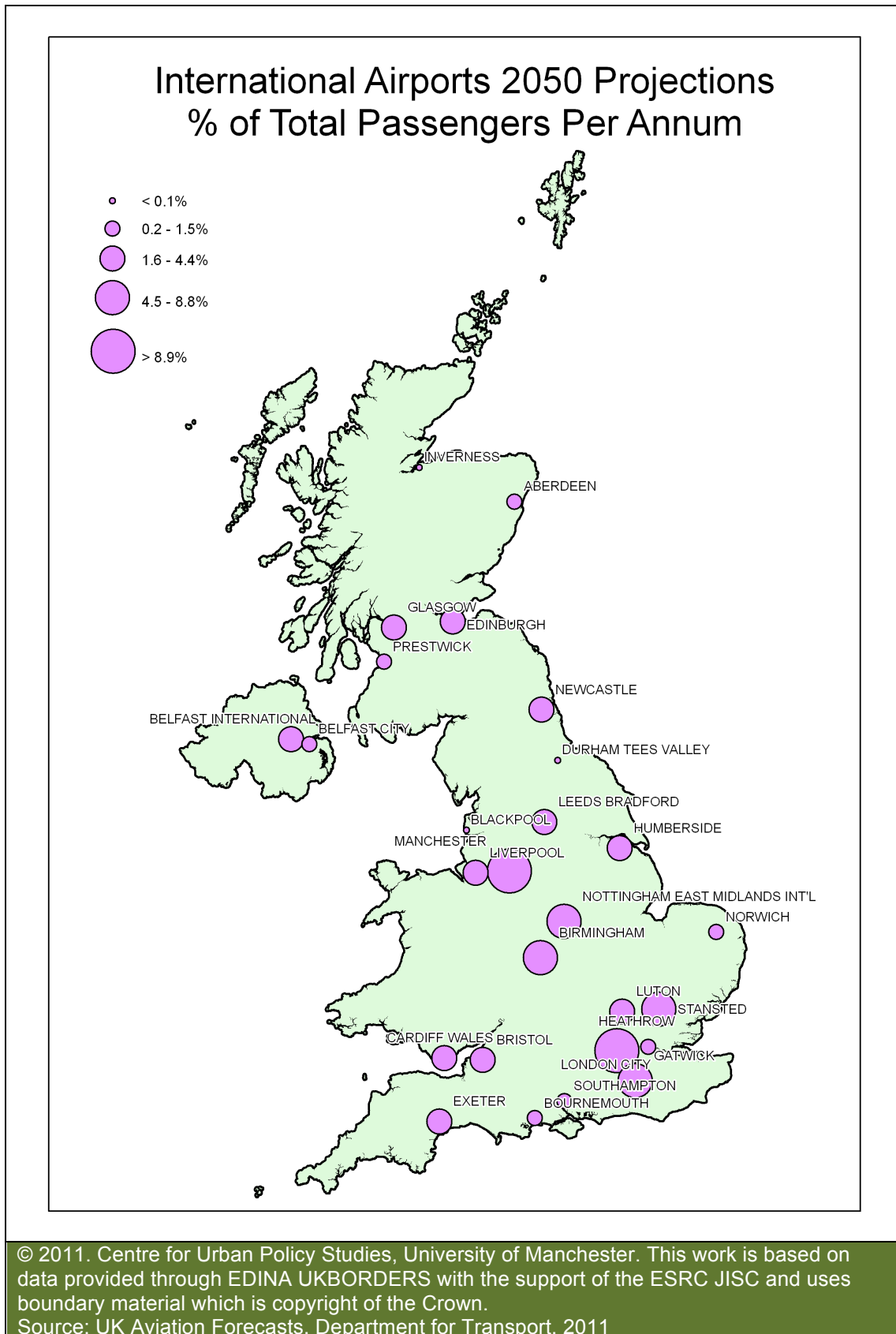


Figure F-1.3: High Speed Rail (Phases 1 & 2) Journey Time Improvement From London



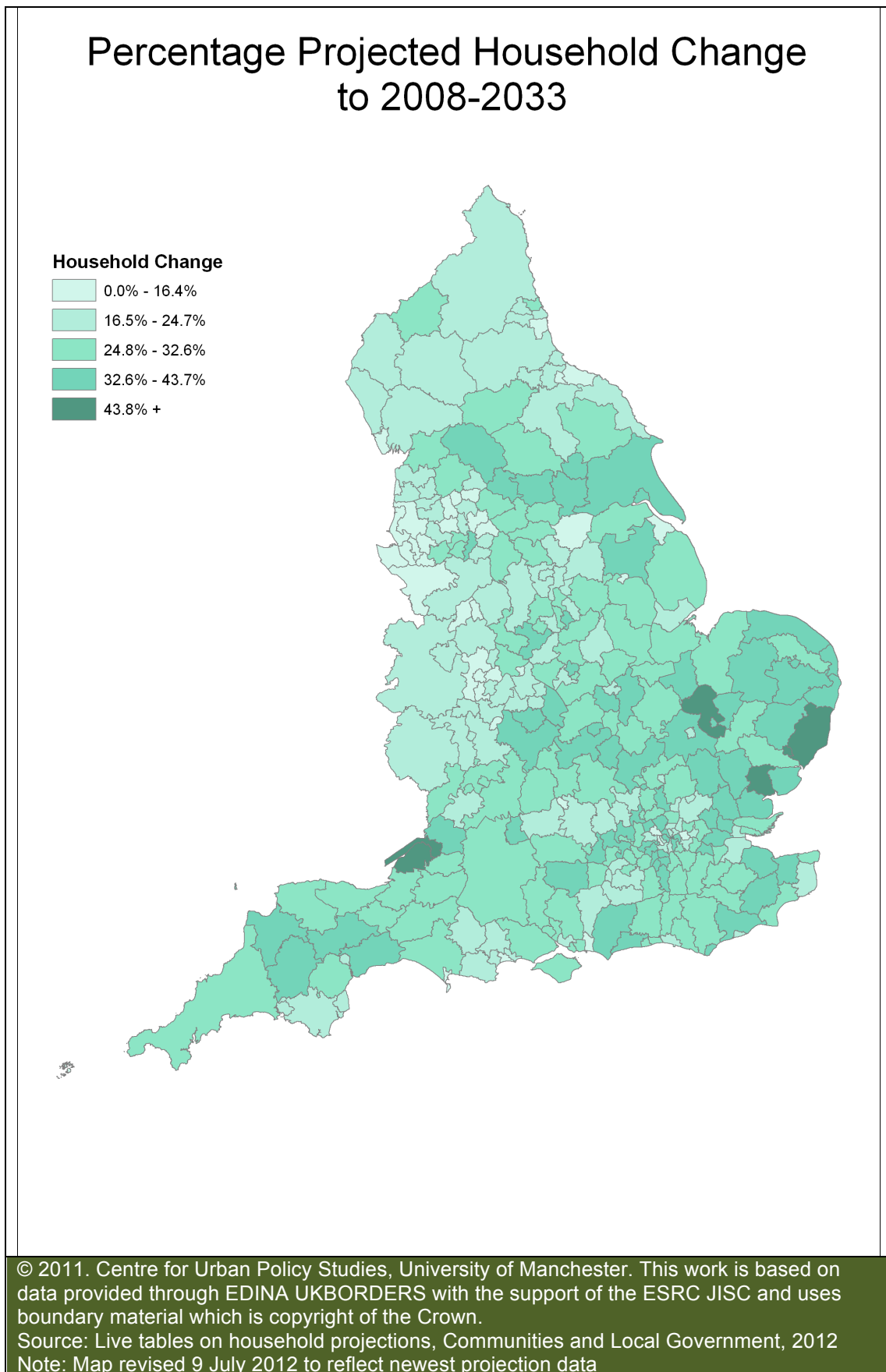
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Source: High Speed Rail: Investing in Britain's Future, Department for Transport, 2011

Figure F-1.4: International Airports 2050 Projections % of Total Passengers Per Annum



FUTURE (2): *Planning for People*

Figure F-2.0: Percentage Projected Household Change to 2008-2033



FUTURE (3): *Planning for Places*

Figure F-3.0: Changes in Mean Temperature (°C) for the 2080s

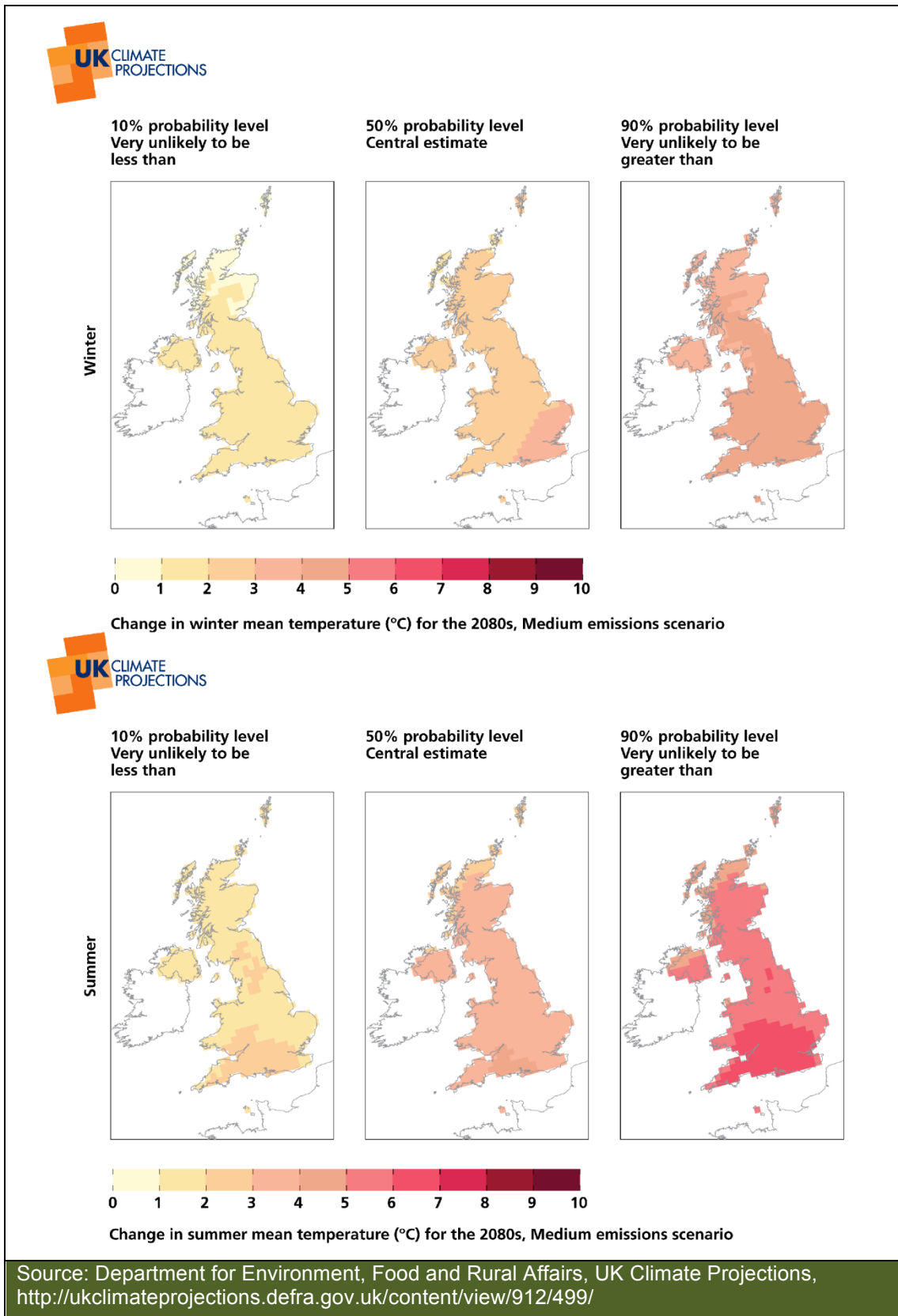
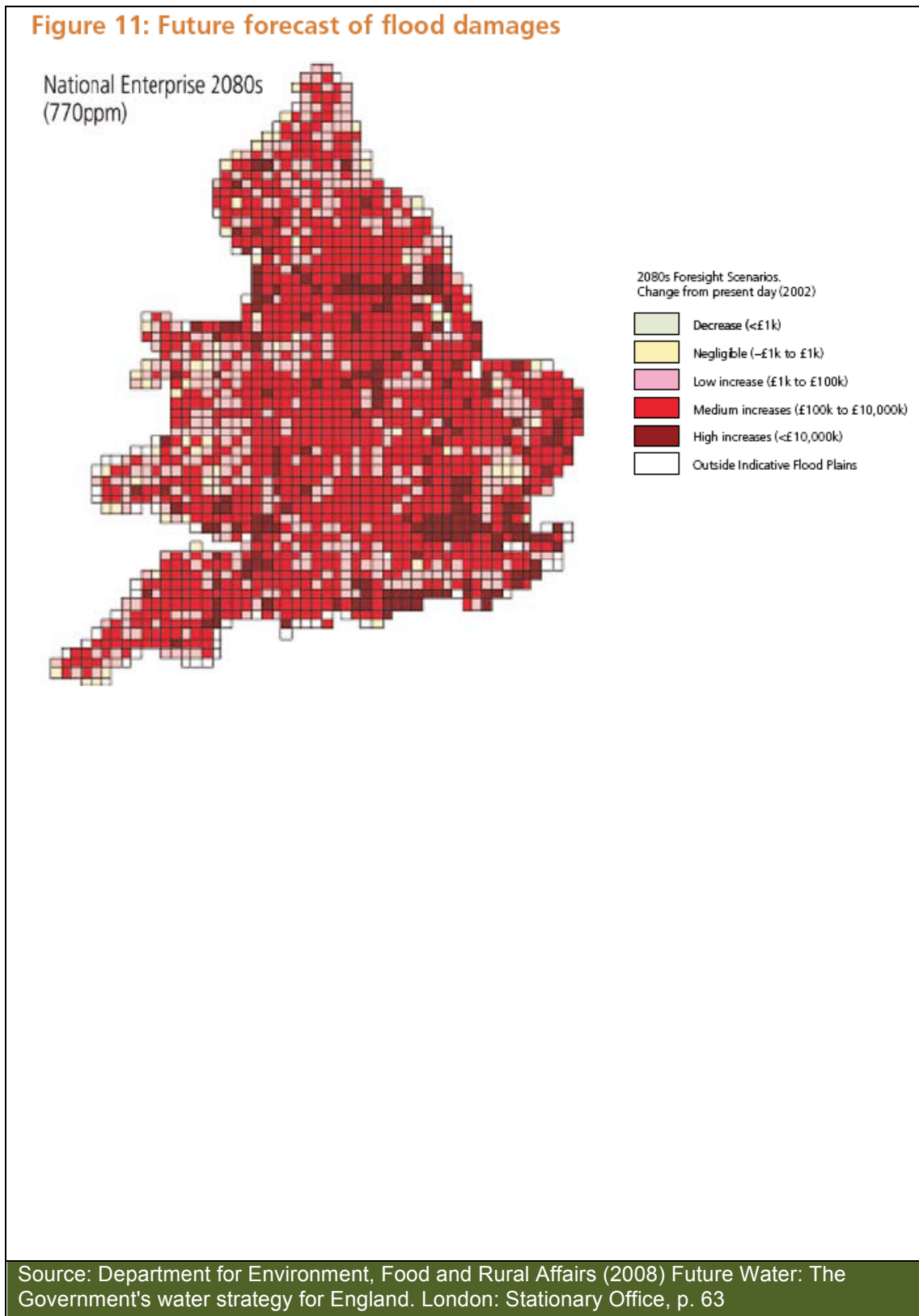


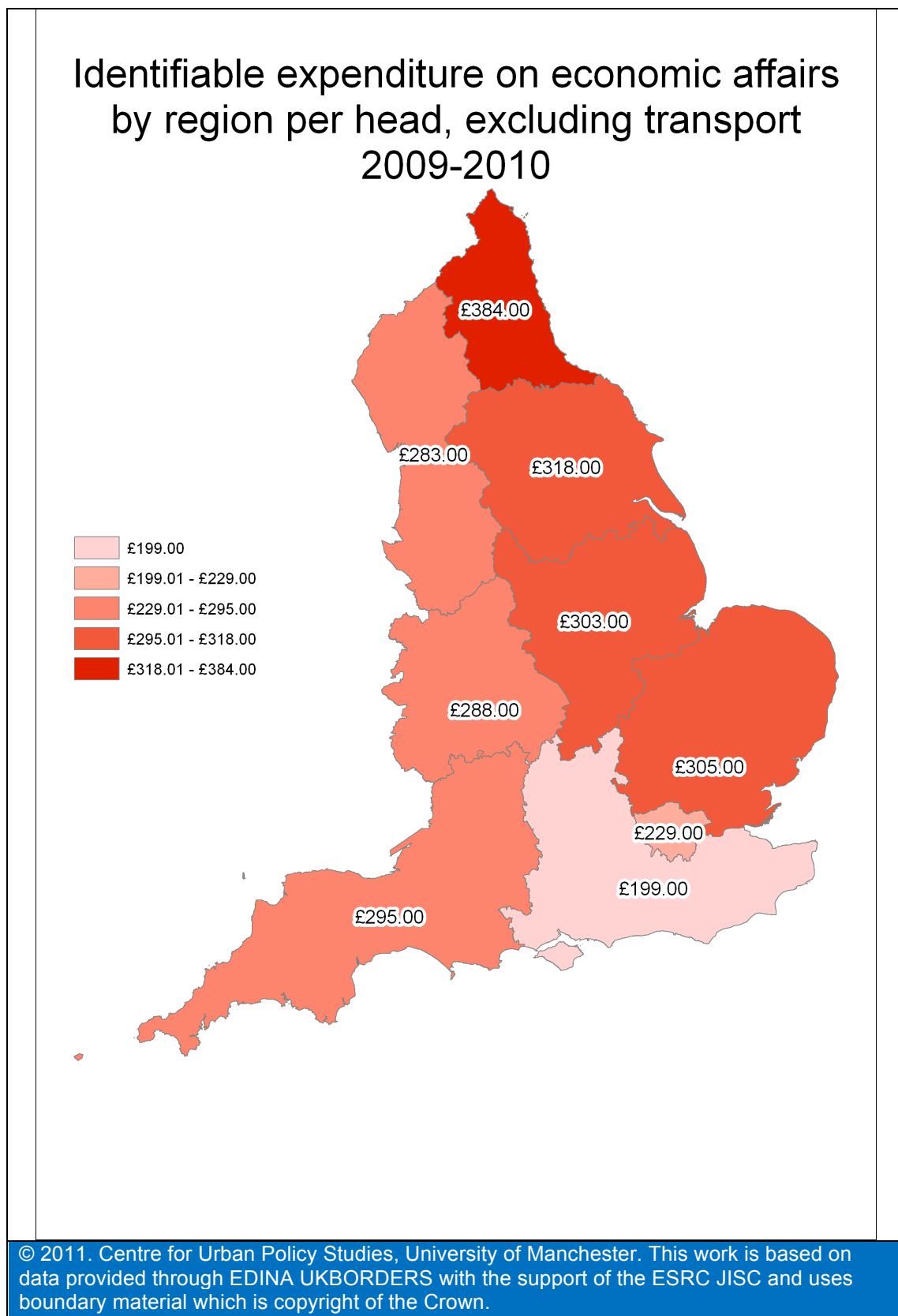
Figure F-3.1: Future Forecast of Flood Damages (2080s)



POLICY &
PROGRAMME (1):
*Planning for
Prosperity*

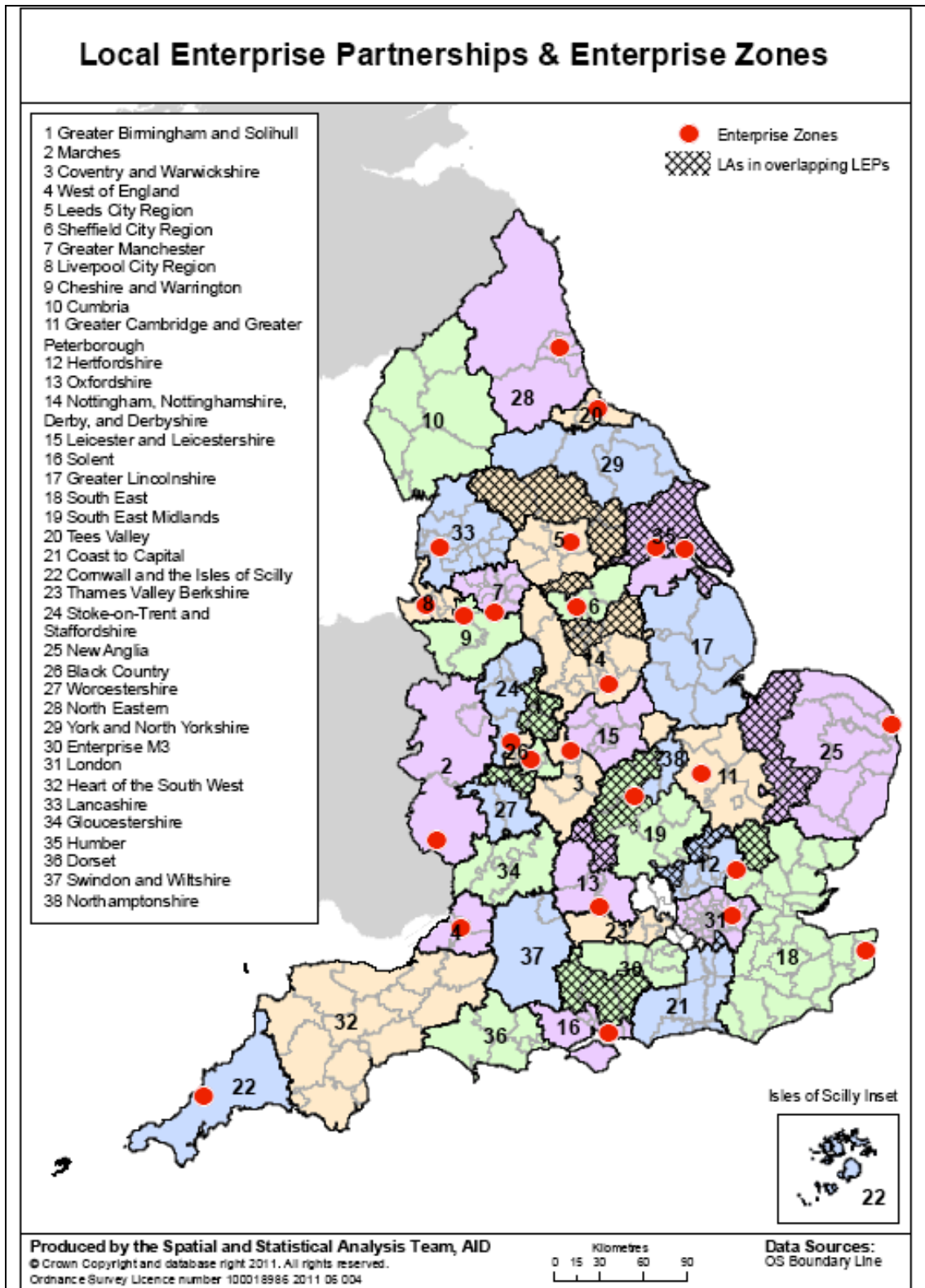
Business and economic development

Figure PP-1.0: Identifiable Expenditure on Economic Affairs by Region Per Head, Excluding Transport (2009-2010)



Business and economic development

Figure PP-1.1: Local Enterprise Partnerships and Enterprise Zones



Communities and Local Government (2011) Local Enterprise Partnerships and Enterprise Zones. <http://www.communities.gov.uk/documents/localgovernment/pdf/1968608.pdf>

Business and economic development

Figure PP-1.2: Specific Government Action in the Autumn Statement to Support Core Cities' Local Enterprise Partnerships

18 Unlocking growth in cities

Figure 5: Specific government action in the Autumn Statement to support core cities' Local Enterprise Partnerships

MANCHESTER AND LIVERPOOL

- Manchester Cross City Bus – Highway changes and bus enhancements to facilitate new cross Manchester city centre bus services
- Rochdale Interchange – Replacement bus station for Rochdale adjacent to the existing one, allowing for the redevelopment of the town centre and complementing the arrival of Metrolink in 2014
- Electrification of the TransPennine Express
- Link road from M56 at Manchester Airport to A6 south of Stockport
- Manchester Metrolink Phase 3A extensions
- Mersey Gateway Bridge
- Expansion of Mersey Multimodal Gateway (as part of the Regional Growth Fund)
- Completion of the Western Gateway Enabling Scheme at Port Salford (as part of the Regional Growth Fund)
- Northern Rail connectivity (Liverpool to Newcastle, including the Northern Hub)
- Enhanced Capital Allowances available in the Liverpool City Region (Mersey Waters) Enterprise Zone to promote the creation and growth of capital intensive industries

BIRMINGHAM

- A45 Westbound Bridge (Solithull) – Replacement bridge over the West Coast Main Line close to Birmingham Airport on the A45 strategic corridor into Birmingham
- M6 Managed Motorway scheme between Birmingham and Manchester
- Birmingham New Street Station enlargement
- High Speed Rail 2
- A45 corridor (Damson Parkway to M42 junction 6) diversion (as part of the Regional Growth Fund)

BRISTOL

- Bus Rapid Transit scheme from Ashton Vale to Temple Meads (Bristol) – Bus Rapid Transit scheme (including guided bus) from the Ashton Gate area to the city centre, including feeder services from further afield
- South Bristol Link Phases 1 and 2 – New link road through the South Bristol area, linking a number of existing radial routes into the city
- Great Western electrification (electric services to Bristol, Oxford and Newbury)

NEWCASTLE UPON TYNE

- Tyne and Wear Metro upgrade
- East Coast Main Line improvements programme
- Northern Rail connectivity (Liverpool to Newcastle, including the Northern Hub)
- Enhanced Capital Allowances available in the North Eastern Enterprise Zone to promote the creation and growth of capital intensive industries
- Electrification of the TransPennine Express
- Subject to due diligence, extension of the existing North Eastern Enterprise Zone to include the Port of Blyth, encouraging private sector investment in the renewables industry and creating new jobs for the surrounding area

SHEFFIELD AND LEEDS

- A6182 White Rose Way Improvement Scheme (Doncaster) – Dualling of 1.9km of carriageway and replacement of two existing roundabouts with high-capacity signalised junctions
- Leeds Rail Growth – Two new railway stations: Kirkstall Forge and Apperley Bridge
- Supertram additional vehicles (Sheffield) – four additional tram vehicles for the Supertram network
- Accelerating M1 junction 39 to 42 scheme
- Electrification of the TransPennine Express
- Leeds Station enlargement
- Improved access to the Sheffield Gateway (as part of the Regional Growth Fund)
- Enhanced Capital Allowances available in the Sheffield City Region Enterprise Zone to promote the creation and growth of capital intensive industries
- Sheffield City Region to use £7 million from the Growing Places Fund to establish a JESSICA²³ for South Yorkshire, leveraging £13 million of European funding

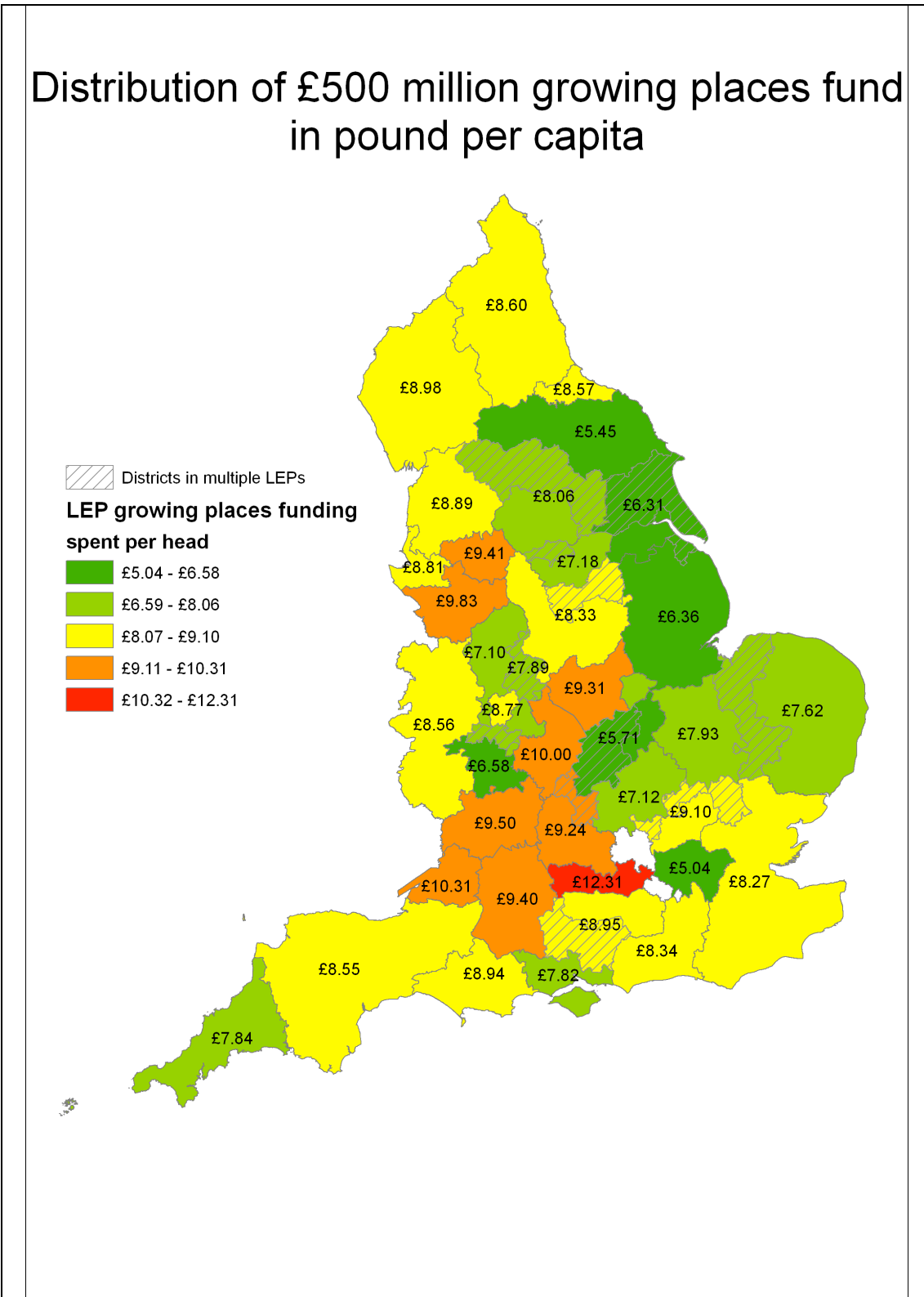
NOTTINGHAM

- Hucknall Town Centre Improvement Scheme – New inner relief road allowing pedestrianisation of the High Street, plus a 'bus only' link and enhanced pedestrian and cycle facilities
- Widening the A453 between Nottingham, the M1 and Nottingham East Midlands Airport
- Development consent granted for a scheme to improve the A1 at Elkesley
- Nottingham Express Transit
- A46 Newark to Widmerpool completion in 2012
- In Derby, London Road bridge – Replacement of the London Road railway bridge on this strategic corridor into Derby from the South East

²³ Joint European Support for Sustainable Investment in City Areas.

Business and economic development

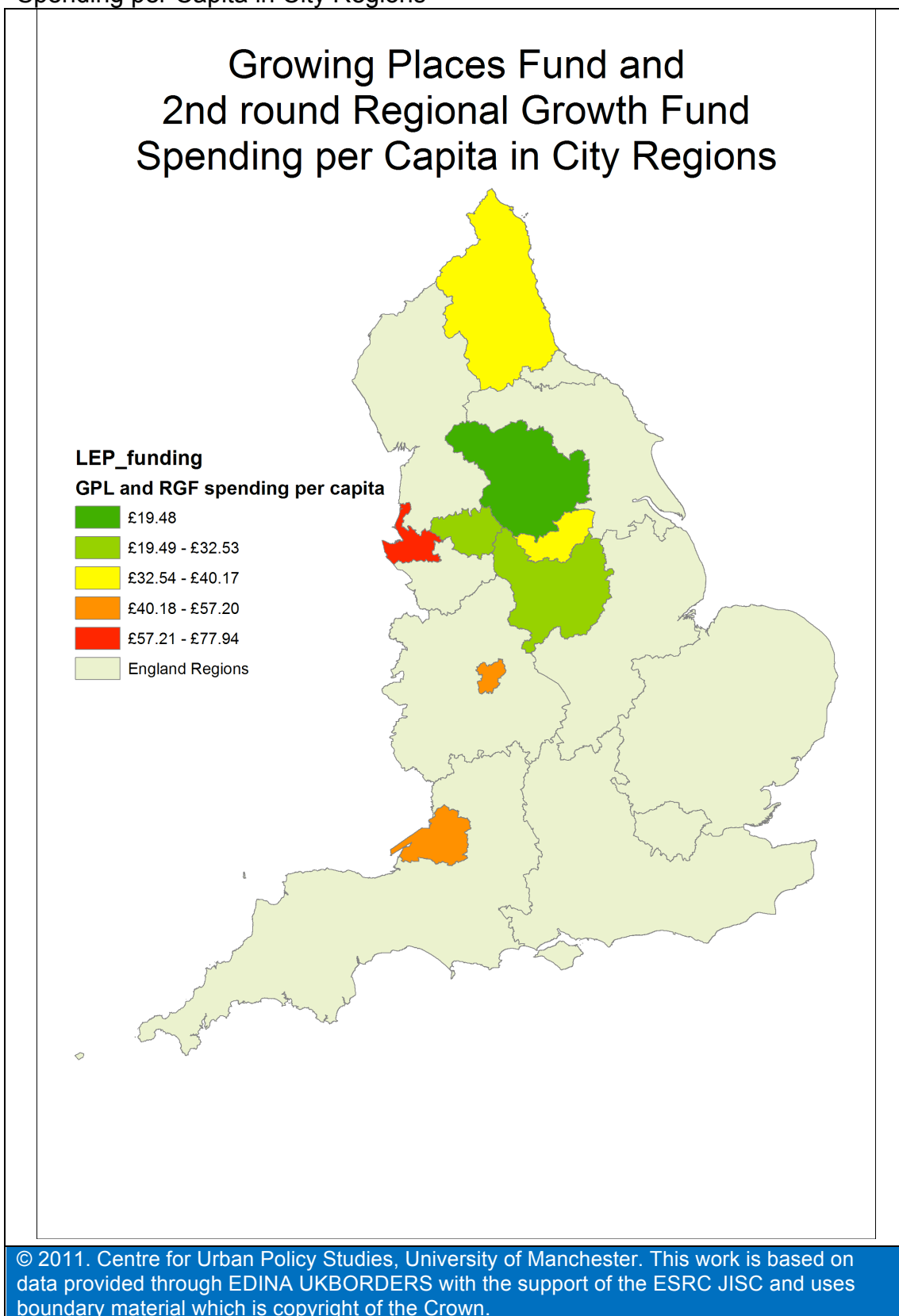
Figure PP-1.3: Distribution of £500 Million Growing Places Fund in Pound Per Capita



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Business and economic development

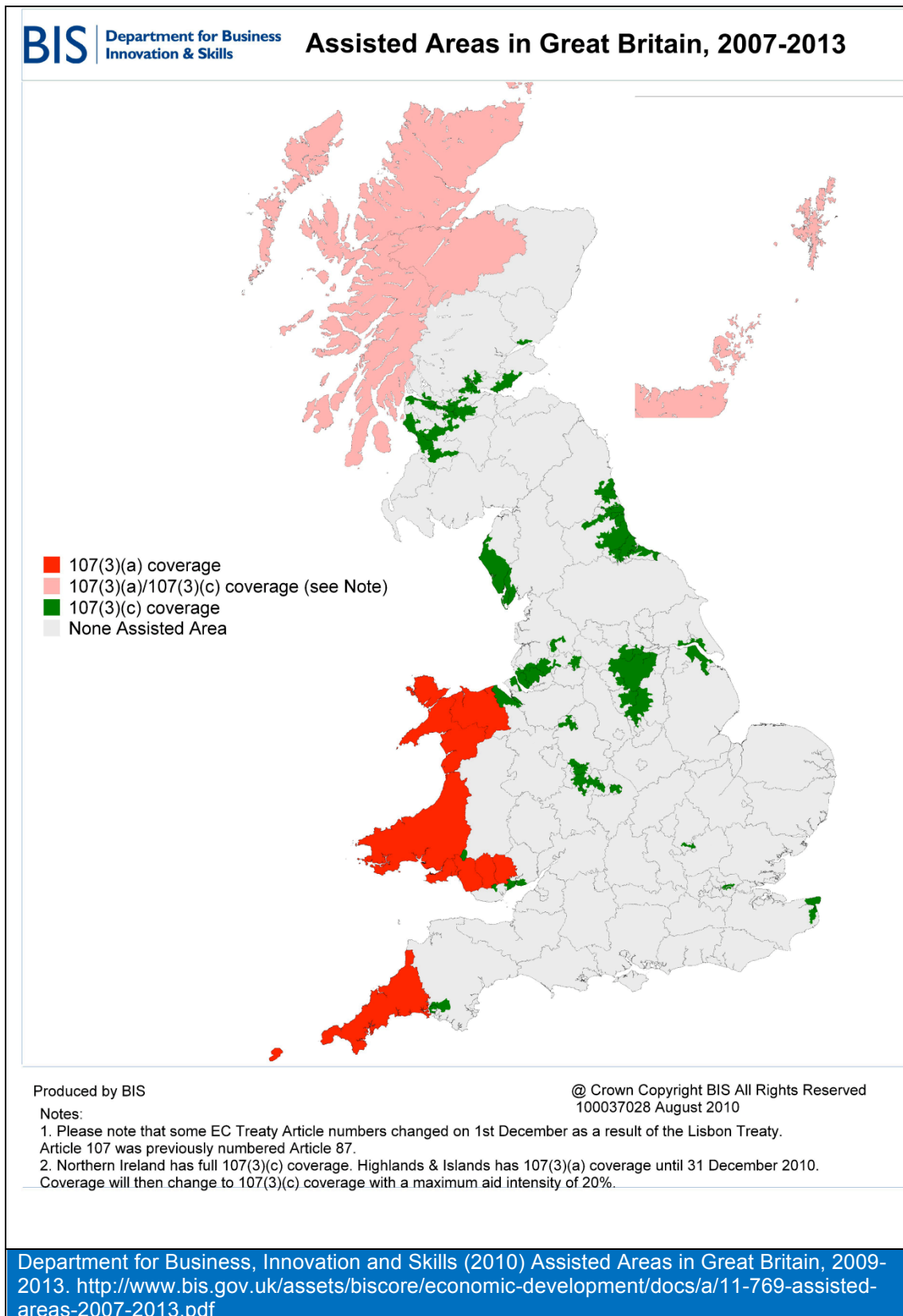
Figure PP-1.4: Growing Places Fund and 2nd Round Regional Growth Fund Spending per Capita in City Regions



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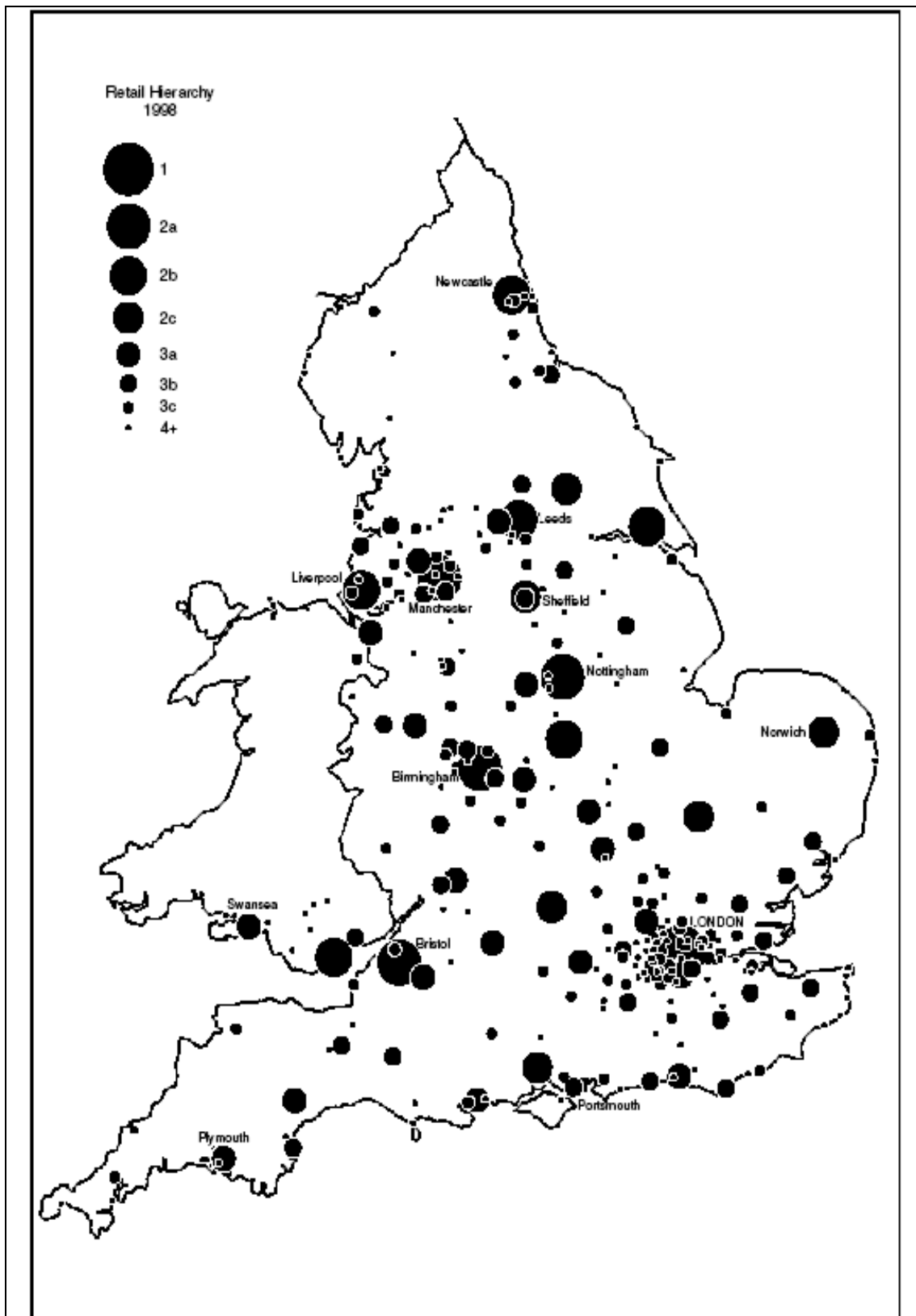
Business and economic development

Figure PP-1.5: Assisted Areas in Great Britain (2007-2013)



Town centres

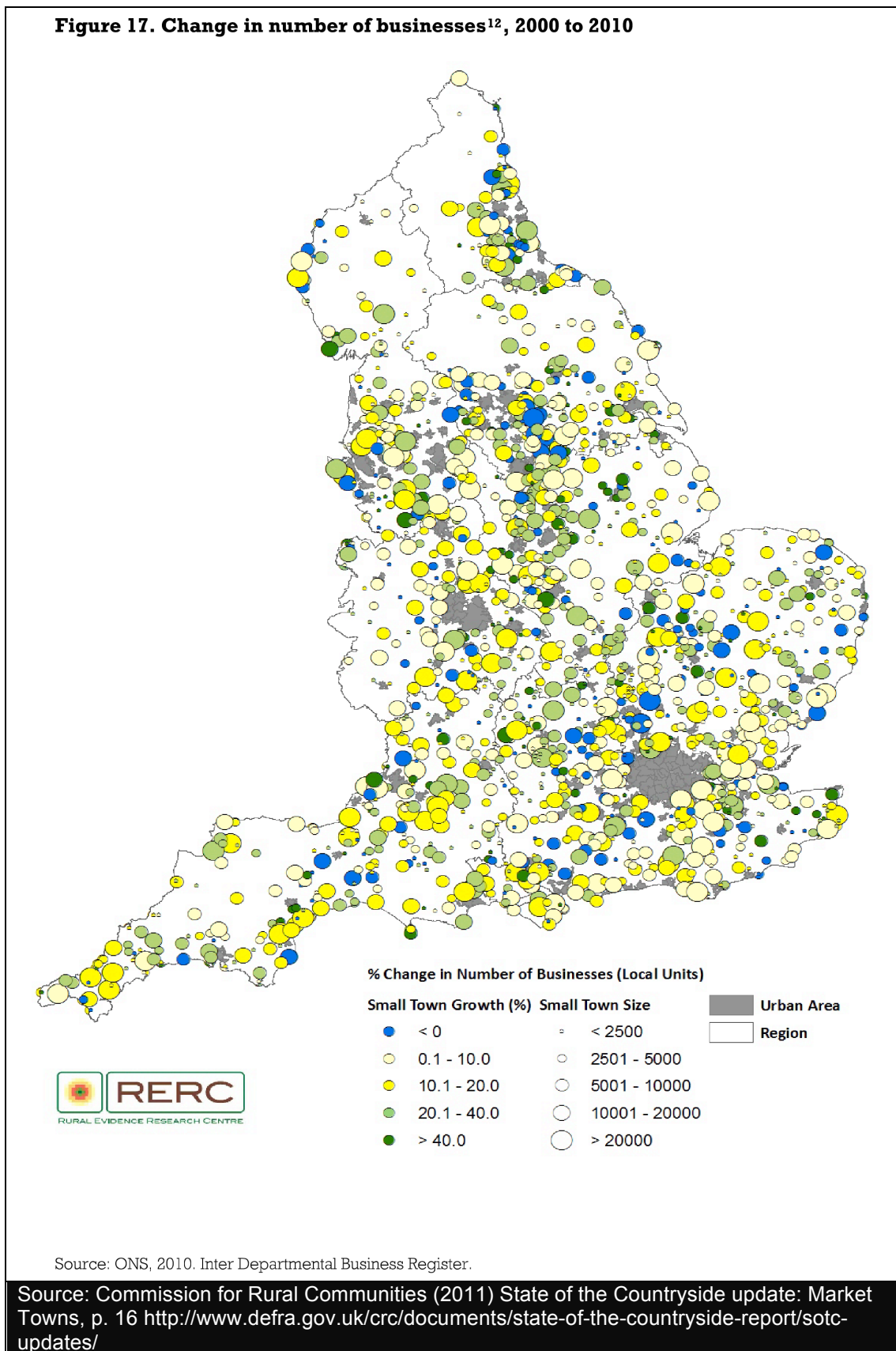
Figure PP-1.6: Retail Hierarchy (1998)



Source: Hall, Peter, Marshall, Stephen and Lowe, Michelle (2001) 'The Changing Urban Hierarchy in England and Wales, 1913-1998', *Regional Studies*, 35: 9, 795.

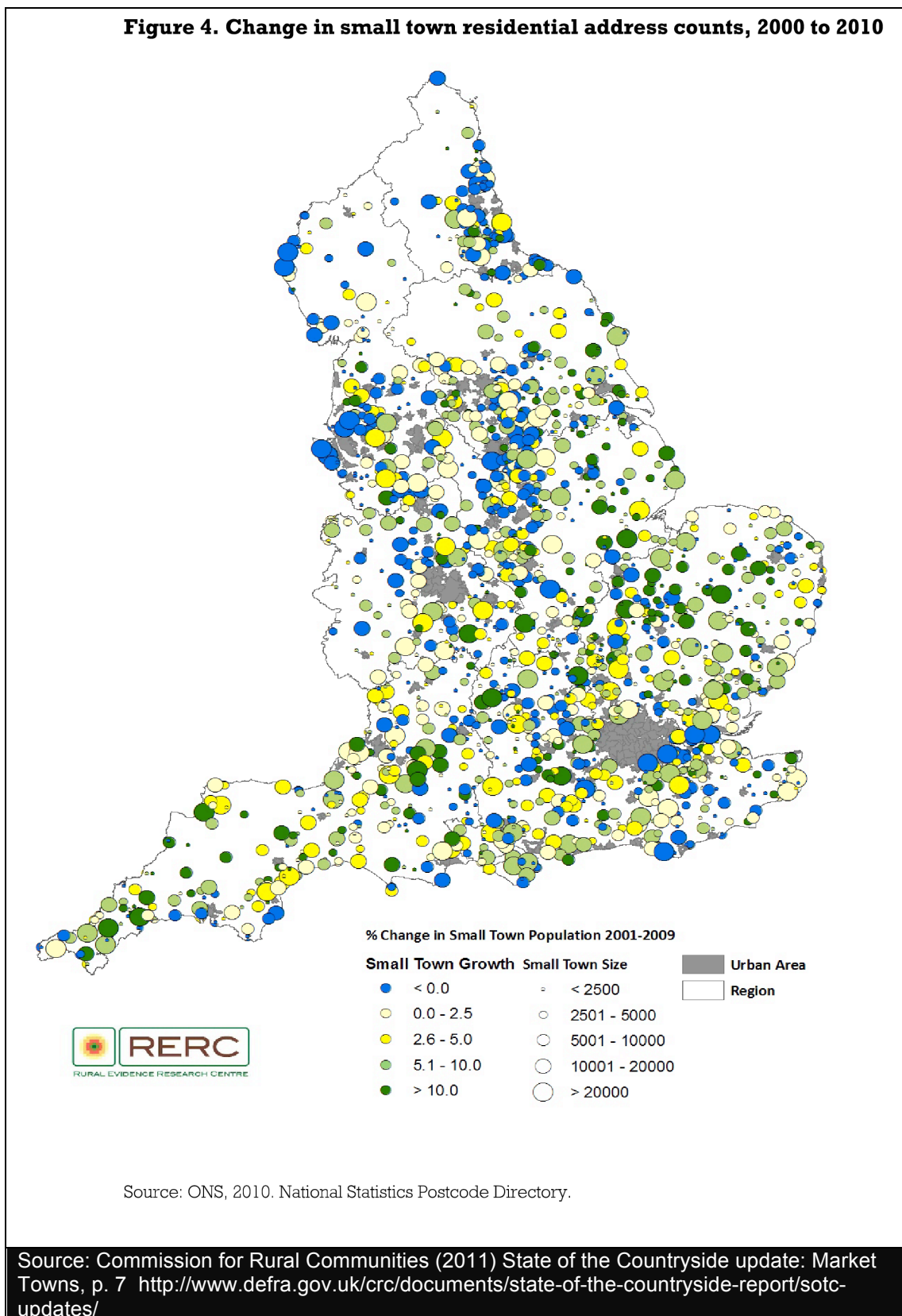
Rural economy

Figure PP-1.7: Change in number of businesses (2000-2010)



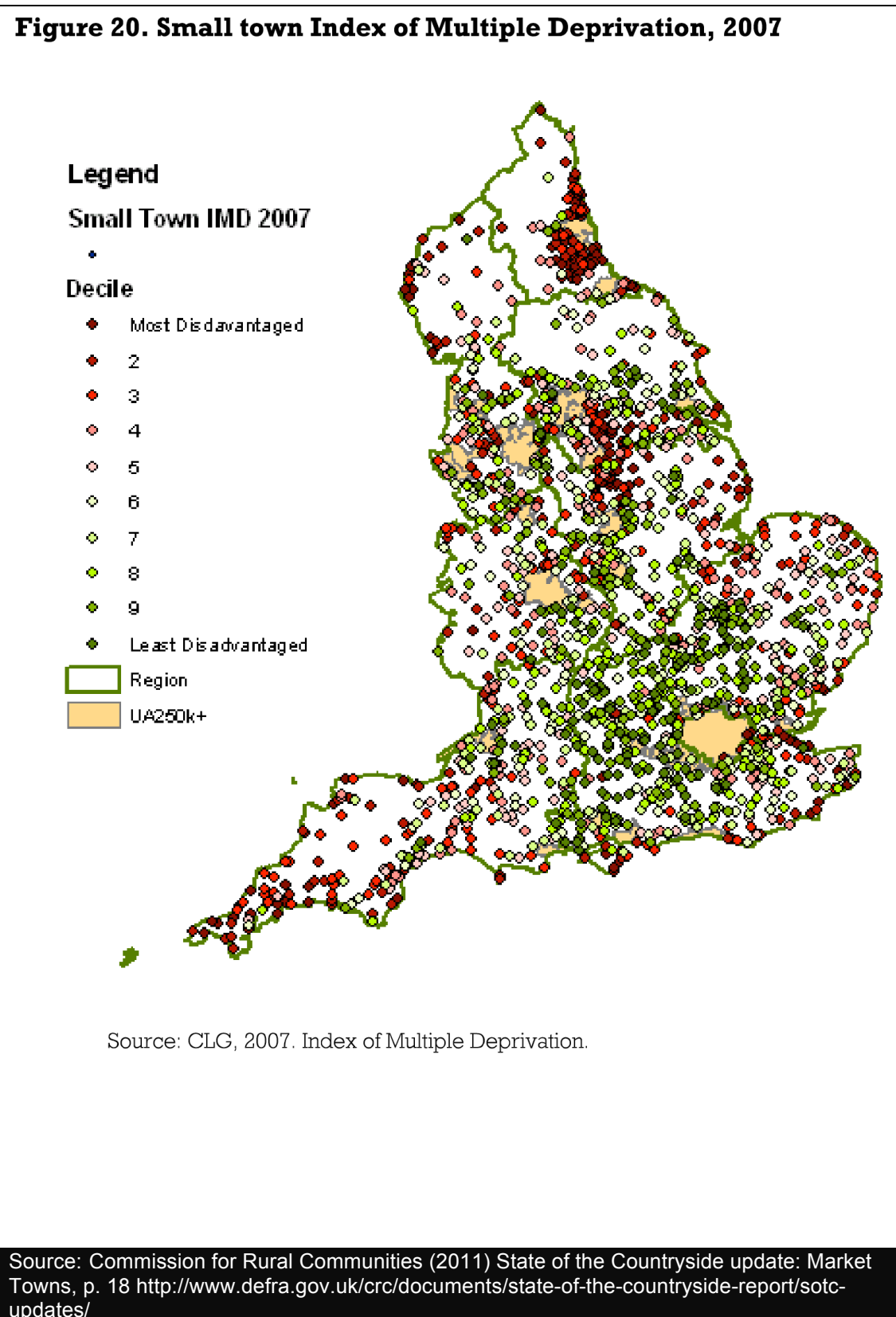
Rural economy

Figure PP-1.8: Change in Small Town Residential Address Counts (2000-2010)



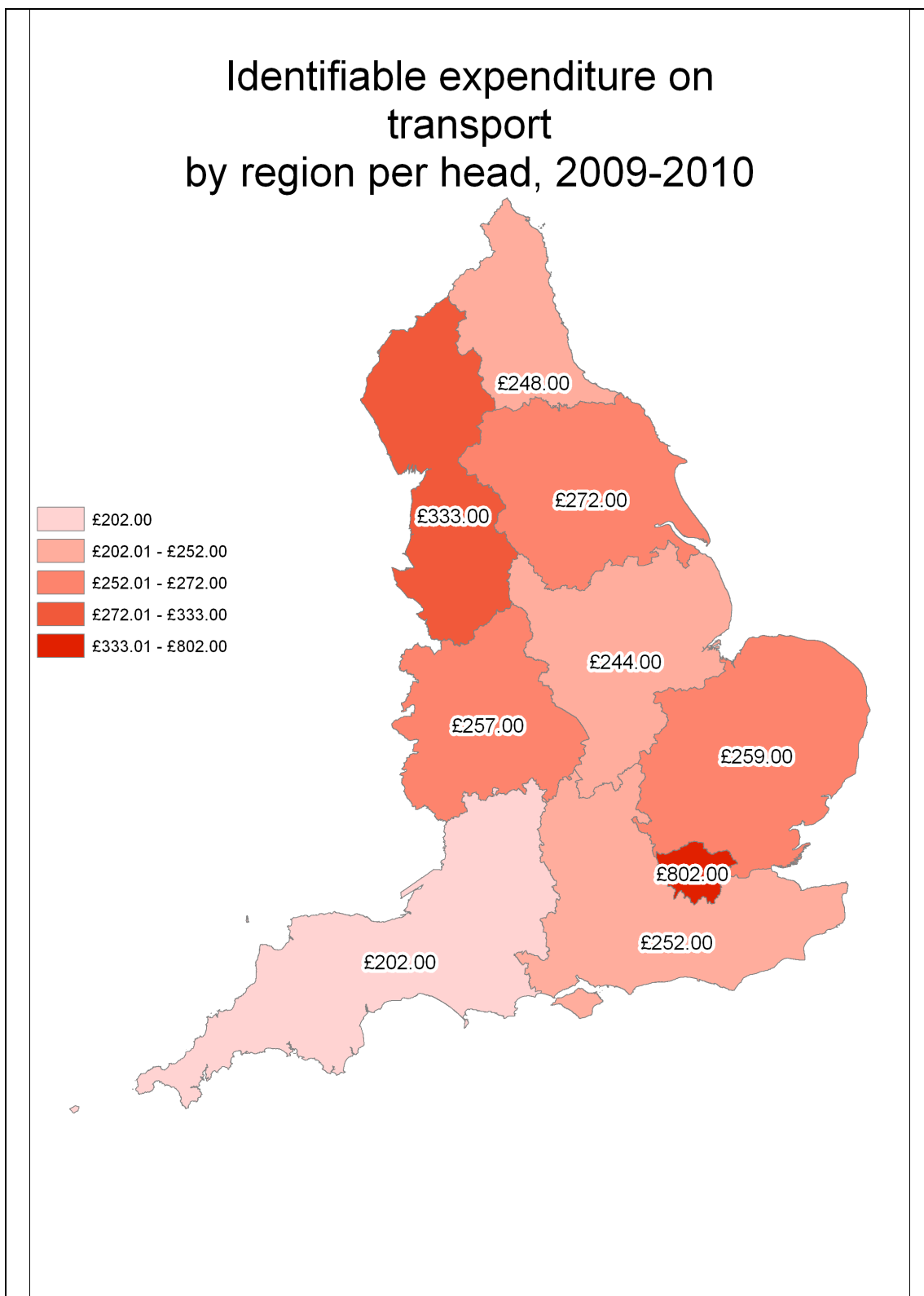
Rural economy

Figure PP-1.9: Small Town Index of Multiple Deprivation (2007)



Transport

Figure PP-1.10: Identifiable Expenditure on Transport by Region Per Head (2009-2010)



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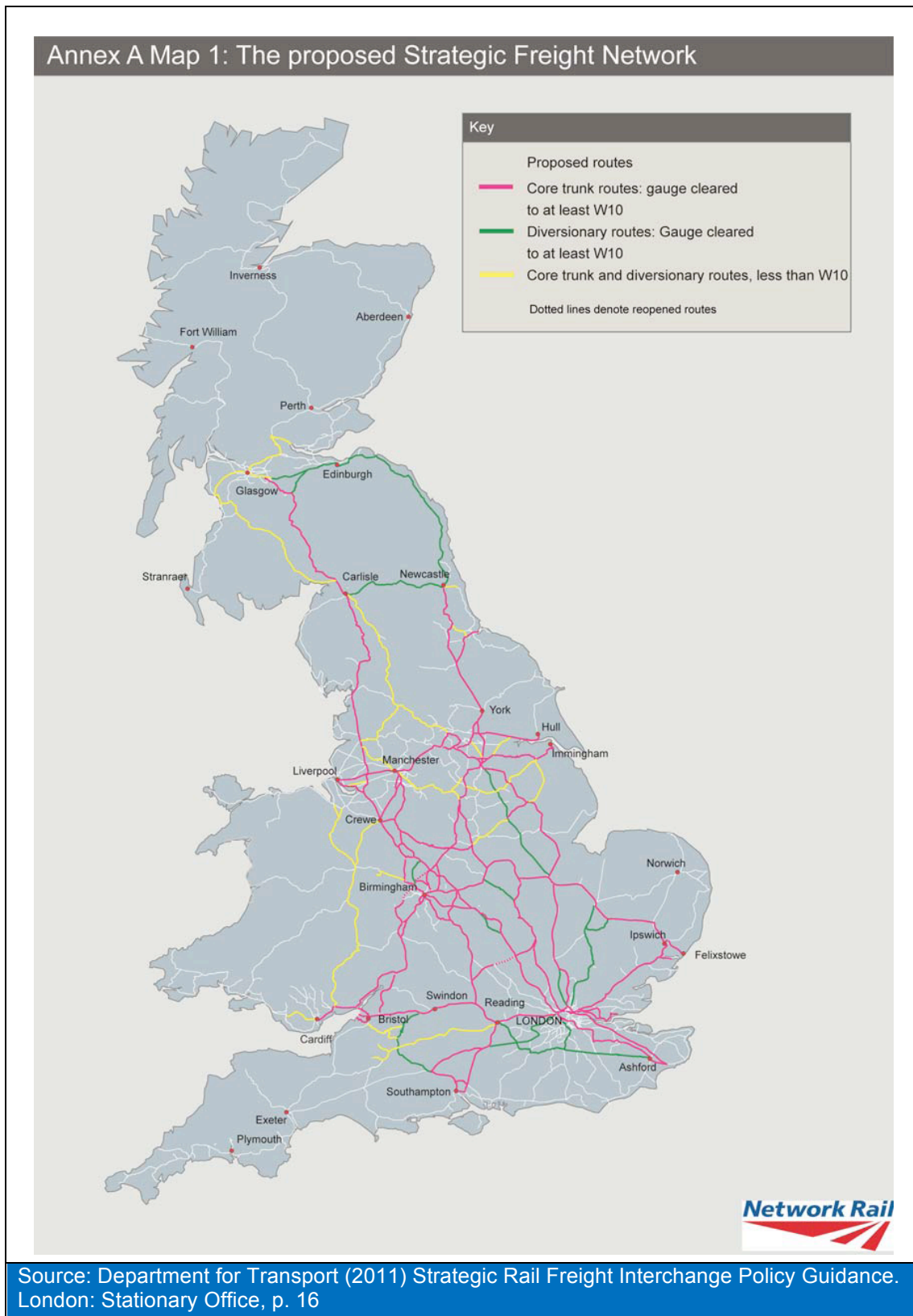
Transport

Figure PP-1.11: High Speed Network Consultation Proposal (Phases 1 & 2)



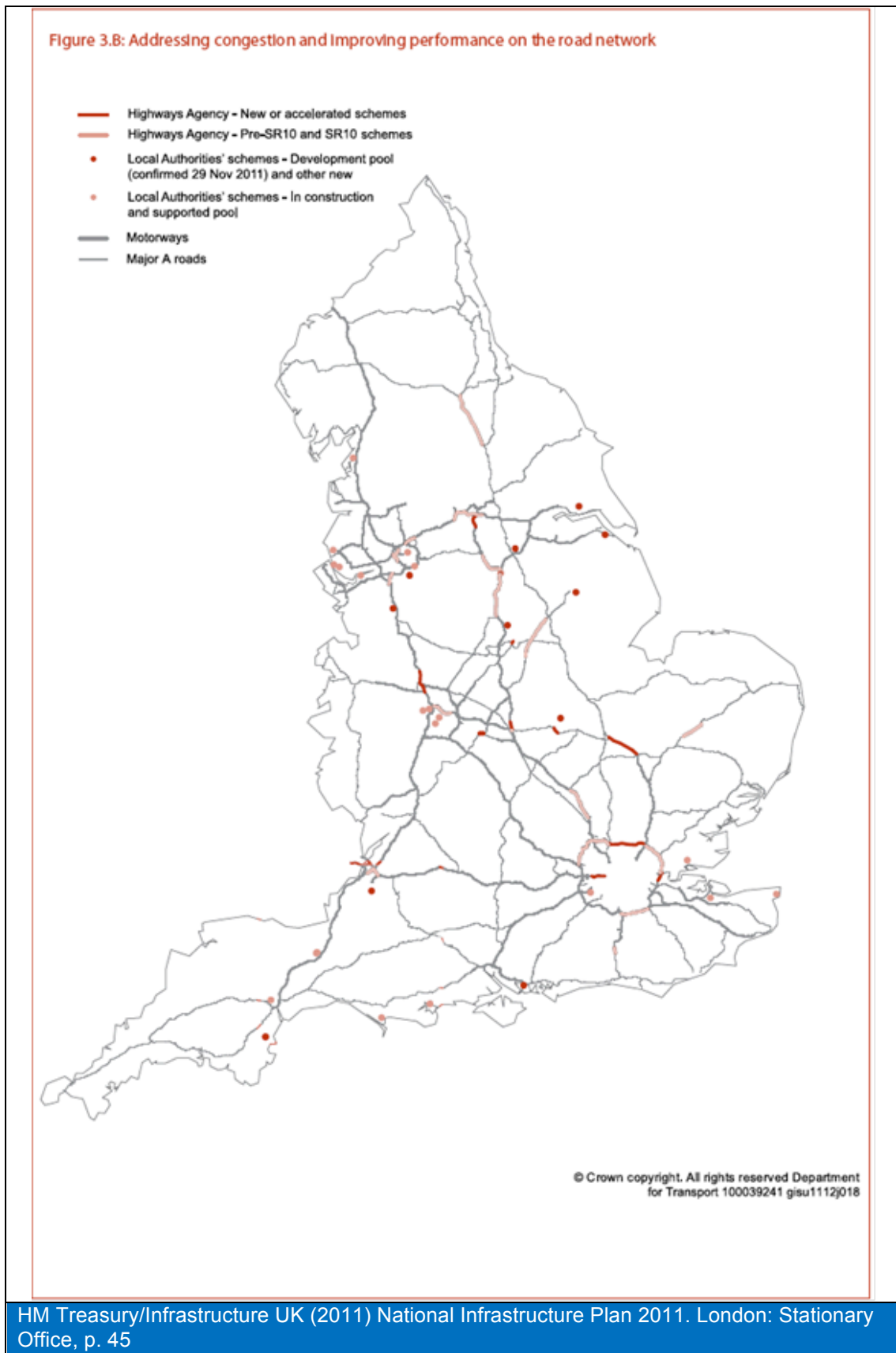
Transport

Figure PP-1.12: The Proposed Strategic Freight Network



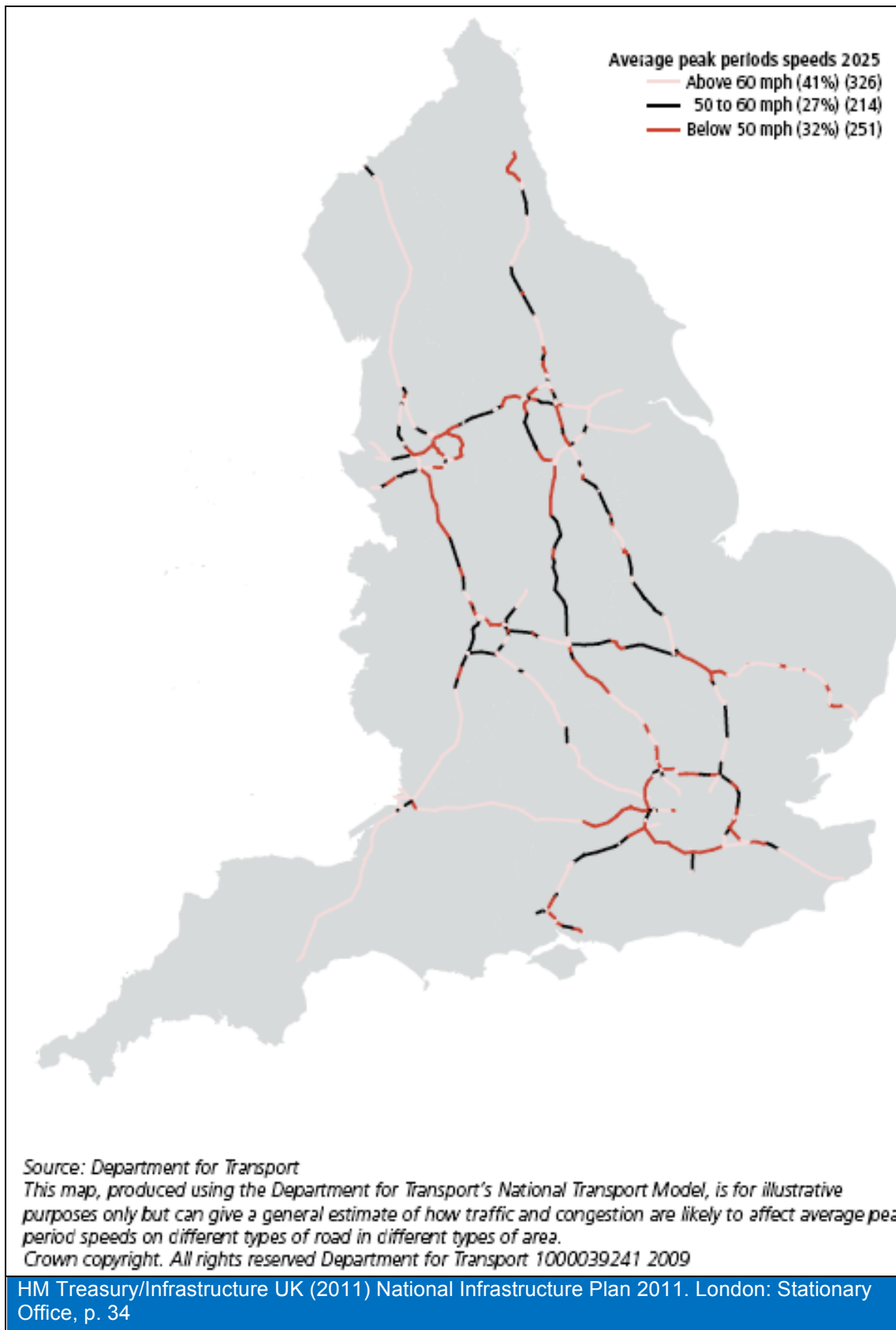
Transport

Figure PP-1.13: Addressing Congestion and Improving Performance on the Road Network



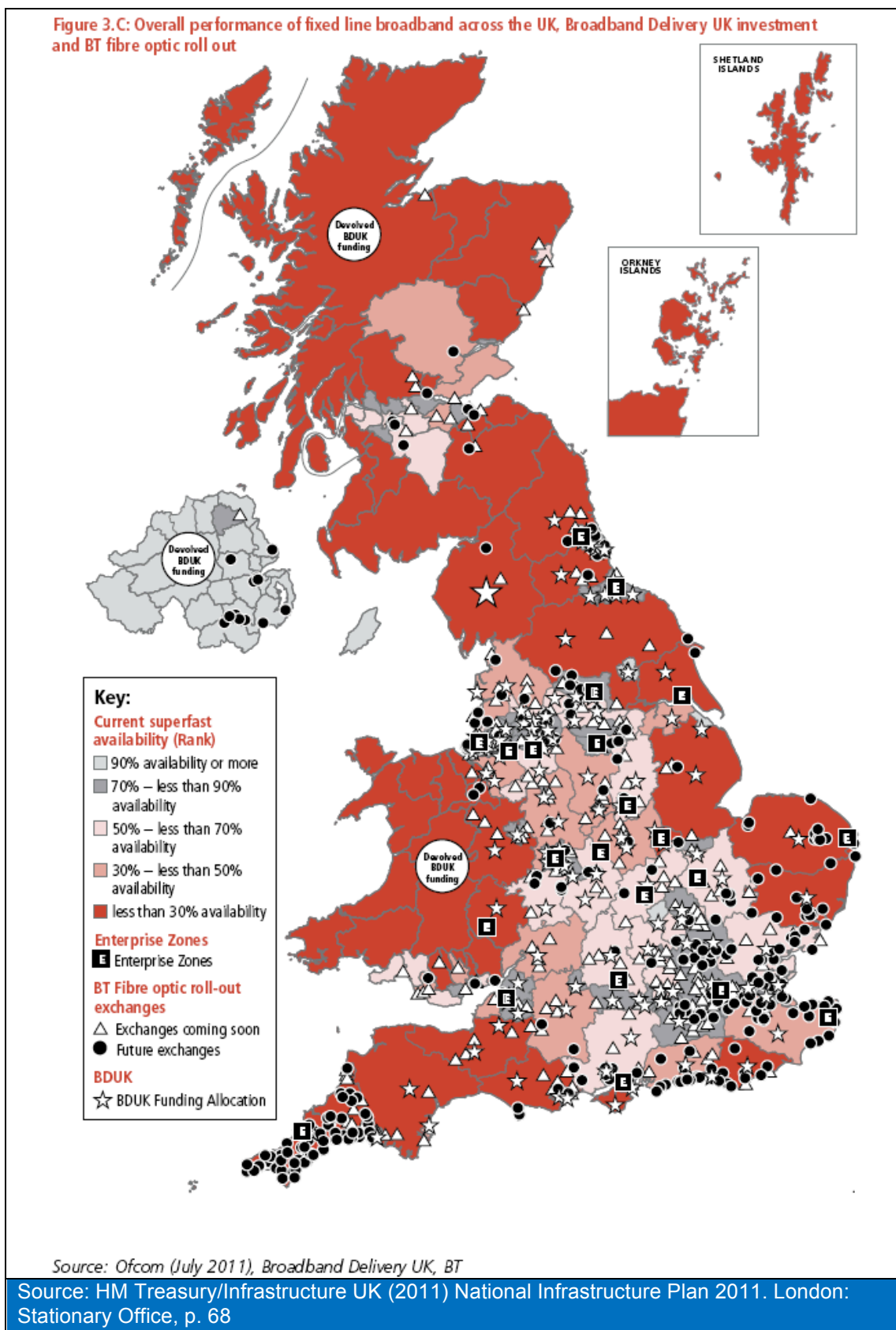
Transport

Figure PP-1.14: Average Peak Periods Speeds on Road Network (2025)



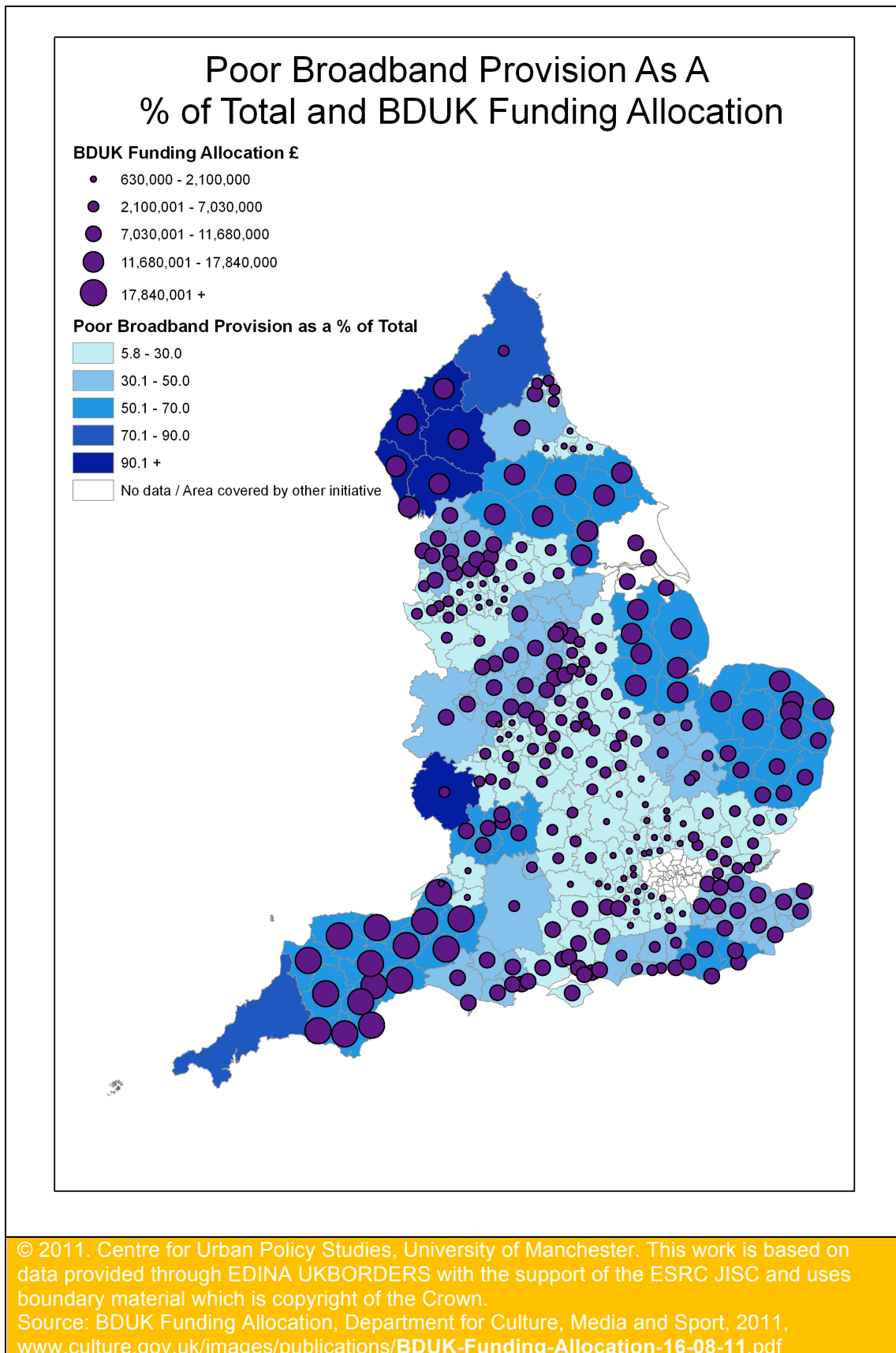
Communications infrastructure

Figure PP-1.15: Overall Performance of Fixed Line Broadband Across the UK, Broadband Delivery UK Investment and BT Fibre Optic Roll Out



Communications infrastructure

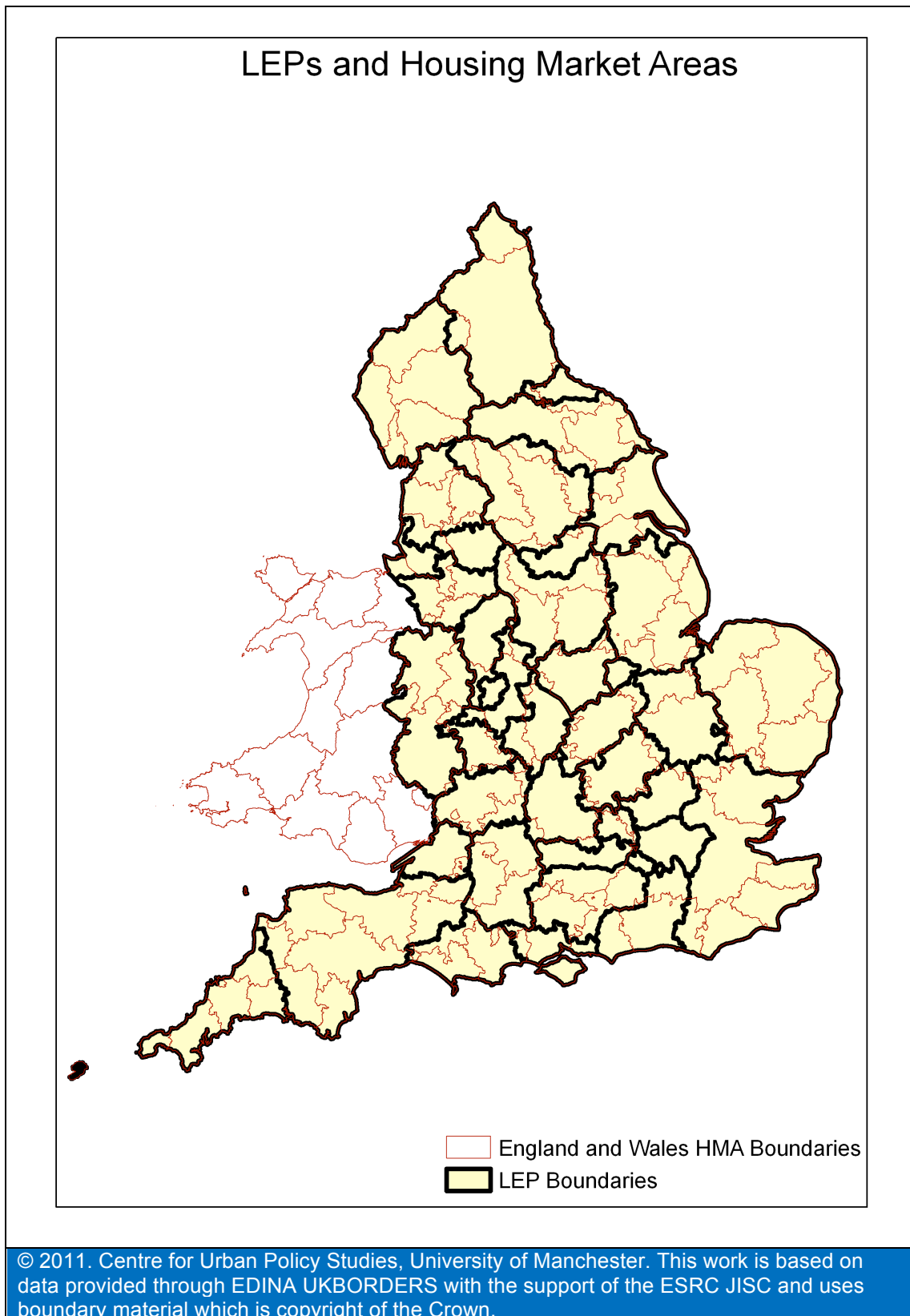
Figure PP-1.16: Poor Broadband Provision as a % of Total and BDUK Funding Allocation



**POLICY &
PROGRAMME (2):**
*Planning for
People*

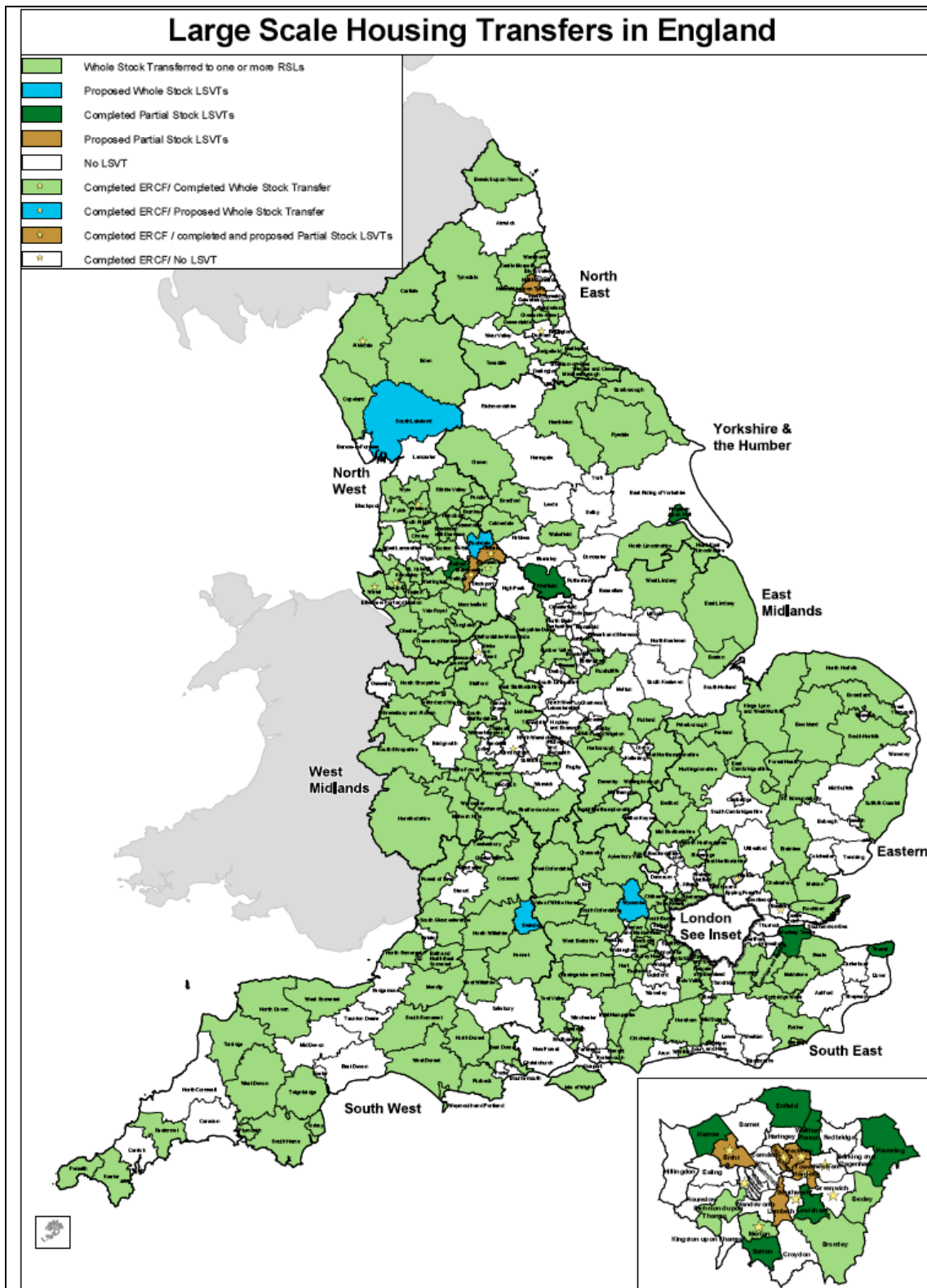
Housing

Figure PP-2.0: LEPs and Housing Market Areas



Housing

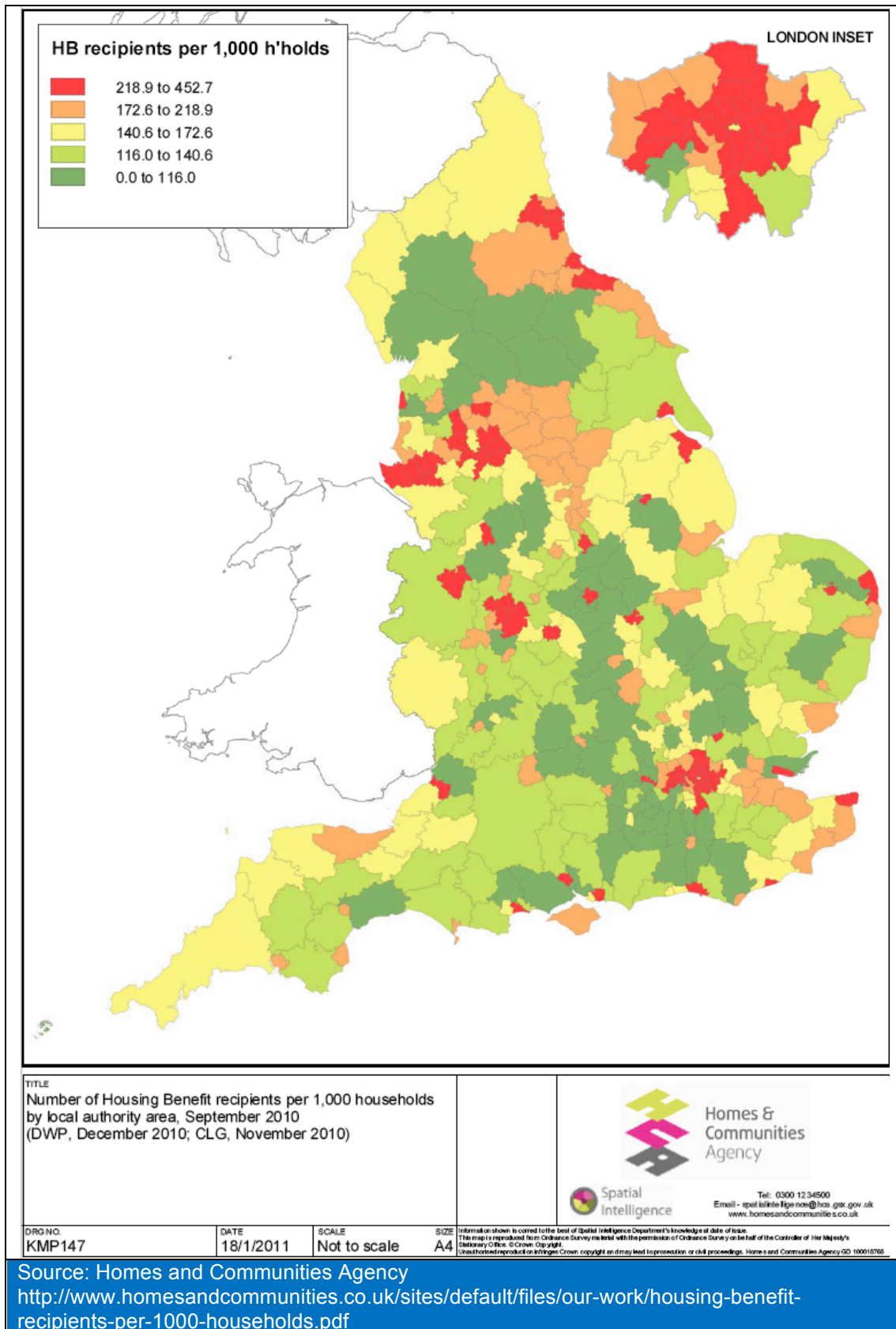
Figure PP-2.1: Large Scale Housing Transfers in England



Source: Homes and Communities Agency
<http://www.homesandcommunities.co.uk/sites/default/files/our-work/lsvt-map-161111v8.pdf>

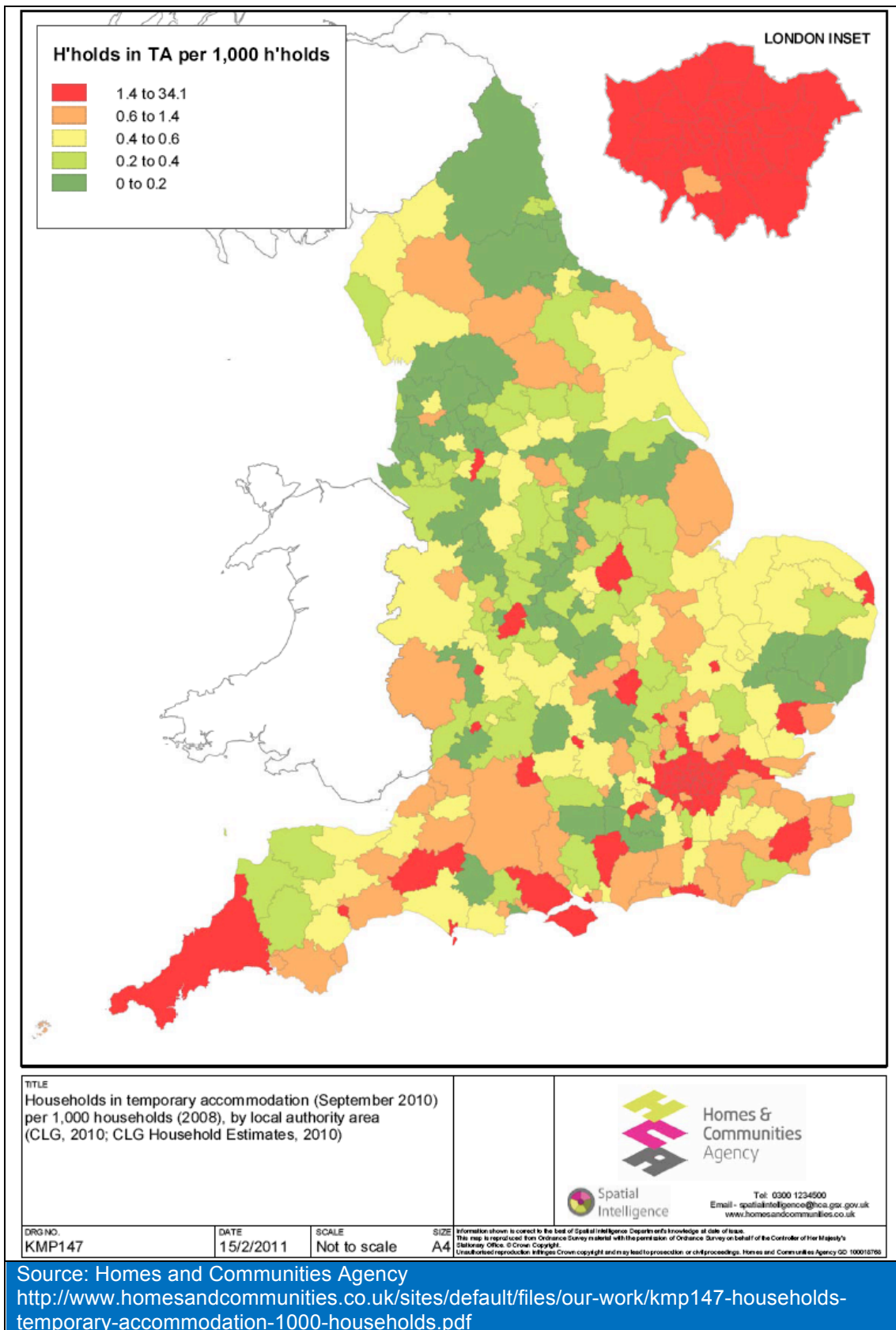
Housing

Figure PP-2.2: Housing Benefit Recipients Per 1,000 Households (2010)



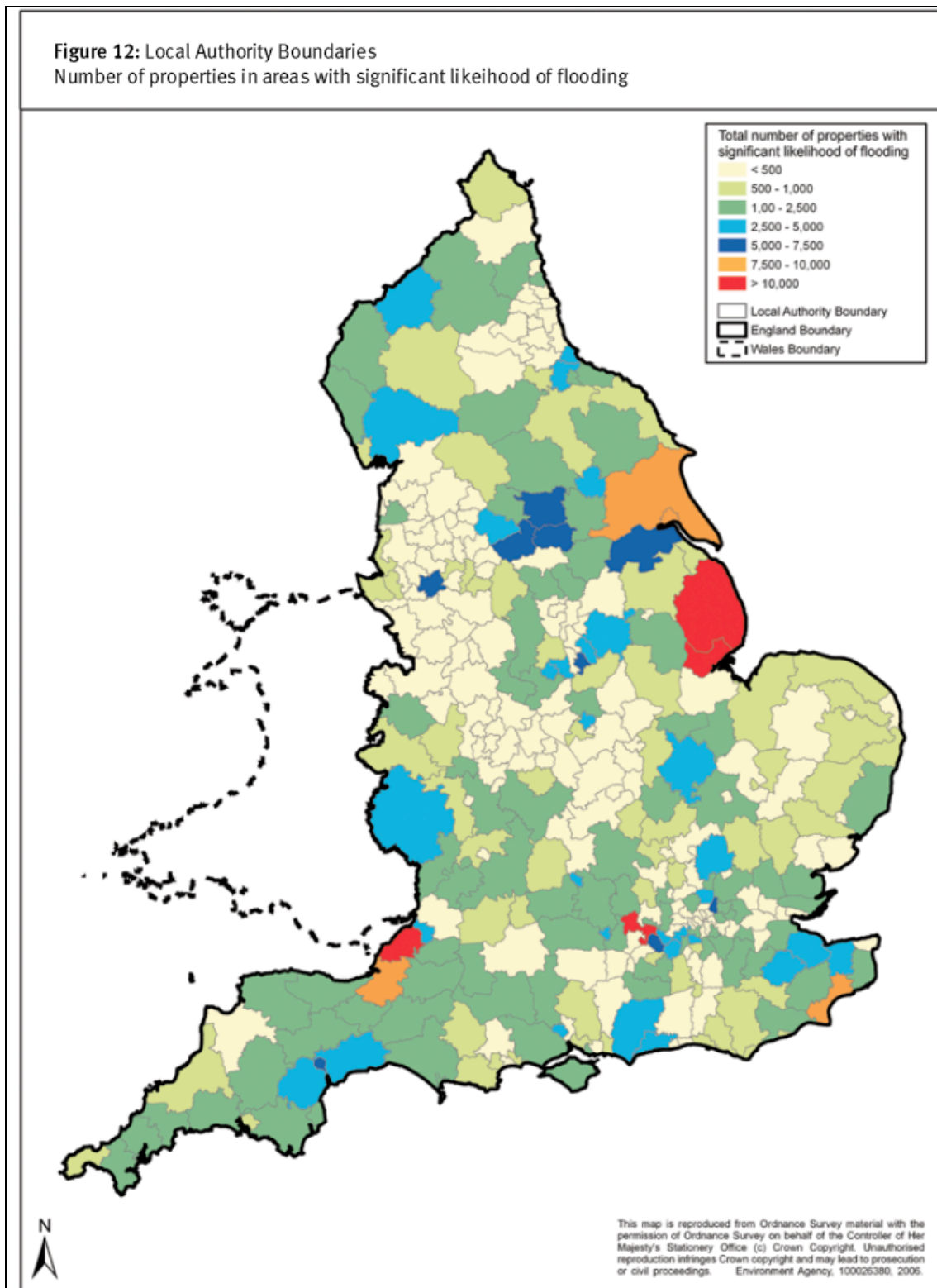
Housing

Figure PP-2.3: Households in Temporary Accommodation Per 1,000 Households



Sustainable communities

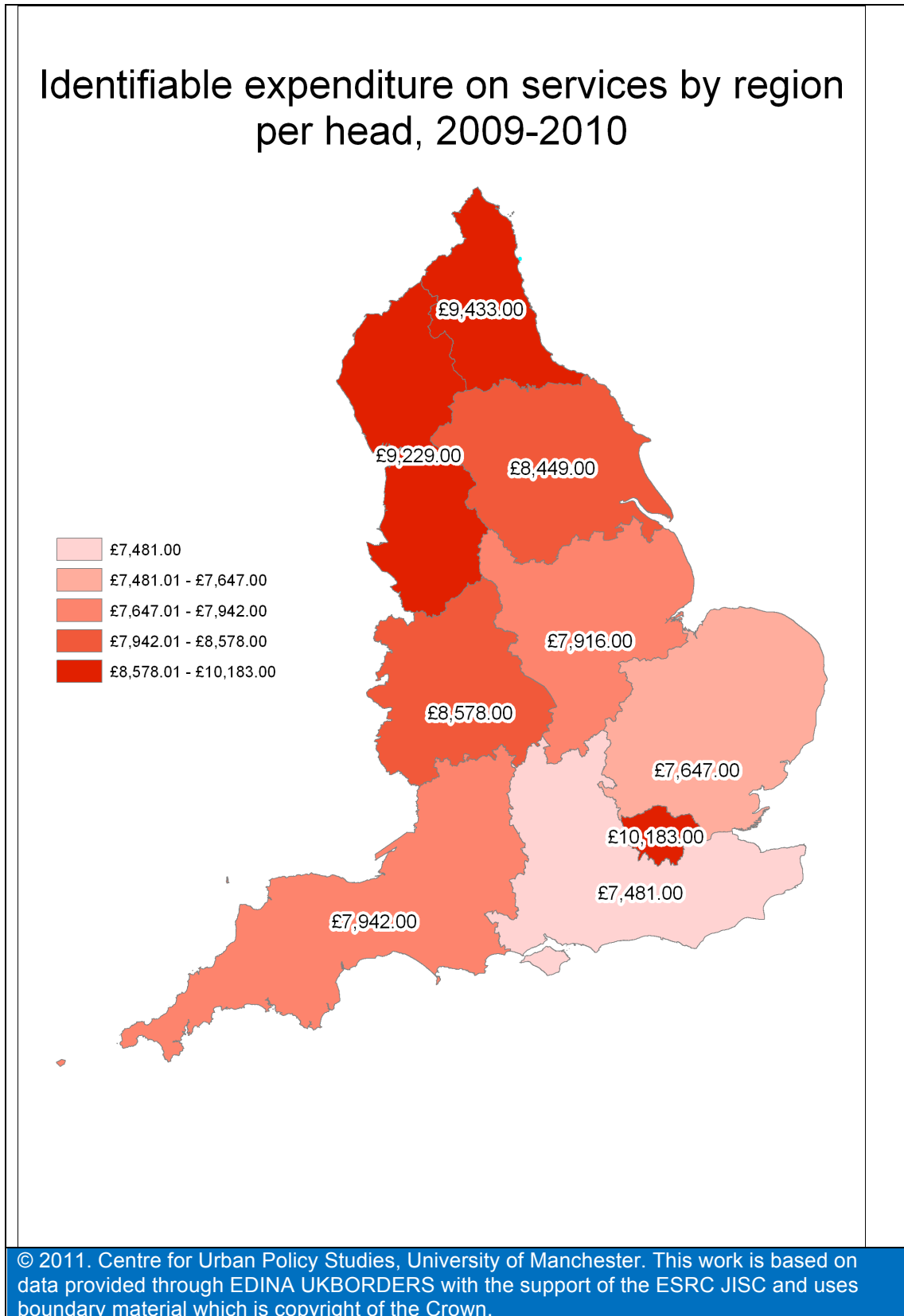
Figure PP-2.4: Number of Properties in Areas with Significant Likelihood of Flooding



Source: Environment Agency (2009) Flooding in England: A national assessment of flood risk. Bristol: Environment Agency, p. 27

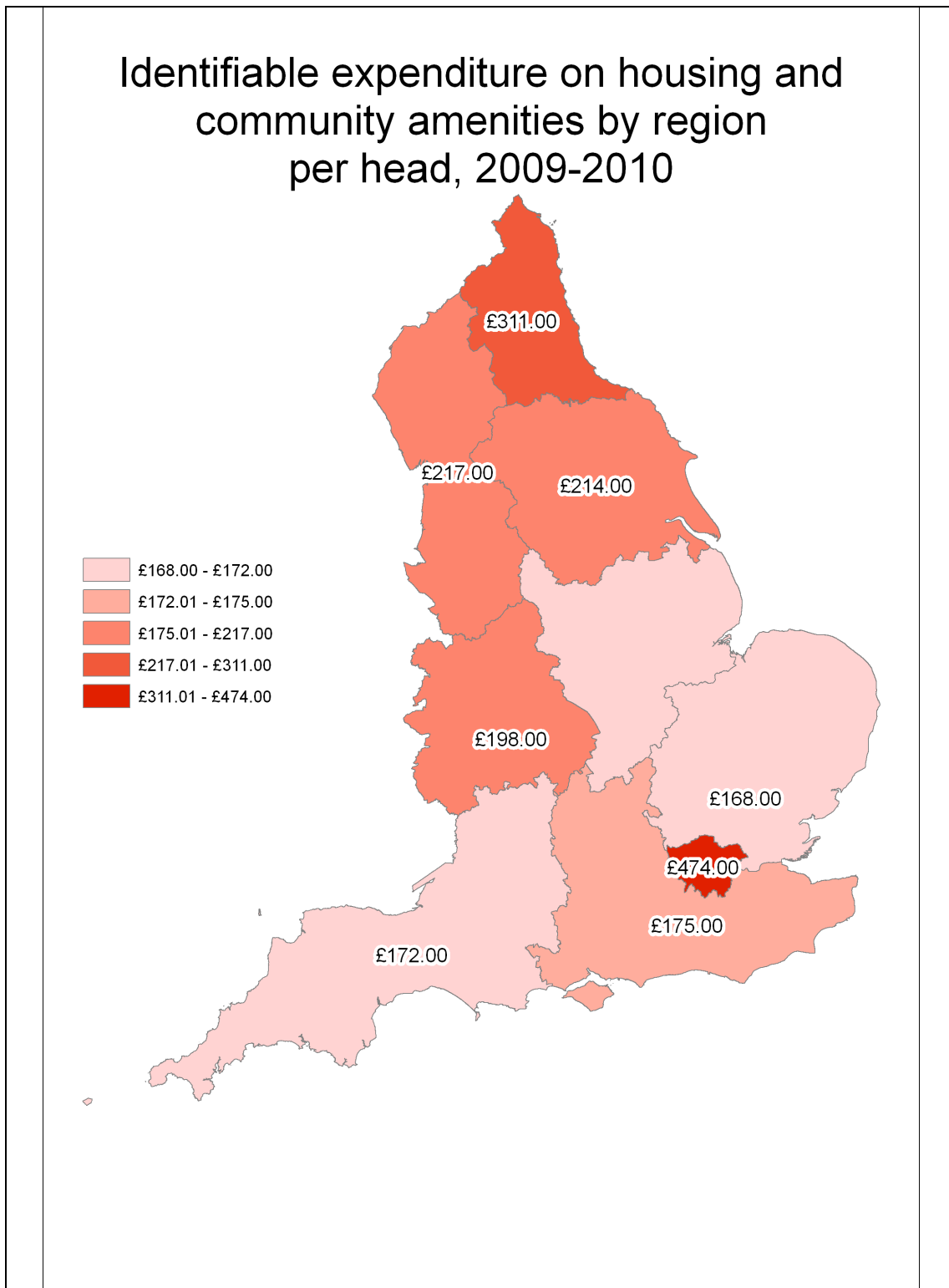
Sustainable communities

Figure PP-2.5: Identifiable Expenditure on Services by Region Per Head (2009-2010)



Sustainable communities

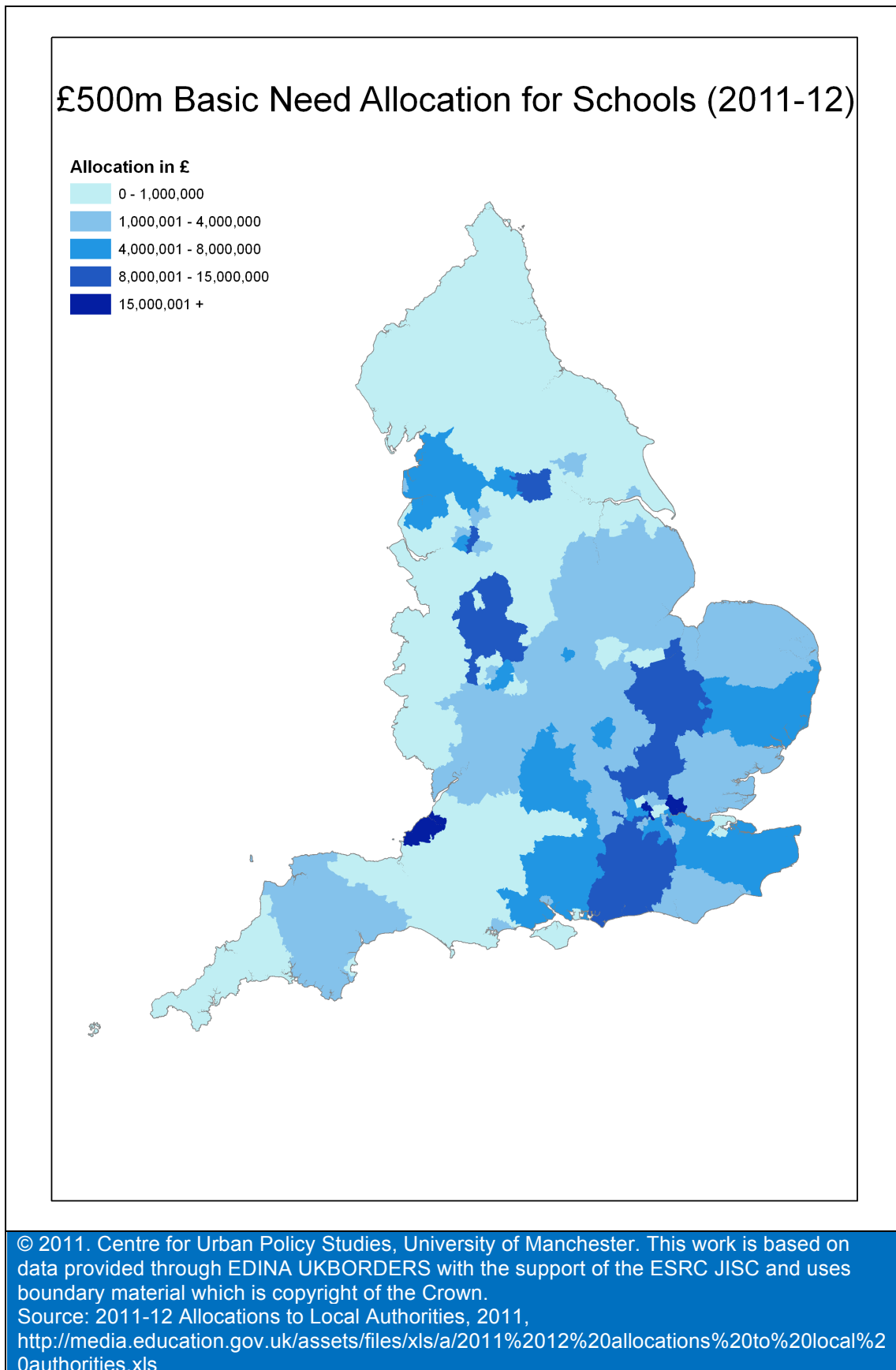
Figure PP-2.6: Identifiable Expenditure on Housing and Community Amenities by Region Per Head (2009-2010)



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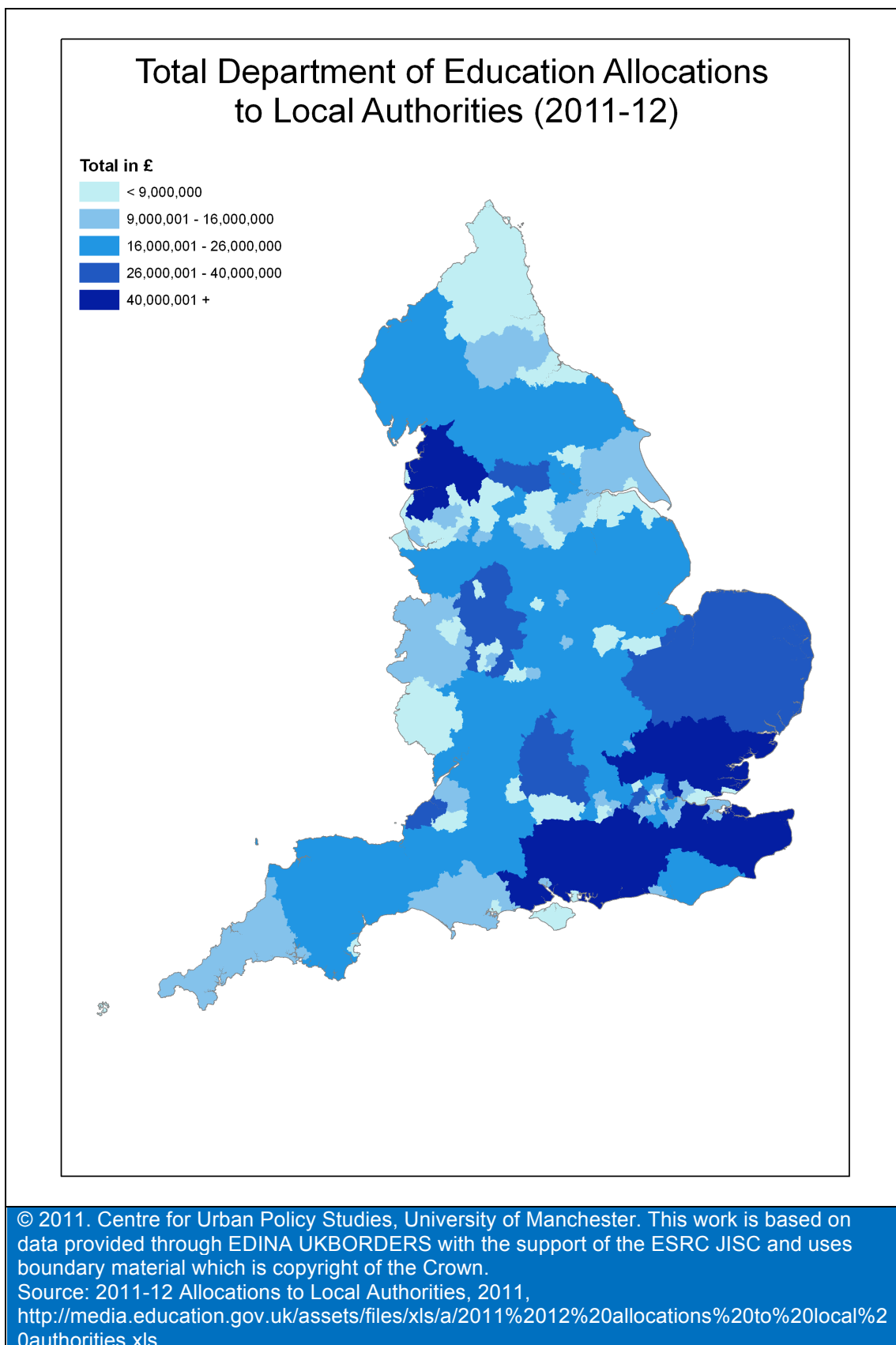
Sustainable communities

Figure PP-2.7: £500 Million Basic Need Allocation for Schools (2011-2012)



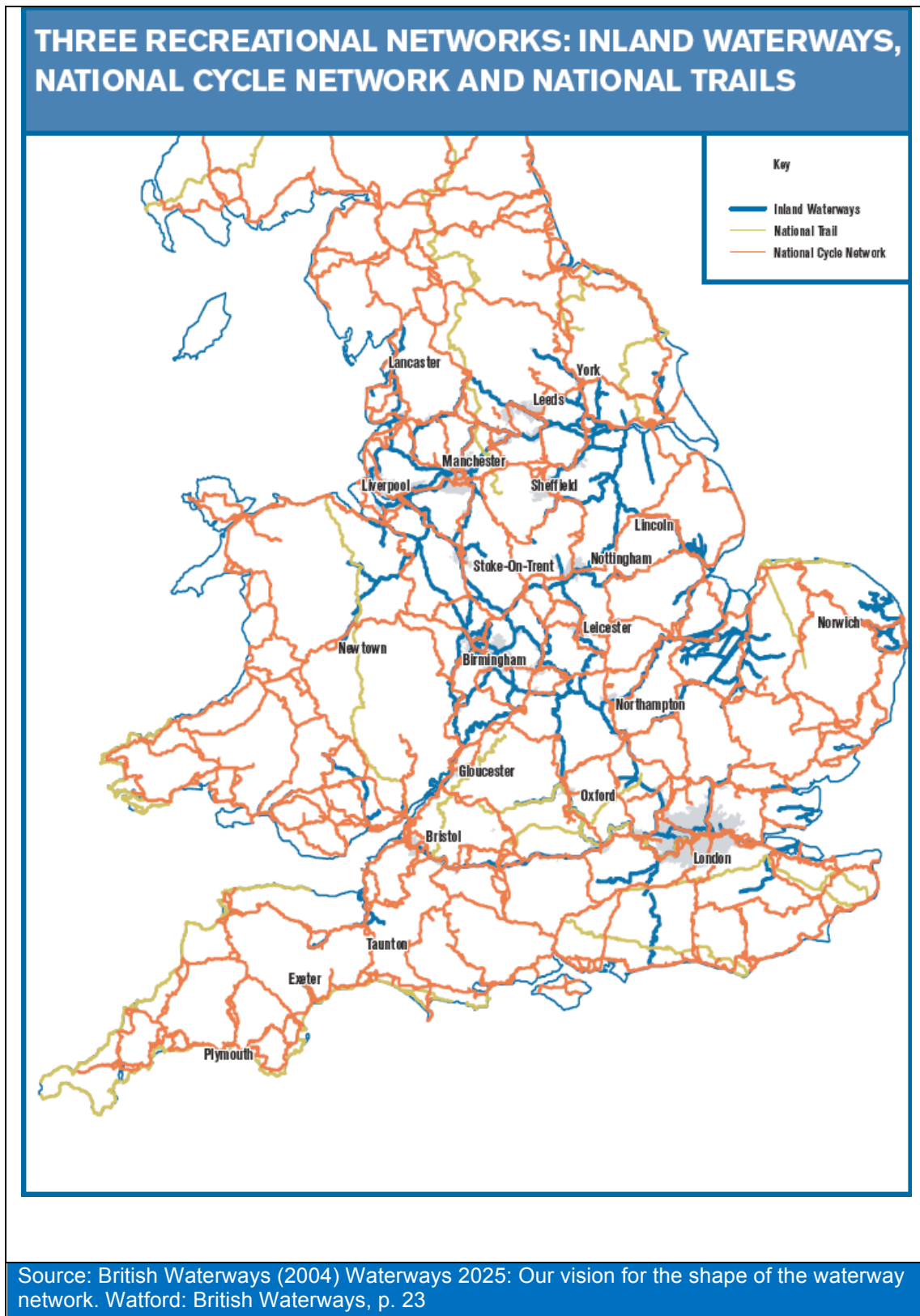
Sustainable communities

Figure PP-2.8: Total Department of Education Allocations to Local Authorities (2011-2012)



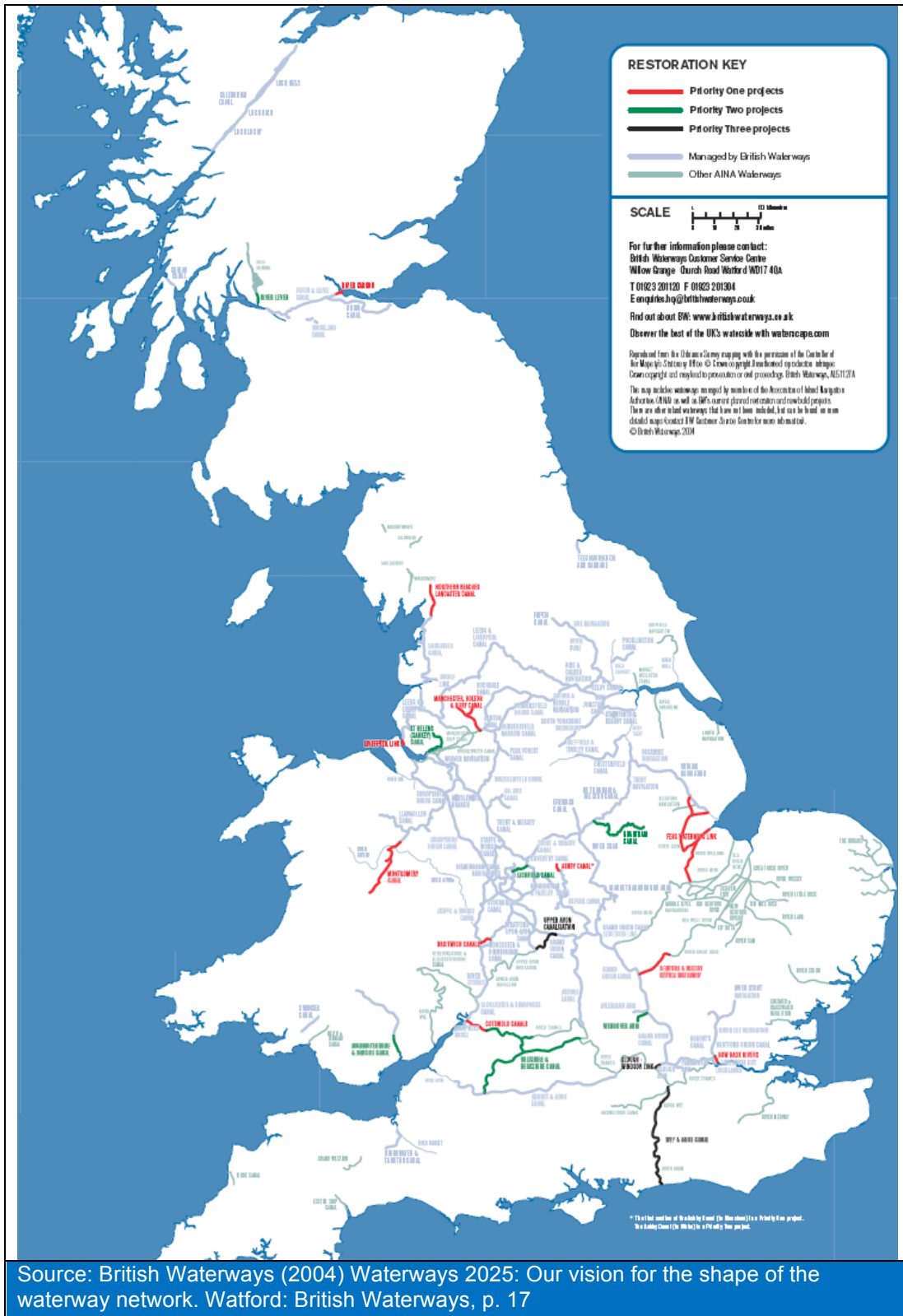
Green space designation

Figure PP-2.9: Three Recreational Networks: Inland Waterways, National Cycle Network and National Trails



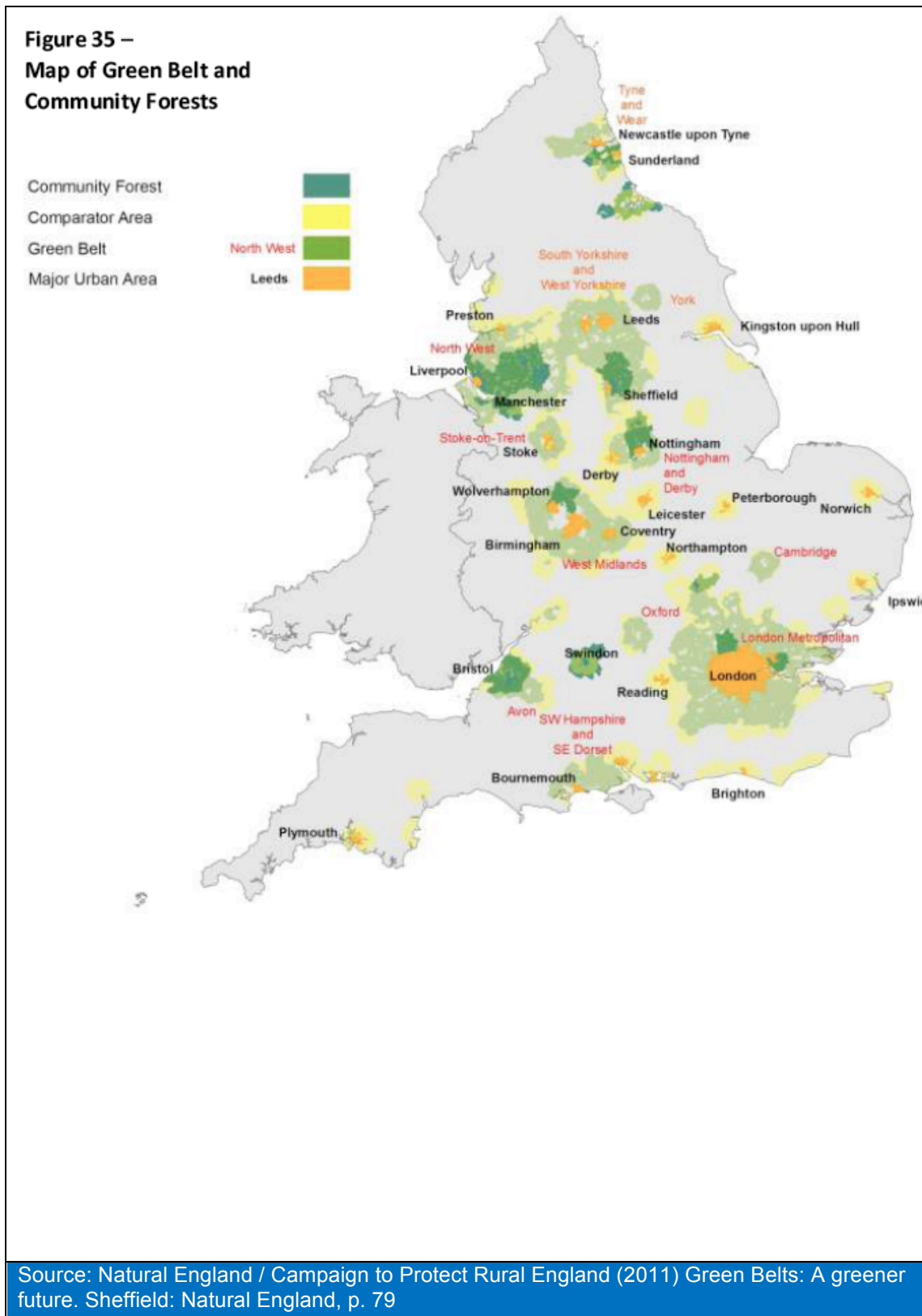
Green space designation

Figure PP-2.10: Waterways Restoration Projects (by priority)



Green belt

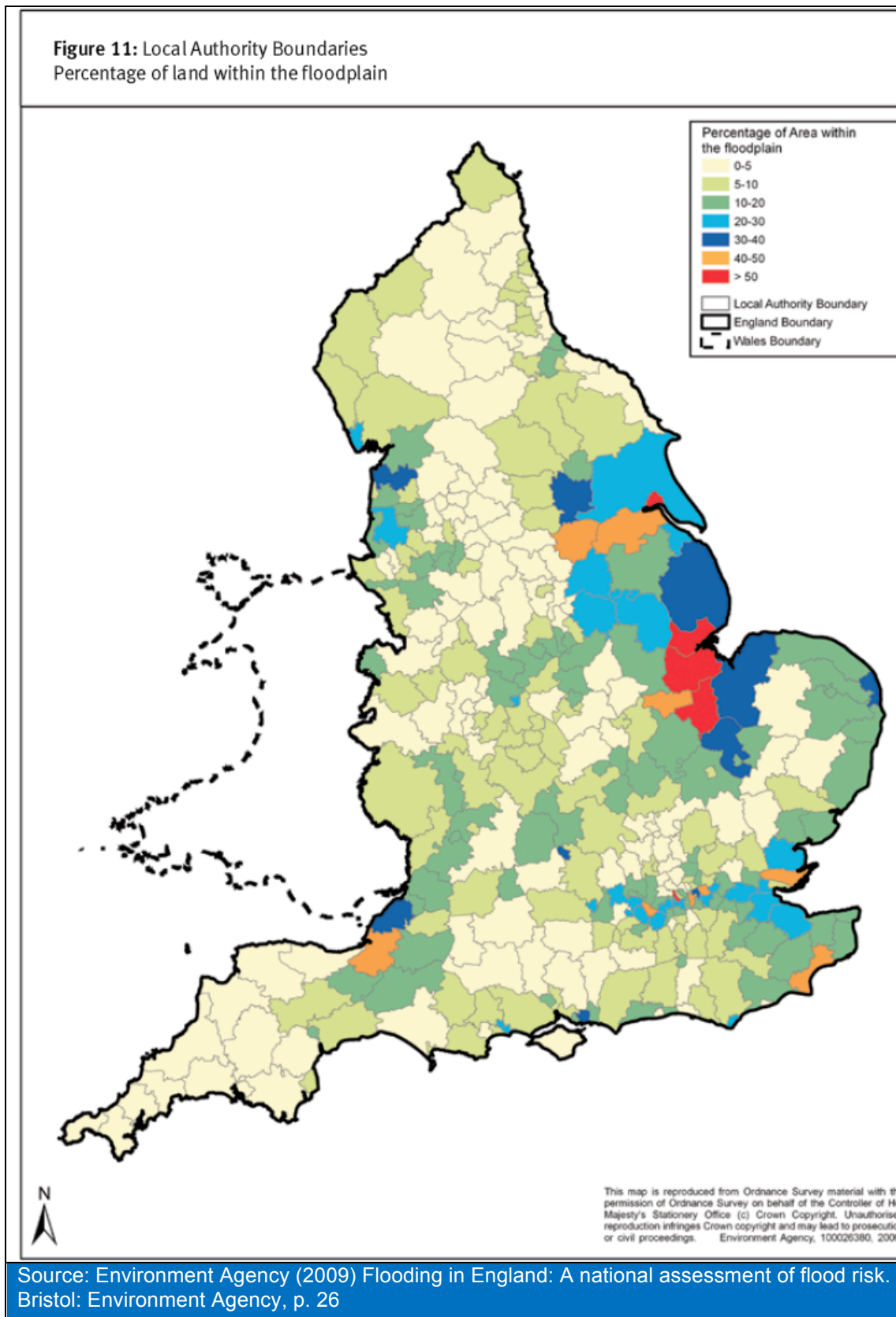
Figure PP-2.11: Map of Green Belt and Community Forests



**POLICY &
PROGRAMME (3):**
Planning for Places

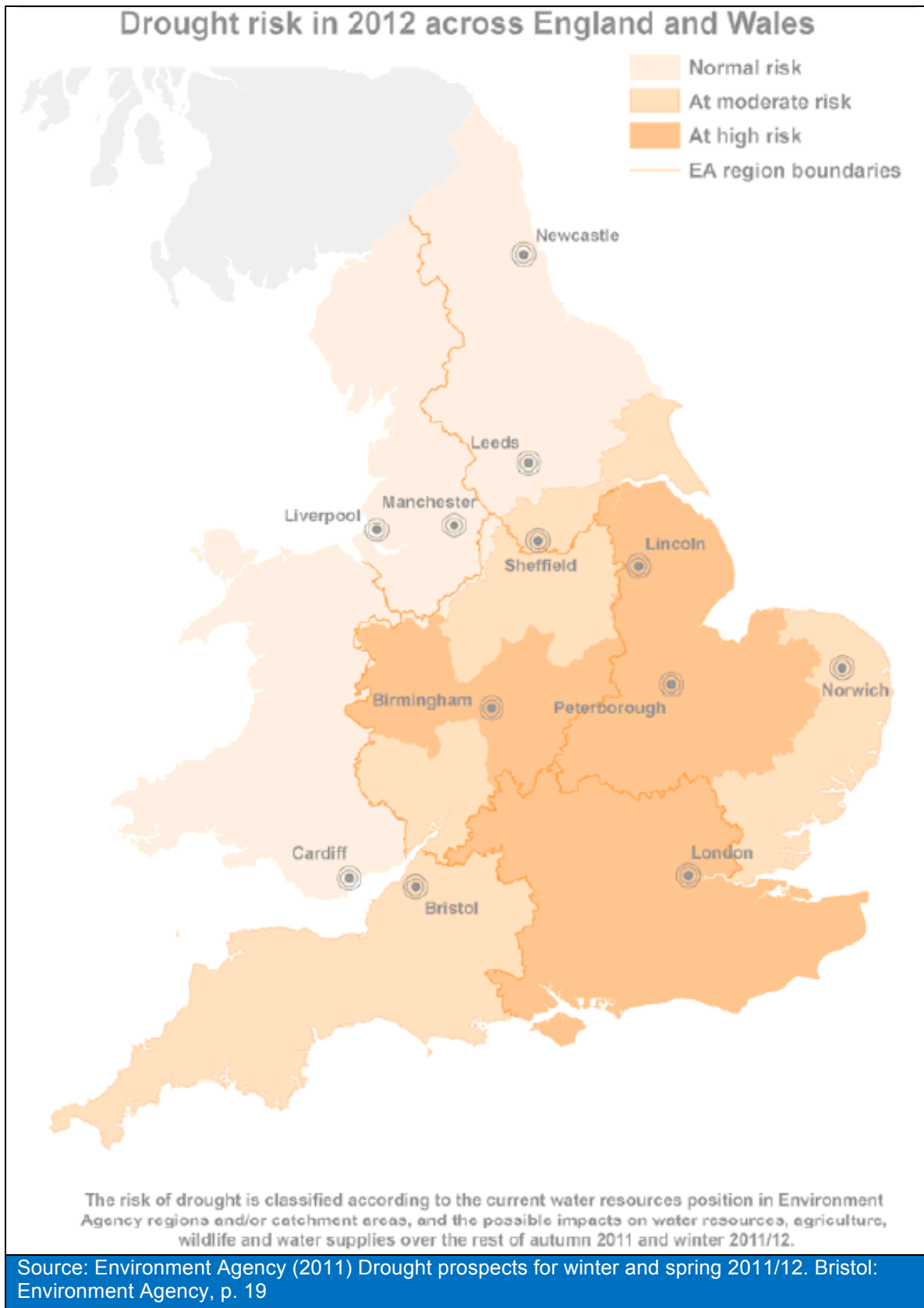
Climate change

Figure PP-3.0: Percentage of Land Within the Floodplain



Climate change

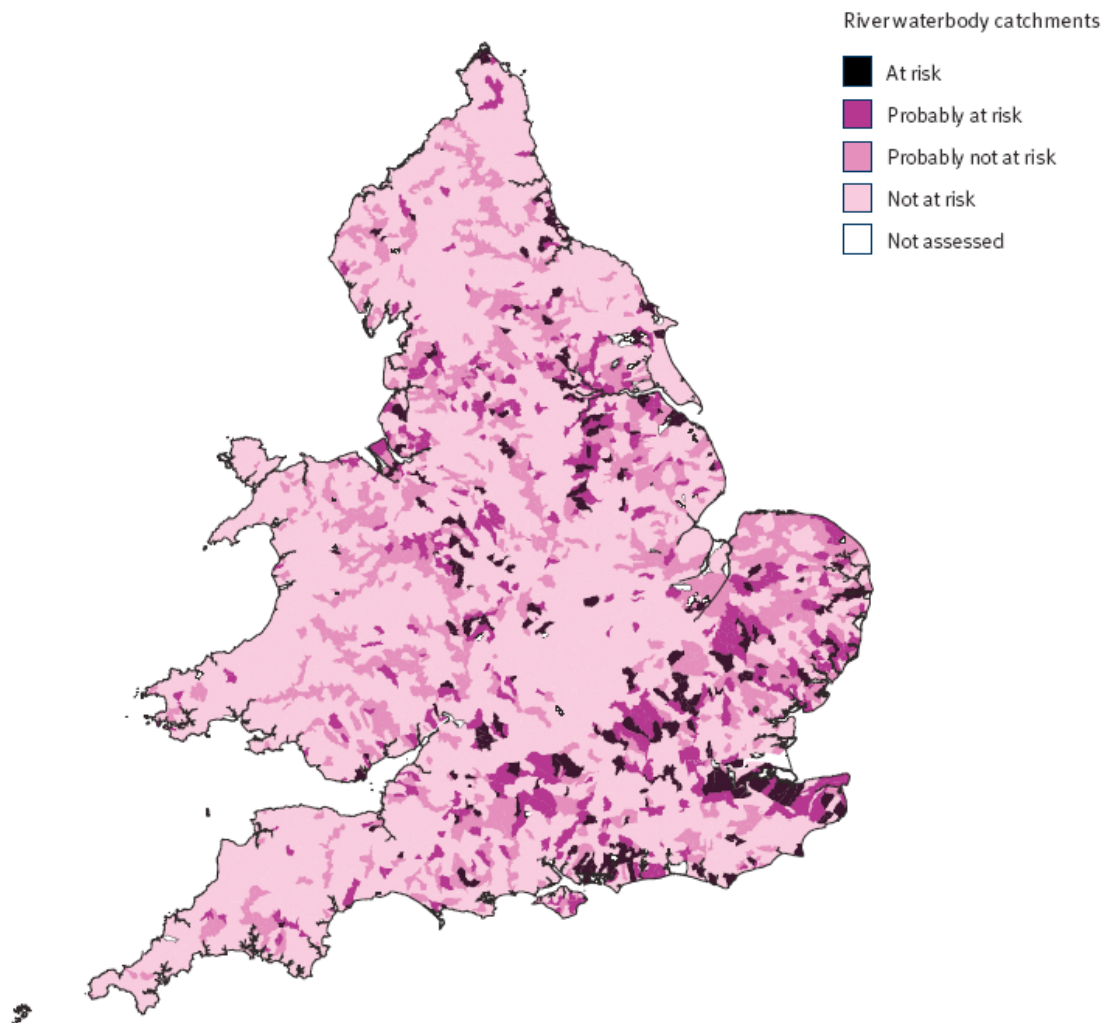
Figure PP-3.1: Drought Risk in 2012 Across England and Wales



Climate change

Figure PP-3.2: Surface Water Bodies at Risk from Abstraction

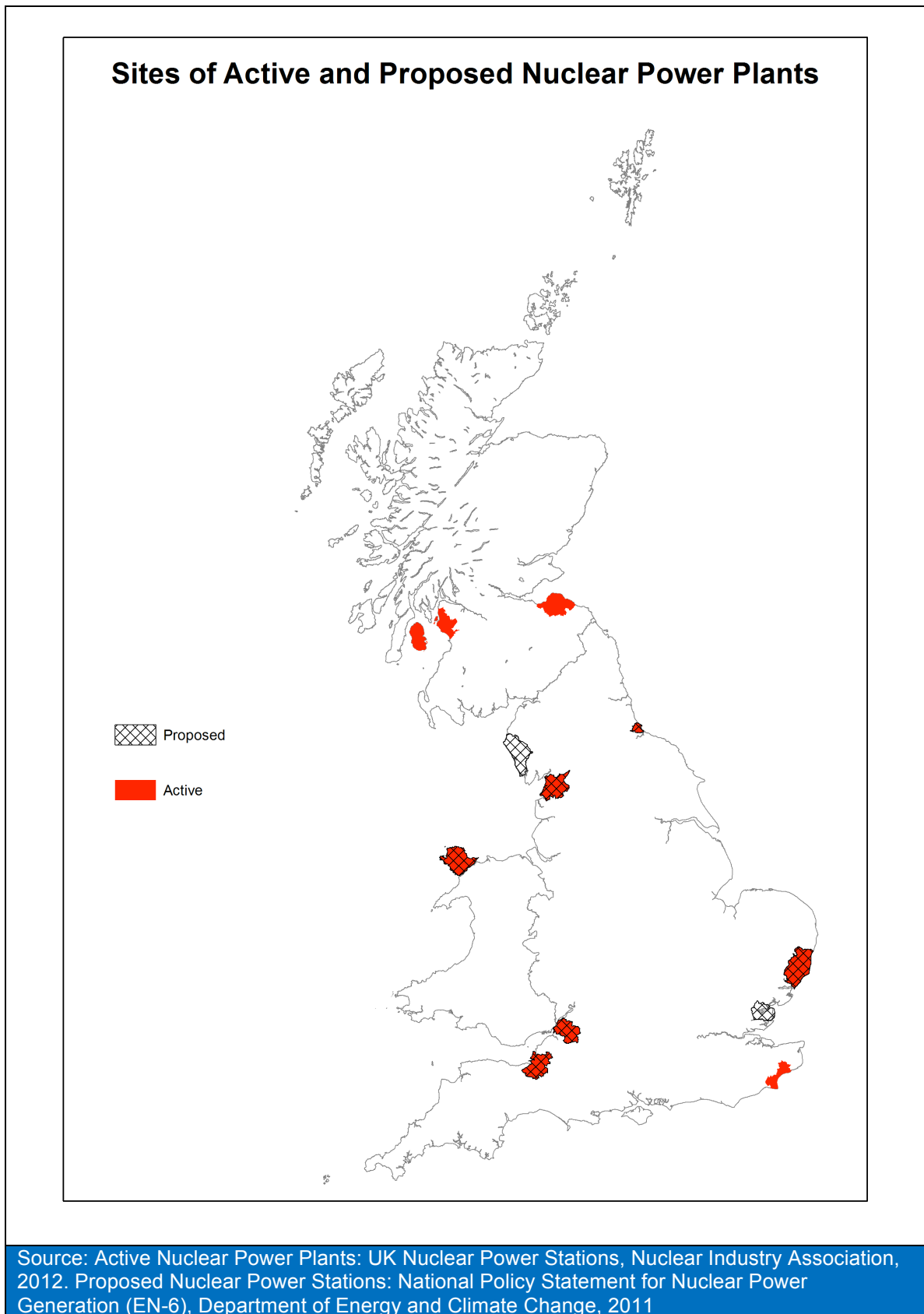
Figure 1.14: Surface water bodies at risk from abstraction



Source: Environment Agency (2009) Water for people and the environment: Water resources strategy for England and Wales. Bristol: Environment Agency, p. 28

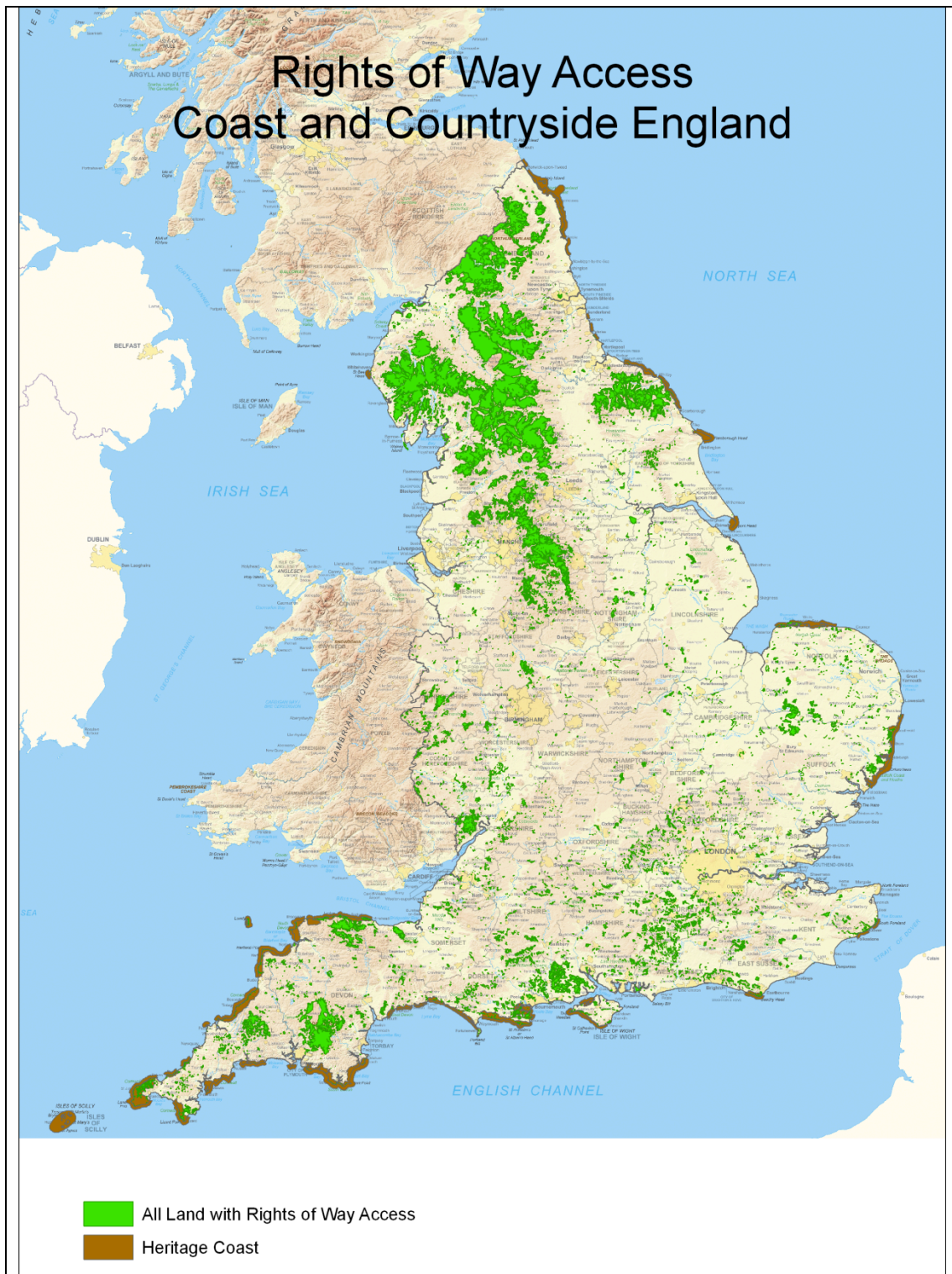
Climate change

Figure PP-3.3: Sites of Active and Proposed Nuclear Power Plants



Access to the Coast

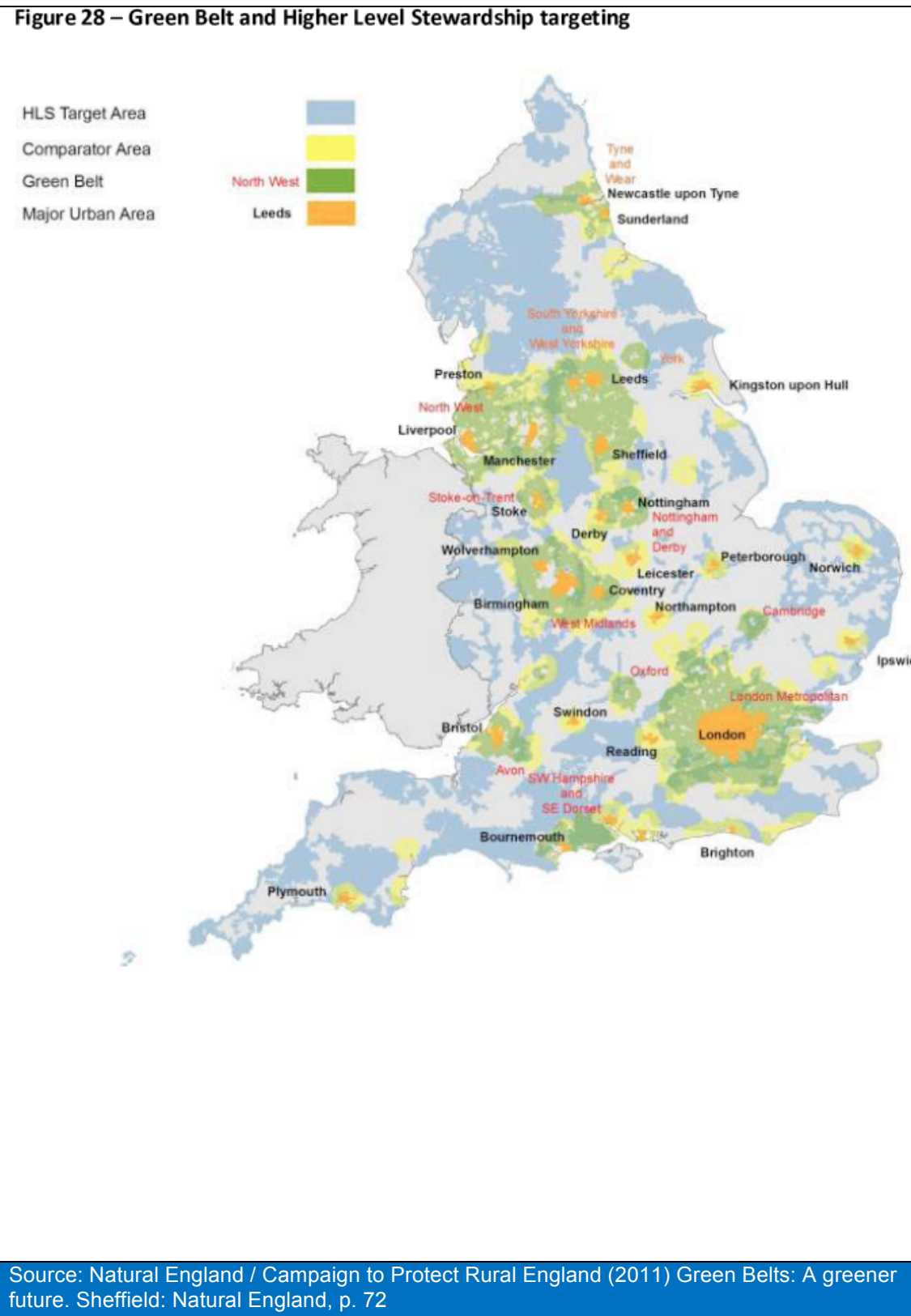
Figure PP-3.4: Rights of Way Access, Coast and Countryside England



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Source: GIS Digital Boundary Datasets, Natural England, 2011

Natural environment

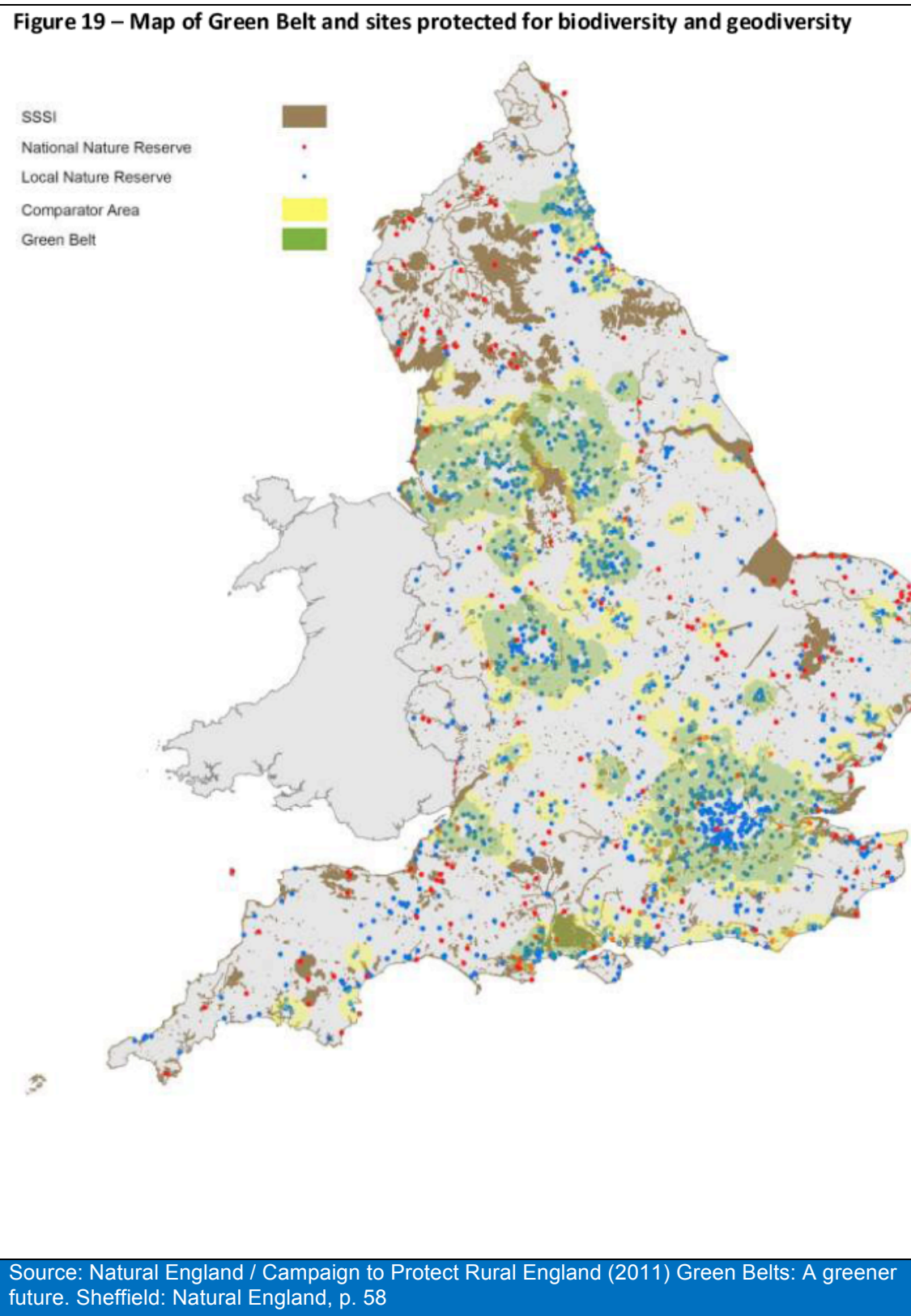
Figure PP-3.5: Green Belt and Higher Level Stewardship Targeting



Source: Natural England / Campaign to Protect Rural England (2011) Green Belts: A greener future. Sheffield: Natural England, p. 72

Natural environment

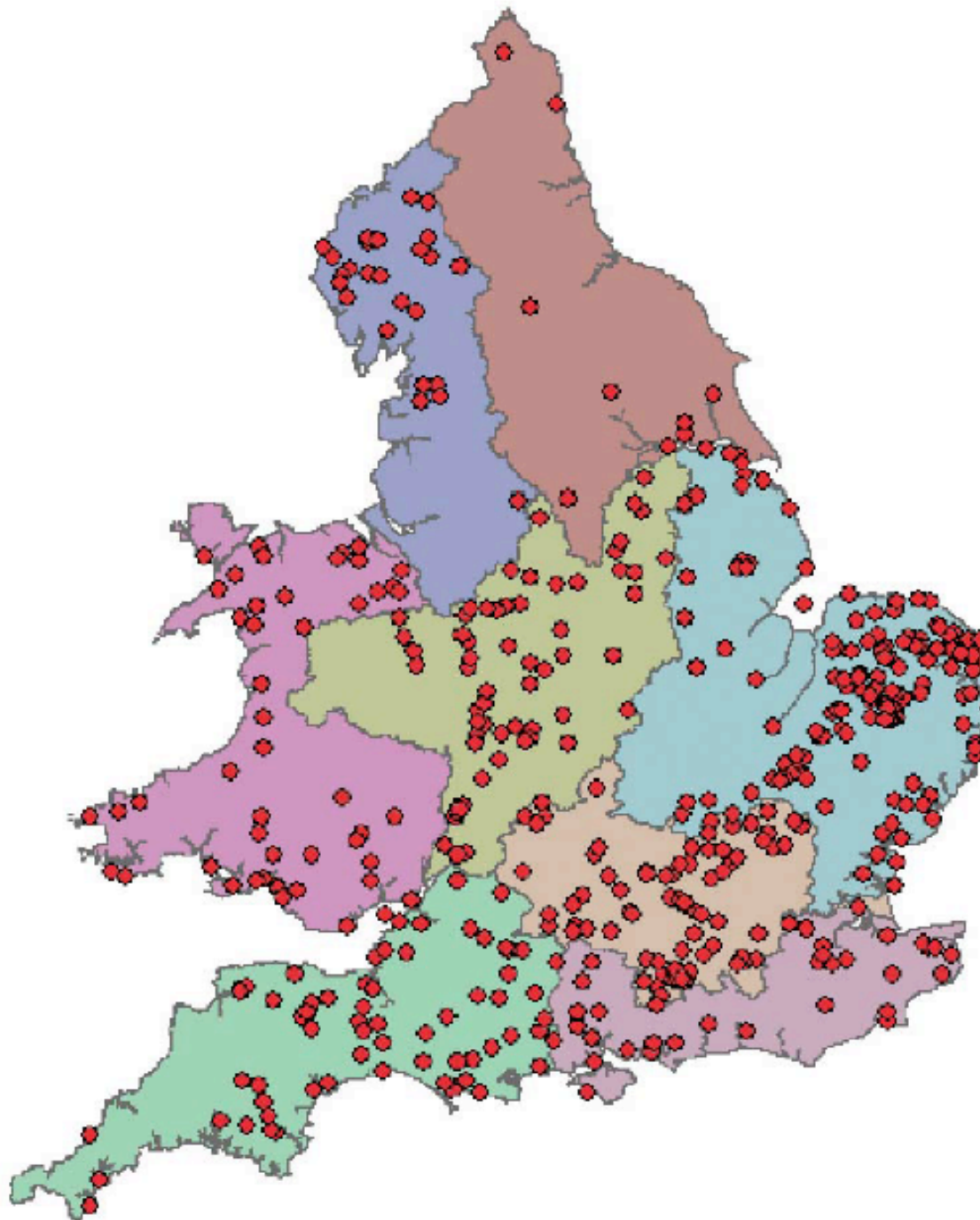
Figure PP-3.6: Map of Green Belt and Sites Protected for Biodiversity and Geodiversity



Natural environment

Figure PP-3.7: Distribution of Restoring Sustainable Abstraction Sites in Environment Agency Regions

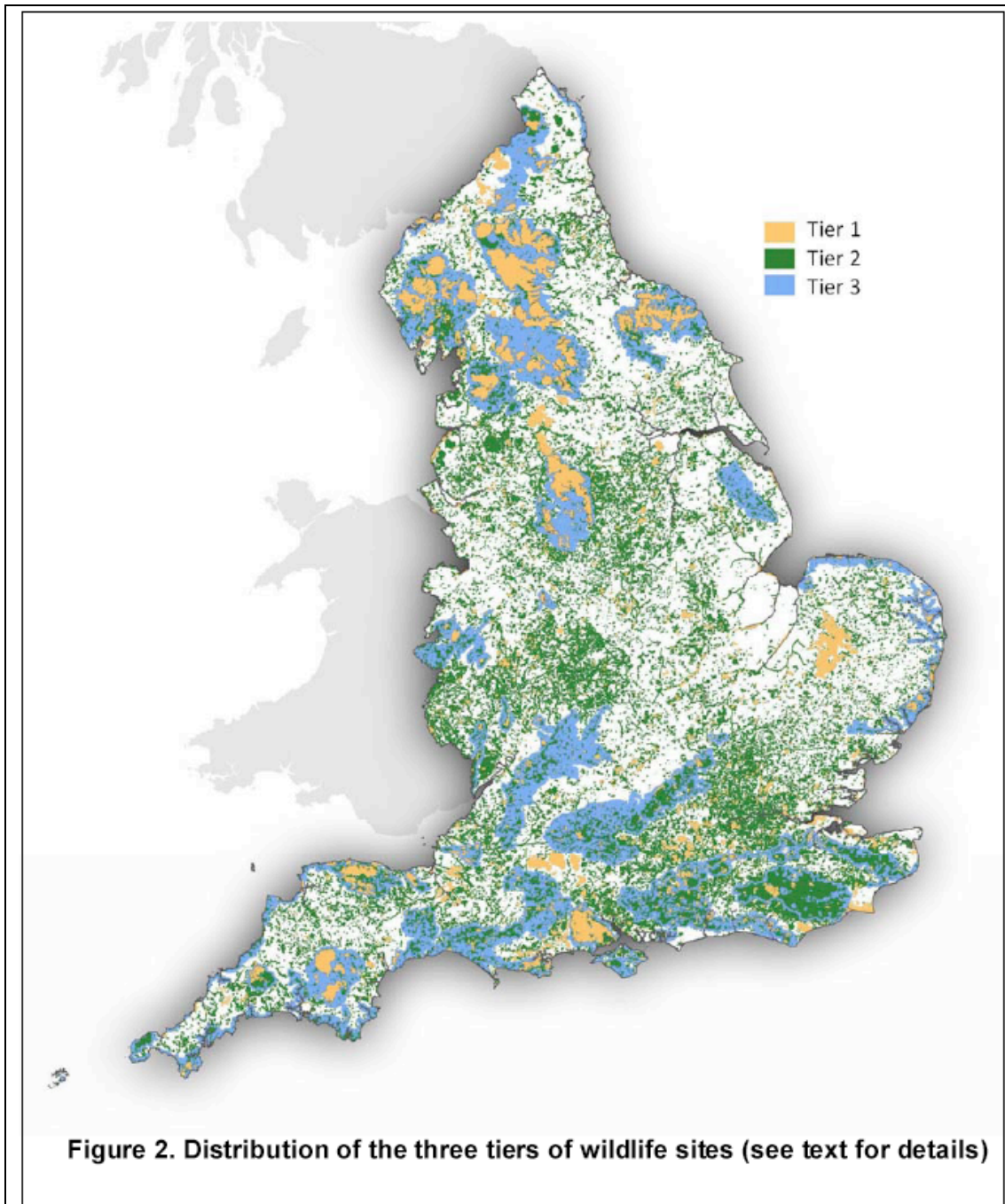
Figure 3.1: Distribution of Restoring Sustainable Abstraction sites in Environment Agency Regions.



Source: Environment Agency (2009) Water for people and the environment: Water resources strategy for England and Wales. Bristol: Environment Agency, p. 41

Biodiversity

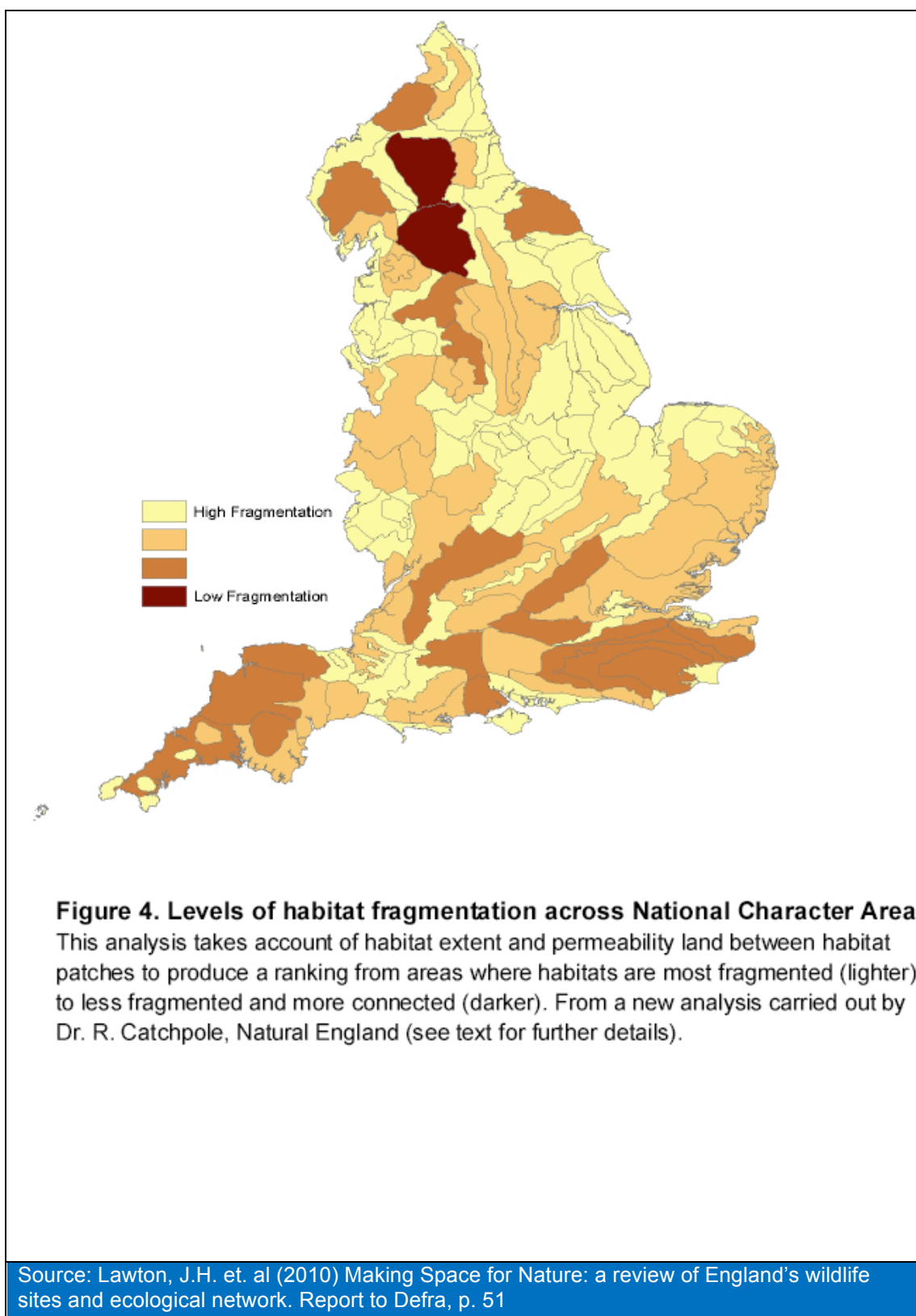
Figure PP-3.8: Distribution of the Three Tiers of Wildlife Sites



Source: Lawton, J.H. et. al (2010) Making Space for Nature: a review of England's wildlife sites and ecological network. Report to Defra, p. 28

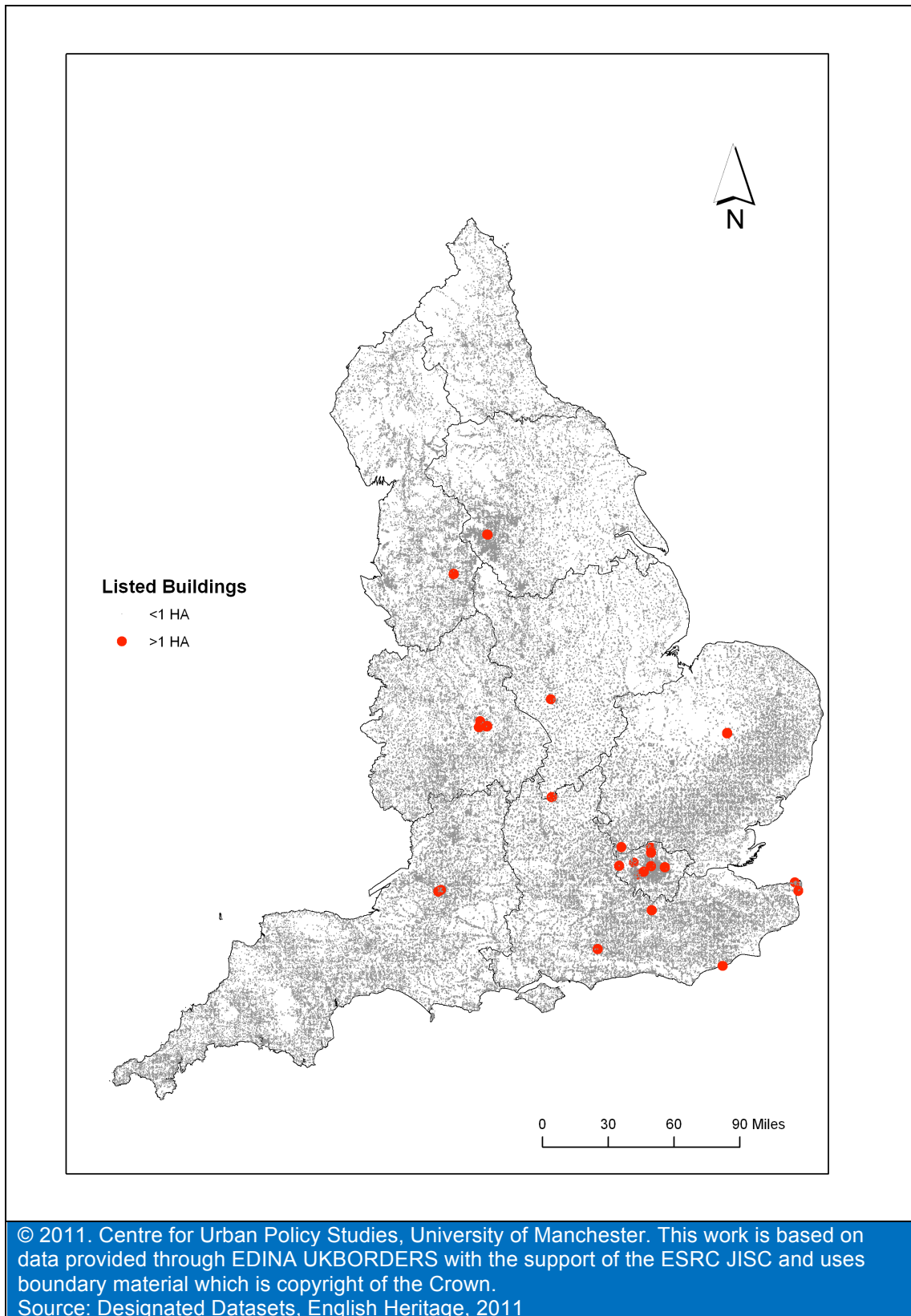
Biodiversity

Figure PP-3.9: Levels of Habitat Fragmentation Across National Character Areas



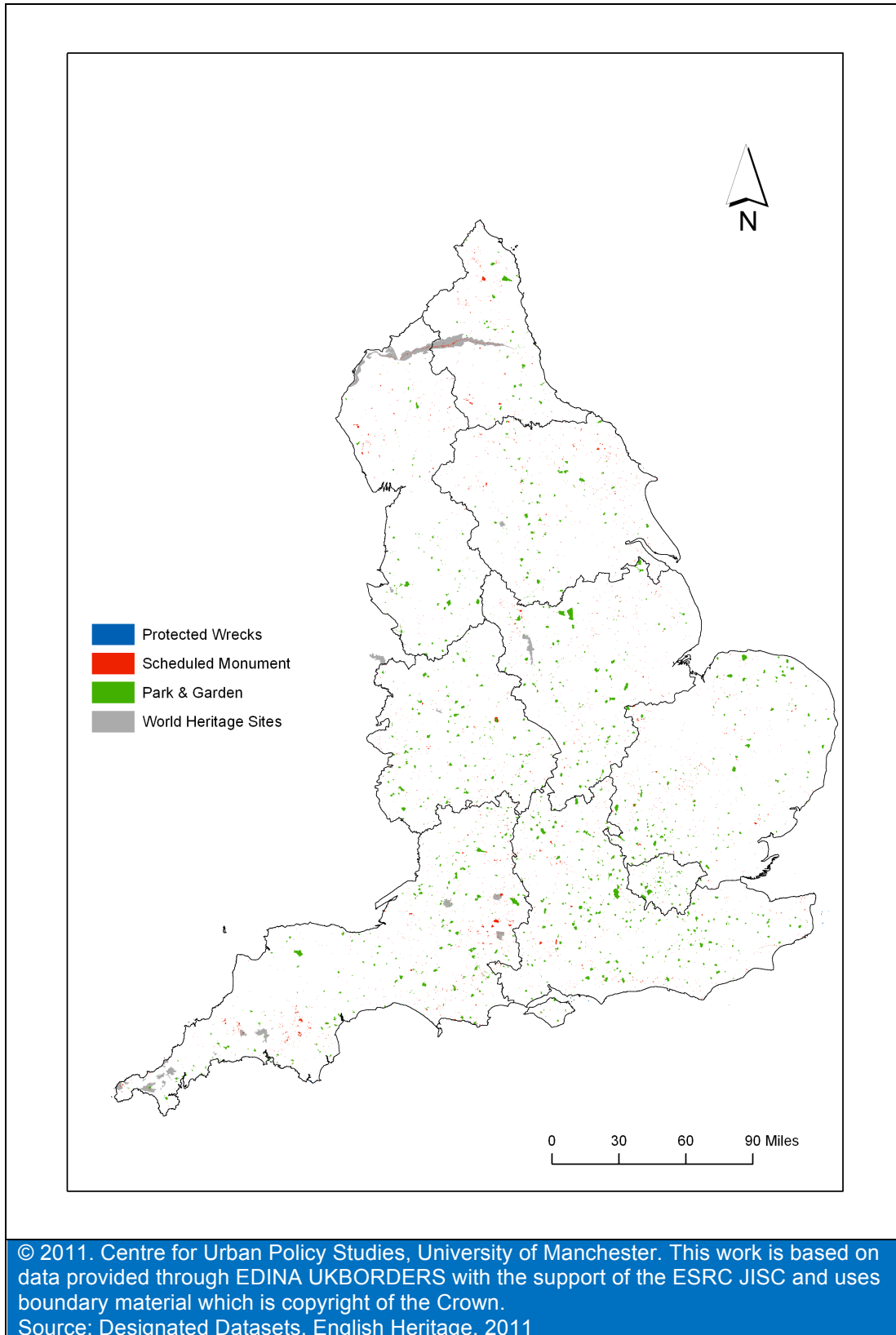
Historic environment

Figure PP-3.10: Distribution of Listed Buildings



Historic environment

Figure PP-3.11: Distribution of Protected Sites and Monuments



END