

and redevelopment along a revitalized local rail network, extended to serve some additional settlements and development areas. The network would need to be integrated with regional and national services.

The sub-region is also served by a road system developed during its industrial past and by motorways giving excellent links with the rest of the region and with the Midlands and South. Figure 5.3 shows how high-density corridors could both attract new investment and help regenerate some of the areas in greatest need.

Sheffield City is well known for the open spaces which are situated towards its centre. This facility could be extended and new zones of recreation and landscaping could be defined between the growth corridors. No doubt the scheme would qualify for EU funding but those funds in 2001 met only some 38% of total investment costs, and that proportion might fall as the capital cost rises. Yet without such a plan as that outlined in Figure 5.3 it is difficult to contemplate sustainable economic and physical regeneration. Priming the pump of investment remains a first priority to reduce unemployment, increase

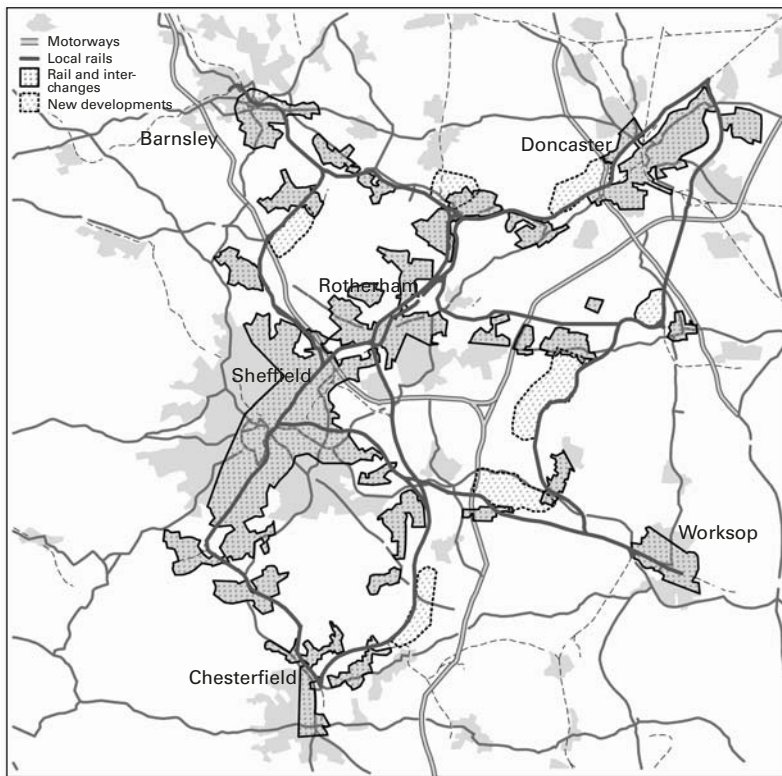


Figure 5.3
High-density corridors in the
Sheffield sub-region.

earnings to be nearer the national norm and stimulate a rise in land values and potential betterment. If the Government were to tackle the issue of land value, some of the grossly inflated values of the South would be well transferred northwards to help stabilize the market in both areas.

Strategic planning in South Yorkshire is to be transferred from the Metropolitan Council to the proposed Regional Chamber for Yorkshire and Humberside, whose spatial strategy will replace the County Structure Plan. Even if the Regional Chamber is persuaded that a sub-regional plan based on the corridor development concept will help create sustainable settlements, would such a plan be supported and set in motion by the five councils responsible for transportation and for preparing local development frameworks? The Government claims that their new planning administration will deliver sustainable communities. Sadly, that seems unlikely.

Bristol

In their book *Sociable Cities*, Peter Hall and Colin Ward show how the power of dispersal could be directed into a series of linear expansions in the London region, based on rail transport (1998). They also refer to examples where the opportunity had been taken to drive green wedges between corridors of development. I have applied this concept to the growing Bristol sub-region to show that it can offer wide choices to potential investors, assist in regeneration and achieve a more sustainable form of development than compaction would. In this endeavour, transport would be a key issue.

In Britain it seems that only the largest metropolitan centres are able to afford metros or new light rail or tramways. In France finance is made available for cities as relatively small as Rennes to create an integrated transport system but such a venture is unlikely to be afforded in Bristol while so much remains to be done in the higher-priority fields of health, education, housing and public safety. Thus in Bristol in this study, a pragmatic solution has been sought to the transport problem from within the existing structure of roads and rail – new routes being proposed mainly to serve new development. In particular, parts of the primary road system would be reserved for exclusive use by public transport vehicles. Access to properties by private vehicle would be retained but via restricted road system. The purpose would be to effect a radical modal shift towards a