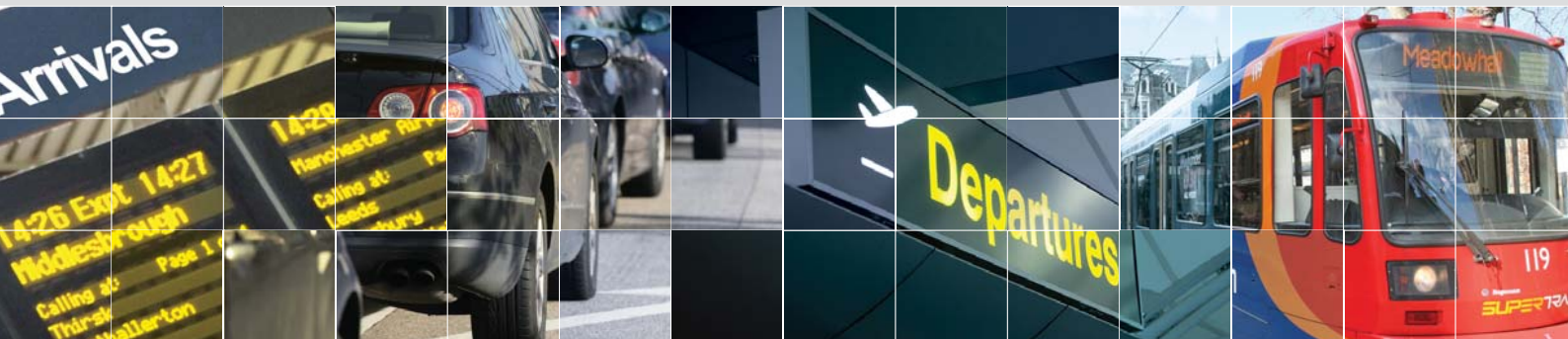




FEDERATION OF SMALL BUSINESSES  
Yorkshire and Humber Policy Unit

# Transporting our Infrastructure



» ROAD

» RAIL

» FREIGHT

» AIR

# FOREWORD

**Transport is part of our everyday life it encompasses everything and impacts on everyone. It has a fundamental role in helping to shape our regions' economy.**

Yorkshire and Humber has an £81 billion economy to which 279,000 businesses are contributing. Growth in the region's gross domestic product has been above the UKs average for the past six years. Manufacturing is predicated to grow by 12% over the next 10 years, and five of the world's top 10 companies have a base in Yorkshire; all good news for the economy of the region.

The small business sector makes a vital contribution to the future of the region. Of the 279,000 businesses in the region, 99.1% employ 0-49 people, with only 0.2% employing more than 250

Transport is a considerable concern for every business urban or rural, regardless of their sector, or size. However, the reliance on, in particular, road transport is more acute to smaller

businesses. They rely on the transport network for customers, staff, deliveries, collections, and ancillary services. In addition smaller businesses have the added burden of additional costs, which due to their size they have difficulty in absorbing. These include; high fuel costs, poor infrastructure and road congestion causing delays and loss of man hours.

The Federation of Small Businesses has over 16,000 members in Yorkshire and Humber, this report details their views and the challenges they face. It highlights the issues that hamper them from achieving their full potential. The report emphasizes weaknesses in the transport infrastructure and offers possible solutions to the regions transport problems through the eyes of the small business sector.



*Chris Glen*  
National Policy Transport Chairman  
Yorkshire and Humber Spokesman on Transport



*Tony Cherry*  
Yorkshire and Humber Policy Chairman



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# EXECUTIVE SUMMARY

## INTRODUCTION

**Members believe insufficient is being done to alleviate Yorkshire and Humber's transport problems. There is concern that Government is unlikely to find the billions of pounds of investment required to bring the regions transport links into the 21st Century.**

## THE REGIONS TRANSPORT SHORTFALL

A number of surveys have been carried out in the region highlighting businesses dissatisfaction with the current transport network. The main issues that have arisen are:

- High levels of dissatisfaction with road infrastructure and repair.
- Dissatisfaction at the regions share of the Regional Funding Allocation – the third lowest in the Country.
- Increasing levels of traffic flow and subsequent increased road congestion.
- Loss of income due to the regions poor transport infrastructure.

## FUTURE GROWTH

Continued growth in traffic numbers is forecast for the region. In order for the Regional Transport Strategy to achieve its priorities over the next 15 years there needs to be further effort into the reduction of journeys and car usage.

## ROAD INFRASTRUCTURE

Due to a lack of an integrated transport system the region is struggling. The regions decision makers need to make a concentrated effort to lobby central government for a fair and adequate transport funding allocation.

## ROAD TRAFFIC

The Department of Transport has highlighted the regions increasing levels of traffic during the ten year period 1996-2006, the third highest across the country at 17.6%. This is in contrast to the regions poor investment figures the second lowest across the country for the same period.

Increasing volumes of road congestion can no

longer be ignored. Car share lanes, car sharing, use of bus lanes and Park and Ride schemes are all areas that warrant further investigation

## • CONGESTION CHARGING

The FSB refutes the introduction of Congestion Charging as a single policy aimed at reducing the regions road congestion. It does however accept that providing it comes out of robust proven research, and is not a tax revenue raiser, it may have a place within the region.

## • PARKING AND WORK PLACE LEVY

The FSB opposes the introduction of a Workplace Parking Levy; this is seen as a direct tax which can have a detrimental effect on business viability.

## PUBLIC TRANSPORT

In a West Yorkshire survey carried out in 2007 65% of responders did not use public transport



due to its inconvenience and high cost. Local Authorities need to be bold and take the lead to achieve a joined-up approach across the region.

### RAIL TRAVEL

Rail travel in the region has increased by 72% in the past ten years. Since privatisation there has been significant investment in the rail network and passenger satisfaction has grown accordingly. There is a call for the movement of freight from road to rail thus helping alleviate the regions overcrowded road network.

To complement the modal change from car to other forms of transport new initiatives need to be investigated.

### FREIGHT

With a high proportion of freight concentration in the region, and further growth demands expected, a balancing of future needs within the transport infrastructure is needed.

Making better use of the regions rail and waterways in an attempt to move freight traffic from the roads requires further research.

### AIR TRAVEL

The region is well endowed with airports and the popularity of air travel has increased due to “no-frills” carriers and higher levels of disposable income. Leakage of a high proportion of the region’s air travellers to Manchester Airport needs investigating.

The expansion of the region’s airports is vitally important to the economy. Small businesses would benefit from capital investment into the region’s airports infrastructure.

### CONCLUSIONS

Over the years there has been a lack of investment in the regions transport infrastructure, this has stifled the regions transport and affected the region’s economy. Small businesses have suffered more than large businesses due to their inability to embrace or pass on additional charges.

Whilst an Integrated Transport Strategy should take into account the high proportion of car usage, car travel needs to be reduced.

We need to continue pressing for additional funding for our transport system, to ensure it does not become worse.

#### MEMBER QUOTE:

*“Public transport has been fragmented and lacks proper investment. Trains particularly need the sort of investment that Japan has put into its Shinkansen railway.”*

# INTRODUCTION

**The region as a whole is ideally located geographically in the country. It has a well developed trunk road network. The major north-south routes of the M1 and A1(M)/A1 traverses the length of the region the major east-west route is the M62 together with the M180/A180.**

The East Coast Main Line and Midland Main Line provide the principal north-south railway network. In addition there are a number of cross-Pennine routes providing the east-west links. The National Express franchise runs up to 800 trains per day, carrying 200,000 tonnes of freight.

The Humber ports provide good access to Europe and are an important part of the region's economy.

Leeds/Bradford is the region's main airport. With "no-frills" airlines taking to the skies, Humber side and Doncaster/Sheffield (Robin Hood) are seeing increased volumes of air traffic.

The regions transport objectives are outlined in the Regional Transport Strategy (RTS). With the RTS linked to the Regional Spatial Strategy (RSS)

there are two sets of transport objectives:

- Land use planning and transport
- Transport System

The first set seeks to integrate transport and land use planning, while the second provides more specific aims for transport. These include integrating the operation of different transport modes, and promoting a modal shift away from the car towards more sustainable transport choices. Thus making more efficient use of transport resources and improve safety.

Ensuring both sets of objectives are met is a key priority for the RSS.

Whilst supporting the majority of RSS objectives FSB members believe many will be difficult to achieve and fall by the wayside. We live in an era where the car is king, and to adopt a modal shift away from this may be one step too far for the majority of the regions drivers.

Insufficient action is being carried out to ease the regions transport problems. Unless urgent investment in infrastructure is made the region is

likely to grind to a halt with the economy slowing down. With public finance under intense pressure there is no sign that the Government is about to find the billions of pounds required to bring the regions transport network into the 21st Century.

The Northern regions receive less public funding for transport per head than other regions and their roads are in worse overall condition than anywhere else in England. High levels of traffic congestion and declining bus use means that substantial investment in transport infrastructure and reform to transport governance will be required to deliver world-class transport services to the north in the future.<sup>1</sup>

Papers, policies, and strategies abound on the dilemma of the regions transport problems. From the Tyndall Centre Report, the Eddington Transport Study, The Stern Review to the Sub-National Review. Many have come up with solutions and challenges for the region but neither the region nor the small business sector has seen the benefit of these "paper" recommendations.



Picture courtesy of Yorkshire Post Newspaper

# REGIONAL SHORTFALLS

There is ample evidence to support the inadequacies of the regions transport infrastructure through the FSBS "Lifting the Barriers to Growth" survey 2006, its West Yorkshire transport survey 2007, the Yorkshire and Humber Chamber of Commerce 2007 transport survey and "Road to Ruin" the Yorkshire Post's on-going campaign for a "fair deal" for the region on transport.

## HIGHLIGHTS FROM THE FSBS "LIFTING THE BARRIERS TO GROWTH" INCLUDED:

- 53% of our members were dissatisfied with local road infrastructure and repair (the second highest in the UK).

- 35% were dissatisfied with road networks including trunk roads and motorways
- 47% of businesses were dissatisfied with local transport planning (again the second highest in the UK).

## HIGHLIGHTS FROM THE FSBS WEST YORKSHIRE TRANSPORT SURVEY INCLUDED:

- 62% declared road congestion as being a considerable problem.
- 38% considered volumes of traffic and poor road design and planning the main cause of congestion.
- 94% considered vehicle transport crucial or important to their business.

## HIGHLIGHTS FROM THE REGIONAL CHAMBER OF COMMERCE 2007 SURVEY INCLUDED:

- 52% felt road congestion was a significant problem
- 50% felt congestion had got worse over the past five years.
- 21% believe they are losing income because of the region's creaking transport infrastructure.

## IN ADDITION IN APRIL 2008, THE YORKSHIRE POST UNDER THE BANNER "ROAD TO RUIN" HIGHLIGHTED THE FOLLOWING WITH REGARD TO TRAFFIC DELAYS:

- The Highways Agency estimated motorists incurred 18,290,000 hours of delays (almost 2,088 years!) on 11 stretches of road in the region over the course of 2007.
- Calls for ministers to speed up investment in the region's transport infrastructure to avoid things getting worse in coming years.
- The Highways Agency monitors 150 roads around the country of which 11 are either in

### MEMBER QUOTE:

*"Bus lanes are a hindrance to traffic flow, being mostly empty at peak times and traffic is forced into one lane."*

or pass through the region. Delays on these 11 routes cost motorists last year 828,000 man hours more than the previous twelve months.

The super tram experience was a blow to Leeds and the region and left a bitter after taste. The Manchester and Nottingham extensions and Edinburgh schemes were all given the go ahead, despite similar costs and significantly less cost benefit ratios.

Many members have raised their concerns regarding the Humber Bridge and its tolls. The tolls are the highest in the country and have increased steadily over the years to service the bridges multi-million pound debt. Hopefully the forthcoming study commissioned by the adjoining local authorities will look at the economic impact of the tolls on the surrounding area and recommend their reduction or removal.

The region has campaigned vigorously for increased funding for transport year on year. Announcements in the Rail White Paper and Spending Review make the business community feel that the campaigning has fallen on deaf ears and there will once again be a shortfall in the funding required to alleviate the current traffic problems.

#### **FUTURE GROWTH**

The UK population is projected to increase by 4.4 million by 2016. This increase is equivalent to an average annual rate of growth of 0.7 per cent. The current regional population is in excess of 5 million, with equivalent expectations for growth we need to plan for this ensuring our transport



systems and services meet the needs of the increased population.

The growth in travel is not only associated with numbers but also with people becoming better off. As our disposable income grows and we become more prosperous, we choose to travel more. In a thriving economy where businesses move more goods and people across our networks, demand for travel will continue to grow.

Increased mobility brings substantial economic and social advantages, but it can also result in increasing congestion on the region's roads and overcrowding on our rail network. Unless we invest in our transport system, we risk slower and more unreliable journeys which will cause frustration and damage to our members and the regional economy.

Shopping trips used to be made predominately



to town centres. Now many trips are made to out-of-town shopping malls that draw customers from a wide area. It is essential that planning and transport policies dovetail together to produce more sustainable patterns of development and travel.

Climate change is a major challenge. In the UK, transport is currently estimated to produce a quarter of the total UK emissions of CO<sub>2</sub>, the main driver of climate change. Cost-effective measures to reduce emissions from transport are therefore important if the UK is to meet its climate change objectives.

The region has a legacy of under-investment

in transport. The core of our railway network was established well over a hundred years ago. Most of our motorways were built 30 or 40 years ago. Successive governments have devoted insufficient resources to upgrading and modernising the transport system, while travel on our road and rail networks has increased to levels that were never anticipated when they were built.

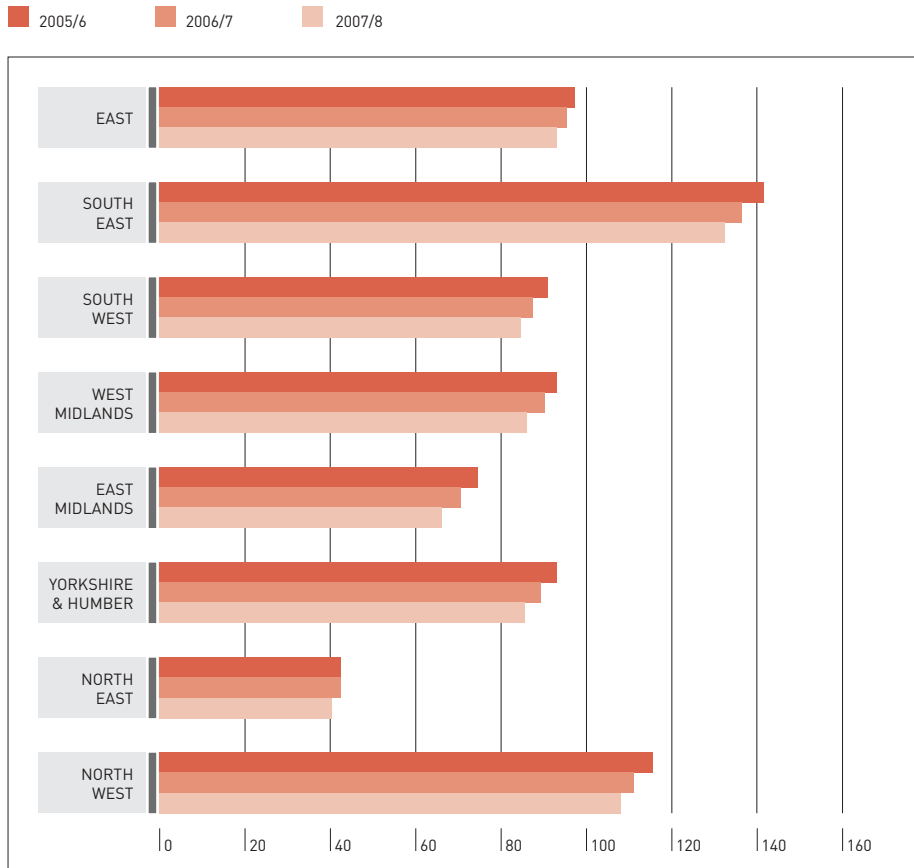
According to the RAC Foundation, the A1/M1 between south Yorkshire and Leeds, and the M62 in West Yorkshire are both likely to be gridlocked by 2041.

A report from the think-tank Centre for Cities suggests that if the necessary investment was

made in public transport infrastructure and park-and-ride schemes the local economy in and around Leeds would benefit by £68 million a year. The report concluded that improvements to the trans-Pennine rail link and to the M1 and M62 would benefit the cities of Manchester and Leeds to the tune of £225 million a year.

The Regional Transport Strategy has outlined its priorities for the next 15 years including addressing traffic growth and congestion. A key aim is to reduce the need to travel, reduce the length and number of journeys, particularly those by car; with an outcome of an overall reduction in travel demand by 2021.

**GRAPH 1** ▼  
Regional Funding Allocations for the three years to 2007/08.



**MEMBER QUOTE:**

*“Park and ride schemes need to be reasonably priced with a flat rate per car not per person and free bus travel into the city. If York was to follow Cardiff’s example (£3.00 per car and free bus travel) more people would use them”*

## RECOMMENDATIONS

### ROAD INFRASTRUCTURE

The region is floundering due to a lack of an integrated transport system. With 80% of travel taken by car any system must address and integrate these high proportions of car usage.

The lack of investment ensures that the region faces year on year difficulties in achieving its transport priorities and ambitions.

### THE REGIONAL FUNDING ALLOCATION:

- Despite in the years 1996-2206 seeing an increase of 17.6% of traffic on its major roads - the third highest increase nationally; the region has for the past three rounds of allocations seen the third lowest funding allocation.
- In 2007/08, for the third year in a row, the region came bottom of the league tables receiving less per head of population than any other region in the UK.

### THE FSB SAYS:

- ▶ Key bodies and politicians across the region should concentrate their joint efforts in lobbying for a fair and adequate transport allocation for the region.
- ▶ The current formulas and scoring systems need to be transparent and open to public scrutiny.
- ▶ Ensure the needs of the business community are included in discussions regarding transport funding.

# ROAD TRAFFIC

**In December 2007 the Department for Transport produced its own transport statistics for 2007. These statistics included:**

Yorkshire and the Humber in the years 1996 to 2006 saw an increase of 17.6% increase of traffic on its major roads - the third highest across the UK.

In contrast to the high levels of traffic increase the region is poorly compensated by way of investment compared to other regions. Total road expenditure is shown in graph 2 together with expenditure on new improvements and road safety.

Our members are concerned that one third of Britain's most dangerous roads are in their region. With the A1079 (Hull/Beverley) being one of the most congested roads in the whole of the country. The most dangerous road in Britain is the 15 mile stretch of the A682 between junction 13 of the M65 and Long Preston, North Yorkshire.<sup>2</sup>

With increasing traffic volumes, ministers can no longer ignore the congestion that is bringing

the region to a grinding halt. Every year drivers spend millions of hours sitting in jams on roads in and around the region. Causing them personal frustration and costing the regions business and economy millions of pounds. There isn't any real long-term strategic planning when it comes to the motorway network and transport – we stagger from one short term measure to another.

Studies show that the M606 and M62 has on average 100,000 vehicles travelling a portion of its length each day. Earlier this year the first UK motorway car share lane was opened for drivers using the M606 and M62 between Bradford and Leeds. The one-mile lane aims to cut travel time by eight minutes.

Members have highlighted the length of time taken to clear motorways following accidents and incidents. The introduction of Highway Agency patrols was promoted as speeding up this problem; to date we have seen no evidence of this. Frustration is compounded by out of date

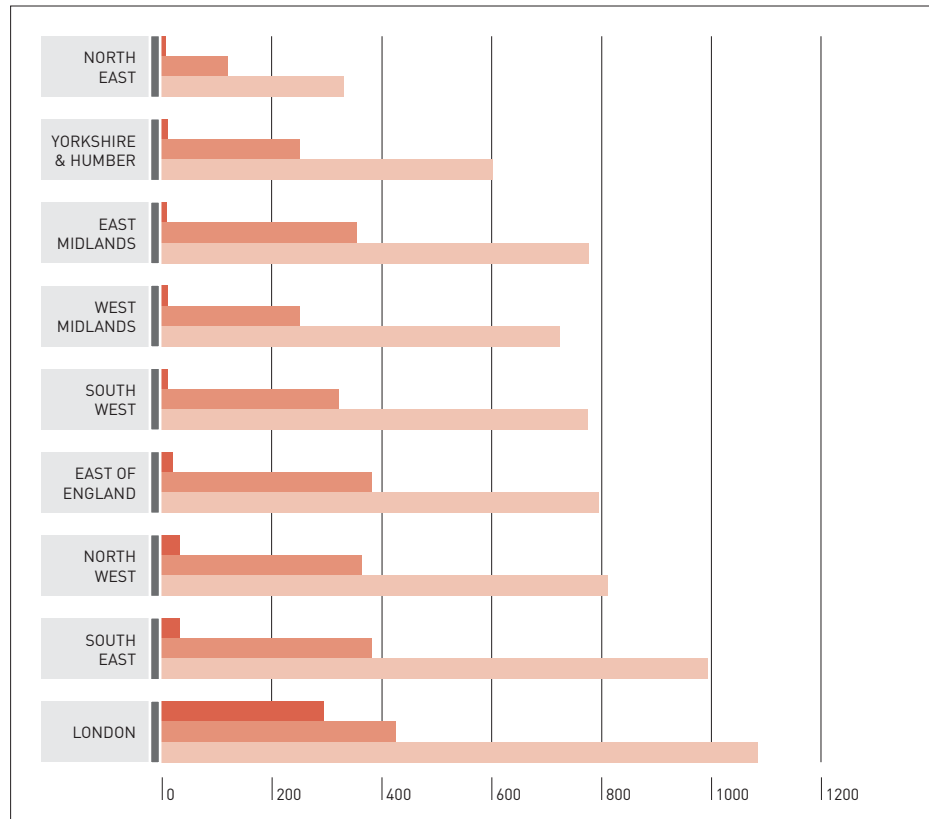
or incorrect information flashed on overhead gantry signs.

**THE FSB SAYS:**

- ▶ Consider expanding the regions car share lane scheme across the regions traffic hot spots utilising the motorways hard shoulder.
- ▶ Promote car sharing – see the advantages of successful projects like those in Ingleton, Leeds, York and Marsden.
- ▶ Make better use of the regions bus lanes which are frequently empty during off peak times and at weekends.
- ▶ Instigate research into implementing additional Park and Ride schemes building on the success of schemes such as those in Cardiff and Norwich.
- ▶ The implementation of tighter controls over road works and lengthy areas of unwarranted coning and research into the introduction of Lane Rental contracts.

**GRAPH 2** ▼  
Road expenditure for the period 2005-06

■ Road Safety   ■ New Construction   ■ Total Expenditure



**CONGESTION CHARGING**

The introduction in February 2003 of Congestion Charging in London has already seen a negative effect on some small businesses, especially those on the periphery of the charging zone. These businesses complain of rising costs and customer reductions. The proposals to pioneer a Leeds Congestion Charge are unacceptable as a single policy introduced in isolation to tackle congestion problems.

**THE FSB SAYS:**

- ▶ Our members are not adverse to moves towards the introduction of forms of regional Congestion Charge providing it comes out of proven robust strategic transport research.
- ▶ It must be emphasised that the introduction of Congestion Charges should not be revenue induced but based on research that its introduction will relieve traffic congestion.
- ▶ Any research commissioned should include alternative options for those in the business community who have no choice but to travel in the Charge area.

**PARKING AND WORK PLACE PARKING LEVY**

The increase in traffic flow clogs the city centres and makes parking in our cities both expensive and difficult. Access to parking is a key concern for small businesses. Due to their size and often location small businesses do not and cannot afford the luxury of private parking facilities offered by larger companies and

**MEMBER QUOTE:**

*“Most problems seem to occur due to poor junction layout and traffic light phasing. The A19 Selby to York road where traffic meet the A64 ring road is a prime example.”*

government departments. Small businesses are unable to absorb the cost of levies and would be reluctant to pass it on to their staff and customers. The reduction in parking availability and high cost of public parking is a burden for small businesses who cannot offer their customers alternatives.

The FSB is totally opposed to the introduction of workplace parking levies. It does not believe the case has been proven that the introduction of such schemes will reduce traffic congestion. Parking levies are seen as a direct tax on the small business owner, and could have a detrimental effect on business viability.

**THE FSB SAYS:**

- ▶ Scrap workplace parking levies.
- ▶ Increase the provision of inexpensive parking near bus and train stations – encouraging the use of public transport.
- ▶ Where appropriate the re-introduction of short periods of timed or free parking – thus encouraging shoppers to use local businesses.
- ▶ Utilise “residents only” parking for free short-term shoppers parking. Restricted residents parking is often empty during the working day when residents take their cars to work.

**PUBLIC TRANSPORT**

Public transport is an essential element for countless small businesses. Many employers are reliant upon it to bring employees to/from work or customers to their business.

The inadequacies of the public transport infrastructure can be a significant cost to both business and the economy as a whole.

According to surveys carried out by the Yorkshire Post and our own members in West Yorkshire in 2007 in excess of 65% of responders do not use public transport due to its inconvenience. Unreliability, overcrowding and expense were cited in both surveys as the next main reasons for none use.

The need for an integrated transport system is paramount for the region’s future growth and survival.

**BUS**

In line with the rest of country (with the exception of London) the use of the bus as a means of public transport in the region has declined in the past 10 years. Passenger numbers in West Yorkshire have declined by almost 40% as has the number of bus miles travelled. Over the same period of time whilst service and bus stop information has remained static, bus reliability and value for money has declined.<sup>3</sup> In areas where services have chopped and changed passengers simply vote with their feet, or rather with their cars, with the added problems that creates, congestion,



**MEMBER QUOTE:**

*“We all know that at the start and end of the day roads will be full, until such time as office and shop workers are encouraged to use local transport or park and ride sites, this will not change.”*



pollution, rat running etc.

For those with no access to a car (27% in Yorkshire and Humber in 2005<sup>4</sup>), the local bus network may be the only option when commuting to and from work and it is vital to social inclusion be it shopping or access to vital services. Our

members therefore, are heavily dependent upon a well serviced reliable bus service, even if they do not use it themselves.

In high levels of congestion it is inevitable that bus services will be unreliable and expensive and that bus networks and patronage will decline.

However, if buses can keep time in the commuter peaks they are likely to be able to provide an attractive service to both shoppers and visitors.

At present the temptation to use a car and rat run instead of using buses is very strong, and may account for some of the resistance to modal shift to bus. Many journeys undertaken by car could be avoided if there were a better bus service, freeing up roads for those who need to use them by necessity.

Information from the Office of National Statistics show the most common themes to both improve the bus service and encourage and increase public use are:

- Cheaper fares
- More reliable and punctual buses
- Increased evening services.

**THE FSB SAYS:**

- ▶ A key ingredient for success is effective partnership working. Local Authorities need to take the lead working with the bus operators to achieve a coherent joined-up approach across the region.
- ▶ Research should be undertaken to look at the current usage of bus lanes. In particular at off peak, weekends, and holidays when they are often empty.
- ▶ Forge links with Local Authorities and schools to reduce the need for the daily "school run" by reviewing the current school bus services and promoting such initiatives as the "walking bus".

# RAIL

**In the Yorkshire and Humber region between 1995/6 and 2005/6 rail travel increased by 72%, the largest increase in the whole of the UK. There has been a marked increase in rail investment<sup>5</sup> across the UK since privatisation encouraging the general public to make more use of the services available.**

In keeping with other English regions the majority of travel by the region's passengers is within the region. Yorkshire and Humber has the second highest figure of travel at 74% of all passenger journeys.

Passenger satisfaction and reliability of train services has increased gradually over the past ten years despite rapid growth in passenger numbers.

Rail services may appear to have little impact on the small business sector but moving both freight and passenger traffic from the region's road systems would play an important part in the region's economy. Relieving road congestion and facilitating a mobile labour force would bring real benefits to the region.



With regional usage of the rail services at a peak it is important that we see the subsequent benefits both in the cutting of road accidents and the relieving of traffic congestion. The latter in particular benefits small businesses.

Whilst acknowledging there has been an increase in rail investment since privatisation, it is fragmented. With numerous organisations involved in our rail infrastructure decision making is slow and there is no joined up approach to addressing our regions needs.

#### THE FSB SAYS:

- ▶ Research and investment into the moving of freight from road to rail, would help to alleviate congestion on our regions roads.
- ▶ The introduction of additional inexpensive parking at or near our cities railway stations thus encouraging increased usage of the train services.
- ▶ Research into "park and ride" not only for our city centres but also to access the region's main rail network.
- ▶ Research into future rail growth with subsequent investment to ensure current levels in satisfaction of reliability and service are maintained.

# FREIGHT

**Freight is an important part of our region's economy which should not be overlooked. The sector moves goods and people, and generates employment and revenue.**

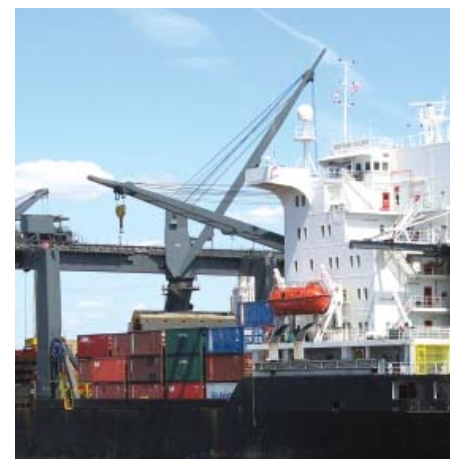
Freight demand is concentrated on a small number of key areas across the UK. These are notably London to Birmingham/Manchester; the Liverpool/Manchester/Leeds corridor, and links to the countries major ports. The majority of the UK's tonnage enters or leaves the country through a relatively small number of ports. 80% of the UK's total port traffic goes through only 15 ports the largest of which is Grimsby and Immingham based in the Humber. 20% of the UK's freight begins or ends its journey on the south bank of the Humber.<sup>6</sup>

As the demand for freight transportation grows, so will its overall contribution to the region's economy. The expected growth in freight movements could result in capacity, congestion, and environmental challenges. Balancing the need for efficient and secured movement of goods will

remain a major challenge for the transportation community both nationally and regionally.

#### THE FSB SAYS:

- ▶ Encourage local sourcing of goods to reduce the overall length of load haul, in line with the FSBs "Keep trade local Campaign".
- ▶ To maintain the regions current status as a leader in freight transport and press for the regions decision makers to lobby for an integrated freight distribution system.
- ▶ Make better use of both rail and waterways relieving the regions overcrowded roads by modal shift.



#### MEMBER QUOTE:

*"I no longer use the Humber docks to export my equipment due to the year on year increases in toll charges on the Humber Bridge. My lorries now drive south direct to Tilbury docks."*

# AIR

**Air travel is becoming increasingly important to small businesses. With the entry of low-cost airlines into the market over the past 10 years, comparisons to other forms of transport make air travel, cheap, quick, clean and efficient.**

Air travellers in the region within 1-2 hours journey time have access to a number of airports including Leeds/Bradford, Robin Hood (Doncaster/Sheffield), Humberside, Manchester and East Midlands.

With 75% of the region's air travellers<sup>7</sup> using airports outside the region (48% use Manchester) development of the region's airports and surrounding road networks and access need to be improved to claw-back significant numbers of air travellers.

The expansion of air travel is important to the economy, not only for tourism, but also to ensure the region continues to provide a competitive and accessible environment for business location. The introduction of "no-frills"

national and international services has brought about significant growth to the region's airports, a boon to the business traveller.

#### THE FSB SAYS:

- ▶ Whilst supporting the expansion of air travel we would wish to see:
- ▶ Investment in public transport links to the region's airports.
- ▶ Expansion of freight travel with a move away from the regions congested roads.
- ▶ Investment in the economy surrounding the region's airports in particular in relation to the expansion of smaller businesses with additional employment opportunities.
- ▶ Airport Transport Forums should implement surface transport initiatives to ensure access is less car dependent. In line with the regions Master Plan for the period up to 2030 with higher targets for non-car modes.



# CONCLUSION

**Whilst the FSB recognises some improvements have been made to the regions transport infrastructure in recent years; Lack of investment and funding has resulted in the region being stifled by its transport problems. In particular when comparison is made between traffic increases and traffic investment one can see the region is straining and a fairer share of the existing funding available is required to ensure that Yorkshire and the Humber keeps moving.**

Lack of such investment affects the region's economy and small businesses in particular are losing out because of gridlocked and poorly maintained roads.

The FSB supports any initiatives that move non-essential traffic off our roads onto other forms of transport. We also encourage new initiatives that will highlight and reduce the need for journeys, in particular car travel. The regions decision makers should follow the FSBs lead and encompass "think local" and "keep trade local" as policies that

will assist in alleviating the regions heavy traffic burden.

Government has spent years tinkering around the edges whilst the regions transport problems have got worse. Funding is everything and unless we receive an increase in the level of overall transport investment, Yorkshire and the Humber will always lag behind and be at a disadvantage compared to other regions in England ■

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