

EUROPEAN REGIONAL DEVELOPMENT FUND

**UK REGIONAL DEVELOPMENT PROGRAMME
1986-90**

Section 7E: England — South Yorkshire

Section 7F: England — Workington

Section 7G: England — Greater Manchester

Section 7H: England — Greater Merseyside



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European Regional Development Fund

**UK REGIONAL DEVELOPMENT
PROGRAMME 1986-90**

Section 7E: England - South Yorkshire

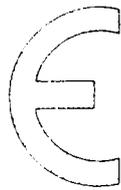
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European Regional Development Fund

UK REGIONAL DEVELOPMENT PROGRAMME 1986-90



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PREFACE

Sections 1 to 6 of this Programme have described in general terms the main regional problems of the United Kingdom and the policies which are being applied to overcome them. Sections 7 to 10 describe in greater detail the situation in the areas where the UK may be seeking assistance from the European Regional Development Fund. In common with the preceding sections these regional profiles have been structured in accordance with the requirements of the outline for Regional Development Programmes (official journal No C69/2 of 24 March 1976). Each profile is preceded by a summary table and map which together define the area covered and an index to the contents.

The regional profiles cover contiguous blocks of travel to work areas (TTWAs) which have Assisted Area Status or Aided Area Status and are thus eligible for ERDF assistance. As far as possible these are defined to coincide with local authority areas or groups of areas and have been considerably revised since the previous Regional Development Programme so as to facilitate the compilation and presentation of information in a sensible way. Unlike certain other Member States, the UK does not have a federal system or government. Institutional arrangements and the resulting administrative structure are both highly centralised with central planning undertaken through separate regional and sub-regional authorities. For strong functional reasons different sectoral planning authorities operate according to different regional boundaries. Some of the illustrative statistics in the Programme therefore may relate to slightly different areas because so much information is compiled using local authority districts, counties or some other sectoral planning units. The length and detail of the individual profiles vary as there is a considerable variation in geographical and demographic size. The variety has many advantages, for it is an opportunity to compare the operation and planning of regional development in areas of differing size and make up.

Although the outline provides a structure for each of the regional profiles considerable variety has been used in the definition and presentation of problems, plans and individual development measures to avoid a rigid format. As far as possible information has been presented to accord with the extent of each particular Profile area. However the sort of information and the level of detail required is not always readily available in the standard form for this purpose and could not be obtained except at disproportionate cost. Approximations or surrogate data for the nearest corresponding administrative unit have therefore been necessary. This approach over the structure and content illustrates the degree to which participation of local and

other public authorities has been essential in the preparation of Profiles. Local authorities in Northern Ireland have not however been involved in the preparation of Section 10 of the Programme.

SOUTH YORKSHIRE PROFILE

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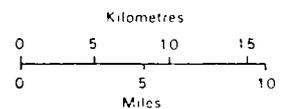
THE SOUTH YORKSHIRE ASSISTED AREA



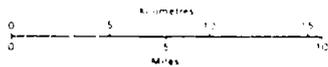
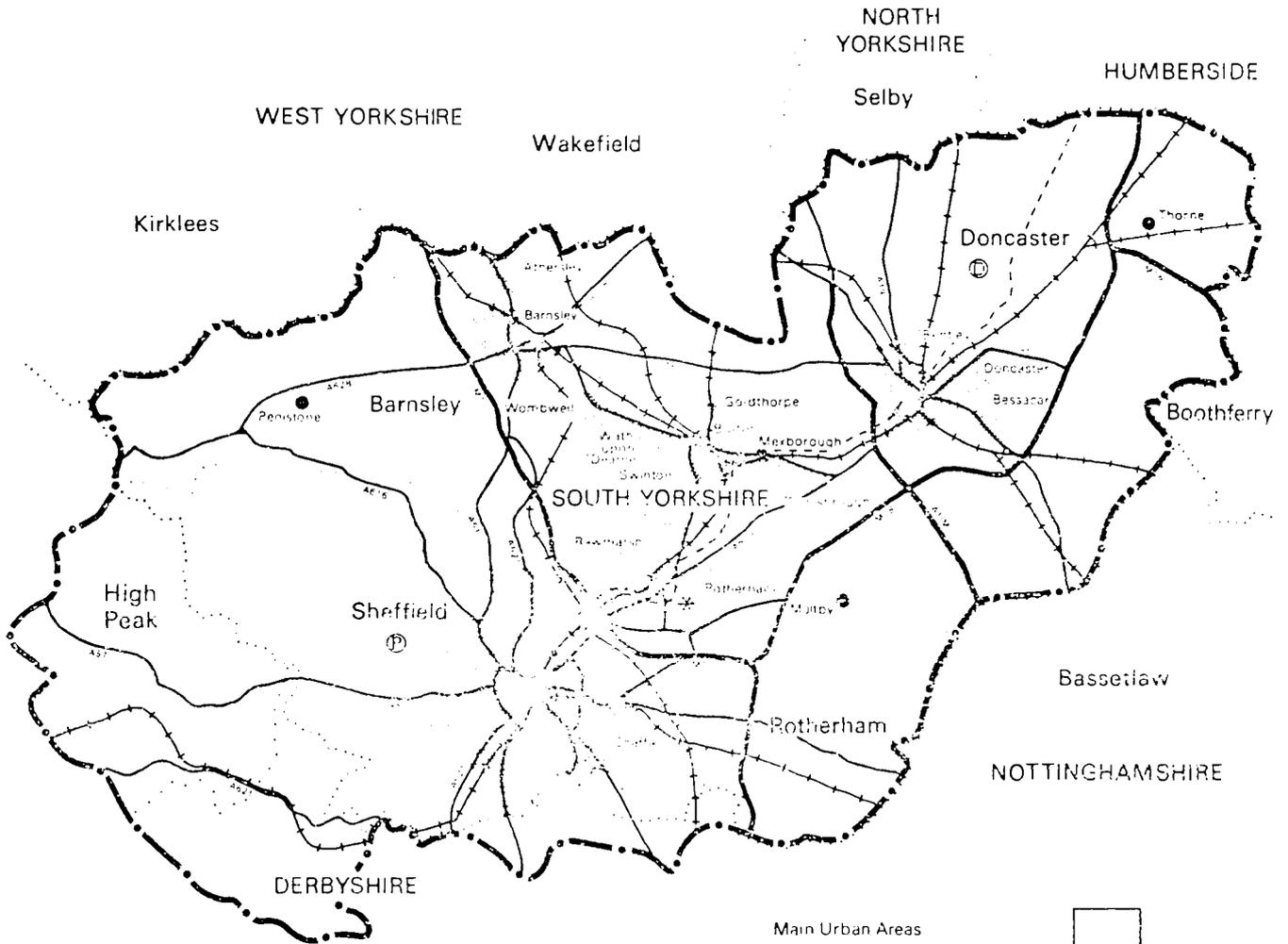
Assisted Area

County 

District 



SOUTH YORKSHIRE PROFILE AREA



- Main Urban Areas □
- Motorways —
- Major Roads —
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- County Boundaries
- District Boundaries
- Profile Area Boundary - · - · -
- Enterprise Zone *
- Ⓟ Programme Authority ^x
- Ⓧ Other Designated Districts ^x
- ^x (As designated under the Inner Urban Areas Act 1978)

SOUTH YORKSHIRE ASSISTED AREA PROFILE

1. Statistical Summary

Total Population (1)	(000)	1346.3
Area (1)	(Km ²)	1913
Density	(persons/Km ²)	704
Unemployment:	000	%
Total (2)	100.3	17.5
Long-term (3)	46.6	8.1
Youth (4)	41.8	7.3
Employment Distribution (1)	000	%
Agriculture	4.5	0.8
Energy and Water	59.3	10.7
Manufacturing	168.5	30.3
Construction	34.6	6.2
Distribution and Catering	99.8	18.0
Transport	28.5	5.1
Other Services	160.3	28.8
TOTAL		555.5 100.0

2. Area Definition

Travel to Work Area	Status (Development/ Intermediate Area)	Equivalent Local Whole District	Administrative Area Part District
Rotherham and Mexborough	DA	-	Barnsley, Doncaster Rotherham
Barnsley	IA	-	Barnsley
Doncaster	IA	-	Doncaster, Booth- ferry
Sheffield	IA	Sheffield	Rotherham, High Peak, NE Derbyshire, W Derbyshire

Notes:

- (1) 1981 Census of Population
- (2) Annual Average, 1985
- (3) Unemployed for over 1 year, 1986
- (4) Aged 25 or less, 1986

REGIONAL DEVELOPMENT PROGRAMME
ENGLAND - SOUTH YORKSHIRE

Section 1: SOCIAL AND ECONOMIC ANALYSIS

A. General Background

7E.1.1. The area is defined by the travel to work areas of Rotherham and Mexborough (with Development Area status), and Barnsley, Doncaster and Sheffield (Intermediate Areas), so that the sub-region includes the whole of South Yorkshire County, together with the Hope Valley, Eyam, Grindleford, Dronfield, Eckington and Killamarsh areas of Derbyshire and the Haxey ward of Boothferry. It has an area of some 191,300 ha and a population of 1.35m. Although most of the population lives in the main urban centres of Barnsley, Doncaster, Rotherham and Sheffield - the country's third largest metropolitan district - the sub-region includes a large rural area within the Peak District National Park and the Pennine Yorkshire Moors in the west, and flat low lying agricultural land in the east. In consequence, the overall population density is relatively low (7.0 persons per hectare). All the South Yorkshire districts have Designated District status under the Inner Urban Areas Act 1973, with Sheffield having programme authority status, whilst the rural nature of parts of the sub-region is reflected in the Rural Development Area status of the Thorne area and the Hope Valley and part of West Derbyshire: in addition, most of the area lies within the South Yorkshire zone of the ERDF Non Quota steel areas measure.

7E.1.2. The area has developed around an economy based on coal mining, metal manufacture and processing and engineering. These traditional industries have suffered severely in the recession, and although Sheffield is now an important regional office and services centre, the sub-region as a whole has below regional and national average employment in both the manufacturing and service sectors.

7E.1.3. A direct consequence of an economy based on old traditional heavy industry is the obsolescent and degraded physical environment and infrastructure which is found in many parts of the area. Colliery spoil heaps and waste lagoons are an unfortunate part of the coalfield landscape whilst the closure of large steelworks has produced extensive areas of dereliction in the urban centres. These examples of specific problems are on top of a more general problem of obsolescent urban environment. However, the area does also include rural landscape of very high quality.

7E.1.4. The area is, however, generally well placed on the national motorway network with fast road links to the south of England (M1, A1(M), A1), to the north west and Scotland (M1 connecting with links to M62 and M6), to the north east (A1) and to the Humberside ports (M180, M18 connecting with M62 in Humberside). Nevertheless the coalfield area between Barnsley and Doncaster remains relatively isolated from the motorway network, as does the Eckington/Killamarsh area from Sheffield, whilst road links to the west are still a problem for the Sheffield/Rotherham area, although these will be helped a little by the Stocksbridge Bypass, and because of the closure of the A625 west of Castleton due to subsidence.

7E.1.5. Rail links from Doncaster are outstanding, with London within reach in one hour forty minutes. The current scheme of electrifying the main East Coast Line will reduce journey times even further. Rail communications from Sheffield have been improved on some routes by the introduction of HSTs, but the condition of the track prevents Sheffield (and Barnsley and Rotherham which link with it) achieving the fast, efficient service modern business requires.

7E.1.6. The nearest airports to the sub-region are Leeds/Bradford (the regional airport for Yorkshire and Humberside), Manchester and East Midlands.

7E.1.7. Modern water transport can also help reduce industry's transport costs and the completion of the South Yorkshire Canal improvement scheme is helping there.

B. Problems

Industrial Problems

7E.1.8. The area has been particularly hard hit by the recession because of its dependence on old declining industrial sectors, leading to dramatic and continuing rises in unemployment. Widespread plant closures and other rationalisation measures have added to the problems and whilst many companies are now on a more secure financial footing and are showing some signs of recovery, recruitment has been slow and has made no impact on the overall level of unemployment. The situation in the 3 main traditional industries is described below.

The Coal Industry

7E.1.9. Work continues on the £448m investment programme for the reconstruction of mining operations in the Barnsley Area which began in the late 1970s and is now nearing completion. The scheme will concentrate coal handling at 3 centres where new preparation plants have been built.

7E.1.10. However, in May and June 1985, a series of announcements were made by the NCB about their plans for the Yorkshire Coalfield, involving the loss of about 6,700 jobs in the South Yorkshire county area, and the coal industry is also in decline in the Derbyshire part of the area. 3,000 jobs are to be lost in the Barnsley area, reducing the workforce to 10,000, this being achieved by closing 2 pits, by reductions at the other pits in the area and by the closure of workshops. In Doncaster, with the exception of Yorkshire Main, no pit closures are proposed, though all but one of the collieries in the area are to have their workforces cut and workshops are to be closed. A total of 2,500 jobs are to go leaving a workforce of 10,000. In South Yorkshire NCB area, 2 collieries have closed along with workshops and cutbacks are planned at 3 more collieries. Three workshops have also closed as part of a reorganisation of maintenance in the Yorkshire area, whilst a reorganisation of the administrative areas had led to a loss of an estimated 200 jobs.

7E.1.11. Future employment prospects within the coal industry remain bleak and whereas continued investment is improving productivity, the introduction of new systems for the winning and working of coal seem likely to further reduce manning levels by a significant degree up to 1990.

The Steel Industry

7E1.12. The steel industry, which is concentrated in Sheffield and Rotherham, has suffered very severe cutbacks during the recession. In particular, the production of special steels used for cutlery, saws, cutting tools, hand tools, dies and components in aerospace, nuclear, chemical and food preparation industries has been greatly reduced, and redundancies continued to be announced during 1985. The Government has encouraged various self-help rationalisation schemes in an effort to reduce excess capacity, and companies which have survived are now looking fitter than for some years, but world market factors continue to constrain recovery.

Engineering and Metal Working Industries

7E.1.13. The long established engineering and metal working industries in the area cover a wide range of products and services, employing around 57,000 persons in 1985. A diverse range of components and finished goods are manufactured for most industrial markets of which mining, energy, construction, engineering, motor vehicles and aerospace are particularly important. Many firms sell their products world-wide. Although well known for its cutlery and tool industries, much of the area's output goes to the capital goods industries. In addition, a local network has grown up of firms carrying out various metal working services such as electroplating, machinery and fabrication.

7E.1.14. During the recession many firms suffered badly as the level of investment fell and order books slumped. Widespread rationalisation schemes were implemented and between 1981 and 1984 at least 14,500 jobs were lost.

7E.1.15. Many firms face intense competition in markets that may have permanently shrank. Recovery during 1985 has therefore, been slow and patchy and further rationalisation has taken place. Plant closures have also taken place but they have been fewer than in previous years.

7E.1.16. Nevertheless, there has been evidence of a revival of confidence and some notable export orders have been won, and positive developments occurred.

Other Sectors

7E.1.17. The continuing decline of the South Yorkshire economy has been exacerbated by the lack of development of new growth industries, particularly tourism and those based on the new technologies, although expansion has continued by some companies in the clothing industry, and the glass industry has come through the recession better than in other parts of the region.

7E.1.18. The tourist industry is now one of the country's largest employers and one of only a small number of sectors where further substantial employment is confidently forecast. The Peak District is an important tourist area, whilst in South Yorkshire, Sheffield has a successful record in developing business tourism around growth in the national conference

market but there is now an urgent need to consolidate this position. Doncaster is also proceeding with plans for a major investment in a leisure complex as a major attraction for tourists. However, a more general development of tourism is held back by the poor quality of the physical environment in the urban areas, where there is a lack of financial resources to exploit opportunities that exist.

7E.1.19. The field of new technology provides more fundamental worries, for whilst there has been a spontaneous and encouraging growth in computer services, low investment in new technology not only fails to provide completely new sources of employment but further erodes the competitiveness of local industry which has the potential to create new jobs and make a substantial contribution to national economic recovery.

7E.1.20. New technology-based companies are very mobile as they are not tied to sources of raw material, and their transport costs are very low as they manufacture high value added products. Consequently, such companies can afford to locate in high amenity areas. Whilst the sub-region possesses some attractive areas, its obsolescent physical environment (see below) is undoubtedly a deterrent to such investments.

7E.1.21. Indeed the environmental quality of industrial sites is a more general problem as competition for both domestic and foreign investment increases. Development plans will have to be reviewed with this issue in mind, but whether the environmental attractiveness of sites is achieved by the improvement of existing sites or the opening up of new sites, it is certain that more financial resources will be required.

Employment Problems

7E.1.22. The sub-region's economy has suffered badly during recent years from the combined effects of job loss and growth in the labour force. The decline in Sheffield has been particularly dramatic since 1979 when employment in metal-related manufacturing collapsed. Having previously enjoyed unemployment rates consistently below the national average, Sheffield's economic decline (with 16.2% unemployment in February 1986) has added to the longer established economic problems of the coalfield. Here the Rotherham and Mexborough TTWA suffers unemployment of 23.1% (February 1986), among the highest in the country, whilst Barnsley and Doncaster rank as the country's worst 2 areas for the rates of vacancies to applicants with

ratios of 128:1 and 129:1 respectively, and unemployment rates of 20.5% and 20.8% in February 1986. Total unemployment in the sub-region was 108,313, a rate of 18.9% compared to 13.3% in Great Britain. Unemployment increased by almost 10,000 during the year to February 1986, rather more sharply than regionally or nationally.

7E.1.23. The geographical incidence of unemployment is not spread evenly and in order to illustrate the extent to which the problem differs from locality to locality, 2 characteristics have been examined at post code sector level in South Yorkshire.

7E.1.24. Of those sectors with a high proportion of young people out of work, the most noticeable feature is the scatter of sectors on the fringe of the main urban areas, particularly in Barnsley and the absence of sectors in the urban centres.

7E.1.25. Looking at sectors with a high proportion of people out of work for 2 years or more, the pattern tends to be more concentrated and to involve the urban areas of Barnsley, Rotherham and particularly Sheffield. Further most of the local areas with concentrations of long term unemployment are also areas of very poor physical environment with few amenities, thus making an already poor quality of life even worse.

7E.1.26. In the Derbyshire part of the sub-region, the incidence of unemployment is particularly high in the older housing areas of Eckington and Killamarsh, reflecting the local dependence on coal, metal manufacturing and engineering.

7E.1.27. Some 9,800 redundancies were notified in South Yorkshire in 1984. The greatest number occurred in the Sheffield Travel to Work Area, with 2,653 recorded in the Sheffield Employment Office Area (EOA) and a further 1,775 in Firth Park EOA, which incorporates the major steel plants in Attercliffe. Major redundancies were also announced in Barnsley, Doncaster and Rotherham EOA's. The figures are however an improvement on the previous year when 15,000 redundancies across the county were recorded.

7E.1.28. The major job losses in 1984 were, not surprisingly, recorded in Metal Goods (-3,017) which includes also mechanical and electrical engineering, Extraction of Minerals (-2,346) which include metal manufacturing and Energy and Water (-1,436) which includes coal mining.

7E.1.29. For many, unemployment is no longer a short term problem. Over 46% of the unemployed in the county have now been out of work for more than one year and between April 1984 and 1985 there was a 27% increase in the number of persons out of work for more than 2 years (see Appendix Table 1). Whilst the numbers out of work for 2 years or more increased in all TTWAs, the increases in Barnsley and Sheffield were the most notable (Appendix Table 2).

7E.1.30. The recession and its after effects have hit all parts of the labour force, but none more so than school leavers looking for a job. Unemployment amongst young people (under 20) increased faster than unemployment as a whole, with the result that by July 1985, 20% of the area's unemployed were aged 19 or less. The problem is not just a shortage of jobs. It is also one of changes in the type of work available and in particular the replacement of routine manual tasks by mechanisation and the consequent loss of employment opportunities for the less qualified school leaver.

7E.1.31. In 1984, approximately 17,800 young persons left school to look for work at a time when there were already 12,300 unemployed school leavers from previous years. In the prevailing economic climate it is not surprising that few were able to obtain permanent employment. Thus, for example, of Barnsley's 3,400 leavers in 1984, only 585 (17%) were in work by April 1985.

7E.1.32. The slow down in recruitment by the major employers has had a particularly serious effect. In Barnsley, for example, the NCB is no longer actively recruiting school leavers and yet throughout the 1970s Careers Officers could rely on the NCB taking some 400 male school leavers each year for a wide range of skills and abilities. In Sheffield the metal processing and steel industries recruited 389 school leavers in 1974-5; in 1983-4 they took 16. The decline of the city's traditional metal industries has also had a knock-on effect on clerical and administrative recruitment which also fell sharply over the same period despite the expansion of the service sector. By comparison recruitment by the personal service trades (retailing, etc) held up fairly well over the period.

Infrastructure and Environmental Problems

Communications

7E.1.33. As already noted, the area has good road links with many parts of the country, the main exception being routes to the west, including the link to Manchester Airport, (the North of England's only major international airport), from the urban areas in the west of South Yorkshire. The completion of the Stocksbridge Bypass in 1987 will help but the whole route will remain below modern standards. For this reason investigations into the feasibility of developing a STOL airport are being undertaken and commercial interest has already been shown in the project.

7E.1.34. The coalfield area is also relatively isolated from the national motorway network which deters investment in an area which suffers very high unemployment rates. The construction of a new link road between the A1 and M1 would do much to improve accessibility to the regional road network as well as help local environmental problems.

7E.1.35. Doncaster's already excellent rail links along the country's main east coast line will be improved still further when the electrification is completed by 1990. Unfortunately, Sheffield's rail communications, and those of Barnsley and Rotherham which link with them, remain poor. Improvements based on the introduction of new HST services are improving links to south west and north east England, but the poor service to London continues to be the main problem because of the condition of the track.

7E.1.36. Industrial and commercial interests in most of South Yorkshire are consequently frustrated by poor rail and air links.

7E.1.37. Within the urban areas of South Yorkshire the outdated physical fabric creates overcrowded conditions with industrial traffic often penetrating residential areas. South Yorkshire's main urban centres share problems of traffic congestion which destroy town centre environments, whilst the smaller towns in the coalfield suffer not only from roads affected by mining subsidence, but from relative isolation and poor accessibility to employment opportunities and urban amenities.

7E.1.38. Public transport is given great importance in South Yorkshire with priority being attached to improving the quality of transport, reducing congestion and improving access to job and leisure opportunities, particularly for those individuals without access to a car.

7E.1.39. The organisation and integration of existing public transport services based on bus and rail is severely hindered by badly sited and outdated stations. Consequently, there is an urgent need for investment in facilities for interchange between different modes of transport.

7E.1.40. The problems of mining subsidence on the road network referred to earlier is only one very specific consequence for the area's infrastructure resulting from its industry. More widespread and more serious environmental problems have resulted from the area's dependence on old declining industry.

7E.1.41. Extensive factory and colliery closures have left huge areas of despoiled land and semi-derelict or derelict industrial buildings throughout the area. The continuation of closures of large steel works and the recent programme of colliery closures (described earlier) will add a considerable burden to an already massive problem.

7E.1.42. Much vacant property is large and inappropriate for modern industry, with no realistic prospect of re-use in its present form. However, there is a continuing need for the provision of small industrial units for new and expanding small businesses. Conversely in rural parts of the sub-region, topographical, environmental and servicing constraints cause difficulties in the provision of development sites.

7E.1.43. Coalfield areas in South Yorkshire continue to suffer from chronic environmental problems caused by the legacy of colliery waste and the increasing production of waste material. Rationalisation of production is beginning to concentrate problems with large coal preparation plants creating extensive new waste tips and shallow lagoons from waste water.

7E.1.44. There are several areas where the age, condition and capacity of the water and sewage system is unsatisfactory. Parts of Barnsley, Sheffield and Rotherham receive discoloured water from 'Pennine Sources' which are served by ageing and inadequate water treatment works. Over half of the areas water mains are unlined and subject to corrosion; of these, half were laid before the turn of the century. Failure of mains is common,

particularly in those areas affected by mining subsidence and contributes to the problem of poor quality water. This can detract from industrial and housing development. Though recent major works have ensured the overall security of supplies to the area and will allow increase demand to be met, a number of local distribution problems remain.

7E.1.45. The area has an ageing sewerage system, which in many places is structurally unsound and has been damaged by mining subsidence. This gives rise to poor quality rivers and frequent collapse and flooding occurrences. Problems in sewage treatment result from a number of aged, obsolete and overloaded sewage treatment works in the area, made worse by problems associated with mining subsidence. Poor quality effluent from these works and industrial effluents, particularly from coal mining and coal carbonisation works, has contributed to poor river quality especially on parts of the Rivers Don, Rother and Dearne. Parts of these rivers, especially around Rotherham, are classed as 'grossly polluted likely to cause a nuisance' and are incapable of supporting fish life. 52% of the rivers in the area are categorised class 3 or 4 (seriously or grossly polluted). This has major implications for housing and leisure activities close to these rivers. Some improvements have been made, but further progress will be dependent on the availability of resources to the Water Authority and the cost to industry of pollution control measures particularly during a recession. Sewer capacity problems have necessitated a policy of separation of foul and surface drainage throughout the assisted area parishes of West Derbyshire in order to preserve capacity in the existing system. The problem is particularly acute at Hathersage.

C. Prospects

7E.1.46. The short term prospects for economic development in the area are not good and more diversification is needed to reduce dependence on traditional and declining industries. Dereliction, lack of good serviced industrial sites and poor internal communication tend to discourage development, in particular to the north-east of Sheffield in the River Don and River Dearne valleys, and environmental problems will grow as dereliction follows closures in basic industries. Sheffield itself has had some success in attracting new developments in the service sector such as a move of some of the Midland Bank's central functions, the Manpower Service Commission's headquarters and the headquarters of the National Union of

Mineworkers from London. However, other parts of Sheffield have suffered very badly from steel closures. There has been evidence of recovery, but this is mainly patchy.

7E.1.47. Although a decline in the population aged 16+ is forecast, recent growth in the labour supply is expected only to stabilise. Though this will help to reduce the pressure for jobs from this source, with further job losses from the area's basic industries, the need for new jobs to prevent an increase in unemployment remains. It is evident that the local economy is very much dependent upon a general upturn in the UK and overseas. Until that comes, the area is likely to remain fairly depressed.

Section 2: DEVELOPMENT OBJECTIVES

7E.2.1. The basic aim of development policies for the area is to expand the number and range of job opportunities to mitigate the effects of unemployment, to improve the environment, and to lay the foundations for the future growth of the local economy. The local authorities will be seeking to maximise further the benefits derived from schemes by co-ordination of initiatives and programmes and particularly would like to develop this more formally in connection with EEC funds. Within this framework, specific development objectives, are as follows:

7E.2.2. ECONOMIC

i. To assist and support existing businesses, and thereby promote the growth and preservation of jobs.

ii. To encourage the formation of new businesses and to provide assistance to small businesses to help them to grow and prosper.

iii. To promote the diversification of the economy through a range of initiatives, including:-

a. the attraction of new firms into the area, especially those engaged in manufacturing;

b. the encouragement of new technology based concerns;

c. the encouragement of technological applications within existing enterprises;

d. maximising the job creation potential of the service sector.

To contribute to the achievement of these objectives, the authorities' objectives include:

the provision of over 300 ha of serviced land and some 40,000 sq m of new/ or refurbished floorspace to meet the existing and future needs of industrial and commercial businesses, including new technology based concerns and the service sector, and especially to provide accommodation for new and small businesses; and

the provision of accommodation for other employment related initiatives, including training and retraining, business advice and development and assistance to the unemployed.

iv. To stimulate and promote the local tourist industry, to fully exploit the job creation potential of this major growth sector.

v. To support new forms of work provision, such as co-operatives and community initiatives.

vi. To develop training and re-training facilities, and thereby develop a flexible and appropriately skilled workforce better able to meet demands of existing and new businesses, and to help people to cope with unemployment, overcome disadvantage and gain self confidence.

vii. To alleviate the hardship of the unemployed.

7E.2.3. INFRASTRUCTURE AND ENVIRONMENT

i. To provide and improve an efficient network of transport infrastructure which will provide access to employment and other related activities, and meet the needs of industrial and commercial businesses.

ii. To provide a well integrated transport system, including improved inter-change facilities between bus, rail and coach, modernised stations and improvements to the highway network.

iii. To provide trans-shipment facilities and better access to the South Yorkshire Canal in order to fully exploit the canal's economic potential industrial expansion and for energy and environmental conservation.

iv. To deal with the legacy of gross pollution of water courses, but give priority, necessarily, to potable water supplies.

v. To meet the electricity supply requirements of customers as efficiently and economically as possible, with a continual review of the balance between costs and customer care.

vi. To develop new forms of energy conversion and distribution.

vii. To improve the quality of the environment in order to improve living and working conditions and to make the area more attractive to inward investment and thereby encourage new employment.

Section 3: DEVELOPMENT MEASURES

Industrial Sites and Premises

7E.3.1. The local authorities are continuing their efforts to ensure adequate distribution and type of employment sites and premises both in areas with good potential and also in localities of need not favoured by the private sector. To assist with the commercial development of skills and initiatives encouraged through the various training schemes the local authorities will continue to develop a range of managed workshops, Enterprise Centres etc, where floorspace is available to small businesses to enable them to establish within a sheltered environment.

7E.3.2. In Barnsley, the local authority will be providing serviced industrial land eg at Lidget Lane Industrial Estate, Thurnscoe, at Wombwell Lane, Stairfoot, former Dodworth and Rockingham Colliery sites (close to the M1 motorway), and at the Thorncliffe Estate, Chapelton, close to the M1 motorway and the Stocksbridge Bypass. The Borough Council will also be providing premises, including, seedbed, further advance factory/office units (proposed at Platts Common Industrial Estate, Hoyland, Lidget Lane Industrial Estate, Thurnscoe and Grange Lane Industrial Estate, Stairfoot), together with the conversion of existing large older premises for small businesses (including buildings to be vacated by the NCB) and make available much needed accommodation at lower rental levels for newly established and small firms. The Council will continue to encourage new technology based concerns and seek to ensure that suitable accommodation, including local authority provided, is available for them. Building on the success of the Barnsley Enterprise Centre and the Dearne Enterprise Centre (under construction), the Council plans to establish a Business and Innovation Centre in the Barnsley Enterprise Centre as a focus for initiatives in this field.

7E.3.3. Doncaster Council will continue development of existing industrial areas, such as Doncaster Carr, Carcroft and Denaby Lane. Two units (660 sq m) are being built at Coulman Road, Thorne and 10 units at Denaby Lane. A small unit scheme is planned for Broomhouse Lane, Edlington. The redevelopment of canalside land at Gas House Bight, Doncaster will start within the 1985-90 period. The Council will also vigorously promote and market the redevelopment of key sites within the central area of Doncaster - the local authority has been successful in combining the rationalisation of

its own accommodation and promoting mixed schemes continuing the development of Doncaster as a service centre eg the Colonnades scheme in Doncaster town centre. The major scheme to be progressed by 1990 is the Doncaster Leisure and Business Park incorporating Doncaster Carr (320 acres), a major initiative to offer a new and high standard of environment to accommodate a variety of employment and leisure uses.

7E.3.4. In Rotherham the restoration of the Waverley Catcliffe opencast site, adjacent to the Sheffield/Rotherham Parkway which gives immediate access to the M1, will provide 60 ha of industrial land which will require infrastructure provision. 36 ha of industrial land close to the proposed Dearne Towns (M1/A1) link road will result from the reclamation of the Wath Marshalling Yards. The comprehensive redevelopment of sites in the Don Valley at Templeborough (including the provision of roads and bridges) will provide a new estate of 24 ha in an area with good potential for attracting investment. At Dinnington a small site of 1 ha will be prepared for industrial purposes. Managed workshops are to be provided at Brampton Ellis and South Grove Enterprise Centre where they will be part of 8,000 sq m and 5,300 sq m developments respectively. The Borough Council will continue to provide small low rent workshops similar to those in the Parkgate IIA, for example Don Pottery, Swinton.

7E.3.5. In Sheffield, support for technological innovation and the development of technology based enterprises is to be carried out through the establishment of a Technology Campus on a city centre site, which will provide appropriate accommodation and support services, including assistance with product development and technology transfer, and also through product development grants and the co-ordination of academic and applied research in the extensive higher educational and industrial research institutions within the city. The Chippingham Street site in the Lower Don Valley will be the focus for the provision of new City Council and private industrial accommodation. A business centre, offering technical and shared business support services, will complement accommodation on the Chippingham Street site.

7E.3.6. Derbyshire County Council's economic strategy for Dronfield, Eckington and Killamarsh proposes further development of small factory units, the provision of additional serviced industrial land and the conversion, refurbishment and sub-division of existing buildings to provide for small firms. Action already taken includes the provision of serviced

industrial land and advance factories at Norwood Industrial Estate, Killamarsh by both the County and North East Derbyshire District Councils, and industrial development at Rotherside Road, Eckington, which resulted from District Council encouragement of the private sector to retain or create employment.

7E.3.7. Current projects include 11 advance factories totalling 1,902 sq m by the County Council at Norwood, where the District Council also propose further small units and where 2 ha of serviced land are available. The District Council also propose a 2 ha extension to the industrial estate at Rotherside Road, and craft workshops at Kent House Farm, Ridgeway. Adjacent to the Intermediate Area and in an attractive location near to Junction 30 on the M1, the County Council also propose a 14 ha industrial estate at Barlborough. Investigations continue in Dronfield and Hope Valley areas for other possible sites or buildings for conversion to industrial use, and these will be brought forward in due course. West Derbyshire District Council envisage reclamation and redevelopment for industrial development of the former gas board land at Hathersage.

7E.3.8. Property provision has also been undertaken by English Estates. Recent developments include 3 advance factories at Kirk Sandall and 1,500 sq m of offices in Doncaster, at a total cost of £890,000 (1984/85 - 1986/87); 2 advance factories on the Barbot Hall Industrial Estate, Rotherham (£660,000 1984/85 - 1986/87) and a £1m 4,200 sq m office development at Churchfield Court, Barnsley (1984/85 - 1985/86).

Future programmes are under consideration

7E.3.9. Rotherham Enterprise Agency is providing 730 sq m of workshop space in Phase 1 of a scheme at Bolton Road, Wath upon Dearne, for which fund assistance is being sought. The agency also plans to provide 1,300 sq m of workshop space in 2 phases at Common Road, Wath upon Dearne.

Enterprise Zone

7E.3.10. The Rotherham Enterprise Zone, north of the town centre, is one of the means used to attract new firms into Rotherham. Fund assistance was received for infrastructure on the Gateway and Barbot Hall Industrial Estates in the Zone. Most of the land has now been taken up. Further

financial assistance is being sought to improve access and services to a proposed commercial/leisure complex at Parkgate on the site of a former steel works.

Central Government Assistance to Industry

7E.3.11. The new Regional Development Grants were introduced in November 1984 and are available in Development Areas, ie the Rotherham/Mexborough TTWA in South Yorkshire. Between 29 November 1984 and 31 October 1985 £7.29m of assistance was awarded towards project costs of £22.27m. It was expected that 2,475 would be created as a result.

7E.3.12. Selective Financial Assistance is available throughout the area. From 1 May 1979 to 31 October 1985 there were 190 offers of selective financial assistance totalling £16.31m under Section 7 of the Industrial Development Act 1982 (previously Industry Act 1972) to companies in South Yorkshire. These projects were forecast to provide or safeguard 13,797 jobs.

7E.3.13. Government's support for innovation provides support for innovation in industry and to develop new products and is available throughout the area. The Government has helped to establish Information Technology Centres at Barnsley, Sheffield and Whittington Moor, and a further one is planned for Doncaster. There are Microsystems Centres at Sheffield and Barnsley to provide independent advice on the latest information technology and in February 1985 "Yorkshire Microlink" was announced, a new project which will provide every town in South Yorkshire for advice on all aspects of microcomputing. "Yorkshire Microlink" brings together resources available throughout the Region backed by the National Computing Centre.

7E.3.14. South Yorkshire is designated as a Steel Closure Area and benefitted from a package of schemes known as Business Improvement Services, funded from the Non Quota section of the ERDF, and launched by the Department of Trade and Industry in November 1984. The £1.4m available for small firms to improve their performance by such things as the provision of consultancy and common services, help on technical innovation and information and towards certain types of capital investment has been fully subscribed, with over 100 offers of assistance having been made.

Local Government, Initiatives

7E.3.15. The local authorities have given particular emphasis to the needs of smaller businesses especially new business start ups. Included within the various

portfolios of assistance offered by the local authorities are a variety of complementary schemes of aid, in addition to the more traditional infrastructural investment. The aim of these schemes is to provide a comprehensive programme of marketing, technical and managerial and financial support to encourage indigenous enterprise development. Loan guarantee schemes, wage subsidies, product development grants to encourage innovation, and business advice courses are examples of this form of help offered to small businesses by the local authorities.

7E.3.16. As well as providing marketing, product development and technology advisory services and suitable accommodation for new and small businesses, including small factory units and seedbed workshops, Barnsley Metropolitan Borough Council operates a Financial Assistance to Industry scheme. This scheme is designed to meet the needs of small firms and start up businesses, and offers loans and grants to firms (including wage subsidy supported by the European Social Fund). Existing and emerging initiatives will be linked in to the proposed Business and Innovation Centre in Barnsley, for which an ERDF grant has been approved to carry out a feasibility study.

7E.3.17. Apart from developing and improving its own complementary schemes of assistance including wage subsidy supported by ESF, land and premises, and advice to business, Doncaster Borough Council is very active in co-operating with other agencies such as COSIRA, NCB Enterprise, Department of Trade and Industry and local business (DONBAC) to offer a sound co-ordinated programme of aid. The recently established Wheatley Hall Centre offers managed workspace, and administrative support for development of small businesses.

7E318. Rotherham Enterprise Agency Ltd (REAL) is established to provide business support and advice to new, small businesses. Premises are being sought in Rotherham town centre for an Advice and Counselling Service to the unemployed, and the refurbishment of Brampton Ellis and South Grove schools will release premises where, in addition to the managed workshops, informal 'drop in' recreation facilities are being provided along with some vocational and non-vocational training. A Local Collaborative Project is being undertaken to make available skills and training for employers in the Computer Aided Design/Computer Aided Manufacture fields. A microsystems centre offers advice to firms about computer hardware and software.

7E.3.19. In addition to loan guarantee schemes, product development grants and the support offered to new enterprises through enterprise workshops Sheffield has established programmes to further new firm formation within the ethnic minority population. A range of business support and development measures has been established with external funding from the Business Improvement Services scheme. These measures will complement existing academic and industrial centres of technical and business management expertise.

7E.3.20. Derbyshire County Council's Economic Development Unit has offered assistance to industry and commerce in many ways, including a Business Grants Scheme to help new and expanding firms. The County Council's economic strategy for Dronfield, Eckington and Killamarsh proposes consideration of measures to assist existing firms by minimising constraints on their expansion; increasing firms' involvement in the future of the towns' economies; fostering the adoption of new technology and innovation; and promotion of the development of an early warning system to provide economic promotion agencies with the opportunity to offer assistance to firms facing difficulties in advance of final decisions being taken. Derbyshire district councils also have schemes of assistance, such as the Borough of High Peak's loan scheme for industrialists. Derbyshire County Council plans to establish an Industrial Innovation Centre and Small Business Centre on the Whittington Moor Information Technology Centre site in 1986/87.

Promotion of Tourism

7E.3.21. The development measures associated with the objective arise out of the local authorities' concern to stimulate the local tourist industry so as to:

- i. provide alternative employment to replace jobs lost in traditional industries and encourage service sector growth;
- ii. make the area more attractive to incoming and resident employment;
- iii. enhance the facilities and amenities for visitors and the local population;

iv. assist the conservation and interpretation of the local natural, historical and built heritage;

v. increase economic activity generally;

vi. secure existing jobs in tourism.

All local authorities are active in preparing or initiating a variety of measures associated with tourism, including environmental and physical development schemes, including the provision of new facilities for both business and leisure visitors.

7E.3.22. In Barnsley, schemes will be pursued associated with realising the tourism potential of the historic mining village of Elsecar (Interpretation Centre and Heritage Trail - Museum - Craft workshops), Thorncliffe Estate, Chapeltown (hotel, restaurants, sports/health centre, equestrian centre, childrens' theme park), and a regional ski centre based on an artificial ski slope.

7E.3.23. Implementation of its tourism strategy will generate a variety of schemes within Doncaster. A 2 part study (ERDF assisted) has been completed and accepted by the Borough Council as the basis for the creation of a unique leisure complex incorporating sports facilities of international standard, on Phase 1 of which work began in 1986. The cost is estimated as being £22m and fund assistance is being sought. Currently being investigated are initiatives associated with realising the visitor attraction of the canal and waterway system - marina at Conisbrough, enhancement of existing marinas at Thorne, canal and maritime heritage centre at Thorne, improvements to countryside recreation provision, and museum and tourist information facilities - there is currently a local authority administered Tourist Information Centre at the Central Library at Doncaster.

7E.3.24. In Rotherham, an information service giving advice on accommodation to businessmen is established in the Main Library. Schemes which are being investigated for bringing forward during the 1986-90 period are the promotion of Wentworth Woodhouse, a 17th century stately home with 200 ha of gardens and parkland, as a recreational, commercial and conference centre; reclamation of Brookhouse colliery and incorporation into the Rother Valley Country Park to enhance its attraction as a regional facility; and a

pottery heritage centre based on Rockingham Pottery, utilising an original kiln and associated with museum and exhibition programmes. Fund assistance for an access road to the Rother Vally Country Park was awarded in 1985, and future schemes at the Park include the provision of craft workshops.

7E.3.25. In Sheffield, the city already derives economic benefit from its success in attracting business tourism, but if it now to consolidate and increase the physical and economic gains from tourism, then the pace of both environmental infrastructure and specific facility improvements must be increased. It is hoped 1985-90 will see realisation of schemes currently being prepared for: the improvement of the railway and canal corridors in the Lower Don Valley, where a new park and major athletics stadium will adjoin the canal as part of a new and rejuvenated Employment Zone; refurbishment and modernisation of Lyceum Theatre and other measures to enhance Sheffield's attraction as a cultural and tourist centre of national significance; and promotional schemes to develop Sheffield's attraction as a weekend break venue.

7E.3.26. It is probable that a Tourism Development Action Programme may be prepared for the Derbyshire/Staffordshire Rural Development Area, with support from the English Tourist Board and the Development Commission. Current proposals include, at Castleton, a 2400,000 Tourist Information Centre, designed to deal with 1.5 million visitors a year, a Heritage Centre and car park extension, a sports hall at Hope, and a visitors' car park at Bamford. There is a scheme to develop the former Westhorpe Colliery, Killamarsh, into a mining heritage centre, and a length of disused Chesterfield Canal at Killamarsh, owned by North East Derbyshire District Council, offers scope for development as an amenity feature. At Eckington, the Moss Valley Countryside Management Project, implemented jointly by the constituent local authorities with Countryside Commission support, is carrying out environmental improvements, protecting natural history interests and providing for informal recreation. The former Norton Aerodrome has potential for reclamation.

Training and Retraining

7E.3.27. Initiatives by all the local authorities in association with academic institutions are designed to improve research/industrial links and to develop workforce skills appropriate to the technological needs of industry. Through these schemes supported by the European Social Fund, extensive vocational training is given to enhance local labour skills.

7E.3.28. A preoccupation of secondary and further education throughout South Yorkshire has been to reflect the requirements of new technology in the range of courses provided.

7E.3.29. Counselling advice centres for the unemployed are provided using limited local authority and central resources (Urban Aid). Concessions are available to the unemployed to ensure that they are not deprived of access to educational and recreational facilities and opportunities.

7E.3.30. Barnsley Borough Council actively promotes the formation of co-operatives and provides support and assistance to those established. Future proposals include the need to provide suitable shared workspace for co-operatives, and the establishing of a revolving loan fund as a pump priming exercise for new projects, the promotion of community co-operatives, especially in the unemployment blackspot of the Dearne Towns area, where the local community can become directly involved in the regeneration of their local economy, and the establishment of a Youth Co-operative Centre. The Council will also consider promoting community businesses enterprises motivated by concern for the community which both support the development of infrastructure and diversification of the economy and the development of new skills and responsibility in the community.

7E.3.31. In the training/retraining field the Council remains actively involved through its MSC Youth Training Scheme Agency and Community Programme Agency. Fund assistance is being sought for a building conversion scheme to house the central administrative and training sections of the Community Programme Agency. Work preparation, skill, and business training courses have been established.

7E.3.32. The focus for the Council's assistance to the unemployed has been the Centre Against Unemployment in the Barnsley Enterprise Centre, which provides a range of advice and support and facilities to help to alleviate the hardship of unemployment. A second centre is being provided in the Dearne Towns area as part of the Dearne Enterprise Centre.

7E.3.33. Doncaster Borough Council has established an Unemployed Workers Centre which offers counselling and leisure facilities to the unemployed. Also through its Community Programme Agency and YTS activities, it seeks to encourage training, acquisition of skills and a sense of purpose for the unemployed. Fund assistance is being sought for Stage II conversion works

at Rossington Hall for the South Yorkshire Apprentice Racing Training School. With the loss of jobs in coal mining having a particular impact in the number of somewhat isolated but substantial (15,000 population) mining communities with no significant alternative employment, the Council is seeking to intensify its measures to alleviate the consequences of unemployment to complement its job creation and environmental improvement schemes.

7E.3.34. It is hoped to present for EEC aid major programmes and mechanisms which will enable the development of model social alleviation initiatives for the coalfield area of Doncaster including Mexborough - Conisbrough which will have relevance to the wider South Yorkshire coalfield and coal communities generally.

7E.3.35. In Rotherham, the European Social Fund is being used to finance a range of training courses (including ISERBS which provides training courses for redundant steel workers) in each of the Council's 3 Colleges of Further Education. Colleges at Dinnington and Rotherham are centres for training in computer studies. It is to assist in the development and commercialisation of these skills that the controlled environment of the managed workshops at Brampton Ellis and South Grove are being provided.

7E.3.36. Advice and counselling will soon be available to the unemployed together with an increase in the facilities for informal recreation at unemployment centres.

7E.3.37. Vocational training, with a particular emphasis upon training in new technology skills, is important in Sheffield's 5 higher education colleges and the City Polytechnic. Applications to the European Social Fund are in excess of £1m for training schemes operated in Sheffield. Sheffield University is also developing its links with industry. A network of unemployed centres have been established in Sheffield which seek to provide advice and support to the unemployed, and also to promote training and new firm formation appropriate to the needs of the unemployed.

7E.3.38. Derbyshire County Council has established the Derbyshire Co-operative Development Agency Ltd, with an office in Chesterfield, to advise on the development of workers' co-operatives.

Transport Infrastructure

Roads

7E.3.39. Road schemes are designed to improve the strategic road network and to overcome problems of circulation of traffic around urban centres and improve access to existing and potential industrial/commercial areas.

7E.3.40. The recently completed A57 Aston Relief Road provides an improved link between Worksop, Dinnington, Kiveton and Sheffield, and the trans-Pennine route from South Yorkshire will be greatly improved by the Stocksbridge to M1 scheme, which will be started in 1986. The local authorities are to provide an access from this road to the BSC works at Stocksbridge, relieving the existing inadequate main road link. Completion of the Chesterfield Inner Relief Road (outside the area) in July 1985 has provided a high quality route to the M1 and the south from much of southern and western Sheffield.

7E.3.41. Amongst the major road improvement schemes proposed for Barnsley are the Dearne Towns M1/A1 link improving access to Dearne Valley settlements and industrial sites, and improvements to the A637 and A665, which will upgrade the link between M1 motorway and major existing and proposed employment developments to the north west of Barnsley. Plans for a Barnsley town centre western relief road are in preparation.

7E.3.42. A major scheme in Doncaster is the North Bridge Relief Road and its associated approach roads, which will alleviate congestion on the north side of the town. Other schemes include continued dualling of Bawtry Road, Doncaster and widening of Cantley Bridge on the A638 to improve access to the town and the Doncaster Leisure and Business Park alongside the racecourse; a new road linking the A1(M) to Carrcroft Industrial Estate; the M18 - Conisbrough link road; and the development of network of cycleways connected to residential and employment areas.

7E.3.43. Road schemes within Rotherham include Stage IV of the Rotherham Inner Bypass linking the Enterprise Zone and Templeborough and thus facilitating north-south movement around the town centre; access road bridge associated with Swinton Meadows Industrial Estate; Clifton Lane Improvement; and part of the Dearne Valley M1/A1 link.

7E.3.44. In Sheffield it is intended to continue to improve the circulation of traffic within Sheffield and particularly access between residential areas and employment zones. Work towards completion of the inner ring road at Sheffield is being pursued with improvement at Upper Hanover Street (£0.8m). Other proposals are being examined for Shalesmoor with evaluation of the extension to Park Square to complete the northern section of the inner ring road. These schemes will reduce traffic congestion and improve the environment in and around the city centre, and with the Penistone Road improvement will increase accessibility to the Don Valley industrial areas, and a Bramall Lane scheme is also planned. Current schemes in progress will improve access to individual industrial sites, particularly Carbroke Street/Attercliffe Common. There has been a start on the Relief Road to Sheffield via Mosborough which will provide a direct link from the expanding residential and industrial development at Mosborough to Sheffield and the M1 via the A57(F). Investment in roads at Mosborough itself also continues to be required, with 2 recent schemes, to provide the grid road network necessary for good access to the industrial area at Holbrook and to the District Centre, being awarded ERDF grants of £196,000 and £319,800 respectively.

7E.3.45. In Derbyshire, the Tapton, Brimington and Staveley Bypasses will completely realign the A619 between the Chesterfield Inner Relief Road and the M1 (Junction 30) by 1990, and will give improved access from Eskington and Killamarsh to Chesterfield. By providing improved access to new industrial areas at Barlborough and Brimington, the road will help provide much needed jobs for the adjoining Intermediate Area in Derbyshire.

Rail

7E.3.46. The main project benefitting the area is the electrification of the east coast main line. The £230m infrastructure investment for the scheme as a whole includes £19.3m relating to the profile area, for electrification, and construction/conversion of associated depots for civil engineering and maintenance of new traction and rolling stock. By providing an improved high speed passenger service and allowing greater flexibility of freight movements, the scheme will provide a better service to existing industries and the local population, as well as enhancing the image of the area and encouraging industrial/commercial investment and tourism. Other British Rail investment includes a £420,000 track and signalling modernisation scheme in the Barnsley area to provide a better service by

improving the control and flexibility of train movements, and station improvement schemes at Rotherham (passenger facilities, £100,000 in 1986), Doncaster (travel centre and concourse, £720,000 1988-1989, and passenger car park, £110,000 in 1986) and Sheffield (£185,000, travel centre and concourse in 1988) to improve facilities to encourage the mobility of the indigenous population and improve the image of the towns.

7E.3.47. Local authorities' investment in railways includes the construction of the Holmes Chord, together with a new station, to provide Rotherham with a rail service more accessible to the town centre and bus services, and new stations at Parkgate and Swinton, and at Thurnscoe and Goldthorpe as part of a proposed service improvement to the Dearne Towns area, as well as a proposed rail/bus/coach interchange to replace the present inadequate facilities in Barnsley town centre. The re-opening of Dronfield Station and integration of bus/rail facilities has improved access to the urban job market; the project is receiving continuing financial support from Derbyshire County and North East Derbyshire District Councils. The construction of a light rail line between Mosborough and Hillsborough is under investigation.

Air

7E.3.48. Consideration is being given to the establishment of a SFCB port for South Yorkshire, one of the favoured sites being located adjacent to the unemployment blackspot of the Dearne Towns area.

- Inland Waterways

7E.3.49. Schemes include wharfside development at Eastwood and enhancement of trans-shipment facilities at Gas House Bight, Kirk Sandall, Mexborough.

Water Infrastructure

7E.3.50. To tackle the area's problems, largely associated with an ageing and unsound infrastructure, a series of investments are under consideration by the Yorkshire Water Authority which serves most of the area. In 1985 work was completed on the rebuilding of Langsett Water Treatment Works, with the aid of an EIB loan. This was the first major step in improving the current poor quality of water supplied to Barnsley and Sheffield and alleviated the problem for 115,000 people. A 15 year programme to rebuild

the 5 largest Pennine treatment works is now proposed. On completion water supplies will meet WHO and EEC standards and be free from discolouration. As part of this programme work is expected to start on the Ingbirchwork/Royd Moor TW in 1986/7. In the Doncaster area, the completion of a new treatment works and service reservoir at Nutwell, aided by the Community has allowed the blending of water from a number of borehole sources and so improved water quality in the area.

7E.3.51. The Authority's ongoing programme of renovation and replacement of unsound water mains will continue over the next 5 years, to assist in the alleviation of the problem of poor quality water. At current expenditure rates it will take at least 15 years to overcome the problem of old mains without taking into account further deterioration in the meantime.

7E.3.52. In recent years a number of major water supply schemes (for which Community assistance was received) have been completed to ensure security of supplies to South Yorkshire and provide sufficient capacity to meet rising demands for several years. These include the duplication of the Yorkshire Derwent Aqueduct (Brayton to Hooper), extensions to Hooper reservoir and the building of Monk Bretton and Rednires service reservoirs. To complement these projects, a number of schemes are planned for the next 5 years to increase the facilities for storing and transferring both treated and untreated water within the area, increasing flexibility and ensuring water is available where it is needed to meet current and future demands. Proposed schemes include the building of a raw water reservoir at Elvington TW, the replacement of the aqueduct between Winscar and Broadstones reservoirs, and the building of a new link from Winscar to Langsett TW. For transferring treated water to centres of demand, proposed schemes include duplication of the remaining single length of the Yorkshire Derwent aqueduct between Elvington and Brayton, developing a link between the Yorkshire Grid and Pennine sources, building a trunk main and pumping station between Heck and Askern in the Doncaster area, and undertaking works to allow treated water from the Yorkshire Grid to be transferred from Hooper to Moonshine service reservoir in Barnsley.

7E.3.53. In the immediate future, work will be completed on a major new sewer in Rotherham (Masborough Street to Rawmarsh Road) and the second phase of the Don Valley sewer, which will provide a new trunk sewer system for Sheffield to overcome capacity, structural condition and pollution problems. A number of significant sewer replacements and renewals are also

proposed as part of the Authority's ongoing programme to alleviate foul flooding and river pollution, including the Stocksbridge Valley sewer, Coisley to Woodhouse Mill sewer transfer and Woodseats resewerage. Major resewerage works have already been completed in Goldthorpe and Thurascoe allowing constraints on development to be lifted.

7E.3.54. The Authority's ongoing programme for improving river quality in South Yorkshire will continue over the next 5 years. A number of ageing sewage treatment works have already been refurbished or replaced and further improvements and reconstructions are planned for Lundhill, Wombwell and Worsbrough in Barnsley, Aldwarke in Rotherham and Adwick in Doncaster.

7E.3.55. Because of past development in the Valley bottoms, there are flooding problems in parts of Sheffield and Rotherham. To alleviate these problems Yorkshire Water has proposals for improvements to the Rivers Rother and Sheaf, and Blackburn Brook.

7E.3.56. The Severn Trent Water Authority's main project is the rationalisation of sewage treatment facilities for Anston/Dinnington and Kiveton Park. A new works is to be constructed at Dinnington, rising mains will convey flows to the works and sludge digestion will be constructed at Kiveton Park. Other work is planned at Wadworth, Warnsworth and Woodsetts on sewage treatment works. Sewer renewal is planned at Harthill, Kiveton Park and Anston, and it is planned to increase the level of expenditure on such work during the next 5 years. Expenditure has been incurred to provide water supplies for the development of Mosborough: only links for individual estates are required as necessary. A rural water supply scheme for the Castleton area is under investigation.

Power Supply

7E.3.57. The Yorkshire Electricity Board's objective will be achieved by maintaining, improving and extending the network of mains and services to meet customers' needs whilst minimising costs. The Board's current capital programme provides for expenditure associated with the closure of certain power stations and for improvement in system control and line rebuilding programmes. Investment on operational requirements includes provision for new business (new or increased demands) and reinforcement (strengthening and rearranging the distribution system to maintain electricity supplies to existing customers, modernisation of obsolete or unsatisfactory assets to

maintain the networks in a satisfactory condition) and for improvements in system control by installing telecontrol equipment. Telecontrol - the control of equipment at a distance - forms an important part of the investment programme in the area, and will bring benefits to consumers through improved security of supply and better handling of faults on the network.

7E.3.58. A vital consideration when attempting to attract new industry into the sub-region is industry's need for access to a low cost reliable gas supply. The British Gas Corporation and its successor company will continue to look for opportunities to improve and expand the supply of gas to industry and commerce via a continuing programme of expansion, reinforcement and renewal to maintain supplies to existing customers and provide for load growth.

Measures to Develop New Forms of Energy Conversion and Distribution

7E.3.59. Sheffield City Council hopes to implement a major combined heat and power scheme which would be important for energy saving, the environment and for coal utilisation as well as being a major item of infrastructure. A grant of about £300,000 under the Community's Energy Demonstration Scheme has been approved to carry out a feasibility study; and a further grant of some £850,000 has been offered to further the work. The project itself may cost some £400m to fully implement.

Environmental Improvements

7E.3.60. Measures to achieve this objective include:

- i. the reclamation and treatment of some 400 ha of derelict, degraded, despoiled and neglected land, which in some cases will lead directly to the provision of further serviced land for industrial/commercial development;
- ii. tackling the problem of atmospheric pollution associated with the use of coal;
- iii. dealing with the legacy of gross pollution of watercourses (see paras 103-104 above);

iv. developing new disposal facilities for industrial and commercial waste;

v. a rolling programme of Industrial and Commercial Improvement Areas (ICIAs).

7E.3.61. Barnsley Borough Council is continuing with investment in ICIAs and pursuing other environmental and corridor improvement schemes. The Council has a rolling programme of derelict land reclamation which includes the reclamation of sites for development as well as environmental improvement. Many of the sites are located in and around the Dearne Valley area in Barnsley, where a co-ordinated strategy of improvements is transforming derelict, degraded and neglected land into a parkland/recreation area in the heart of the Barnsley Urban area. Future schemes will include former collieries and their associated spoil heaps, and those at Dodworth and Rockingham will be reclaimed to form major new industrial estates.

7E.3.62. Doncaster is also continuing to extend its programme of ICIAs and upgrade the environment. In some parts of Doncaster the poor environment, a legacy of coal mining and heavy industry, is a major constraint on attracting investment to improve job opportunities. The site of the closed Doncaster power station is to be disposed of, presenting a redevelopment opportunity. Reclamation and improvement schemes not only enhance the environment but can release land for industrial and commercial development and agriculture and provide amenity sites. The local authority has on-going programmes of major reclamation works.

7E.3.63. To tackle the problem of atmospheric pollution, Doncaster Borough Council has had a progressive Smoke Control Programme since 1974. Already the whole of the former Doncaster County Borough and the Urban Districts of Bentley, Conisbrough and Mexborough are smoke controlled. A number of communities within the District have exceedingly high levels of both smoke and SO₂, a legacy of coal mining, well in excess of recognised standards, but with the on-going smoke control programme it is anticipated that the whole of the Metropolitan District will comply with the EEC Directive on Air Quality by 1993.

7E.3.64. Rotherham Borough Council's measures to improve the environment and increase the supply of industrial land are linked especially in the Don

and Dearne Valleys. The Borough Council has approved a reclamation zone which includes the main areas of dereliction associated with coal and steel. Work is expected to start within the next 2 years on the reclamation of the coking plant and colliery at Brookhouse, Wath Marshalling Yards and Templeborough.

7E.3.65. The Chesterfield canal is to be restored to cruising standards (in co-operation with Bassetlaw District Council) as part of the Anston Woodall Country Park Project.

7E.3.66. Improvements continue to be made in the older industrial and commercial areas through the Council's programme of Industrial and Commercial Improvement areas, funded through the UK Urban Programme, at Swinton Bridge, Parkgate, Masbrough/Thornhill and Rotherham Town Centre (The Gates CIA). In addition, 2 similar areas at Maltby and Dinnington are being improved using the Council's own funds.

7E.3.67. Sheffield City Council and other public bodies continue to make major improvements to the common infrastructure of ICIAs. Highway improvements, sewer renewals, the provision of new car parks and landscaped amenity areas are examples.

7E.3.68. The areas in the rolling programme were chosen because they offer the best opportunities for renewal to play its part, alongside redevelopment and business support measures, in an integrated economic development strategy. Therefore, the current emphasis is on the Matilda Street IIA, incorporating the Technology Campus, and the Attercliffe Road IIA which occupies a focal position in the Lower Don Valley and includes the New Employment Zone within its boundary.

7E.3.69. From April 1986 another important stage in the rolling programme will begin when the Shalesmoor IIA comes on stream along with the overlapping Kelham Island Industrial Conservation Area. The intention here is to harness the considerable potential for conservation, recreation and tourism to the cause of enterprise and job creation. By April 1987 2 more improvement areas will be declared, in Neepsend and Lower Don Valley.

Section 4: FINANCIAL RESOURCES 1986/90

7E.4.1. Table 1 presents the available information on capital expenditure on schemes currently in progress or currently planned to start during the programme period. Consequently, it understates likely actual expenditure particularly in the later years of the programme as new schemes are brought into authorities' capital programmes, though scheme implementation is also dependent on the availability of resources.

TABLE 1

FINANCIAL RESOURCES 1986/90

	TOTAL COST £M	ESTIMATED START DATE	1986/87- 1987/88 £M	1988/89- 1989/90 £M
A. INDUSTRIAL DEVELOPMENT				
a. <u>Barnsley MBC</u>				
Examples of major projects:				
Advance Factory Units at:				
i. Platts Common Industrial Estate, Hoyland	0.336	1986/87	0.336	-
ii. Lidget Lane Industrial Estate, Thurnscoe	0.232	1987/88	0.232	-
iii. Grange Lane Industrial Estate, Barnsley	0.384	1987/88	0.384	-
iv. Other locations (to be determined)	0.7	1988/89	-	0.7
Infrastructure at:				
i. Lidget Lane Industrial Estate, Thurnscoe	0.3	1986/87	0.13	0.17
ii. Wombwell Lane Industrial Estate, Barnsley	0.605	1987/88	0.453	0.152
Conversion of Premises for small Businesses	0.4	1986/87	0.2	0.2
Industrial and Commercial Improvement Areas	1.2	Ongoing	0.6	0.6
Reclamation of Dodworth Colliery to provide new industrial estate	1.5	1987/88	0.5	1.0
Reclamation of Rockingham Colliery to provide new industrial estate	2.5	1989/90	-	0.5
Business and Innovation Centre, Barnsley - Feasibility Study	0.081	1986/87	0.081	-
b. <u>Doncaster MBC</u>				
Carcroft (i) servicing I and II	1.138	Completed	0.005	
Carcroft (ii) Low Cost Units	0.400	Completed	0.001	
Doncaster Carr Phase I Stage I(A)	1.244	Continuing	0.235	
IAs	0.600	1986/7	0.300	0.300
Denaby Lane, Phase I	0.323	1985/6	0.203	
Denaby Lane, Phase II	0.157	1988/9	-	0.157

	TOTAL COST £M	ESTIMATED START DATE	1986/87- 1987/88 £M	1988/89- 1989/90 £M
Carcroft Further Low Cost Units	0.160	1986/7	0.130	
Milethorne Lane	0.200	Continuing	0.029	
c. <u>Rotherham MBC</u>				
Waverley Industrial Estate, Catcliffe Restoration and infrastructure	2.500	1988/89		2.000
Wath (Marshalling Yards) Industrial Estate	2.700	1986/87	2.200	0.500
Carlisle Street, Kilnhurst	0.233	1986	0.213	0.020
Don Valley (Templeborough) Redevelopment	NA			
Brampton Ellis Managed Workshops	0.560	1986	0.420	0.140
Bolton Road, Wath, Managed Workshop Phases I and II (Rotherham Enterprise Agency Ltd)	0.710	1986	0.710	
South Grove Enterprise Centre	0.300	1987	0.150	0.150
Wellgate, Rotherham Multi-storey car park	0.950	1988/89		0.950
Industrial and Commercial Improvement Areas (1986-90)	2.000	Ongoing	1.000	1.000
Article 15 Business Improvement Scheme		1988		0.100
d. <u>Sheffield City Council</u>				
Technology Campus - New Employment Zone	1.260	Continuing		
Factory Units	1.965	Continuing		
Support for Indigenous SMEs	1.165	Continuing	0.490	0.675
Langsett Industrial Infrastructure	0.140	Continuing	0.140	
Benlan Road Industrial Estate (Infrastructure)	0.100	1986/87	0.100	
Programmed Factory Units	1.700	Continuing	0.600	1.100
Carbrook Hall Industrial Estate	0.050	Continuing	0.050	
New Employment Zone, Chippingham Street Site, support centre and units	2.122	1986/87	1.490	0.632
Leigh Street Units extension	0.200	1986/87	0.200	
New Build Units, Leigh Street/Bould Street	0.290	1986/87	0.290	

	TOTAL COST £M	ESTIMATED START DATE	1986/87- 1987/88 £M	1988/89- 1989/90 £M
Managed Workspace, Lower Don Valley	2.025		0.275	1.750
e. <u>Derbyshire County Council</u>				
Barlborough Industrial Estate	1.463	1986/87	1.463	
Norwood Industrial Estate Advance Factories	0.589	1985/86		
Chesterfield Innovation Centre	0.2	1986/87	0.2	
Chesterfield Small Business Centre	0.25	1987/88		0.25
f. <u>North East Derbyshire District Council</u>				
Craft Workshops, Kent House Farm, Ridgeway	0.150	1985/86		
Norwood Industrial Estate Advance Factories	0.357	NA		
Rotherside Road Industrial Estate Extension, Eckington	0.065			
g. <u>English Estates</u>				
Kirk Sandall Advance Factories and Doncaster Offices	0.890	1984/85	0.010	
Barbot Hall Industrial Estate Advance Factories	0.660	1984/85	0.010	
B. TOURISM AND ENVIRONMENT				
Doncaster Leisure Centre	21.000	Continuing	14.820	4.495
Conisbrough, Mexborough, Donaby Initiative:				
(a) Feasibility Studies	0.120	1986/7	0.120	-
(b) Development Works	0.600	1987/8	0.130	0.470
Brookhouse Colliery	0.300	1986/87	0.150	0.150
Wentworth Woodhouse	NA			
Pottery Heritage, Swinton	NA			
Chesterfield Canal Restoration	1.000	1987/88	0.100	0.800
East End Park (Lower Don Valley Land Reclamation)	1.650	Continuing	0.250	1.400
Harleston Street (LDV Reclamation)	0.019	1986/87	0.019	

	TOTAL COST £M	ESTIMATED START DATE	1986/87- 1987/88 £M	1988/89- 1989/90 £M
Woodbourn Athletics Centre	2.000	1986/87	1.000	1.000
Lyceum Theatre Refurbishment	4.000	1986/87	2.000	2.000
Castleton Tourist Information Centre	0.400	1986/87	0.400	
Castleton Car Park Extension	0.050	1986/87		
C. ROADS				
Examples of major projects:				
Stocksbridge Bypass (DTP Scheme)	18.700	1986		
Barnsley Western Relief Road	8.071	1988/89	-	6.5
A637 Improvements (Birthwaite Hall to Haigh)	1.478	1987/88	0.863	0.61
A637/635 Improvements (Low Barugh to Redbrook)	0.939	1987/88	0.841	-
B6100 East of Glasshouse, Worsbrough Dale	0.540	1986/87	0.51	-
A628 Silkstone - Hoylandswaine	0.711	1987/88	0.664	-
Dearne Towns (M1/A1 Link Road Phase 1 Tankersley to Wombwell Road)	3.761	1988/89	0.467	3.273
Bawtry Road Dualing	0.820	Completed	0.051	
Bridge Street/Church Street, Thorne	0.186	1986/87	0.170	0.016
Mexborough Pedestrianisation	0.411	1986/87	0.385	0.026
Bawtry Road/Cantley Bridge	1.308	1987/88	0.110	1.198
Doncaster Town Centre Pedestrianisation	0.318	1986/87	0.290	0.028
A19 Realignment at Bentley	0.570	1986/87	0.310	0.260
Balby Cycleway	0.080	Continuing	0.031	
Pastures Road, Mexborough	0.382	Completed	0.007	
Armthorpe Footbridge	0.050	1986/87	0.047	0.003
M18 Link at Stainton	0.061	1987/88	0.010	0.051
North Bridge Relief Road	16.000	1990	-	8.000
Swinton Meadows - Road Bridge and approach road	0.010	Complete 1986	0.010	
Swinton Meadows Industrial Estate (spine and spur roads)	0.400	1986/87	0.400	

	TOTAL COST £M	ESTIMATED START DATE	1986/87- 1987/88 £M	1988/89- 1989/90 £M
Clifton Lane Improvement	0.735	NA		
Town Centre Traffic Management and Environmental Works	0.750	1985/86	0.700	0.050
Rotherham Inner Bypass Stage IV	2.335	NA		
Northern Bypass (Dalton - Parkgate)	4.000	1986/87	4.000	
Lower Don Valley Roads and Footpaths	1.750	1986/87	0.750	1.000
Woodbourn Link Road	0.040	1986/87	0.040	
Woodbourn Roads and Footpaths	0.170	1986/87	0.170	
New Employment Zone Roads and Footpaths	0.180	1986/87	0.180	
Stocksbridge Bypass - BSC Link	0.420	1986	0.420	
Woodbourn Hill Highways	0.038		0.028	0.010
Carbrooke Street/Attercliffe Common	0.065		0.065	
Penistone Road I	4.060	1985/86	3.395	
Penistone Road II	7.000	1989/90		
Mosborough Parkway II	5.000	1987/88	1.666	3.333
Sheffield Inner Ring Road	2.000	1985/86	1.000	1.000
Mosborough Grid Roads	0.500	1987/88		
Staveley/Brimington Bypass	18.000	1986/87		
D. PUBLIC TRANSPORT				
Examples of major projects:				
a. <u>Local Authority and PTE</u>				
Goldthorpe Railway Station	0.12	NA		
Thurnscoe Railway Station	0.12	NA		
Barnsley Bus/Rail/Coach Interchange	NA			
New Railway Stations (Rotherham District) (Parkgate, Swinton and Rotherham Central inc Holmes Chord)	2.000	1986/87	1.280	0.120
South Yorkshire PTE expenditure on land, buildings and integrated schemes	23.829	Continuing	8.449	15.380

	TOTAL COST £M	ESTIMATED START DATE	1986/87- 1987/88 £M	1988/89- 1989/90 £M
Chesterfield Bus/Rail Interchange (joint LA/BR scheme)	0.100	1986/87	0.100	
b. <u>British Rail</u>				
East Coast Main Line electrification and associated work	19.322	1985		
Track and signalling modernisation, Barnsley area	0.420	1988		0.420
Rotherham Station Improvement	0.110	1986	0.110	
Doncaster Station Passenger Car Park	0.110	1986	0.110	
Doncaster Station Travel Centre and car park	0.720	1988		0.720
Sheffield Station Improvement	0.185	1988		0.185
E. OTHER ENVIRONMENTAL SCHEMES				
Doncaster MBC Reclamation Schemes				
Bentley	0.683	Continuing	0.018	-
Donaby Main	0.211	Continuing	0.042	-
Gas House Bight	0.416	1986/87	0.350	0.066
Armthorpe	0.066	Continuing	0.032	-
Dearne Valley	0.400	1987/88	0.120	0.280
Smoke Control (Doncaster)				
Rossington No 15	0.519	1986/87	0.519	
F. WATER AUTHORITIES				
Yorkshire Water Authority (Programmed Capital expenditure):				
Water Supply		Continuing	10.7 ¹	
Sewerage		Continuing	9.7 ¹	
Sewage Disposal		Continuing	3.0 ¹	
Common Services		Continuing	1.5 ¹	
Severn Trent Water Authority²:				
Sewerage	0.721	Continuing	0.211	0.403

	TOTAL COST £M	ESTIMATED START DATE	1986/87- 1987/88 £M	1988/89- 1989/90 £M
Sewage Treatment and Disposal	5.258	Continuing	2.796	2.127
G. ENERGY				
Yorkshire Electricity Board				
New Business	3.1 ³	Continuing	1.1	2.0
Reinforcement	1.6 ³	Continuing	0.6	1.0
Telecontrol	2.1 ³	Continuing	1.9	0.2
Sheffield Combined Heat and Power Scheme	400.0			

1 1986/87.

2. Current capital programme.

3. Totals during the Programme Period.

Section 5: IMPLEMENTATION AND CO-ORDINATION OF INVESTMENT

7E.5.1. The scale and pace of decline in the economic base of South Yorkshire will require a major concerted effort from all of the agencies involved in planning, transportation and social and economic development.

7E.5.2. In addition to the established planning framework the preparation of unitary development plans will require the closest co-operation from all the local authorities in South Yorkshire.

7E.5.3. The extreme circumstances affecting the economy and communities within South Yorkshire demand an integrated approach. Maximum use can then be made of the various sectors of European (regional) development measures and other monies. It is hoped to present for EEC aid, major programmes and mechanisms which will enable the development of model, economic, environmental and social initiatives for the South Yorkshire Coalfield and/or steel communities.

7E.5.4. Significant examples of the concerted action required include:

Barnsley

Barnsley's employment strategy is a co-ordinated approach comprising a wide range of initiatives aimed at tackling the problems of unemployment in the Borough. One of its elements is the development of Enterprise Centres which will be financed from a variety of European Sources and will combine training, business counselling and seed-bed workshops.

Doncaster

A series of area programmes are proposed based upon an approved Development Plan encompassing a series of co-ordinated initiatives directed at an integrated response to a wide range of social, economic, physical and environmental issues, utilising both statutory and non-statutory agencies within the Mexborough, Conisbrough and Thorne area. A significant project utilising a variety of funds will be the new leisure complex on the present Doncaster Airport site.

Rotherham

The approval of a reclamation zone will provide environmental improvements and a necessary increase in land supply in the Don and Dearne Valleys. This will be coincident with a programme of training, managed workshop provision and a range of community development measures within these blackspots: such as at Brampton Ellis and the South Grove Enterprise Centres.

Sheffield

Sheffield would wish to build upon the successful attraction of substantial national government funding for an integrated package of business development schemes, as well as European Community sources for vocational training, energy demonstration and product development projects.

The rejuvenation of the Lower Don Valley through economic and environmental measures, which will transform the built environment, is being pursued with the support and participation of national government and also within the context of a funding strategy which maximises the potential and impact of private sector investment.

Derbyshire

Derbyshire Councils are actively developing a Derbyshire Coalfields strategy with the aim of revitalising the areas highly dependent on the declining coal industry. Achievement of tourism potential is also important.

7E.5.5. Table 2 gives examples of the phased implementation of major projects.

TABLE 2

EXAMPLES OF THE PROGRAMMED IMPLEMENTATION OF MAJOR SCHEMES

SCHEME	1986/87	1987/88	1988/89	1989/90
A. INDUSTRIAL DEVELOPMENT				
<u>Barnsley</u>				
Advance factory units at:				
i. Platts Common Industrial Estate, Hoyland	Start	Complete		
ii. Lidget Lane Industrial Estate, Thurnscoe		Start	Complete	
iii. Grange Lane Industrial Estate, Barnsley		Start	Complete	
iv. Other locations (to be determined)			Start	Complete
Infrastructure at:				
i. Lidget Lane Industrial Estate, Phase 1 Phase 2	Start	Complete	Start	Complete
ii. Wombwell Lane Industrial Estate, Barnsley, Phase 1 Phase 2		Start		Complete Start
Reclamation of Dodworth Colliery and Infrastructure for new industrial estate		Start		Complete
Reclamation of Rockingham Colliery and Infrastructure for new industrial estate				Start
Conversion of Premises for Small Businesses		Continuing		
Industrial and Commercial Improvement Areas		Continuing		
Other Improvement Area Schemes		Continuing		
Business and Industry Centre - Feasibility Study	Start/ Complete			
<u>Doncaster</u>				
Carcroft (i) Servicing I and II	Complete			
Carcroft (ii) Low Cost Units	Complete			
Doncaster Carr Phase I Stage I(A)		Continuing		
IIAs	Start			Complete
Denaby Lane Phase I	Complete			
Denaby Lane Phase II			Start	Complete
Carcroft Further Low Cost Units	Start/ Complete			

SCHEME	1986/87	1987/88	1988/89	1989/90
Milethorne Lane	Complete			
Kirk Sandall Factories and Doncaster Offices (EE)	Complete			
<u>Rotherham</u>				
Waverley Industrial Estate, Catcliffe			Start	
Wath Marshalling Yards Industrial Estate	Start		Complete	
Carlisle Street, Kilnhurst	Start		Complete	
Brampton Ellis Managed Workshops	Start		Complete	
Bolton Road Managed Workshops (Rotherham Enterprise Agency Limited Scheme)	Start	Complete		
South Grove Enterprise Centre		Start	Complete	
Wellgate Multi-storey car park			Start	Complete
Industrial and Commercial Improvement Areas		Continuing		
Article 15 Business Improvement Scheme			Start	
Barbot Hall Industrial Estate Advance Factories (EE)	Complete			
<u>Sheffield</u>				
Technology Campus - New Employment Zone		Continuing		
Factory Units		Continuing		
Support for Indigenous SMEs		Continuing		
Langsett Industrial Infrastructure	Complete			
Benlan Road Industrial Estate Infrastructure	Complete			
Programmed Factory Units		Continuing		
Carbrook Hall Industrial Estate	Complete			
New Employment Zone, Chippingham Street Site, support centre and units	Start			Complete
Leigh Street Units Extension	Start	Complete		
New Build Units, Leigh Street/Bould Street	Start	Complete		
Managed Workspace, Lower Don Valley			Start	Complete
<u>Derbyshire</u>				
Barlborough Industrial Estate	Start	Complete		

SCHEME	1986/87	1987/88	1988/89	1989/90
Norwood Industrial Estate Advance Factories (Derbyshire CC project)	Complete			
Chesterfield Innovation Centre	Start	Complete		
Chesterfield Small Business Centre		Start	Complete	
Kent House Farm Craft Workshops	Complete			
B. TOURISM AND ENVIRONMENT				
Doncaster Leisure Centre		Continuing		
Conisbrough, Mexborough, Denaby Initiative				
(a) Feasibility Studies	Start	Complete		
(b) Development Works		Start		Complete
Brookhouse Colliery		Start		Complete
Chesterfield Canal Restoration		Start		
Sheffield East End Park		Continuing		
Harleston Street (LDV Reclamation)	Start/ Complete			
Woodbourn Athletics Centre		Start	Complete	
Lyceum Theatre Refurbishment	Start			Complete
Castleton Tourist Information Centre	Start	Complete		
C. ROADS				
Stocksbridge Bypass	Start		Complete	
B6100 East of Glasshouse/Worsbrough Dale		Start/ Complete		
Barnsley Western Relief Road			Start	
A637 Improvements (Birthwaite Hall to Haigh)		Start	Complete	
A637/635 Improvements (Low Barugh to Redbrook)	Start	Complete		
A628 Silkstone - Hoylandswaine		Start/ Complete		
Dearne Towns (M1/A1) Link Road - Phase 1 (Tankersley to Wombwell Wood)			Start	
Bawtry Road Dualling	Complete			
Bridge Street/Church Street, Thorne	Start	Complete		

SCHEME	1986/87	1987/88	1988/89	1989/90
Mexborough Pedestrianisation	Start	Complete		
Bawtry Road/Cantley Bridge		Start		Complete
Doncaster Town Centre Pedestrianisation	Start	Complete		
A19 Realignment at Bentley	Start		Complete	
Balby Cycleway	Complete			
Pastures Road, Mexborough	Complete			
Armthorpe Footbridge	Start/ Complete			
M18 Link at Stainton		Start/ Complete		
Swinton Meadows Bridge and Approach Road	Complete			
Swinton Meadows Industrial Estate spine and spur roads	Start	Complete		
Rotherham Town Centre Traffic Management and Environmental Works			Complete	
Rotherham Northern Bypass	Start	Complete		
Lower Don Valley Roads and Footpaths	Start			Complete
Woodbourn Link Road	Start	Complete		
Woodbourn Roads and Footpaths	Start/ Complete			
New Employment Zone Roads and Footpaths	Start/ Complete			
Stocksbridge Bypass - BSC Link	Start	Complete		
Woodbourn Hill Highways	Start		Complete	
Carbrook Street/Attercliffe Common	Start/ Complete			
Penistone Road Stage 1		Complete		
Penistone Road Stage II				Start
Mosborough Parkway II		Start		Complete
Mosborough Grid Roads		Start		Complete
Staveley - Brimington Bypass	Start			Complete

SCHEME	1986/87	1987/88	1988/89	1989/90
D. PUBLIC TRANSPORT				
New Railway Stations, Parkgate, Swinton and Rotherham Central, inc Holmes Chord	Start			
Chesterfield Bus/Rail Interchange	Start/Complete			
East Coast Main Line Electrification				Complete
Barnsley area track and signalling modernisation			Start	Complete
Rotherham Station passenger facilities	Start/Complete			
Doncaster Station passenger car park	Start/Complete			
Doncaster Station travel centre and concourse			Start	Complete
Sheffield Station travel centre and concourse		Start	Complete	
South Yorkshire PTE expenditure on land buildings and integrated schemes		Continuing		
E. OTHER ENVIRONMENTAL SCHEMES				
Doncaster MBC Reclamation Schemes:				
Bentley	Complete			
Denaby Main	Complete			
Gas House Bight	Start		Complete	
Armthorpe	Complete			
Dearne Valley		Start	Complete	
Doncaster Smoke Control:				
Rossington No 16	Start	Complete		
F. WATER AUTHORITIES				
Ingbirchworth/Royd Moor TW	Start		Complete	
Winscar to Broadstones Aqueduct	Complete			
Winscar to Langsett Link	Complete			
Grid/Pennine Link Main	Start		Complete	
Masborough Street - Rawmarsh Road sewer	Complete			

SCHEME	1986/87	1987/88	1988/89	1989/90
Don Valley sewer Stage 2	Complete			
Lundhill STW reconstruction		Complete		
Aldwarke STW Uprating	Start		Complete	
Flood Alleviation Sheffield/Rotherham		Start		
Harthill Pryor Sewer Renewal	Complete			
Kiveton Park Sewer Renewal	Start	Complete		
Grange Lane Rossington Improvements				Complete
Anston Sewer Renewal		Start		Complete
Anston/Dinnington/Kiveton Park:				
Rationalisation			Complete	
Sludge				Complete
Pumping Mains			Complete	
Warmsworth Reconstruction				Complete
Woodsetts		Start/ Complete		
G. ENERGY				
Yorkshire Electricity Board				
New Business			Continuing	
Reinforcement			Continuing	
Telecontrol				Complete

APPENDIX

TABLE 1: LENGTH OF DURATION OF UNEMPLOYMENT IN SOUTH YORKSHIRE

Length of time unemployed (weeks)	April 1984		April 1985	
	No	%	No	%
13 and under	17,967	19.5	18,487	18.9
14 - 26	13,844	15.0	12,806	13.1
27 - 52	20,957	22.7	21,494	22.0
53 - 104	18,594	20.1	18,535	19.0
105 and over	20,775	22.5	26,482	27.1
TOTAL	92,137	100.0	97,804	100.0

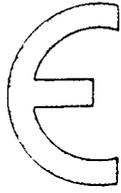
Source: Department of Employment JUVOS data.

Whilst the numbers out of work for 2 years or more increased in all TTWAs, the increases in Barnsley and Sheffield were the most notable.

TABLE 2: PERSONS OUT OF WORK FOR 2 YEARS OR MORE BY TTWA

	April 1984		April 1985	
	No	%	No	%
Barnsley	2,691	12.9	3,608	13.6
Doncaster	4,211	20.3	5,176	19.5
Rotherham and Mexborough	4,859	23.4	5,773	21.8
Sheffield	9,014	43.4	11,925	45.0
TOTAL	20,775	100.0	26,482	100.0

Source: Department of Employment JUVOS data.



European Regional Development Fund

**UK REGIONAL DEVELOPMENT
PROGRAMME 1986-90**



UK REGIONAL DEVELOPMENT PROGRAMME 1986-90

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The Programme consists of detailed information on regional or sub-regional areas (Sections 7 to 10) preceded by general information on the United Kingdom (Sections 1 to 6). This is Section *7F*.

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PREFACE

Sections 1 to 6 of this Programme have described in general terms the main regional problems of the United Kingdom and the policies which are being applied to overcome them. Sections 7 to 10 describe in greater detail the situation in the areas where the UK may be seeking assistance from the European Regional Development Fund. In common with the preceding sections these regional profiles have been structured in accordance with the requirements of the outline for Regional Development Programme (official journal No C69/2 of 24 March 1976). Each profile is preceded by a summary table and map which together define the area covered and an index to the contents.

The regional profiles cover contiguous blocks of travel to work areas (TTWAs) which have Assisted Area Status or Aided Area Status and are thus eligible for ERDF assistance. As far as possible these are defined to coincide with local authority areas or groups of areas and have been considerably revised since the previous Regional Development Programme so as to facilitate the compilation and presentation of information in a sensible way. Unlike certain other Member States, the UK does not have a federal system of government. Institutional arrangements and the resulting administrative structure are both highly centralised with central planning undertaken through separate regional and sub-regional authorities. For strong functional reasons different sectoral planning authorities operate according to different regional boundaries. Some of the illustrative statistics in the Programme therefore may relate to slightly different areas because so much information is compiled using local authority districts, counties or some other sectoral planning units. The length and detail of the individual profiles vary as there is a considerable variation in geographical and demographic size. The variety has many advantages, for it is an opportunity to compare the operation and planning of regional development in areas of differing size and make up.

Although the outline provides a structure for each of the regional profiles considerable variety has been used in the definition and presentation of problems, plans and individual development measures to avoid a rigid format. As far as possible information has been presented to accord with the extent of each particular Profile area. However the sort of information and the level of detail required is not always readily available in the standard form for this purpose and could not be obtained except at disproportionate cost. Approximations or surrogate data for the nearest corresponding administrative unit have therefore been necessary. This approach over the structure and content illustrates the degree to which participation of local and

other public authorities has been essential in the preparation of Profiles. Local authorities in Northern Ireland have not however been involved in the preparation of Section 10 of the Programme.

WORKINGTON PROFILE

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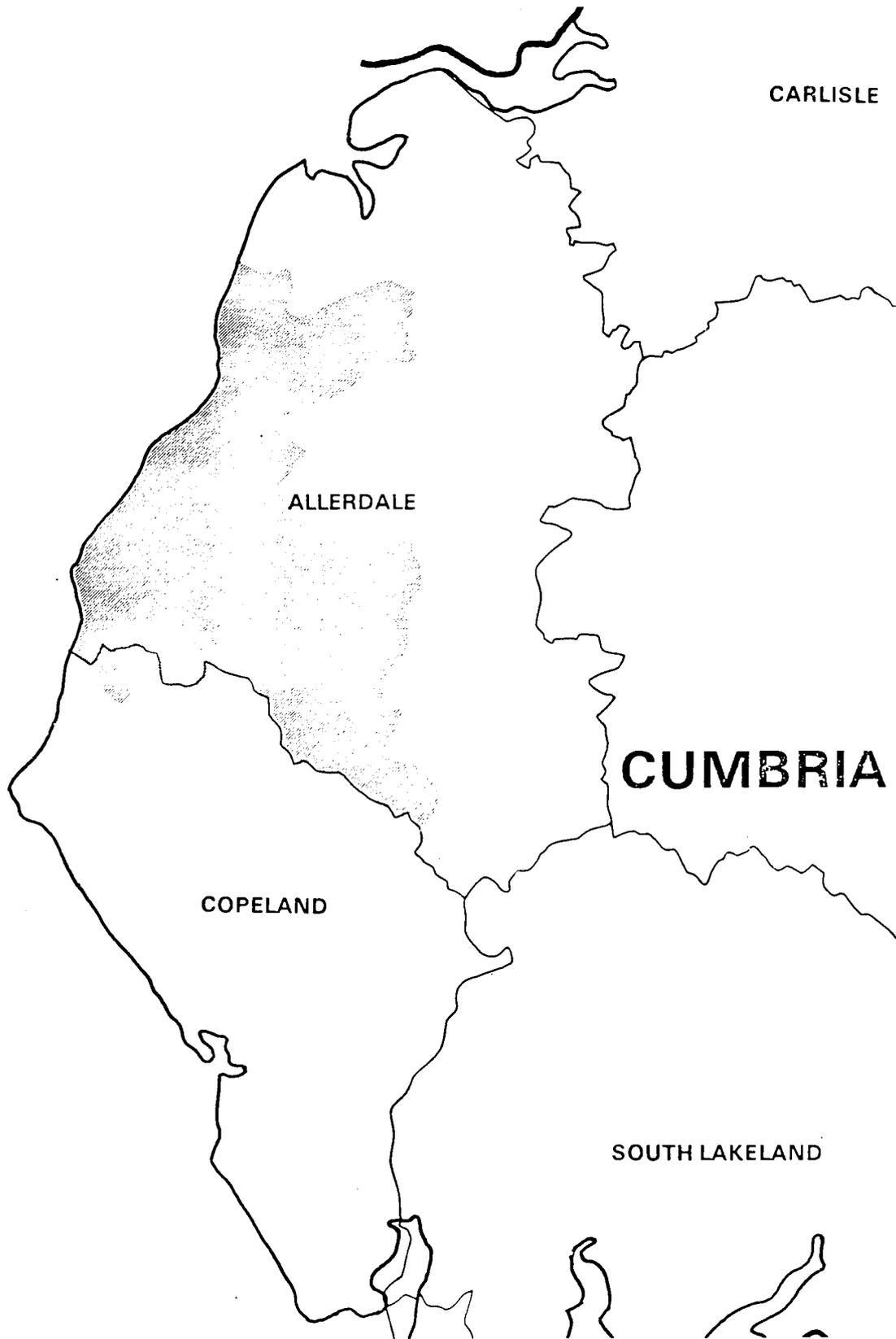
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7F.5.1

THE WORKINGTON ASSISTED AREA



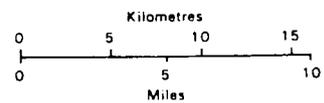
Assisted Area



County



District



WORKINGTON ASSISTED AREA PROFILE

1. Statistical Summary

Total Population (1)	(000)	70.8
Area (1)	(Km ²)	464
Density	(persons/Km ²)	152
Unemployment:	000	%
Total (2)	4.9	19.3
Long-term (3)	2.2	8.6
Youth (4)	1.7	6.6
Employment Distribution (1)	000	%
Agriculture	0.9	3.2
Energy and Water	0.9	3.2
Manufacturing	10.7	37.7
Construction	2.8	9.8
Distribution and Catering	5.1	17.9
Transport	1.0	3.5
Other Services	7.0	24.6
TOTAL		28.4 100.0

2. Area Definition

Travel to Work Area	Status (Development/ Intermediate Area)	Equivalent Local Administrative Area	
		Whole District	Part District
Workington	DA	-	Allerdale, Copeland

Notes:

- (1) 1981 Census of Population
- (2) Annual Average, 1985
- (3) Unemployed for over 1 year, Jan 1986
- (4) Aged 25 or less, Jan 1986

REGIONAL DEVELOPMENT PROGRAMME

ENGLAND - WORKINGTON

Section 1: SOCIAL AND ECONOMIC ANALYSIS

General Background

7F.1.1 The Workington Assisted Area is approximately 600 sq kilometres with a population of 70,000 and a workforce of 25,000. Small increases in both population and workforce are expected by 1990.

7F.1.2 The economy of the area has been heavily dependent upon a relatively small number of firms in the chemicals, metal manufacture, textile and shoe industries. These traditional industries, which in 1979 accounted for 55% of all manufacturing employment, have been hit particularly badly by the current recession. By 1981, employment in these industries had halved and their share of manufacturing employment had fallen to 45%; subsequently they have declined further.

7F.1.3 The predominant issue in the rural areas is the reconciliation of the conflicting demands of agriculture, opencast mining and preservation of the area's landscape.

7F.1.4 The M6 motorway, main line rail electrification and the development of Carlisle Airport have improved general accessibility to Cumbria as a whole but Workington is still relatively isolated. The main roads in the area have been steadily improved and this work is continuing. Railway routes around the coast feed into the main network.

7F.1.5 There are 2 ports in the area; at Workington and Maryport. Only Workington is operational - it is well equipped, it has land for development and rail and road access. Maryport ceased to cater for commercial traffic in the early 1960's but there are plans for an extensive redevelopment of the harbour area for tourism, housing and craft industry, for the benefit of the town as a whole. Opencast coal, which is processed at the Maryport Coal Disposal Point, chemicals, and rail products pass through the Port of Workington.

7F.1.6 In parts of the area deficiencies in water resources have been reflected in periodic restrictions in water supply. There are also problems in maintaining the quality and/or quantity of water supplies to isolated small communities which are supplied from local sources. the Water Authority is taking steps to remedy these problems.

7F.1.7 In areas where public sewerage is provided, sewerage is either piped into treatment works and discharged into water courses or the Irish Sea or, in certain coastal locations, discharged untreated into the sea. Trade effluent is treated at a public sewerage works where possible but in some instances it is discharged directly into water courses or the sea.

7F.1.8 In the telecommunications field steps are being taken to introduce fast customer-to-exchange signalling, increase the speed of data transmission, provide a packet switched network for data and to expand international service.

7F.1.9 Gas supplies for both domestic and industrial users are in need of improvement. In particular certain categories of older mains and services, where the material, location or condition requires replacement.

7F.1.10 The priority of the Area Electricity Board is the replacement of obsolete equipment and the reinforcement of the distribution system to ensure a secure supply.

Industrial Structure

7F.1.11 Between 1978 and 1981 the number of employees in employment fell by (see Table 17% le 1).

Table 1

Workington Assisted Area - Employees in Employment 1978-81

	Primary	Manufacturing	Construction	Services	Total
1978	797	14942	1937	10881	28557
1981	934	9912	1768	11191	23805
Change	+137	-5030	-169	+310	-4752
% Change	+17	-34	-9	+3	-17

7F.1.12 The 17% increase in the primary sector was mainly due to an increase in opencast coal mining operations. The decrease in manufacturing was largely in iron and steel, in the textile and in the footwear industries.

7F.1.13 Between 1978 and 1981 over 3,200 jobs were lost from the Workington Employment Office Area (E.O.A), over 94% of which were male jobs, as a result of the steelworks closure, additionally over 1,500 jobs were lost from the Maryport E.O.A., over 57% of which were male jobs. Since 1981, the decline in employment has continued though the reduction in employment in iron and steel levelled off by 1983. However, to reduce unemployment significantly a substantial increase is required in industrial activity in the area and there is currently no sign of this being achieved. The Workington steel industry closures have led to the eligibility of the TTWA for ERDF non-quota assistance.

7F.1.14 The problems of high unemployment, large plant closures, vacant factories and dereliction (there is more than 200 hectares of derelict land in the Assisted Area) are endemic to the area. Despite an active programme of industrial unit building and important reclamation schemes such as at Workington Ironworks the large-scale factory closures have meant that the overall employment levels have declined drastically.

7F.1.15 The economic development of the area is inhibited by this legacy of past industrial development. The small size of the local economy, its narrow industrial base, the lack of small business, local linkages, specialist business services and the limited range of skills which are available all prejudice the area's ability to generate new employment. Furthermore, Workington is relatively isolated from the main regional and national markets.

7F.1.16 This legacy is also reflected in the low proportion of workers employed in service industries. In 1981, 47% of employees in the area were working in services compared with 64% nationally. There is scope to redevelop the area's industrial heritage - its harbours, mines and some industrial buildings - for recreation and tourism and thus bolster service employment.

7F.1.17 In the rural districts of the area the trends towards larger farms and increased mechanisation lead to a reduction in manpower requirements.

This problem is particularly acute in the 'marginal' areas where the rate of decline is on a scale sufficient to threaten the local economy. Whilst attempts are being made to introduce new employment, through the provision of small factories and the encouragement of the tourist industry, the scale of the rural problem indicates that there is a need for greater assistance from public and non-public agencies.

7F.1.18 In August 1985, 4861 people were registered as unemployed (19.2% of the workforce). Of these 1800 (37%) had been unemployed for more than 1 year and 1870 (38%) were under 25.

Physical Infrastructure

7F.1.19 Good road communications are particularly essential to Workington because of the area's relative geographical remoteness and its special need to attract new industry to offset job losses in declining heavy industries. The last decade or so has seen trunk road improvements on a large-scale but further upgrading is required, particularly to the A66 in the vicinity of Workington.

7F.1.20 The port of Workington which was acquired by Cumbria County Council in 1974 is adapting to a changed role following the cessation of iron ore imports. The aim is to improve the port's facilities to attract new bulk traffic so that Workington can play a full part in the industrial life of the area.

7F.1.21 An extensive survey has revealed widespread dereliction problems in the area's sewers and major sewerage improvement works are planned. In some coastal areas there are problems with overloaded and aged sewerage systems as well as coastline pollution. There are a number of water quality problems caused by aged and dilapidated sewage treatment works inland and long standing inadequate sewage treatment provision for the coastal communities. Improved sewage treatment provision is planned for the future.

Prospects

7F.1.22 Within the Assisted Area there are a number of firms which have the potential for economic growth though their numbers and size are too small to create a major effect on employment growth.

7F.1.23 Whilst there has been some success in attracting light industry into rural areas it is perhaps the tourist industry which offers the greatest long-term potential but this will call for various forms of improvement in infrastructure to yield its full potential.

7F.1.24 The Local Authorities are keen to encourage new development which will support the economies of both the urban the rural communities. To this end they have been active in the development of industrial estates, the implementation of both factory and workshop building programmes, the promotion of the area for industry and tourism, and the development of a trained and skilled work force.

Section 2: DEVELOPMENT OBJECTIVES

7F.2.1 The long-term strategic objectives of the authorities and other public agencies have been developed against a background comprising the problems and issues outlined in Section 1. These objectives are:

- i) to create an economic and physical environment in which existing firms can prosper and new firms can set up and expand; and
- ii) to reduced unemployment within the area through the support of those initiatives which have a maximum impact on job creation in industry and tourism.

7F.2.2 The main development objectives for the Workington Assisted Area can therefore be summarised as follows:

A. Economic

- i) to improve the efficiency and competitiveness of indigenous industry whilst seeking to attract mobile industry projects;
- ii) to encourage the development of tourism within the Workington TTWA as a means of creating employment;
- iii) to help alleviate the problems of those areas which have been particularly hit by industrial rationalisation;
- iv) to train and to assist in the development of a skilled workforce;
- v) to provide an appropriate and attractive supply of serviced industrial land and factory premises of varying sizes to meet the requirements of existing, incoming and new industries.

B. Environment

To improve and enhance the quality of the physical environmental particularly in those parts of the assisted Area which have suffered from industrial decline and industrial dereliction.

C. Infrastructure

i) to achieve a system of first class communication with the regional and national centres so as to reduce the disadvantages of the peripheral nature of Workington and West Cumbria;

ii) to improve the standard of services and service infrastructure including investment by the Water Authority for;

- * starting work on new water supplies

- * improving the reliability and quality of water supplies to rural areas.

- * replacing undersized and structurally unsound sewers to alleviate flooding and pollution of watercourses.

- * maintaining existing river and coastal water quality where the opportunity arises.

- * replacing unsatisfactory sea outfalls to improve coastal waters.

- * making firm provision for committed industrial and domestic development.

iii) to provide on adequate housing stock.

Section 3: DEVELOPMENT MEASURES

Introduction

7F.3.1 The development measures described below will all have an impact on problems in the Workington area, this will be felt immediately in some cases, in others the benefits will be long term. All proposals should lead to a reduction in the imbalance between the Workington area and the more prosperous regions of the Community.

7F.3.2 A wide range of measures are being applied to improve infrastructure and provide a climate in which industries can flourish in a restructured economy. The Local and Public Authorities have developed, through their own programmes, a comprehensive approach to tackling these problems. In the urban areas the Local Authorities have instituted a number of initiatives. the Moss Bay Enterprise Trust (MOBET) (its enterprise agency activities will shortly be known as Enterprise West Cumbria) was set up by the County Council, Allerdale and Copeland District Councils, and BSC Industry Ltd to promote economic development in Workington. MOBET headquarters and many of the schemes described below are sited on or adjacent to the former Workington Ironwork Site. This in part reflects the importance attached to this site, and its role in the redevelopment of Workington.

7F.3.3 The area's tourist potential offers an important means for promoting economic development. The proximity to the lake District national Park, with its established tourist industry, provides the opportunity to capitalise on the inherent attractiveness of towns (such as Maryport and Cockermouth) and locations in the area.

7F.3.4 The rural parts of Workington, ie inland from the coastal strip from Maryport to the town of Workington, are covered by the Rural Development Programme which provides a co-ordinated approach to tackling the economic and social problems faced by the rural communities.

ECONOMIC

Measures to assist indigenous industry

(a) Industrial Sites and Premises

7F.3.5 The Strategic and Local Planning Authorities have taken steps, through the County Structure Plan and the relevant Local plans, to ensure that an adequate supply of industrial land has been made available to meet the needs of industry within the sub-region. The development of these land allocations has necessitated infrastructure investment by both the local authorities and the relevant statutory undertakers.

7F.3.6 The Department of Trade and Industry, (through English Estates - EE), the Development Commission (DC) and the Local Authorities have all been active in the provision of factory space. At August 1985 EE advance factories totalling over 12,500 sq. ft. were available for occupation. MOBET have a range of workshops and small industrial units available on the former Workington Steelworks Site. A number of important Local Authority schemes have received assistance from the European Regional Development Fund. Of particular note have been the developments of Industrial Estates at Lillyhall and Clay Flatts, Workington. It is too early to measure the employment effects of these projects although they have made a significant contribution toward both modernising and improving the industrial infrastructure and diversifying the local economy.

7F.3.7 The future development programmes of the agencies concerned with economic development are geared up to the needs of West Cumbria. English Estates have a rolling programme for land purchase and advance factory construction in the urban areas, while in the rural districts the Joint Rural Development Programme for Cumbria includes a programme of Workshop and Factory building for the period to 1987. Sites in both urban and rural programmes have been identified at Workington, Maryport, Cockermouth and Aspatria.

7F.3.8 The County Council's priority for economic development is the reclamation of the former Workington Ironworks Site, which lies between Workington Town Centre and the sea and includes the closed ironworks, the foundry and the slag bank area. The site has been derelict since the closure of this part of British Steel Corporation's operation in 1981. The slag bank area is being reclaimed and landscaped. Its proposed after-uses will incorporate recreation and leisure facilities. The slag bank dominated the townscape of Workington, and its reclamation is integral to the improvement of the town's environment, which in turn is critical for attracting new industry to the area.

7F.3.9 The County Council is also concerned with providing a high quality industrial estate on the former coke ovens site. The restoration of this site to industrial use will contribute to economic development in an area of above average unemployment. To the north of the Ironworks Site the County Council is proposing to redevelop the former Quayside. Non-Quota ERDF money is available for this project following the designation of Workington as a Steel Closure Area. The County Council is also concerned to develop further the strategic Lillyhall Industrial Estate. This site which is located close to the major communication route from West Cumbria to the national road network is situated near the towns of Workington, Whitehaven, Maryport and Cleator Moor. It is seen as having an important future role as a job provider for these unemployment blackspots.

7F.3.10 Allerdale District Council and the County Council are actively promoting the attractions of the Enterprise Zone as a location for new and expanding businesses. The Enterprise Zone in Allerdale, comprising some 85 hectares was designated in 1983. It comprises six separate industrial sites, the most important being the Derwent Howe site on the Workington Ironworks Reclamation Site. Significant financial incentives are available as a result of this designation. The improvement of industrial land and property to levels which are attractive to incoming firms is a priority which is undertaken in liaison with the various other industrial agencies in the area. The Council is also concerned to provide accommodation that might be lacking. It currently has programmes to provide a number of managed workshop industrial units, for starter firms, and to provide enterprise yards, for new and established firms that require significant amounts of storage space. ERDF applications are likely to be made in respect of these programmes.

(b) Financial Assistance

National and Local Aid

7F.3.11 Regional Development Grants have formed a major part of the assistance available to industry in West Cumbria. In addition selective financial assistance was available under the 1982 Industrial Development Act. It is unclear as to the number of jobs which have been created as a result of this aid, although assisted area status has been an important factor in attracting one or two large industrial projects to Workington.

7F.3.12 The sub-region's local authorities have placed a high priority upon expenditure on industrial development. Cumbria County Council, through its Employment Development Strategy has established a number of schemes to develop and promote West Cumbria. These include a Flexible Assistance Package of grants and loans both to provide aid to local firms and to attract inward investment and an Employment Recruitment Scheme under which a premium is paid to employers for creating new jobs. The County Council's capital programme includes specific road improvements as well as the provision of infrastructure and the development of industrial estates. Allerdale Council has inaugurated projects to promote manufacturing and service activities within its area.

European Aid

7F.3.13 In the past the European Coal and Steel Community (ECSC) has provided assistance to a number of firms within the Workington Steel Closure Area; loans totalling £1.1m had been arranged by the end of 1984. A number of schemes, including Business Improvement Services, will be financed under the Non-Quota section of the ERDF to 1989. Some £0.6m has been allocated to the area. It is not possible to identify the number of jobs which can be directly attributed to this assistance.

7F.3.14 The Cumbria Employment Recruitment Scheme is partly financed from the European Social Fund. Over £170,000 has been received from this source since 1982. Money has also been received from the fund by the West Cumbria Training Association (WCTA) to assist with the funding of apprenticeships within West Cumbria. The County Council, individual firms and Industrial Training Boards have utilised the European Social Fund for financing re-training programmes. Such schemes are important for maintaining the competitiveness of the region's industry.

7F.3.15 The County Council has received a loan of £1.7m from the European Investment Bank towards the capital cost of the new coal handling plant at the Port of Workington. This investment has enabled the Council to modernise the port's facilities and assist the area's opencast coal industry. Similarly, assistance has been received towards highways projects associated with the Workington Ironworks Reclamation Scheme.

(c) Development of Small Firms

7F.3.16 Attention has also been given to the relatively poor level of small firms formation in the area. There are a number of agencies who are active in promoting the development of small firms, including Enterprise West Cumbria, CoSIRA in the rural areas and the Local Authorities. The major area of Enterprise West Cumbria's activity over the next four or five years will concern the development of small and medium sized enterprises. Following the designation of the Workington Steel Closure Area in 1981, it was appointed by the Department of Trade and Industry as its agency for Non-Quota ERDF funded schemes for business advice and support.

Measures to Encourage the Development of Tourism

7F.3.17 The County Council and Allerdale District Council are particularly concerned that the potential for tourism in the area and the benefits, in terms of economic development, that it can bring, are realised. The Workington TTWA includes (in its south eastern area) part of the Lake District National Park, a well-known and very attractive tourist and leisure area. The National Park is the main attraction for visitors in the County of Cumbria. In 1983 the Cumrian Tourist Board estimate that 13 million visitors came to Cumbria and spent approximately £120-130 million.

7F.3.18 Allerdale District Council are currently engaged in the development of a tourism strategy for the area. Tourist activity is already increasing in towns such as Cockermouth, and one of the themes of the strategy will be to attract some tourism expenditure from the National Park into the assisted area.

7F.3.19 Of immediate importance is the redevelopment of Maryport Harbour to provide a significant tourist attraction. Maryport is an attractive coastal town with a history that is significant both in maritime and Romano-British terms. Studies from private consultants have been commissioned on the prospects for the redevelopment of the disused harbour area and the District Council is in the process of stabilising a partnership arrangement for the redevelopment of the site. Development proposals include the establishment of tourist facilities, craft workshops, shops/offices and some housing development.

7F.3.20 Tourist developments are also planned in Copeland District and in Cocker-mouth and Keswick. Developments in Keswick include timeshare holiday accommodation and, although they lie outside the assisted area, will have significant benefits for the economic development of the assisted area.

Measures to offset industrial rationalisation

7F.3.21 The closure of a number of textile factories and the retrenchment of the British Steel Corporation's operations in the area dealt by a severe blow to the local economy. MOBET was established to try and alleviate impact of these closures. The preceding paragraphs have mentioned this organisation's role in converting small workshops and in providing financial assistance and advice. Elsewhere there have been attempts to diversify the economy of the area.

7F.3.22 As has been mentioned the potential for tourism development has been recognised. The County Council has identified parts of the Assisted Area as a Tourism Priority Area within which the local Authorities will stimulate and encourage the development of tourism, and a steamboat museum is being developed at Maryport. These schemes will build upon the existing tourist industry of the adjacent Lake District.

Manpower Training

7F.3.23 The County Council and Manpower Services Commission are working with the West Cumbria College at Workington, the Maryport Skill Centre and other bodies to provide a range of training and re-training programmes in the area.

7F.3.24 A number of initiatives are planned for the period to 1990. The Youth Training Scheme (YTS) is being expanded to 2 years in 1986 and the West Cumbria College at Workington is proposing an expansion of its facilities to cope with new training demands, whilst the West Cumbria training Association is operating a programme of self-help training initiatives which will be spread through West Cumbria. The Cumbria Science and Technology Regional Organisation (SATRO) was established in 1981 with the support of the County Council, the Department of Trade and Industry and local firms. This organisation aims to improve the existing links between Cumbria's industry, commerce and schools and to enhance the quality and relevance of science and technology teaching in Cumbrian schools. The County Council has

also been active in establishing an Information Technology Centre (ITeC) in Workington. This provides training under YTS for unemployed school leavers. A system of 'open access' to the ITeC was launched in 1985, enabling a wider section of the community to have access to its facilities.

7F.3.25 Allerdale Council has recently prepared a preliminary training strategy which focuses upon the assisted area's needs. The strategy has been designed to co-ordinate with the programmes of existing agencies, and a number of initiatives are planned over the next 3/4 years. These include training schemes in particular skill shortages, enterprise training to increase the skills of small businesses, new technology training, and enterprise education in schools. A survey of the training needs of the area's tourist industry is also planned.

ENVIRONMENT

Measures to improve the quality of the physical environment

7F.3.26 A major aspect of the environmental improvement sector of the County Council's Employment Development strategy over the next five years will be the reclamation of derelict industrial land. Local authority programmes include the previously mentioned major schemes for the reclamation of the former ironworks and slagbank at Workington, Maryport Harbour and Distington Slagbank, adjacent to the Lillyhall Industrial Estate. The County Council is also making environmental improvements to the Quayside Area at Workington, adjacent to the Ironworks site, which will have both recreational and tourist potential. The County Council is considering the establishment of a Groundwork Trust in the area as a means of effecting environmental improvements in the urban fringes of Workington and Maryport. In addition there are a number of smaller schemes to be promoted by the County Council and District Council on the southern border of the Assisted Area.

7F.3.27 ERDF support has been sought and obtained for the protection of the coast of the TTWA, which includes an Area of Outstanding Natural Beauty, and along which a variety of tourist facilities are located. Further works are likely to be required in the period to 1990.

7F.3.28 The County and District Councils also have proposals to establish tourist facilities in Workington, principally located on the former steel

works and Workington Hall, which will interpret the industrial heritage of the area. These proposals will be integrated into the tourism strategy that the District council is preparing.

DIRECT INFRASTRUCTURE

Measures to improve Communications

Roads

7F.3.29 The peripheral nature of Workington and its isolation from the regional and navigational centres has meant that an emphasis has been placed upon improving the existing linkages and lines of communication. To this end the national Trunk Road Programme and the County Council's Highways Programme has concentrated upon improving the linkages within the Assisted Area (ERDF grants totalling £100,000 have been received for these improvements), and between Workington and the national highway network.

7F.3.30 Important trunk road schemes programmed for the 1986-90 period include the Thursby, Hensingham, and Egremont Bypasses, the Workington Eastern Stainburn and Great Clifton By Pass - (the construction of which will achieve the upgrading of the A66 trunk road in the vicinity of Workington) and, the Wigton and Howgate to Hayes Castle improvement schemes, all of which were announced in the Department of Transport's trunk road programme review published in June.

7F.3.31 Cumbria County Council, as statutory local highway authority, similarly have a programme of works scheduled for non-trunk roads which includes the Workington Western Industrial Route, Papcastle Diversion and Thursby Bypass Link, all of which will improve links to and within the area, particularly to the Derwent Howe Industrial Park and the Workington Enterprise Zone.

Rail

7F.3.32 British rail is committed to continued operation of and improvements to the Cumbrian Coast line that serves the Assisted Area. They have recently installed new signalling equipment on this line and received ERDF grants for this purpose.

Airports

7F.3.33 Facilities for air travel will also have a role in the regeneration of the Assisted Area, therefore a programme of improvements is underway at Carlisle Airport, the nearest to the Assisted Area.

Port Facilities

7F.3.34 Facilities for shipping are also set to play an important role in the area's economy. Improvements have been made to the Port of Workington's infrastructure to provide a better service to industry. ERDF grants and loans from the EIB have been received for this work.

Measures to Improve Basic Services

7F.3.35 The review of the physical infrastructure in Section 1 has highlighted a number of existing problems. In the past several service infrastructure projects have benefited from EEC aid. North West Electricity Board (NORWEB) have received for projects at Workington. Loans from the European Investment Bank have enabled the North West Water Authority (NWWA) to undertake sewerage treatment works and British Telecom have received a grant of £279,000 from the ERDF for the installation of an Optical Fibre telephone cable in West Cumbria.

7F.3.36 These projects have all indirectly assisted the industrial development of West Cumbria by creating an infrastructure which is better suited to the needs of the industry. Additionally schemes are planned by the service agencies in the period to 1990. The following describes the various agencies' capital programmes and more specifically the larger schemes which may be appropriate for ERDF aid:-

- a) The NWWA's capital programme makes provision for the construction, or modernisation, of sewage treatment works at Workington and Maryport (see Table 4.1 for details).

- b) NORWEB's programme for the period to 1990 includes a number of smaller capital projects which will satisfy the demands of industry and domestic users. A new sub-station is proposed for Annie Pit, Workington. However the major scheme which will affect the whole of the area is the proposed reinforcing of the 132KV system. It is estimated that this scheme will cost £80m.

c) The British Gas Corporation and its successor company will continue to look for opportunities to improve and expand gas supplies to industry and commerce by a continuing programme of expansion, reinforcement and renewal to maintain supplies to existing consumers and provide for load growth.

d) British Telecom anticipate further improvements to the West Cumbria telephone network in accordance with the needs of industry. The major scheme in this area is a new exchange at Maryport.

e) Allerdale District Council's Housing Investment Programme to the end of financial year 1987/8, currently envisages the commencement of up to 80 new dwellings at an appropriate cost of £2,250,000.

Section 4: FINANCIAL RESOURCES

7F.4.1 The following table represents an estimate of the financial resources that will be required by published programmes of local authorities and other public bodies. Local authorities can only make firm financial commitments for the formcoming year.

Table 4.1 Capital Programme (1986-90)

Industrial Estate and Advance Factories

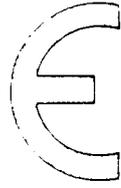
	£m	Source
English Estates There is a commitment to build 127,100 sq. ft. in the Workington TTWA	4.7	EE Capital Programme.
Rural Development Programme	0.16	Development Commission. Local Estimate.
Allerdale District Council	0.15	Council's Programme.
Derwent Howe Industrial Park	1.23	Cumbria County Council;
<u>Tourism</u>		
Coastal protection	0.37	Based on Local Estimates.
Maryport Harbour Redevelopment Scheme		
Phase I	6.3 approx	Consultant's Report
Phase II		As yet undetermined.
<u>Environment</u>		
Workington Ironworks Reclamation	6.0	County Council
Distington Slagbank	0.1	County Council's Programme.
<u>Transport</u>		
Workington Western Industrial Route (N).	.88	TPP.
Thursby Bypass Link and Papcastle Diversion	.85	TPP.
<u>Water and Sewage</u>		
Cockermouth Service Reservoir	1.0	NWWA

	£m	Source
Cockermouth Sewer Improvements	1.5	NWWA
Braithwaite Sewer Improvements	0.2	
Great Broughton Sewer replacement	0.2	
Workington-Northside Sewer Improvements	0.26	
Workington-Seaton Sewer Improvements	0.23	
Dearham Sewerage	0.1	
Maryport Sewerage	1.5	
Kirkbridge Sewerage	0.75	
John Pier Drainage Area	0.85	
Great Clifton Sewerage Improvement	0.1	
Aspatlia Sewerage	0.3	
Little Clifton Sewerage	0.1	
Harrington Sewer Improvements	0.21	
Workington - Northside/Seaton Outfall	0.3	
Workington - Harrington Outfall Replacement	0.25	
Workington - Banklands Sewer Renewal	0.06	
Popcastle Link Sewer	0.05	
Cockermouth Sewage Treatment Works - reconstruction, Stage 1	1.11	
Allonby Sea Outfall	0.09	
Braithwaite Sewage Treatment Works, improvements	0.35	
Great Broughton Sewage Treatment Works, extension	0.15	
Bridekirk and Tallentire new Sewage Treatment Works	0.49	
Broughton Morr Sewage Treatment Works, replacement	0.21	
<u>Electricity Supply</u>		
Hutton - substation, overhead lines to Kendal/ Natland	2.6	NORWEB
Distington - substain, equipment	0.4	

	£m	Source
Workington - Annie Pitt, redevelopment of 33kV supplies	0.22	
Maryport - Aspatria, reinsulate and reconductor 33kV overhead line	0.14	
Horker - extend 132kV busbar, new DC132kV line Horker-Egremont	7.5	
Horker - reinsulate and reconductor 132kV overhead line, Distington/Penrith	0.58	
Stainburn - reinsulate and reconductor 132kV overhead line, Windscale	0.35	
Stainburn - new 33/11kV transformers	0.23	
<u>Housing</u>		
Allerdale HIP	2.25	Allerdale District Council.

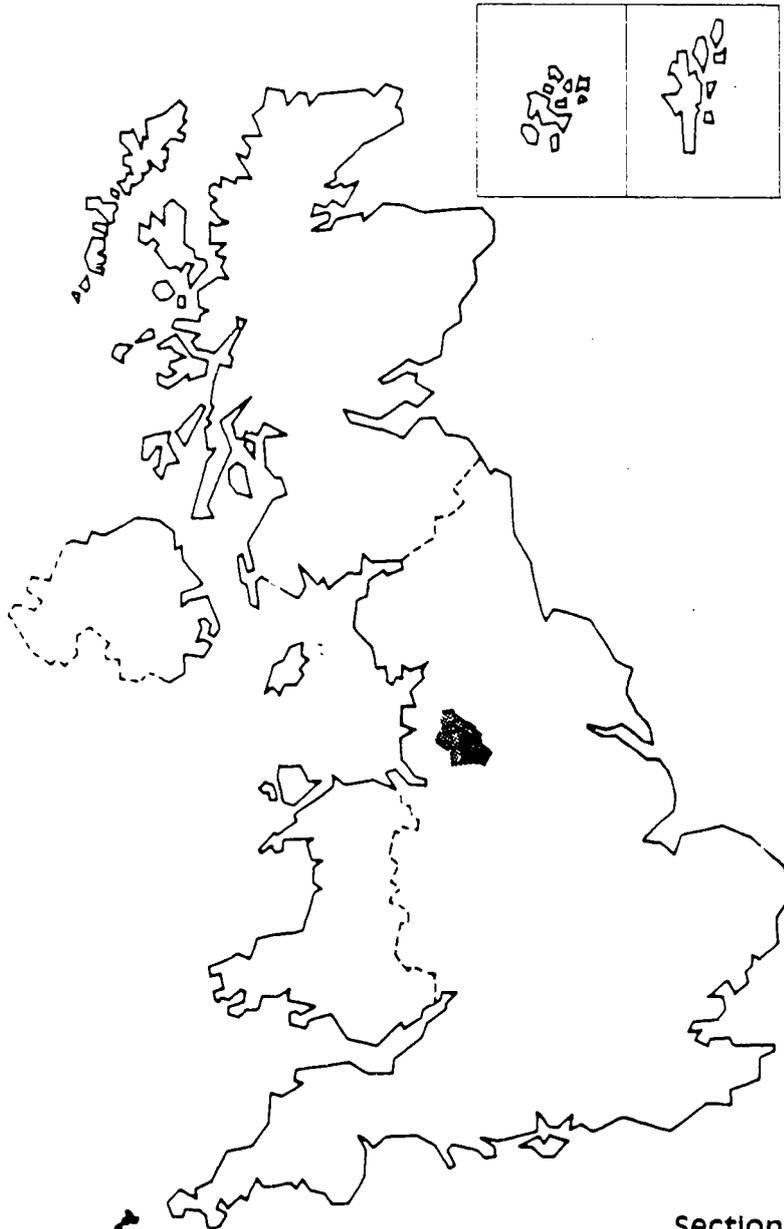
Section 5: IMPLEMENTATION AND CO-ORDINATOR OF INVESTMENT

7F.5.1 Several programmes co-ordinate expenditure programmes. The broad framework for all development is provided by the Cumbria and Lake District Structure Plan. All the County Council's economic development projects, including finance, training and promotion, are part of its employment development strategy which is updated annually. Other relevant programmes are; the annual land development programme, housing investment programmes, the transport policies and programme and the public transport plan. The water and health authorities have their own capital programmes. The County Council is co-ordinating work on reclamation and development of the Derwent Howe Industrial Park on the former Workington Ironworks site.



European Regional Development Fund

**UK REGIONAL DEVELOPMENT
PROGRAMME 1986-90**



Section 7G: England – Greater Manchester

UK REGIONAL DEVELOPMENT PROGRAMME 1986-90

CONTENTS

The Programme consists of detailed information on regional or sub-regional areas (Sections 7 to 10) preceded by general information on the United Kingdom (Sections 1 to 6). This is Section 7G.

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3	Development objectives
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PREFACE

Sections 1 to 6 of this Programme have described in general terms the main regional problems of the United Kingdom and the policies which are being applied to overcome them. Sections 7 to 10 describe in greater detail the situation in the areas where the UK may be seeking assistance from the European Regional Development Fund. In common with the preceding sections these regional profiles have been structured in accordance with the requirements of the outline for Regional Development Programme (official journal No C69/2 of 24 March 1976). Each profile is preceded by a summary table and map which together define the area covered and an index to the contents.

The regional profiles cover contiguous blocks of travel to work areas (TTWAs) which have Assisted Area Status or Aided Area Status and are thus eligible for ERDF assistance. As far as possible these are defined to coincide with local authority areas or groups of areas and have been considerably revised since the previous Regional Development Programme so as to facilitate the compilation and presentation of information in a sensible way. Unlike certain other Member States, the UK does not have a federal system of government. Institutional arrangements and the resulting administrative structure are both highly centralised with central planning undertaken through separate regional and sub-regional authorities. For strong functional reasons different sectoral planning authorities operate according to different regional boundaries. Some of the illustrative statistics in the Programme therefore may relate to slightly different areas because so much information is compiled using local authority districts, counties or some other sectoral planning units. The length and detail of the individual profiles vary as there is a considerable variation in geographical and demographic size. The variety has many advantages, for it is an opportunity to compare the operation and planning of regional development in areas of differing size and make up.

Although the outline provides a structure for each of the regional profiles considerable variety has been used in the definition and presentation of problems, plans and individual development measures to avoid a rigid format. As far as possible information has been presented to accord with the extent of each particular Profile area. However the sort of information and the level of detail required is not always readily available in the standard form for this purpose and could not be obtained except at disproportionate cost. Approximations or surrogate data for the nearest corresponding administrative unit have therefore been necessary. This approach over the structure and content illustrates the degree to which participation of local and

other public authorities has been essential in the preparation of Profiles. Local authorities in Northern Ireland have not however been involved in the preparation of Section 10 of the Programme.

GREATER MANCHESTER PROFILE

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7G.5.1

Schedule: Examples of Major Investments in infrastructure and their Phasing 1986-90.

THE GREATER MANCHESTER ASSISTED AREA



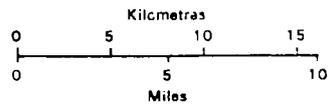
Revised Assisted Area



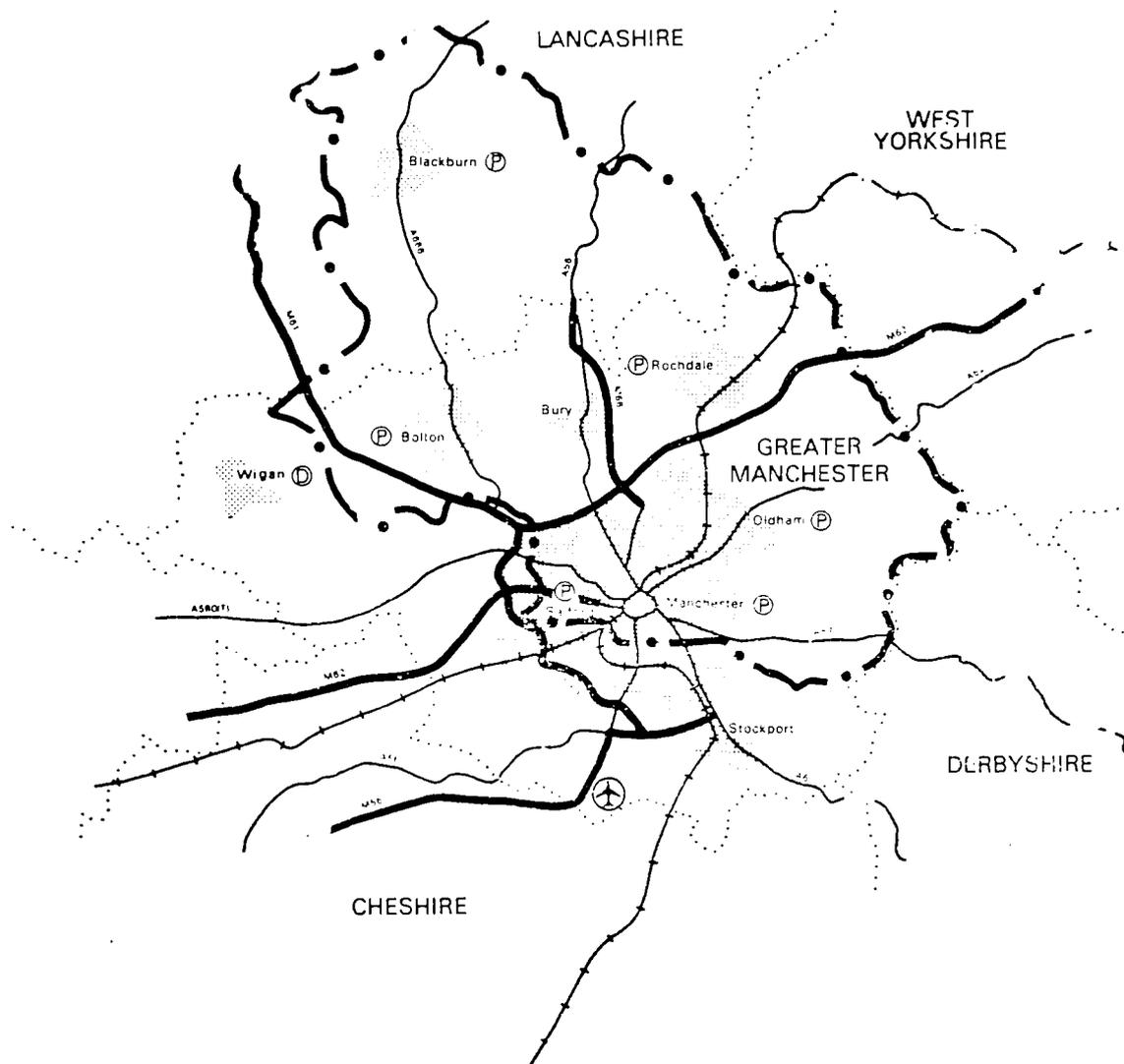
County



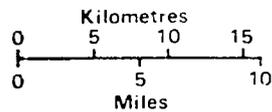
District



THE GREATER MANCHESTER PROFILE AREA



- | | | | |
|-----------------------|---|--------------------------------------|--|
| Main Urban Areas |  | Ⓟ Programme/ Partnership Authorities | } (As designated under the Inner Urban Areas Act 1978) |
| Motorways |  | Ⓧ Other Designated Districts | |
| Major Roads |  | | |
| Main Railways |  | | |
| Airport |  | | |
| County Boundary |  | | |
| Profile Area Boundary |  | | |
| Enterprise Zone | * | | |



GREATER MANCHESTER ASSISTED AREA PROFILE

1. Statistical Summary

Total Population (1)	(000)	2646.1
Area (1)	(Km ²)	1672
Density	(persons/Km ²)	1583
Unemployment:	000	%
Total (2)	179.2	15.0
Long-term (3)	78.9	6.6
Youth (4)	67.5	5.6
Employment Distribution (1)	000	%
Agriculture	4.7	0.4
Energy and Water	19.4	1.7
Manufacturing	377.9	33.9
Construction	76.6	6.9
Distribution and Catering	220.7	19.8
Transport	67.9	6.1
Other Services	346.5	31.1
TOTAL		1113.7 100.0

2. Area Definition

Travel to Work Area	Status (Development/ Intermediate Area)	Equivalent Local Whole District	Administrative Area Part District
Manchester (Eligible Part)	IA	Tameside	Manchester, Salford Oldham, Trafford
Oldham	IA	-	Oldham
Rochdale	IA	Rochdale	Rossendale
Bolton & Bury	IA	Bolton, Bury	Blackburn, Salford Wigan
Accrington & Rossendale	IA	-	Rossendale, Hynburn
Blackburn	IA	-	Blackburn, Chorley, Hynburn, Ribble Valley

Notes:

- (1) 1981 Census of Population
- (2) Annual Average, 1985
- (3) Unemployed for over 1 year, Jan 1986
- (4) Aged 25 or less, Jan 1986

REGIONAL DEVELOPMENT PROGRAMME
ENGLAND - GREATER MANCHESTER

Section 1: SOCIAL AND ECONOMIC ANALYSIS

General Background

7G.1.1 The Greater Manchester sub-region, comprising the travel-to-work areas of Accrington and Rossendale, Blackburn, Bolton and Bury, Manchester, Oldham and Rochdale, was accorded Intermediate Area status in the Government's review of Assisted Areas in November 1984. The sub-region includes parts of Greater Manchester and Lancashire Counties.

7G.1.2 The Profile Area contains the two city centres of Manchester and Salford, five large free-standing towns - Ashton-under-Lyne, Blackburn, Bolton, Oldham and Rochdale, and a number of smaller settlements on the periphery of the urban areas. The area has traditionally been economically dependent on certain types of manufacturing industry, especially heavy engineering, textiles and clothing and the environment of many of the profile's towns reflects their development as being among the first industrial settlements in the country - dominated by mills, chimneys, canals, railways and quarries. Trafford Park Industrial Estate, situated on the south-western boundary of the Profile Area, was developed as the world's first major industrial estate in the late 19th century, and covers an area of about 1500 acres (650 hectares). The industries on the estate have declined significantly in recent years, many sites and buildings are now dis-used or derelict and the physical environment is unattractive to new development, however the estate remains an important source of existing jobs and a potential location for new employment. In addition, Manchester has a long history as a commercial centre and continues to fulfil this role with many regional banking, insurance and retail facilities located in the city.

Infrastructure

7G.1.3 The Profile Area suffers from all the major infrastructure problems which are common in the older urban areas. These are mainly due to the age of such facilities as roads, sewers, water supply, railways and building stock.

Replacement of these assets has not kept pace with the rate of decay resulting in a serious situation in which some aspects of the infrastructure are in a state of collapse. These deficiencies result in a great deal of inefficiency in the functioning of the urban system - many industrial areas are poorly served by roads; many industrial buildings are empty or obsolete; there is much derelict land; development is inhibited by a lack or insufficient of essential services; daily movement of the workforce is hampered; and real dangers exist from sewer collapse and pollution.

7G.1.4 Local and central government have both been making strenuous efforts to alleviate these infrastructure problems and have, for example, been examining two important infrastructure schemes which will considerably improve accessibility to the Regional Centre and communications between the north and south areas of the conurbation, and to Manchester International Airport; The proposed £90 million light rapid transport system would improve a 60-mile network, by upgrading or new construction, linking the Regional Centre with Didsbury, Altrincham, Marple, Romiley and Glossop to the south, and Rochdale, Oldham and Bury to the north; The proposed rail link to Manchester International Airport would meet the needs of one of Europe's fastest growing airports. Intensive action in some small areas has improved the general environment and operating conditions for many firms. The scale of the problem is, however, far in excess of the level of resources which are available and there is therefore a danger that the infrastructure problems will continue to worsen.

7G.1.5 There is one power station within the profile area. Satisfactory access to the transmission and distribution system is the responsibility of the Area Board and a substantial element of the Board's Capital expenditure is for the reinforcement of the distribution system to ensure a secure supply.

Tourism

7G.1.6 The Greater Manchester Profile Area is largely not a traditional tourism area. The exceptions to this are the Ribble Valley, which is an established countryside recreation area with growing holiday tourism, and Manchester City which, as befits the Regional Centre, has a concentration of hotel bedspaces and some large-scale visitor attractions.

7G.1.7 In total, tourism is worth about £100m p.a. to the Districts that constitute the Profile Area, of which just under half is accounted for Manchester City. The accommodation is predominantly in hotels and the main users are business tourists. Serious attempts to attract weekend holiday tourism are increasing, though as yet sporadically, and on average the weekday/weekend occupancy ratio is probably about 80-90%/20-30%.

7G.1.8 The other major existing tourism market is visiting friends and relatives which is directly related to the very large resident population. Greater Manchester is the most important County in the North West for visits by overseas tourists, with 40% of all overseas visitor nights in the Region in 1984. Surveys carried out by North West Tourist Board (NWTB) indicate that about 65% of all overseas visitors using Manchester International Airport stayed at least one night in the Region and the Airport is clearly of growing importance to tourism in the North West.

7G.1.9 Day tripping, though not strictly speaking a tourism market, is of great importance in the Profile Area, due to the large resident and catchment population and excellent accessibility. Day trippers, including school parties, are the main market for all visitor attractions in the area.

7G.1.10 It is estimated that in 1983 there were 9.9m tourist nights in the Districts that make up the Profile Area. There are, in total, 28,322 tourism bedspaces and the area has 74 high standard hotels. There were 13 attractions with more than 50,000 visitors in 1984, see Tables 1 and 2.

TABLE 1

<u>District</u> (Note 1)	<u>High Standard</u>	<u>Total bed-</u>	<u>Section 4</u>	<u>Tourism (5)</u>	
	<u>Hotels (2)</u>	<u>spaces (3)</u>	<u>Grants (4)</u>	<u>Nights</u>	<u>Spending</u>
	No.	No.	£000s (No)	m	£m
Ribble Valley	11	6,185	123.8 (8)	0.55	6.0
Chorley	7	489	14.1 (2)	0.4	4.0
Blackburn	7	607	-	0.55	4.5
Hyndburn	1	531	60.0 (1)	0.3	2.5
Rossendale	1	86	46.0 (1)	0.25	1.5
Bolton	6	924	126.0 (4)	1.0	10.0
Bury	4	371	45.0 (1)	0.65	4.5
Rochdale	5	524	90.0 (4)	0.7	6.0
Oldham	4	684	61.4 (4)	0.8	7.5
Tameside	2	219	18.0 (1)	0.5	3.0
Salford	5	1,292	45.7 (3)	0.7	6.5
Manchester	21	16,410	602.3 (13)	3.55	45.5
TOTAL	74	28,322	1,232.3 (42)	9.95	101.5

Notes1. Districts

The data shown in the table relate in all cases to Districts as a whole, rather than, where relevant, to those parts of the Districts included within the Profile Area.

2. High Standard Hotels

As defined by the Tourist Board, these are hotels which conform to bedroom Category 4, or above, of the ETC Registration Standards for Serviced Accommodation, ie they have at least 33% of bedrooms en suite and central heating throughout (1985).

3. Total Bedspaces

Includes the following types of tourist accommodation: hotels, motels, inns and guesthouses, bed and breakfast, farmhouse, group accommodation, self-catering cottages, flats and chalets, holiday camps and caravan and camp sites (1985).

4. Section 4 Grants

Total amount of grant offered to projects in the District concerned and, in brackets, number of successful applications, during the period from 1979 (when the Scheme was extended to then Assisted Areas) to date (1979-85).

5. Tourism Nights and Spending

NWTB estimates (1983). Day visitors excluded.

TABLE 2

ATTRACTIONS WITH MORE THAN 50,000 VISITORS IN 1984GREATER MANCHESTER PROFILE AREA

Manchester City Art Gallery	644,000*
Heaton Park (Manchester)	610,000*
(Camelot (Chorley)	500,000*
(Park Hall Leisure Centre (Chorley)	450,000*
Manchester International Airport	260,572
Greater Manchester Museum of Science and Industry (Manchester)	190,000*
Bolton Central Museum	160,000*
Whitworth Art Gallery (Manchester)	109,729
Ski Rossendale	103,000
Salford Museum and Art Gallery	100,726
Manchester Air and Space Museum	97,500*
Alexandra Craft Centre (Oldham)	70,000*
Salford Museum of Mining	50,000*

* Estimate

NB. This list is not exhaustive. Data is not available for some commercial attractions eg. Last Drop Village, Bolton.

Problems of the Area

7G.1.11 The main problems of the Greater Manchester Profile Area lie in the shrinking of the economic base, unemployment levels, ageing infrastructure, and the rise of new locational factors, eg. good environment, in determining where development takes place.

7G.1.12 The Profile Area has been seriously hit by job losses in recent years, particularly in the manufacturing field. Whilst in some areas unemployment in the service sector has increased, overall it has been at an insufficient scale to offset the job losses in the manufacturing industry, either numerically or in the types of jobs provided, resulting in high unemployment, redundant skills and low pay. In 1985 unemployment rates in the travel-to-work areas forming the Profile Area ranged from 14.7% to 18.1%. Unemployment problems are intensified in Inner City areas eg. male unemployment in the Hulme area of Manchester is 69% - more than two out of three men having no job. Unemployment, of course, impacts especially on particular social groups: youth unemployment remains a major problem despite the growth of temporary training and unemployment schemes, and ethnic groups are particularly disadvantaged, for example, in Rochdale it is estimated that the ethnic minority unemployment rate is double the Borough average.

7G.1.13 The Profile Area has also suffered a serious loss of population, mainly through high levels of out-migration. The remaining population has an age structure biased towards the elderly which has serious implications for the provision of services.

7G.1.14 The Profile Area also has problems with decay and obsolescence in much of its basic infrastructure. The Greater Manchester Profile Area contains the greatest concentration of water services problems facing the North West Water Authority. These problems are vividly displayed in the poor quality of long lengths of river, by the frequent sewer collapses with consequent disruption, and by the number of complaints received about water supplies in the Pennine area.

7G.1.15 The Mersey Campaign is a programme to tackle the water pollution in the rivers and canals of the Mersey catchment and to improve the appearance and use of their banks. The Mersey system totals some 1500km and includes 550km of polluted and 150km of grossly polluted water unable to support fish life. Virtually the whole of the Greater Manchester Profile area is contained within the Mersey catchment.

7G.1.16 The pollution arises from a wide variety of direct industrial discharge and from weakness in the public sewers. There is also a need for better-than-conventional sewage treatment works if the quality of the water courses are to be restored.

7G.1.17 A similar regeneration plan for the Leeds and Liverpool Canal Corridor is currently being promoted by Lancashire County Council in collaboration with the British Waterways Board and the Blackburn, Burnley, Chorley, Hyndburn, Pendle, West Lancashire and Wigan District Councils. The Leeds-Liverpool Canal Corridor links the older urban areas of Central and North East Lancashire to the industrial heart of Yorkshire and the west coast port of Liverpool. The canal was opened in 1816, developed as a consequence of the Industrial Revolution and brought prosperity to the region. Since the decline of its traditional industries, predominately textiles, the Lancashire region now displays high levels of unemployment, urban dereliction and social deprivation which are concentrated on the older urban areas located in the Canal Corridor. Today the Canal is lined with decay and dereliction and has long since become commercially redundant; there is currently some 500,000 sq metres of vacant industrial/commercial floorspace in the Canal Corridor, which also contains 50% of all the derelict land in Lancashire and 33% of that in Greater Manchester. This air of decay and decline has a depressing effect on the other industries in the area and is a disincentive to new development. Investment is needed along the Corridor to put the derelict land to productive use, to promote structural change, to expand the industrial and employment base and to create new job opportunities. The Corridor is seen however as containing enormous potential for regeneration and a feasibility study is to prepare an Economic Development Plan for the area, proposing a programme of investment measures.

7G.1.18 Problems on sewerage systems abound. Much of the system was constructed in the last century when the towns first developed from villages. As the towns grew, the system should have been systematically replaced. Instead, it was extended piecemeal and crude overflows were built to alleviate flooding problems. The result is many lengths of aged, structurally unsound and undersized sewers concentrated in the extensive urban areas. These are the main cause of poor quality of rivers and result in frequent collapses and flooding occurrences.

7G.1.19 The picture with sewage treatment is better in many respects. However, major investment is required to extend many sewage treatment plants if the water quality of the rivers in the area is to be restored. This includes the River Darwen in the Blackburn area as well as the rivers forming the Mersey catchment.

7G.1.20 Water supply problems are at their worst in the Pennine towns. Undersized and internally corroded pipes, together with inadequate water treatment give rise to poor quality water and unreliable supplies. Substantial work is also needed to bring up to latest safety standards the many old reservoirs in the Pennines, which provide most water supplies in the area. The retention of some of these reservoirs is no longer economic and most of these will be disposed of to other bodies or the dams demolished. However, in some cases the reservoir is a major recreation and amenity site. North West Water will retain these if suitable arrangements can be made to meet the costs of necessary remedial works. One example is Hollingworth Lanke in Rochdale which has received ERDF grant towards its remedial works.

7G.1.21 The environment of the Profile Area is blighted by a large acreage of derelict land and this problem is further compounded by a depressing incidence of decay, dirt and neglect. Many industrial buildings date from before 1914 - almost 60% in North East Lancashire according to a 1978 count - and a high proportion are multi-storey with an unattractive environment and poor parking/loading and staff provision. As at April 1985, the Bolton area alone contained some 170 mills.

PROSPECTS

7G.1.22 The short term (to 1990) prospects for the Profile Area are clearly closely related to those for the UK economy as a whole. It seems likely, however, that economic recovery will initially have most impact in South East England, with the northern half of the country following somewhat later. The major factors likely to determine prospects in the next few years are:

- (1) there are likely to be more job losses in manufacturing industry, especially engineering and textiles. Even if demand increases, capital investment projects are likely to result in productivity improvements and a consequent reduction in labour demand;

(ii) continuing restraint on public expenditure will directly constrain employment in public services and indirectly employment in the private sector;

(iii) the population of the area is likely to decline because of the demographic structure, but there will still be an increase in the number seeking work due to the bulge in the population structure;

(iv) it therefore seems unlikely that unemployment will be significantly reduced in the short term, indeed, because of the economic character of the Profile Area some further increase seems to be the most likely prospect.

7G.1.23 The Profile Area does, however, have strengths that can be built on, including:

- a. the basis of a good, but as yet incomplete, motorway system and good rail and air links with the rest of the UK.
- b. the large strengthening retail and commercial activities of Manchester City centre.
- c. active local authorities making great efforts towards economic and environmental improvements.
- d. government assistance including an Enterprise Zone, the Inner City Partnership and Programme Area Status.
- e. the Profile Area has the benefit of a large local market and a good pool of skilled labour.

Section 2: DEVELOPMENT OBJECTIVES

7G.2.1 Given the complex mix of regional and urban problems and the variety of agencies operating in the Profile Area, development objectives are difficult to summarise. For the North West Region as a whole there is concern to improve the relative position of the region compared with more prosperous parts of the country.

7G.2.2 The main objectives for the area are:-

A. Overall objectives

- i) the urban and economic regeneration of the sub-region.
- ii) the reduction of high levels and long term nature of unemployment in the sub-region.

B. Economic

- i) the internally-generated development of new economic activities, particularly small and medium-sized enterprises in industry and services.
- ii) the continued search for investment from outside the area.
- iii) the stabilisation, development and support of indigenous industry in particular through
 - activities to retain existing large employers
 - encouragement of innovation and the use of new technologies
 - provision of industrial and commercial sites and premises
 - the expansion of socially useful jobs.

C. Environment and Infrastructure

- i) the removal of the area's urban and industrial dereliction
- ii) the protection and enhancement of rural and countryside areas

iii) the restructuring, adaption and upgrading of basic infrastructure, including the highway and transport network, to meet the needs of modern industry and to improve the living and working conditions for the area's inhabitants.

iv) the improvement of the sub-region's environment so as to enhance living and working conditions for the area's inhabitants.

v) the improvement of water quality in the River Mersey, its tributaries and the estuary and unlocking the development potential along its banks.

D. Social, Manpower and Training

i) the promotion of good community relations and the reduction of disadvantage amongst ethnic minority and other deprived groups.

ii) through education and training, the development of new skills and adaptability in the area's work-force and other inhabitants.

iii) the development of improved manpower planning to better relate the needs of employers and training and education provision.

iv) the encouragement of alternative employment and initiatives to respond to the problems and difficulties forced by the unemployed and underemployed, particularly those related to self-help.

E. Tourism

The development of tourism in the Profile Area is particular through

- consolidating existing markets (eg. business tourism, VFR, day trips)

- capitalising on prevailing growth trends (eg. weekend/short breaks, conference, youth/activities/special interest holidays, overseas tourism).

To meet these market objectives the following development priorities are envisaged for the Profile Area:

a) Improvements to Existing Accommodation

High Standard Hotels : development of in-house leisure, conference, banqueting facilities and more private bathrooms

objective : to sustain market share of business and function tourism; to attract additional short/weekend breaks, conference and overseas tourism

priority : critical

targets : all major town/city centre hotels as minimum (£3-4m)

Other Accommodation : continuing investment as required by aspirations of relevant markets - critical.

b) New Accommodation

High Standard Hotels : strategic points on motorway network and some town centres

objective : to meet demand in tourism growth areas

priority : desirable

targets : Manchester City Centre, Salford, one satellite town centre, M62 corridor - possibly 5-600 new bedrooms during Programme Period (£25-30m).

c) Budget Hotels : purpose-built 2-star accommodation at competitive tariffs

objective : to meet market need/demand, consolidate business tourism, attract new markets

priority : highly desirable

targets : Manchester City Centre, M62/M66
corridor - possibly 250-300 new
bedrooms during Programme Period
(£6-7m)

d) Extensions to Pubs
& Restaurants

: budget accommodation throughout area

objective : to meet market demand for
competitively-priced accommodation

priority : critical

targets : areas which show evidence of demand for
bedspaces, but where new hotel
development would not be viable -
possibly 60-100 rooms (£1m)

e) Other forms of
Accommodation

: self-catering, farm tourism, youth
accommodation, caravan and camp sites

objectives : to attract new markets

priority : desirable

targets : self-catering, especially associated
with outdoor pursuits; farm tourism in
countryside areas; youth accommodation
in rural fringe related to outdoor
activities; caravan and camp sites
(touring) accessible from motorway
network (£0.5m).

f) Improvements to
Existing visitor
Attractions

: Improvements to visitor facilities,
catering, interpretation and quality of
attractions

objective : to consolidate existing markets and
encourage repeat visits

- priority : critical
- targets : need for continuing investment in all attractions; special target - municipal facilities (£0.5m).
- g) Major new themed Attractions : large-scale commercial sector investment in major new attractions/theme parks, etc.
- objective : to capitalise on day trip potential, and provide catalyst for holiday market penetration
- priority : highly desirable
- targets : Manchester/Salford/M62 corridor - one development during Programme Period (£5-10m).
- h) New leisure/heritage attractions : medium-scale investment in heritage/leisure attractions and facilities
- objective : to capitalise on day trip potential, attract short break/special interest and activity markets
- priority : highly desirable
- targets : mainly urban areas, but also outdoor activities centres in countryside - possibly 8-10 projects including those in pipeline (£3-4m).
- i) Transportation and Infrastructure : continuing improvements to communications and tourism infrastructure within the Area
- objective : to maintain and improve accessibility for tourists and day visitors to and within the Area

priority : critical

targets : road - improvements to M63
completion of M66 ring
M65 link to M6

coach parking
integrated tourism signposting
visitor management
town centre
schemes/pedestrianisation etc

rail - Windsor Link - extension of
Inter-City
services
MIA link
extension of electrification and
improvement of rolling stock
station refurbishments

air - expansion of MIA
provision of networked
information centre

Canals - restoration and recreation.

j) Environmental : selected environmental improvements,
Improvements derelict land clearance, eyesore
removal, landscaping

objective : to enhance the image of the area and
improve the visitor experience

priority : critical

targets : town centres and gateways

Section 3: DEVELOPMENT MEASURES

Economic

7G.3.1 The local authorities in the Profile Area are engaged in a wide range of activities to encourage local economic development and employment creation. All have capital programmes designed to aid the attraction of mobile industry, improve the efficiency and innovativeness of indigenous industry, and to help the establishment of small firms. These are summarised below.

7G.3.2 The Regional Centre:- A wide range of City Council activities, in conjunction with many basic infrastructure measures, serve to support or enhance the role and economic functioning of the Regional Centre. These include planning policies, highway works, car parking, refurbishment of listed buildings and, environmental improvements. The emphasis on capital programmes is matched by service improvements and promotional activities carried out by the Council, and by parallel investment in private sector facilities.

7G.3.3 There are clear indications that, after a period of relative decline, activity in the regional centre is on the up-turn. The priority given over the last three or four years by the many public agencies to enhancing the regional centre has been a major contributory factor.

7G.3.4 As the Regional Centre is a major area of employment - containing some 120,000 jobs - these efforts towards job protection are properly justified. A relatively high proportion of jobs in industries such as distribution, hotels and tourism, are particularly important, being suitable for the City's lower skilled residents.

7G.3.5 Industrial sites:- The local authorities seek to ensure that there is a continuing adequate supply of land for industrial and commercial development. Many of the potential industrial sites suffer from the problem of poor ground conditions, access, or lack of services and, given the current generally poor level of demand for sites in the North West, developers are only prepared to develop sites free from constraint. The development of services for several sites has received grants from the ERDF. One major potential scheme is for the creation of a prestigious industrial park at Kingsway in Rochdale creating some 6,000 new jobs.

7G.3.6 Local authorities will also continue to intervene where the private sector is unable to assemble ownership, upgrade land or provide infrastructure to enable new development to take place. This can involve large scale land assembly exercises as in the case of Salmon Fields Employment Park at Oldham, where the council has assembled a 50 acres site to be developed over the next 3-4 years. ERDF aid has been approved for the infrastructure, roads, drainage and other services.

7G.3.7 It is also important to ensure that smaller, urban sites are made available for development. In many cases, particularly in designated Industrial Improvement Areas, urban programme resources have been used by local authorities to assist the development of privately-owned sites.

7G.3.8 Advance factories:- To complement the approach to make land available for private development, the local authorities have been active in providing workshop and small factory units, to cater for all needs but particularly to benefit smaller companies seeking modern, efficient accommodation, eg. the Retail Workshops at "The Landing", Rochdale which was granted ERDF assistance, and provided small workshop units with a retail outlet; the Futhergate Industrial Park in Blackburn where a terrace of nursery industrial units was successfully developed by the Council; in Tameside some 4 sites have been earmarked for development, providing 6,000m² of floorspace.

7G.3.9 Refurbishment:- The local authorities are taking an active role in refurbishing derelict and under-used premises. Those authorities within the non-quota textile area receive additional stimulus to carry out conversion work. Much of the vacant industrial property is in the form of multi-storey former textile mills which are suitable for a variety of after uses, but are primarily let to manufacturing or service firms, or used as training workshops. For example, Lancashire County Council, through its development company Lancashire Enterprises Limited, and Blackburn Borough are jointly involved in the Eanam Wharf Scheme on the Leeds/Liverpool Canal in Blackburn, which will convert dis-used buildings into 25 small units and 'common user' facilities; another major scheme is the conversion of State Mill in Rochdale to provide a multi-use training centre with a variety of training and workshops, ITEC and Open Tech. facilities, at a cost in excess of £1 million.

7G.3.10 Financial Assistance to Industry:- Within their limited resources the local authorities are active in creating the right climate for local firms to grow and for new businesses to be established. Schemes operated include loans, mortgages, relocation grants, business start-up grants and assistance for property and amenity improvements. The latter, largely funded with Urban Programme money, has particularly benefitted many small firms and helped to secure the life of older property. It has also assisted in improving the image of industrial and commercial areas - Bolton's "Aid to Industry" scheme for example has, between 1982 and early 1985, distributed grant aid of some £520,000, and generated 700 jobs and assisted in the retention of 400. The Non-Quota Textile Measure, currently in operation through most of the Profile Area, is also bringing further EC and national aid to small firms.

7G.3.11 Support for small firms:- Technical, financial and managerial advice mostly for small and new firms and co-operatives and intending entrepreneurs. Initiatives to improve advice and information to industry have resulted in the establishment of business development or generation centres, enterprise agencies, and - within programmes of factory modernisation - innovation or managed workshops. For example, Lancashire County Council operates Business Advice events and publishes guides to forms of assistance and industrial sites/premises, whilst their development company Lancashire Enterprises Limited undertake numerous services to industry, including investments in promising companies, assistance to new enterprises through the Lancashire Co-operative Development Agency and the Lancashire and Merseyside Investment Fund (Sapling NW), risk appraisal schemes; Lancashire Industrial Science and Technology Ltd advises firms on high technology applications; Bolton's efforts to improve efficiency of indigenous industry and the creation of new business focus on the development of the Bolton Centre, a one-stop advice, information and 'sign posting' centre for new, small or medium sized companies. This has involved the creation of Bolton Business Ventures Limited, an Enterprise Agency established in January 1983 in association with the private sector; which during its first two years of operation counselled some 505 potential or small businesses - some 118 businesses are known to have been established with job creation of 350-400 jobs; In Oldham, the Acorn Centre provides small managed workshops for starter businesses, while the "Head Start Project" assists under 25 year olds to start their own businesses.

7G.3.12 Promotion of the area through press advertising and supplements, hoardings, publications, presentations, deputations, and trade fair/exhibition outlets etc. Such activity is strongly related to the encouragement of inward investment. Tourism promotion and development has, in recent years, become a particularly important part of the overall promotion of the profile area. In this field the local authorities work closely with the English and North West Tourist Boards. Lancashire Enterprises Limited have set up Lancashire Tourism Limited to promote the county nationally and internationally.

Environment

7G.3.13 The extent of dereliction and environmental degradation in the Profile Area is both a consequence of past decline and an obstacle to the investment and employment creation which is needed to arrest the process. Environmental recovery is an integral part of economic strategy: the prospects for attracting and retaining new economic activities, not least tourism, and high technology and professional industries, depend on a clean and pleasing habitat. The prime objective is to remove the worst legacies of the industrial development which occurred in the last century - derelict and despoiled land taking the form of old mill buildings and their reservoirs, old quarry workings, spoil tips etc; the Lancashire parts of the Profile Area alone contain some 1,000 hectares of officially derelict land, and against this statistic has to be weighed the vast extent of underused, ill-tended and degraded land outside official statistics and, the alarming rate at which hitherto productive industrial land and plant are falling derelict.

7G.1.14 All the local authorities have programmes of derelict land reclamation, ranging from small schemes to assist in generally upgrading the environment to major schemes designed to comprehensively tackle large areas of dereliction. Funds are also available from Groundwork Northwest for schemes to improve the urban fringe in association with private sector investment and voluntary effort. The second next important problem is that of townscape. There are many buildings which date from before 1914 and make an important contribution to the architectural heritage of the area; obviously the best must be preserved and enhanced to add to the quality of the urban scene. However, ill-maintained older properties have a depressing effect on industrial and economic regeneration. Local authorities' actions for dealing with such buildings vary from the removal of the worst examples

and reclaiming the sites for new development, to cleaning up the exterior of buildings to make them visually attractive. Urban Programme monies are available towards the cleaning, repairing buildings, demolishing redundant buildings, improving vehicular accesses and landscaping works which all assist in removing urban decay.

7G.3.15 Manchester City's environmental improvement programme has helped to transform many parts of the Regional Centre by radically improving the physical appearance of the environment, giving grants towards the restoration and cleaning of buildings, pedestrianising and improving major civic spaces and improving major approaches to, and within, the central area by tree planting and landscaping works etc; In Rochdale, two major projects planned for the programme period are the Rochdale Canal Restoration and the Stanneybrook Valley when open space development is to be linked to major industrial infrastructure works at Kingsway; Bolton Council, GMC and Greater Manchester Economic Development Corporation Limited are jointly involved in the Tonge Valley Project in Bolton, where some 100 hectares of land - much of it derelict and underused - are to be reclaimed and developed, potentially 32 hectares for industrial use; In Blackburn, the Darwen Valley Parkway involves the conversion of a worked-out sand quarry into an urban park - the first to be created in the Borough for 50 years; Tameside plan to reclaim the Carrbrook Industrial Estate - site of the Chemstar fire and subsequent contamination - for industrial re-use.

Direct Infrastructure Investment

a) Roads

7G.3.16 The roads infrastructure of the Profile Area mirrors the general position in the North West Region in having some serious shortcomings but having a highway network that is sufficiently well developed that it presents the opportunity for considerable improvement/expansion. Tameside is in worst position of all the Metropolitan districts of Greater Manchester, in that the eastern section of the strategically important Manchester Outer Ring Road is incomplete. It is the only District which has no motorway link to the national motorway system. The north-south roads through the borough are heavily congested and consequent traffic speeds are such that in contrast with most other districts within the County, Tameside's industries are generally about half an hour by road from an access point to the motorway network. The completion of the Outer Ring Road, programmed to start in 1986, with the last stage to be well advanced by

1990, will be of great benefit to Tameside. Rochdale needs improved access to the national motorways - M62 and M66 - and, an enhanced local access network to assist in economic regeneration of the Borough. Bolton is linked to the national motorway network by the M61 which passes through the Borough; it also has direct links to the M62 to Liverpool and Yorkshire and the M6 to Scotland, the Midlands and London, however there is no direct access westwards via Wigan to the M6 and the major port facilities of Liverpool. A planned link road between the M61 and M62, known as Route 225 will be of obvious benefit.

7G.3.17 The Regional Centre also has problems of congestion and accessibility. The main unresolved problem is that caused by through traffic using roads which pass through the City Centre and the early completion of the Manchester and Salford Inner Relief Route has long been sought as a way of achieving this. This will be complemented by the Intermediate Ring Road in East Manchester which in part is designed to deflect traffic long before it reaches the City Centre. Together with the proposed improvement of Hyde Road (A57), it will also provide much improved accessibility to the Regional Centre from the east and the south east of the conurbation whilst at the same time bringing much needed relief to the established shopping centres and communities which straddle the existing A6 through the City.

7G.5.18. In north east Lancashire the opening of the M65 Motorway from the east side of Blackburn up beyond Burnley to Nelson, and the new link from this motorway down through Rossendale to the Manchester conurbation is helping to make the local economy more efficient and competitive. The remaining, and critical component in this part of the Profile Area, is the link from the M65 westwards around Blackburn to the complex of motorways, especially the M6 in the Preston area. Other priorities in Blackburn's area are the Eastern Radial Road, Furthergate Link and the Inner Relief Road.

b) Rail

7G.3.19 British Rail have a significant capital investment programme planned for the Profile Area, including a number of major infrastructure projects: for example, the construction of a cross-city railway link (the 'Windsor Link') between Piccadilly Station (on the London to Manchester route) and the routes from Manchester Victoria to the North West, together with associated signalling works and a new station at Salford Crescent. This link forms part of the overall strategy, developed in conjunction with

Greater Manchester Passenger Transport Executive, for the provision of a rail network penetrating into and across the City Centre of Manchester. The Passenger Transport Executive are developing plans for a 'Light Rapid Transit' system for improved public transport within the City and linking the South East and South West of the conurbation with the North East (via Piccadilly and Victoria). The Windsor Link provides for both through InterCity services from the South to the North West, and local services along that corridor. The overall strategy is seen as vital for the development and regeneration of the Regional Centre, together with a likely increase in jobs in the construction industry along the rail corridors. In addition, the improvements in direct high-speed rail communications between this Profile Area and other major centres of economic activity will widen the market opportunities for local businesses and make the area more attractive for possible new investment.

7G.3.20 Another major proposal is a joint GMPTE scheme for a new railway station and Bus Interchange at Bolton to assist in the regeneration of the inner urban area by making it more attractive and more convenient with the provision of an enhanced public transport network. The improved rail facilities and the easier bus/rail interchange will provide better links to the city centre for residents, and also better links with locations in Manchester, which should improve Bolton's image and encourage new investment to replace the declining traditional industries.

7G.3.21 Plans are also being developed for the possible construction of a rail link into Manchester Airport and for a light railway system, running on street level, through the city centre of Manchester.

c) Airport

7G.3.22 The profile area is served by Manchester International Airport, one of the fastest growing in Europe and the only English "gateway" airport outside London. The airport which provides jobs for many City residents and, an international service for most of Northern England, has already received ERDF grant aid for a number of expansion schemes including major runway strengthening and extensions. To assist and accommodate further rapid growth through to the 1990s - by which time the traffic accommodated is expected to have doubled to 10-13m passengers pa - a number of development measures are proposed: chiefly a second terminal and the aforementioned rail loop linking the Airport to the main inter-city network.

Tourism Strategy completed, adoption by Council pending: Bolton

Tourism Strategy Guidelines completed: Rossendale

Authorisation to prepare Tourism Strategy: Rochdale, Tameside, Hyndburn

Intention to prepare Tourism Strategy: Salford.

7G.3.34 Two special initiatives being undertaken by local authorities affecting the Profile Area are relevant in this context. Both should have a major influence on the future tourism development of the areas concerned and the impact in terms of income generation and job creation should be considerable. Both initiatives are strongly supported by the North West Tourist Board.

7G.3.35 The first relates to the Leeds and Liverpool Canal corridor and is currently subject to an ERDF Article 24 submission. It is estimated by the sponsoring authorities that the overall development package should eventually generate new investment of the order of £80m, of which perhaps one third would relate directly to tourism and recreation. The Leeds and Liverpool Canal is already a popular cruising waterway and the opportunities for further development, as exemplified by the Wigan Pier project, are significant.

7G.3.36 The second initiative is at an earlier stage of preparation, but its eventual impact should be no less profound in tourism terms. This is the Manchester Ship Canal Study which probably represents the greatest opportunity for the development of leisure and recreation in the Region at the present time.

7G.3.37 The tourism development aspirations of local authorities with regard to areas not covered by tourism strategies or the special initiatives described above, may be indicated in other local plans and policies, overall economic development strategies, Urban Programme submissions and Inner City Partnership Programmes. Details of known 'projects in the pipeline' costing £0.5m or more are provided in Table 3.

d) Water and Sewerage

7G.3.23 The North West Water Authority (NWWA) has a major capital programme designed to continue the task of renewing decaying infrastructure in the Profile Area. To tackle water service problems investment in the area will be directed towards improving the quality of the Mersey Catchment; replacing undersized and structurally unsound sewers so as to alleviate flooding of property, avert collapses and alleviate pollution of watercourses; improving sewage treatment facilities by replacing aged plant and structurally unsound units; improving the reliability and quality of water supplies; continuing the programme of reservoir remedial work; and making provision for firm industrial and domestic development. Since 1980/81 when capital expenditure by NWWA was some £90m, annual expenditure has been rising to its present level of about £160m for 1985/86. It has been estimated that some £5bn needs to be spent on restoring, maintaining and improving water services through the North West over the next 25 years. NWWA aims to achieve a plateau level of capital expenditure of some £200m per annum within the next few years.

e) Mersey Basin Programme

7G.3.24 The Mersey Basin Programme, which forms part of the Mersey Campaign referred to earlier (paras. 7G.1.15) designed specifically to tackle the severe problems of water pollution and riverside dereliction, has been approved by the Commission as a National Programme of Community Interest. The Programme proposes works to the value of £133.5m to be grant aided by ERDF over the period 1984-87. A further Programme covering the years 1987-90 will be submitted during 1986.

7G.3.25 While statutory responsibility for water quality and pollution control rests with the Water Authority, there is an obvious need for liaison and cross-fertilisation of ideas between the Authority and the multiplicity of agencies involved in landward developments - and between the agencies themselves. The organisation for this was established in 1984 and its first chairman was appointed in 1985 to perform a co-ordinating and managing function with the assistance of the Mersey Campaign Unit for the Department of the Environment.

7G.3.26 At the centre is the Chairman's Coordinating Committee composed of key members in the Campaign and an EC representative. This is advised by an inter-disciplinary Board of Officers drawn from all sectors and including a representative of the Manchester Ship Canal Company which is integrally

involved in the Campaign. The local authority-led Project Groups make up the territorial part of the Campaign. They include both elected members and officers and also representatives from the many and diverse private and voluntary sector interests involved. The Greater Manchester Profile Area lies within the Upper Catchment Project Group territory.

f) Manchester Ship Canal

7G.3.27 The upper reaches of the canal are now little used and there is a distinct possibility that the upper canal may be closed to commercial traffic during the next few years. The canal will however still have to function as a land drain since its upper reaches provide the courses of the River Irwell and Mersey, which drain a large area of Cheshire and Greater Manchester. Some dredging will therefore continue to be necessary to prevent major flooding around Manchester and Warrington. The threat to the upper reaches calls into question the future commercial viability of the whole waterway, and a consortium of the local authorities affected are currently undertaking a range of studies designed to investigate the feasibility and viability of various long-term options for the canal. An initial study received ERDF grant. Any infrastructure works arising from the studies will be carried out under the auspices of the Mersey Basin Programme.

g) Waste Disposal

7G.3.28 At present there is a general lack of adequate sites for waste disposal, particularly acute in some localities, within the Profile Area. ERDF aid has been granted in the past for waste disposal projects and future assistance is likely to be sought for further landfill schemes.

Vocational Training Measures

7G.3.29 The local authorities regard training as an essential part of their activities to regenerate the profile area's economy, by the development of the workforce's skills. As well as the substantial funds expended annually in secondary, higher and adult education, the profile area has benefitted from a wide range of training and re-training programmes implemented or resourced by the Manpower Services Commission. The MSC, Department of Industry and private companies have been instrumental in funding Information Technology Centres (ITECs) for computer and electronic technology training. Partnership, Programme and other Inner City aid, together with ERDF and ESF resources and those from private sector companies and financial institutions

have also been used to provide business and commercial training centres, and enterprise and training workshops to train or re-train young people to improve their chances in finding employment. The non-quota section of ERDF has also been used to provide new training facilities. Examples of training initiatives in the Profile Area include:-

- a) Oldham's Vocational Assessment Centre to provide guidance and counselling to the unemployed, to be funded by MSC and urban programme resources;
- b) Bolton's appointment of a Training Liaison Officer to co-ordinate and direct the efforts of those agencies already concerned with industrial training;
- c) Rochdale's State Mill Adult Education Centre;
- d) Tameside's proposed Business Training Centre to provide vocational training linked with managed workshops for new firms so that training will be provided on site for small and growing businesses. The Centre will also provide vocational training for the handicapped, assistance with product development and a general facility for business advice;
- e) the East Lancashire Technology Unit in Accrington is a major resource which has developed close links with local industry and commerce;
- f) the College Employers Link Project works out of Blackburn and Accrington/Rossendale Colleges and well illustrates the increasing attentiveness of the educational system to the needs of industry;
- g) Lancashire Enterprises Limited have been particularly active in the training field with a leading input into some 36 courses in the county;
- h) Lancashire Industrial Science and Technology Limited (LIST) is a joint LEL/Lancashire Polytechnic scheme with a combined training and development role.

Tourism

7G.3.30 Tourism development within the Profile Area is at a relatively embryonic stage in comparison with other parts of the North West Region and elsewhere, except in the traditional business sector. However, given the growing recognition of tourism as an important element in economic development and inner city revitalisation, and favourable local investment factors such as access, it is possible that the next five years will be particularly fruitful in terms of tourism development. The pace of development may well be influenced, in particular, by the success or otherwise of such recent projects as G-MEX and Castlefield, the continuing expansion of Manchester International Airport, general economic prospects locally, constraints on local authority expenditure and, indeed, the availability of ERDF assistance. However, the impact of tourism on the economy of the Profile Area is likely to be increasingly significant towards the 1990s.

7G.3.31 Certainly local authorities in the Profile Area view tourism development as an integral part of their regeneration strategies in that infrastructure and environmental improvements aid tourism as much as other forms of economic development.

7G.3.32 The most notable new tourist attraction is the G-MEX Exhibition and Event Centre in Manchester. Future developments proposed include the creation - in Manchester's Chinatown - of the first Chinese Archway, garden and visitor market in Europe, a Leisure Park and North West Hall of Sporting fame in Tameside, a Museum/Mill Engine/Hotel complex in Rochdale, and in Salford, completion of the Salford Quays development mixing residential, leisure and recreational users.

7G.3.33 Several local authorities within the Profile Area have prepared or are considering tourism strategies which, inter alia, indicate future development priorities and provide guidance for private sector investment. The North West Tourist Board supports and encourages such initiatives and will assist both during the preparation stage and with eventual implementation. The present position with regard to tourism strategies is as follows:

Tourism Strategy adopted by Council:
Ribble Valley, Blackburn, Saddleworth (Oldham)

Tourism Strategy completed, adoption by Council pending: Bolton

Tourism Strategy Guidelines completed: Rossendale

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Intention to prepare Tourism Strategy: Salford.

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7G.3.37 The tourism development aspirations of local authorities with regard to areas not covered by tourism strategies or the special initiatives described above, may be indicated in other local plans and policies, overall economic development strategies, Urban Programme submissions and Inner City Partnership Programmes. Details of known 'projects in the pipeline' costing £0.5m or more are provided in Table 3.

TABLE 3

Tourism Projectsi) Under Construction

Blackburn Blackburn BC	Leisure pool	£ 3.4m
Chorley Park Hall	100 Self-catering units	n/k
Hyndburn Associated Leisure	Improvements & extension to Dunkenhalgh Hotel	£ 1.0m
Manchester GM Museum	Electricity Gallery	£ 2.3m
Manchester Ladbroke Hotels	180 bed Dragonara Hotel at MIA	n/k
		<u>£ 6.7m</u>

ii) Firm Proposals

Blackburn Blackburn BC/LEL	Business Development & Conference Centre, Eanam Wharf	£ 1.1m
Bolton Bolton MBC	Leisure Pool	£ 3.0m
Bolton Bolton MBC	Heritage Centre	£ 0.5m
Bury/Rossendale GMC/Rossendale BC	East Lancs Railway	£ 1.5m
Manchester GM Property Services	Improvements to Midland Hotel	£13.0m
Manchester GM Museum	Major new exhibition galleries	£ 1.2m
Manchester Manchester University	Conference Centre Owens Park	£1.0m
Manchester Britannia Hotels	Conversion to 2-star hotel	n/k
Manchester Manchester Airport Authority	200 bed 4-star hotel linked to terminal	£10.0m
Manchester Granada TV	Coronation Street Visitor Centre	n/k

Rochdale
Rochdale MBC

Restoration of
Rochdale Canal (part)

n/k

Salford
British Caledonian Hotels

180-bed hotel at Dock 6,
Salford Docks

£ 4.2 min.

Salford
Accor Group

120-bed Novotel
hotel at Worsley

n/k

£35.5m

7G.3.38 Some of the larger schemes planned for the Profile Area that may be appropriate for ERDF assistance are include:

GMEX Phase 2 Leisure Facilities

Castlefield: Extension west to Castlefield Basin and beyond; and north to River Irwell & Salford Docks

Restoration of Rochdale Canal: W Yorkshire border to Littleborough

East Lancashire Steam Railway

Leeds and Liverpool Canal projects

Communications/infrastructure/environmental projects.

Significant Investment Projects/Programmes 1986/90

7G.3.39 The schedules appended to this Profile outline the phasing of major investments (to 1989/90) in infrastructure projects which are regarded as of fundamental importance in achieving the Greater Manchester Profile Area's economic objectives. However, the schedules present only a selection of schemes programmed by local and public authorities and therefore provide an indicative as opposed to comprehensive list of projects.

Section 4: FINANCIAL RESOURCES 1986/90

General

7G.4.1 Opinions differ as to the most appropriate split between public and private involvement in the sphere of regional development. However due to the difficulties in securing private investment in the Profile Area the basic infrastructure usually has to be provided by the public-sector agencies, to pave the way for private investment. It follows therefore that considerable importance attaches to the level of financial resources available to the public bodies.

7G.4.2 Many problems beset any attempt to provide an overall quantitative picture of these resources, particularly in the current climate of future financial uncertainty, many different bodies (including most local authorities) find capital expenditure programming beyond a single year ahead to be purely speculative. The following table has been compiled from information supplied by those authorities able to estimate likely future expenditure, but it must be stressed that the data is not comprehensive and is of a provisional nature.

Estimated Capital Expenditure 1986-90 (£m)

	1985/6	1986/7	1987/8	1988/9	1989/90
Trunk Roads (1)	35.0	60.0	83.0	69.0	46.0
Local Roads (1)	55.41	65.45	86.46	52.59	NA
Airports	20.0	29.0	23.0	32.0	60.0
Derelict Land	8.07	NA	NA	NA	NA
Water and Sewerage (2)	158.2	176.0	193.0	214.0	NA
Electricity Supply (3)	46.0	52.0	54.0	48.0	49.0
British Rail	4.95	12.89	6.48	3.03	NA
Industrial/Economics					
Development	12.17	25.22	23.77	20.80	19.77
Environmental					
Improvements	2.03	4.81	5.26	4.88	4.70
Community Services	NA	3.19	2.53	2.20	2.10
Training	3.82	2.35	1.10	1.40	1.50
Tourism	0.70	1.77	2.80	4.20	5.10

Notes: (1) Standard Region

(2) NWWA

(3) NORWEB

7G.4.3 However it is evident that continued support from the European Community will be of considerable assistance to public bodies in achieving their regional development objectives, particularly the funds available from ERDF, ESF and the Non-Quota Textile and Clothing initiative. In addition the European Investment Bank loans should retain an element of attractiveness to the public bodies.

Tourism

7G.4.4 The total development package (excluding communications/environmental projects) for the Greater Manchester Profile Area, set out in Section 2 above, represents investment in total of the order of some £40-50m, with the possibility of creating about 6-700 new jobs directly. Much of this investment, if needed it is realised would of course be provided by the private sector. It is estimated, therefore, that the cost of development appropriate for ERDF assistance generated during the Programme Period could be in the region of £10-15m.

7G.4.5 Grant-aid offered by the English Tourist Board has amounted to some £1.2m during the past six or so years. The rate at which assistance has been offered to projects in the area has accelerated considerably in recent years, as local authorities and others have come to recognise the potential value of tourism, and trends have reflects growing interest in the non-traditional tourism areas. This tendency seems set to continue, and it is likely, assuming the continuation of the Tourism Development Grants Scheme, as now, that some £1.5m will be allocated to projects in the area during the Programme period.

Section 5: IMPLEMENTATION AND CO-ORDINATION OF INVESTMENTS

7G.5.1 The Assisted Area cuts across the administrative boundaries of the infrastructure providing agencies. Local Authorities boundaries are often different to those of the public utilities, health authorities and tourist agencies.

7G.5.2 Most of the public utilities have their own forward planning documents. In addition, structure plans prepared by County Councils, and which have to be compatible with plans for neighbouring areas, contain strategic policies for development and land use and take account of the public utilities' plans. Because they contain assumptions about future population change and proposals for major housing and industrial development, they in turn influence the public utilities' forward planning. From 1 April 1986 each of the 10 Metropolitan Districts in the Assisted Area will each produce a 'unitary plan' which will replace the single Greater Manchester County Structure Plan, within the context of strategic guidance from the Government.

7G.5.3 At the local level, the pattern of approved structure plans and local plans provides a framework or context which is the outcome of extensive consultation and participation. There are well-established links between public agencies and many examples of successful ad hoc joint enterprises and accommodations such that, for example, programmes of sewerage renewal, industrial site development and road provision have proceeded largely in step.

7G.5.4 In the more deprived urban areas which are designated districts under the Inner Urban Areas Act, Central Government, Local Authorities, the District Health Authorities, Private and Voluntary sectors work together to produce a wide range of projects aimed particularly at regenerating the local economy and improving employment prospects. Because of the size, scale and intensity of problems of inner parts of Manchester and Salford, a City Action Team of Government Departments has been set up to work together to develop and implement policies and programmes in a coherent and cost effective manner. The City Action Team works closely with both local authorities and the private sector to ensure that action is well related to local needs and opportunities.

7G.5.5 Lancashire Enterprise Ltd, the Enterprise Trusts and other quasi-public organisations illustrate a welcome tendency towards closer contacts and working arrangements with the private sector and between authorities while various training, environmental and recreational ventures have forged better links with the voluntary sector.

7G.5.6 It is also noteworthy that LEL have been instrumental in the most recent attempt to launch a co-ordinated, strategic economic plan within the region, based on the Leeds and Liverpool Canal Corridor.

7G.5.7 Within the context of development in the Profile Area there is considerable scope for the use of EEC programmes in conjunction with other Community funds. Together, these have considerable potential in assisting the regeneration of the assisted areas which have been most affected by economic decline.

EXAMPLES OF MAJOR INVESTMENTS IN INFRASTRUCTURE AND THEIR PHASING 1986-1990

SCHEME	PRE 86/87	1986/87	1987/88	1988/89	1989/90
<u>WATER AND SEWERAGE</u>					
<u>Water Supply</u>					
(SL) DARWEN T.M. REFURBISHMENT					
BLACKBURN-FENISCOWLES-REPLACE AC MAIN		_____			
(RR) BLACKBURN-PARSONAGE I.R.		_____			
(RR) BLACKBURN-HILLS SR DEMOLITION		_____			
(SL) BLACKBURN T.M. REFURBISHMENT					
BLACKBURN WATER SUPPLY IMPROVEMENTS ST.2				_____	_____
BLACKBURN W S IMPROVEMENTS ST 3-STORAGE					
(RR) BLACKBURN-DELPH I.R. SAFETY			-----	-----	-----
(RR) BLACKBURN-ENTWISTLE I.R.			-----	-----	-----
(RR) BLACKBURN-WAYOH I.R. SAFETY			-----	-----	-----
(RR) BLACKBURN-BELMONT I.R.			-----	-----	-----
BLACKBURN-FENISCOWLES/LIVESEY BRANCH RD MAIN			-----	-----	-----
BLACKBURN-BULL HILL SR REPAIRS			-----	-----	-----
(RR) HYNDBURN-OSWALDTWISTLE RES. CLOSURE ST 1		_____			
(SL) HYNDBURN-TM REFURBISHMENT					
HYNDBURN LINK RD-DIVERT TM (90% RECHARGEABLE)		_____			
(RR) HYNDBURN-BURNLEY RD. RESERVOIR CLOSURE			_____		
(RR) HYNDBURN-MITCHELLS HOUSE I.R.			_____		
(RR) HYNDBURN-OSWALDTWISTLE RES CLOSURE ST 2			_____		
HYNDBURN-MITCHELLS WTW SLUDGE DISPOSAL				_____	_____
HYNDBURN-MITCHELLS WTW AUTOMATION				_____	_____
HYNDBURN-ACCRINGTON AREA IMPROVE SUPPLIES					
HYNDBURN-GT HARWOOD AREA SUPPLY IMP					

SCHEME	PRE 85/87	1986/87	88	1988/89	1989/90
<u>Water Supply (continued)</u>					
RIBBLE VALLEY-LAUNDWOOD WPS IMPROVEMENTS		-----		-----	
HYNDBURN-CLIFF WTW AUTOMATION		-----		-----	
(SL) ROSSENDALE TRUNK MAIN REFURBISHMENT		=====		=====	
(SL) ROSSENDALE-BACUP & WHITWORTH T.M. REFURB		=====		=====	
ROSENDALE-BACUP AREA W.S. IMPROVEMENTS ST.2		-----		-----	
(RR) GREENFOLD I.R. SAFETY		-----		-----	
(RR) ROSSENDALE-CALF HEY I.R. FREEBOARD		-----		-----	
ROSENDALE-BACUP AREA W.S. IMPROVEMENTS ST.3		-----		-----	
(RR) NEW LINE I R SAFETY		-----		-----	
ROSENDALE-SPRING MILL MAIN REPLACEMENT		-----		-----	
(SL) ROSSENDALE MINOR MAINS REFURBISH ST. 1-3		-----		-----	
ROSENDALE-MUSBURY BROOK INTAKE RECONSTRUCT		-----		-----	
CHEM.HANDLING IMP/ROSENDALE AREA WTW'S ST.1		-----		-----	
(RR) ROSSENDALE-HOLDEN WOOD I.R.		=====		=====	
ROSENDALE-HASLINGDEN GRANE WTW-REFURBISH		=====		=====	
ROSENDALE-HEAP CLOUGH CULVERTING		=====		=====	
(RR) ROSSENDALE-SHEEPHOUSE STORAGE RES SAFETY		-----		-----	
ROSENDALE MAIN REINFORCEMENT & PS'S		-----		-----	
ROSENDALE-COWPE WTW SLUDGE DISPOSAL		-----		-----	
LOVECLOUGH SR NO.2		-----		-----	
(SL) ROSSENDALE MINOR MAINS REFURBISH. ST 4-6		-----		-----	
ROSENDALE-HASLINGDEN L.L. NEW INLET MAIN		-----		-----	
BACUP WS IMPROVEMENTS ST.4		-----		-----	
(RR) ROSSENDALE-OGDEN(CRANE) I.R.		-----		-----	
(RR) ROSSENDALE-COWPE I.R.		-----		-----	
(RR) ROSSENDALE-CLOUGH BOTTOM I.R.		-----		-----	
ROSENDALE-TOWNSEND FOLD HIGH LEVEL P.S.		-----		-----	
(SL) ROSSENDALE MINOR MAINS REFURBISH ST 7-10		-----		-----	

SCHEME	PRE 86/87	1986/87	1987/88	1988/89	1989/90
<u>Water Supply (continued)</u>					
(SL) BOLTON NORTH T.M. REFURBISHMENT BOLTON-MIDDLEBROOK/LOSTOCK WT ST.1					
(SL) BOLTON-HORWICH + BLACKROD T.M. REFURBISH					
BOLTON-HULTON PARK, INCREASE ABS, FROM T.A. BOLTON-HORWICH SR'S & WPS'S BOLTON-NEW HEYS S.R. SEALING ST.2					
(PA) BOLTON-LOSTOCK TO BOLTON T.M. ST.2 (PA) BOLTON LOW LEVEL S.R. & MAINS (PA) BOLTON-JOHNSON FOLD SR REPL.					
(PA) BOLTON WTW IMPROVEMENTS (PA) BOLTON INTERMEDIATE SRS & MAINS (PA) BOLTON-LITTLE LEVER SUPPLY SECURITY (PA) BOLTON-LEVER EDGE PS REFURB & UPRATING					
BOLTON-LOSTOCK-THIRLMERE TREATMENT ST2-WTW BOLTON-LOSTOCK-T'MERE TREATMENT ST2 AQUEDUCT (RR) BOLTON-JUMBLES I.R. SAFETY (PA) WAYOH SUPPLY SECURITY (PA) BOLTON-SWEETLOVES RAW WATER PIPE REFURB (PA) HEATON & SWEETLOVES & HIGH RID I R. DEM. (PA) BOLTON LOW LEVEL ZONE EXTENSION					
BURY-GRIN HALL P.S. BURY-WEST BURY WATER SUPPLY IMPROVEMENT ST.2 (SL) BURY AND WHITEFIELD T.M. REFURBISHMENT BURY-CLARKES HILL S.R. - ALTERNATIVE SUPPLY					
(SL) ROCHDALE AREA TM REFURBISHMENT ST.1 (PA) ROCHDALE-CLAY LANE BAMFORD & BUERSIL MAIN					
(PA) ROCHDALE-CALDERBROOK P.S. (RR) ROCHDALE-HOLLINGWORTH LAKE I.R. SAFETY					

SCHEME	PRE 86/87	1986/87	3	1988/89	1989/90
<u>Water Supply (continued)</u>					
ROCHDALE-BIRTLE SR REPLACEMENT					
ROCHDALE-HEALEY PUMPING STATION					
ROCHDALE-CLAY LANE P.S.					
ROCHDALE-BUTTERWORTH HALL PUMPING MAIN					
CHEM HANDLING IMPS/ROCHDALE AREA WTW'S ST 1					
ROCHDALE-CLAY LANE WTW IMPROVEMENTS					
(PA) ROCHDALE-CASTLETON-MANCHESTER ROAD T.M.					
(RR) ROCHDALE-WATERGROVE I.R. VALVE TOWER					
ROCHDALE-WATERGROVE SR					
ROCHDALE-LONGDEN END TRUNK MAIN REPL.					
(RR) GREENBOOTH I.R.					
(RR) ROCHDALE-SYKE RESERVOIRS-DISPOSAL					
(RR) ROCHDALE-MIDDLE NADEN I.R. SAFETY					
ROCHDALE-HEYWOOD DIST. MAINS REINFORCEMENT					
ROCHDALE-LANE END STORAGE TANK					
(SL) ROCHDALE AREA TM REFURBISHMENT ST.2					
ROCHDALE-CLAY LANE WTW-WASHWATER DISPOSAL					
(PA) ROCHDALE-BUERSIL SR REPLACEMENT					
(SL) ROCHDALE-MIDDLETON T.M. REFURBISHMENT					
(SL) ROCHDALE-HEYWOOD-NORDEN T.M. REFURBISH					
(RR) ROCHDALE-BLACKSTONE EDGE I.R. SAFETY					
(RR) ROCHDALE-LOWER CHELBURN I.R. SAFETY					
(RR) ROCHDALE-LOWER NADEN I.R. SAFETY					
PIETHORN WTW SLUDGE TANKS					
ROCHDALE-HEYWOOD-ROCHDALE ROAD TRUNK MAIN					
(PA) ROCHDALE-WATERGROVE WTW IMPS. ETC.					
(PA) ROCHDALE-GATEHOUSE S.R. INLET MAIN					
(RR) ROCHDALE-WARLAND I.R. SAFETY					
(RR) ROCHDALE-LIGHT HAZZLES I.R. SAFETY					
(RR) ROCHDALE-UPPER CHELBURN I.R. SAFETY					
HATTERS SR NO.2					
(PA) ROCHDALE MAINS REINFORCEMENTS					
(RR) ROCHDALE CANAL RESERVOIR CATCHWATERS					
(RR) ROCHDALE-HIGHER NADEN I.R. SAFETY					

SCHEME	PRE 86/87	1986/87	1987/88	1988/89	1989/90
<u>Water Supply (continued)</u>					
(RR) PIETHORN VALLEY I.R.'S WATERGROVE I.R. CATCHMENT REFURBISHMENT (PA) ROCHDALE-WATERGROVE SUPPLY SECURITY ROCHDALE-HEYWOOD RING TRUNK MAIN ROCHDALE-SMITHYBRIDGE ROAD T.M. EXTENSIONS ROCHDALE-PIETHORN WTW EXTENSIONS ROCHDALE-BUERSIL TO OLDHAM EDGE MAINS & P.S. ROCHDALE-WARLAND WTW CLOSURE/REFURBISH					
(SL) OLDHAM AREA T.M. REFURBISHMENT (SL) OLDHAM-SADDLEWORTH AREA T.M. REFURBISH OLDHAM-SHAW-CHURCH ROAD MAIN REINFORCEMENT (PA) TAME VALLEY W.S. ST4-DOVESTONE WPS (RR) OLDHAM-CHEW I.R. ST.2					
(RR) OLDHAM-BESOM HILL I.R. OLDHAM-READYCON DEAN WTW IMPROVEMENTS OLDHAM-SPRINGHILL P.S.					
(RR) OLDHAM-BRUSHES CLOUGH (RR) OLDHAM-LOWER STRINESDALE I.R. SAFETY OLDHAM-WERNETH PARK P.S.					
(RR) OLDHAM-DOVESTONE I.R. SAFETY					
(PA) YOEMAN HEY PH CORRECTION (RR) OLDHAM-HIGHER STRINESDALE I.R. SAFETY (RR) OLDHAM-CASTLESHAW I.R.'S SAFETY (RR) OLDHAM-DENSHAW I.R.'S SAFETY OLDHAM MAINS REINFORCEMENT OLDHAM-STRINESDALE WTW IMPROVEMENT OLDHAM-WICKEN HALL WTW IMPROVEMENT					
(SL) TAMESIDE AREA TM REFURBISHMENT ST.1 (PA) TAME VALLEY W.S. ST5-BUCKTON CASTLE WTW (PA) TVWS ST1-HIGHER MOSSLEY S.RS					

SCHEME	PRE 86/87	1986/87	88	1988/89	1989/90
<u>Water Supply (continued)</u>					
(PA) TVWS ST7-BUCKTON CASTLE WTW W.OUTLET WM					
(PA) TVWS ST8-BUCKTON CASTLE WTW S.IN/OUT WM					
(PA) TVWS ST10-SWINSHAW WPS & MAINS					
(RR) BRUSHES I.R. REMEDIAL WORKS					
(PA) TVWS ST6B-BUCKTON CSTLE-N.MAIN & PS PART 2					
(PA) TVWS ST9-MODIFICATIONS TO EXISTING WMS					
(SL) TAMESIDE AREA TM REFURBISHMENT ST.2					
TAMESIDE-HARROP EDGE PUMPING MAIN IMP.					
DENTON WTW UPRATING					
GRASSCROFT NO.2 S.R.					
(PA) TVWS ST.11-CLOSE EXISTING WTWS					
(RR) TAMESIDE-AUDENSHAW NO.1 RES. IMPS.					
(RR) TAMESIDE-AUDENSHAW NO.2 RES. IMPS.					
(RR) TAMESIDE-AUDENSHAW NO.3 RES. IMPS.					
(RR) LOWER SWINESHAW I.R.					
TAMESIDE MAINS REINFORCEMENT					
TAMESIDE-RAYNER LANE MAINS REINFORCEMENT					
(PA) TAMESIDE-SWINESHAW RESR PH CORRECTION					
WYTHENSHAW TO WILMSLOW TM					
(RR) MANCHESTER-GORTON LOWER RES. IMPS.					
MANCHESTER CITY CENTRE VALVES REPL					
DAVYHULME/DUNHAM PARK TM-REFURBISH/REPLACE					
SOUTH EAST LOOP ST.1-DENTON/BRINNINGTON MAIN					
PRINCESS RD. INNER RING MAIN COMPLETION					
KINGSWAY MAIN					
HEATON PARK RES. OUTLET IMPROVEMENT					
WYTHENSHAW TM EXTENSIONS					
MANCHESTER-PRINCES ROAD MAIN REPLACEMENT					
(RR) MANCHESTER-GORTON UPPER RES. IMPS					
(RR) MANCHESTER-HEATON PARK RES. IMPS.					

SCHEME	PRE 86/87	1986/87	1987/88	1988/89	1989/90
<u>Sewerage</u>					
BLACKBURN-ABBEY VILLAGE/PLEASINGTON ST.1					
BLACKBURN-DARWEN-MONTON ROAD RELIEF SEWER					
BELMONT OUTFALL SEWER					
BLACKBURN-ST. JAMES RD. SWS					
BLACKBURN-BK PROSPECT AVE-DARWEN R.S.					
BLACKBURN-DARWEN T.S. ST.2A					
BLACKBURN-DARWEN-DERBY CLOSE S.W.S.					
BLACKBURN-NORTHROP SEWER RENEWAL					
JUMBLES SEWER REPL					
BLACKBURN-HODDLES DEN-WATERSIDE SEWER REPL.					
BLACKBURN-BLACKAMoor SEWERAGE					
BLACKBURN-BRANCH ROAD SEWER REPLACEMENT					
BLACKBURN-DAISYFIELD SEWERAGE					
(SWQ) BLACKBURN-AUDLEY SEWER					
BLACKBURN-DARWEN TRUNK SEWER ST.3					
BLACKBURN-NORTHGATE/SUDELL CROSS SEWER REPL.					
(SWQ) BLACKBURN-COB WALL SEWER					
BLACKBURN-MOSLEY ST SEWER RECONST.					
BLACKBURN-LOWER DARWEN SEWERAGE					
HYNDBURN-CHURCH-BRIDGE ST SEWER RECONST					
HYNDBURN-OSWALDTWISTLE-UNION ST. SEWER REPL.					
(RL) HYNDBURN-ACCRINGTON-PORTLAND ST. SEWER					
HYNDBURN-ACCRINGTON-HEYWOOD RD MANHOLES					
HYNDBURN HUNCOAT TRUNK SEWER					
HYNDBURN-ACCRINGTON-MANCHESTER RD. REL. SEW.					

SCHEME	PRE 86/87	1986/87	1988/89	1989/90
<u>Sewerage (continued)</u>				
HYNDBURN B.C.-KNUZDEN R.S. (SWQ) HYNDBURN-RISHTON O.S. ST.2 ROSSENDALE-WHITWORTH L.L. SEWER REPL. ST.1				— —
ROSSENDALE-HASLINGDEN-RISING BRIDGE ST.2 ROSSENDALE-RAWTENSTALL-BURNLEY RD SEWER ST.1 ROSSENDALE-SHAWFORTH S.W. OUTFALL SEWER ROSSENDALE-EDENFIELD OUTFALL SEWER ROSSENDALE-MANCHESTER ROAD S.S.O. CLOSURE ROSSENDALE-BACUP-FAIR VIEW SEWER REPLACEMENT			— —	
ROSSENDALE-RAWTENSTALL-HASLINGDEN RD SWS R'DALE-R'STALL-WEBBER ST/HAREHOLME RD SEWER ROSSENDALE-MEADOW WELL SW SEWER			— —	
(RL) ROSSENDALE-HELMSHORE ROAD SEWER ROSSENDALE-WHITWORTH SECONDARY OUTFALL (RL) ROSSENDALE-FACIT-MARKET STREET SEWER ROSSENDALE-RAWTENSTALL-BURNLEY RD SEWER ST.2 ROSSENDALE-RAWTENSTALL-FALBARN RD FOUL SEWER ROSSENDALE-BACUP-BURNLEY ROAD SEWER			— — — — —	
EDWOOD BRIDGE TO RAWTENSTALL TRUNK SEWER ROSSENDALE-BROADWAY O.S. ROSSENDALE-RAWTENSTALL/WATERFOOT T.S. ST.2			— — —	
ROSSENDALE-WHITWORTH L.L. SEWER ST.2 ROSSENDALE-WATERFOOT/BACUP TRUNK SEWER BOLTON-KEARSLEY LOW LEVEL SEWER BOLTON-W.HOUGHTON-WIGAN RD/HART COMMON SEWER BOLTON-HORWICH LOW LEVEL SEWER ST.3		— — — — —	— — — — —	
BOLTON-WHITEGATE DRIVE SEWER IMPROVEMENTS		— — — —		
BOLTON M.B.-LADYSHORE SEWER REPL. BOLTON-KEARSLEY INTERCEPTOR SEWER BOLTON-KING ST/QUEEN ST. SEWER		— — —	—	

SCHEME	PRE 86/87	1986/87	1987/88	1988/89	1989/90
<u>Sewerage (continued)</u>					
BOLTON-KEARSLEY-FOLD ROAD SEWER REPL.					
BOLTON-W'HOUGHTON SEWERS-WINGATES SEWER					
BOLTON-BARK STREET SEWERS					
(SWQ) BOLTON-LOWER HALLIWELL RESEWERAGE					
BOLTON-WINTER HEY LANE SEWER					
BOLTON-DARCY LEVER-RADCLIFFE RD SEWER					
BOLTON-DEANE ROAD AREA DRAINAGE					
BOLTON-WINSLOW ROAD SEWER REPL.					
BOLTON-HORRIDGE BROOK P.S.					
BOLTON-BRIDGE STREET SEWER					
BOLTON-FARNWORTH-HARPER GREEN ROAD SEWER					
BOLTON-FARNWORTH-CAWDOR STREET SEWER					
BOLTON-JENNY BECK RESEWERAGE ST.3					
BOLTON-SEFTON LANE SEWER					
BOLTON-RINGLEY AREA SEWERAGE					
BOLTON-FARNWORTH-BLEACHERS SEWER					
BOLTON-KEARSLEY-LORD STREET SEWER					
BOLTON-RIDING GATE SEWER					
BOLTON-TURTON ROAD SEWER					
BOLTON-RIVINGTON SEWER CONNECTIONS					
BOLTON-BRADSHAW BROOK SEWER					
BOLTON-KEARSLEY-MANCHESTER RD/SPRINGFIELD RD					
BOLTON-MECHANICS INSTITUTE SWS-CHORLEY N.RD					
BOLTON-BROOKDEAN CLOSE SEWER					
(SWQ) BOLTON-HARWOOD AREA SSO'S					
BOLTON-CHEQUERBENT OUTFALL SEWER					
BOLTON-W.HOUGHTON-WINGATES FLOOD RELIEF SEWR					
(SWQ) BOLTON-EAGLEY SEWER ST.1					
(SQ) BOLTON-BLACKROD-LITTLE SCOTLAND O.S.					
STAVELEY AVE SEWER REPL.-BOLTON					
BOLTON-HORWICH-VICTORIA ROAD SEWERS					
BOLTON-TONG RD SEWER ST.2					

SCHEME	PRE 86/87	1986/87	88	1988/89	1989/90
<u>Sewerage (continued)</u>					
BOLTON-MIDDLESBROOK SEWER REPLACEMENT ST.3					
BOLTON-HORWICH-CROWN LANE S.W.S.		-----		-----	-----
BOLTON-CROAL VALLEY FLOOD RELIEF SCHEME		-----		-----	-----
BOLTON BRICK SEWERS		-----		-----	-----
BOLTON-EGERTON SEWERS		-----		-----	-----
BOLTON-OAKEN BOTTOM ROAD/BURY ROAD		-----		-----	-----
BOLTON-FARNWORTH-LEYTON CLOSE SEWER		-----		-----	-----
WOODHILL SEWER REPLACEMENT					
BURY-RAMSBTM LINK SEWER (RAMSBTM STW CLOSURE)					
BURY-AINSDALE AVENUE SEWER REPLACEMENT					
BURY-RAMSBTM-STUBBINS LANE AREA SEWERAGE IMP					
BURY-RAMSBOTTOM-NUTTALL AQUEDUCT RECONSTRUCT					
BURY-WALSHAW ROAD SEWER REPLACEMENT					
BURY-LORD ST SEWER					
BURY-EASTERN INTERCEPTOR SEWER					
BURY-RADCLIFFE-VICTORIA ST SEWER REPLACEMENT					
BURY-RADCLIFFE-CROSS LANE SEWER REPL.					
BURY-WATER ST SEWER REPL.					
BURY-WOODFIELDS SEWER REPL.					
BURY-WEST WHITEFIELD TRUNK SEWER					
BURY WESTERN INT. SEWER REPL.					
BURY-RADCLIFFE TOWN CENTRE SEWERS		-----		-----	-----
S. AND W. PRESTWICH SEWERS		-----		-----	-----
BURY-PIGS LEE SEWER		-----		-----	-----
(RL) BURY-VICTORIA STREET SEWER		-----		-----	-----
BURY-PRESTWICH SEWERAGE		-----		-----	-----
(RL) ROCHDALE-HEYWOOD-HOPWOOD SEWER					
ROCHDALE-LONG ST SEWER					
ROCHDALE-GALE ST SEWER REPLACEMENT					
ROCHDALE-CASTLETON DRAINAGE ST.1					

SCHEME	PRE 86/87	1986/87	1987/88	1988/89	1989/90
<u>Sewerage (continued)</u>					
MAIN OUTFALL SEWER LITTLEBOROUGH					
ROCHDALE-SUDDEN VALLEY SEWERAGE ST.1					
(SWQ) ROCHDALE-CASTLETON WEST OUTFALL					
ROCHDALE-MIDDLETON TOWN CENTRE SEWERS					
ROCHDALE-CASTLETON DRAINAGE ST.2					
ROCHDALE-LITTLEBOROUGH-VICTORIA ST SEWER					
ROCHDALE-SUDDEN VALLEY SEWERAGE ST.2					
ROCHDALE-BURY RD SEWER					
ROCHDALE-SMITHYBRIDGE S.P.S. CLOSURE					
ROCHDALE-ROCH VALLEY TRUNK SEWER					
ROCHDALE-SPODDEN VALLEY DRAINAGE					
ROCHDALE-SUDDEN VALLEY SEWERAGE ST.3					
ROCHDALE-SUDDEN VALLEY SEWERAGE ST.4					
ROCHDALE-SUDDEN VALLEY SEWERAGE ST.5					
ROCHDALE-SPODDEN VALLEY SEWER PT.2					
MIDGE HALL VALLEY SEWER					
ROCHDALE-MILNROW RD. S.W. SEWER					
(SWQ) BIRCH VILLAGE SEWERAGE					
ROCHDALE-HEYWOOD INDUSTRIAL ESTATE SEWER					
ROCHDALE-HEAP BRIDGE SSO					
ROCHDALE-CASTLETON I.S.					
ROCHDALE-HEYWOOD-BURY TRUNK SEWER EXTENSION					
ROCHDALE-HOOLEY BRIDGE SEWER					
ROCHDALE-NORDEN & BAMFORD DRAINAGE					
ROCHDALE-BEAL VALLEY DRAINAGE					
ROCHDALE-RHODES TO MIDDLETON SEWER					
ROCHDALE-ALKRINGTON TO MIDDLETON SEWER					
ROCHDALE-MIDDLETON-NOWELL ROAD SEWER					
ROCHDALE-SUDDEN VALLEY SEWERAGE ST.6					
ROCHDALE-SUDDEN VALLEY SEWERAGE ST.7					
ROCHDALE-SUDDEN VALLEY SEWERAGE ST.8					
(RL) ROCHDALE-LITTLEBORO'-HAREHILL ROAD SEWER					

SCHEME	PRE 86/87	1986/87	8	1988/89	1989/90
<u>Sewerage (continued)</u>					
(RL) ROCHDALE-LITTLEBORO'-HALIFAX RD SEWER		-----		-----	
ROCHDALE-WARDLE-WATERHOUSE CLOSE SSO CLOSURE		-----		-----	
ROCHDALE-WARDLE-WUERDLE FARM SSO CLOSURE		-----		-----	
(SWQ) OLDHAM-HOLLIS GREEN SEWERAGE IMPS.		-----		-----	
OLDHAM-NORTH CHADDERTON RESEWERAGE ST.2		-----		-----	
OLDHAM-NORTH CHADDERTON RESEWERAGE ST.1		-----		-----	
OLDHAM-GREENFIELD & DENSHAW SEWER REPL. ST 1		-----		-----	
OLDHAM-HEYSIDE AREA SEWERS		-----		-----	
OLDHAM-MANCHESTER RD SEWER REPL.		-----		-----	
OLDHAM-COALSHAM GREEN RD SEWER REPL. ST.2		-----		-----	
OLDHAM-ROYTON SOUTHERN SEWER ST.3		-----		-----	
(SWQ) OLDHAM-GREENFIELD & DENSHAW SEWER ST.2		-----		-----	
(SWQ) OLDHAM-GREENFIELD & DENSHAW SEWER ST.3		-----		-----	
OLDHAM-SOUTH CHADDERTON O.S.		-----		-----	
OLDHAM-DEEP I.S. EASTERN BRANCH ST.3		-----		-----	
OLDHAM-SPRINGHEAD AREA SEWERS ST.2		-----		-----	
OLDHAM-ROYTON-WETHERBY DRIVE SEWERAGE		-----		-----	
OLDHAM DEEP I.S. WESTERN BRANCH ST.2		-----		-----	
OLDHAM-HIGH CROMPTON SEWERAGE		-----		-----	
OLDHAM-BUSK AREA SEWERAGE		-----		-----	
OLDHAM-CHEW VALLEY SWS		-----		-----	
OLDHAM-ROYTON-OLDHAM ROAD SEWER		-----		-----	
OLDHAM-SHOLVER SPS		-----		-----	
OLDHAM-WEST CHADDERTON SEWERAGE		-----		-----	
OLDHAM-COALSHAW GREEN PARK SEWER ST.4		-----		-----	
OLDHAM-EGERTON STREET SEWER		-----		-----	
OLDHAM-FAILSWORTH-OLDHAM ROAD SEWER		-----		-----	
OLDHAM-DACRES SEWER		-----		-----	
OLDHAM-SHAW MAIN OUTFALL SEWER		-----		-----	
OLDHAM-CENTRAL SHAW SEWER		-----		-----	
OLDHAM-DEEP I.S. SOUTHERN BRANCH ST.1		-----		-----	

SCHEME	PRE 86/87	1986/87	1987/88	1988/89	1989/90
<u>Sewerage</u> (continued)					
OLDHAM-DEEP I.S. SOUTHERN BRANCH ST.2					
OLDHAM-ALBION ST/ASHTON RD WEST					
OLDHAM-ROYTON-THORNHAM AREA SEWERS					
OLDHAM-BUCKSTONES ROAD SEWERAGE					
OLDHAM-IRK VALE SEWER REPLACEMENT ST.2					
(RI.) OLDHAM-MUMPS AREA SEWERS					
OLDHAM-HOLLINWOOD PS & SSO STORAGE					
OLDHAM-COWLISHAW SEWER REPL.					
CROMPTON-LONGFIELD RD/EDWARD RD SEWER REPL.					
OLDHAM-SUNFIELD LANE SEWER REPLACEMENT					
OLDHAM-DEEP I.S. SOUTHERN OUTFALL					
OLDHAM-DEEP I.S. EASTERN BRANCH ST.4					
OLDHAM-ROYTON-RADCLIFFE ST. SEWER REPL.					
OLDHAM-DEEP I.S. CENTRAL OUTFALL					
OLDHAM-GREENGATE SW SEWER					
OLDHAM-ROCHDALE ROAD SEWER					
OLDHAM-SPRINGHEAD AREA SEWERS ST.3					
OLDHAM-ROMAN ROAD SEWER					
OLDHAM-COPPICE AREA SEWERAGE					
OLDHAM-DIGGLE SEWER REPLACEMENT					
TAMESIDE-READ STREET SSO					
TAMESIDE-DUKINFELD-BIRCH LANE SEWER					
TAMESIDE-HYDE-MARKET ST/STOCKPORT RD SEWERS					
TAME VALLEY TRUNK SEWER ST.1					
TAMESIDE-HOLLINGWORTH OUTFALL SEWER					
TAMESIDE-HATTERSLEY SSO REPAIRS					
(SWQ) TAMESIDE-GROVE RD SEWER					
TAMESIDE-BACK MOOR/MOTTRAM MOOR SEWERAGE					
TAMESIDE-DUKINFELD O.S.-GLOBE LANE/KING ST ST.1					
TAMESIDE-WAGGON RD RELIEF SEWER					
TAMESIDE-DROYLSDEN SEWERS ST.1 (MOORSIDE ST.)					
TAMESIDE-MARKHAM ST/COPELAND ST. SEWER					

SCHEME	PRE 86/87	1986/87	38	1988/89	1989/90
<u>Sewerage (continued)</u>					
TAMESIDE-MOSSLEY-MANCHESTER ROAD ST.2					
TAMESIDE-GAINSBOROUGH ROAD SEWER					
TAMESIDE-DUKINFIELD O.S. STAGE 2					
TAMESIDE-STOCKS LANE SEWER RENOVATION					
TAMESIDE-ASHTON-CRICKETS LN/MOSSLEY RD SEWER					
TAMESIDE-LUMB LANE PS RISING MAIN					
TAMESIDE-ASHTON-OLDHAM RD/BOODLE ST. SEWER					
(SVQ) TAMESIDE-TAME VALLEY TRUNK SEWER ST.2					
(SWQ) TAMESIDE-AUDENSHAW RELIEF SEWERS					
TAMESIDE-DROYLSDEN SEWERAGE INVESTIGATIONS		-----		-----	-----
TAMESIDE-HYDE CENTRAL I.S.		-----		-----	-----
TAMESIDE-STALYBRIDGE (SOUTH) MD		-----		-----	-----
TAMESIDE-ASHTON INTERCEPTOR SEWER		-----		-----	-----
TAMESIDE-STALYBRIDGE S.W.S		-----		-----	-----
TAMESIDE-LITTLEMOSS S.W.S		-----		-----	-----
TAMESIDE-HEY FARM ESTATE SEWERS		-----		-----	-----
TAMESIDE-DUKINFIELD-CHEETHAM HILL ROAD SEWER		-----		-----	-----
MANCHESTER-GEORGE ST SEWER					
(SWQ) MANCHESTER-GORE BROOK LOCAL SEWERS ST.1					
MANCHESTER-LLOYD ST/HARDMAN ST. SEWERS					
MANCHESTER MANHOLE CONSTRUCTION ST.4					
MANCHESTER-WINDMILL ST SEWER					
MANCHESTER-FOG LANE SEWER					
MANCHESTER-MOSS SIDE OUTFALL					
MANCHESTER-BRIDGewater ST/RICE ST SEWER					
MANCHESTER-GRANBY ROW/WHITWORTH ST SEWERS					
MANCHESTER-PARSONAGE SEWER					
MANCHESTER-CHEETHAM HILL ROAD SEWER					
MANCHESTER-U SEWER					
MANCHESTER-oxford STREET HIGH LEVEL SEWER					
MANCHESTER-BANK STREET LOCAL SEWER					
MANCHESTER-CORPORATION ST SEWER					

SCHEME	PRE 86/87	1986/87	1987/88	1988/89	1989/90
<u>Sewerage (continued)</u>					
MANCHESTER-HIGH ST/THOMAS ST SEWER RENEWAL					
MANCHESTER-QUAY ST SEWER					
MANCHESTER-MOUNT ST SEWER					
MANCHESTER-KINGSWAY FLOODING					
MANCHESTER-HILTON ST SEWER					
MANCHESTER-SACKVILLE ST SEWER					
MANCHESTER-DAISY BANK ROAD SEWER					
MANCHESTER-WILBRAHAM RD SEWER					
MANCHESTER-AYTOUN STREET SEWER					
MANCHESTER-DALE STREET ST.3					
MANCHESTER-PORT STREET SEWER					
MANCHESTER-BOOTLE STREET SEWER					
MANCHESTER-KING STREET WEST SEWER					
MANCHESTER-A SEWER/WORK 4					
MANCHESTER-WORK 13 SEWER REPAIRS					
MANCHESTER-PALATINE ROAD SEWER					
MANCHESTER-ALBERT SQUARE SEWER RENEWAL					
MANCHESTER-ST. PETERS SQ. AND PRINCESS STREET					
MANCHESTER-EVERY STREET SEWER ST.1					
MANCHESTER-EASTERN I.S. S.S.O.					
MANCHESTER-PLATT LANE CATCHMENT SEWER REPL.					
MANCHESTER-WEST CHORLTON SEWER IMPROVEMENTS					
M'CR-CITY CENTRE INVESTIGATORY SHAFTS ST.6					
MANCHESTER-LOWER MOSELEY STREET SEWER ST.2					
MANCHESTER-S.S.O. 277A HEADWALL RENEWAL					
(SWQ) M'CR-GORE BK L.S. ST.2-HYDE RD/MOUNT RD					
MANCHESTER-REDBANK CATCHMENT SEWERS					
MANCHESTER-OLDHAM RD SEWER					
MANCHESTER-'S' SEWER DICKENSON RD					
MANCHESTER-POLLARD STREET SEWER					
MANCHESTER-PETER STREET SEWER					
MANCHESTER-TIB STREET SEWER					
MANCHESTER-VICTORIA STATION AREA SEWERS					

SCHEME	PRE 86/87	1986/87	88	1988/89	1989/90
<u>Sewerage (continued)</u>					
MANCHESTER-RIVER TIB SEWER					
MANCHESTER-EVERY STREET SEWER ST 2					
LEVENSHULME RELIEF SEWER ST.1					
MANCHESTER-MAIN OUTFALL SEWER STAGE 1					
MANCHESTER-CRUMPSALL-CRESCENT RD AREA SEWERS					
MANCHESTER-CLARENCE ST/BOOTH ST/BOW LANE					
MANCHESTER-OUTER RING ROAD SEWER					
MANCHESTER-D SEWER					
MANCHESTER-FOUNTAIN STREET SEWER ST.2					
MANCHESTER-BLOOM ST/ABINGDON STREET SEWER					
MANCHESTER-MALKIN BROOK SEWER					
MANCHESTER-NORTHMOOR RD. AREA SEWER RENEWAL					
MANCHESTER-DAISY BANK AREA SEWER RENEWALS					
MANCHESTER-BLACKLEY-KENDAL ROAD SEWER					
MANCHESTER-CLAREMONT ROAD SEWER					
MANCHESTER-OLDHAM ROAD SEWER ST.2					
MANCHESTER-E SEWER					
MANCHESTER-M2 SEWER ST.1					
MIDDLETON OUTFALL SEWER					
MANCHESTER-'P' SEWER					
MANCHESTER-ANCOATS INDUSTRIAL					
MANCHESTER-HEATON PARK SEWER INVESTIGATION					
MANCHESTER-CRUMPSALL-B SEWER					
(RL) MANCHESTER-MARKET STREET ST.2					
(SWQ) MANCHESTER-FAIRFIELD AREA SEWERS					
MANCHESTER-M2 SEWER ST.2					
MANCHESTER-G & H SEWERS					
MANCHESTER-B SEWER					
MANCHESTER-WHITE CITY INTERCONNECTING SEWER					
MANCHESTER-CANAL STREET SEWER					
MANCHESTER-KNOTT MILL SEWERS					
MANCHESTER-CROSS STREET SEWER					
MANCHESTER-CROSSKEYS STREET SEWER					
MANCHESTER-GARDEN STREET SEWER					
MANCHESTER-KING STREET SEWER					

SCHEME	PRE 86/87	1986/87	1987/88	1988/89	1989/90
<u>Sewerage (continued)</u>					
MANCHESTER-CHINA LANE SEWER					
MANCHESTER-HANOVER STREET SEWER					
MANCHESTER-ROCHDALE ROAD SEWER					
MANCHESTER-CORPORATION STREET SEWER ST.2					
MANCHESTER-CLAREMONT STREET SEWER					
MANCHESTER-SHEPLEY STREET SEWER					
MANCHESTER-BLACKLEY AREA SEWERS					
M'CR.-GT. MARLBOROUGH ST./NEW WAKEFIELD ST.					
MANCHESTER-SHIRLEY ROAD SEWER					
MANCHESTER-LONDON ROAD AREA SEWERS					
(RL)MANCHESTER-PARRS WOOD SOUTH I.S.					
MANCHESTER-STORM SEWAGE OVERFLOW NUMBER 233					
MANCHESTER-PRINCESS ST/COOPER ST. SEWERS					
MANCHESTER-LOWER ORMOND STREET SEWER					
MANCHESTER-SCIENCE PARK SEWER					
MANCHESTER-WITHINGTON-PALATINE ROAD SEWER					
MANCHESTER-OLD MILL ST/CANNEL ST SEWER					
MANCHESTER-GT.ANCOATS STREET SEWER ST. 2B					
MANCHESTER-LADYBURN AREA SEWERS					
MANCHESTER-MAULDETH ROAD WEST SEWER					
SALFORD-LIVERPOOL ST/WINDSOR ST SEWER					
SALFORD-SWINTON HALL ROAD SEWER RENEWAL					
SALFORD-WORSLEY 'C' LINE SEWER					
SALFORD-BROADWAY SEWER					
SALFORD-CLARENCE STREET SEWER					
SALFORD-LIVERPOOL STREET SEWER					
SALFORD-LITTLETON ROAD SEWER					
SALFORD-CAMP STREET AREA SEWERS					
SALFORD-CLIFTON HOUSE RD SPS					
SALFORD-RADCLIFFE PARK RD SEWER					
SALFORD-TRAFFORD RD - MSC TO INTERCEPTOR					
SALFORD-ADELPHI ST/SILK ST SEWER					
(RL) SALFORD-BLACKFRIARS ROAD SEWER					
SALFORD-CHAPEL STREET SEWER					
SALFORD-ECCLES-HALF EDGE LANE SEWER					
(RL)SALFORD-FREDERICK RD. OS RENOVATION					

SCHEME	PRE 86/87	1986/87	8 1988/89	1989/90
<u>Sewerage (continued)</u>				
SALFORD-WINDSOR RAIL LINK DIVERSION				
SALFORD-SWINTON-WESTGATE DR. EJECTOR STATION				
SALFORD-IRLAM-LIVERPOOL ROAD S.W. SEWER		_____		
SALFORD-NEW BAILEY STREET SEWER		_____		
SALFORD-SALTERS LANE STORM OVERFLOW SEWER		_____	---	
SALFORD-ORDSALL-MISSION SEWER		_____	_____	
SALFORD-QUAY STREET/BROWN STREET SEWERS		_____		
SALFORD-PENDLEBURY-A666 SEWER		_____	_____	
SALFORD-ROSAMOND STREET SEWER		_____	_____	
SALFORD-'Z' LINE WORSLEY SEWER RENEWAL			_____	
SALFORD-SWINTON STW TRANSFER SEWER STAGE 1			_____	
SALFORD-SWINTON STW TRANSFER SEWER STAGE 2			_____	
SALFORD-EAST ORDSALL LANE SEWER REPLACEMENT			_____	
SALFORD-IRLAM-LIVERPOOL ROAD COMBINED SEWER			_____	
(SWQ) SALFORD-BROADOAK PARK SEWER				_____
SALFORD-'A' LINE WORSLEY SEWER RENEWAL				_____
SALFORD-PENDLEBURY RELIEF SEWER ST.2				_____
SALFORD-MAIN I.S. RELIEF SEWER				_____
(RL) SALFORD-SWINTON OUTFALL SEWER RENOVATION				_____
SALFORD-PINE GROVE SEWER RENEWAL				_____
NEW PARK ROAD				
SALFORD-HIGHER IRLAM ESTATE		-----	-----	-----
SALFORD-BACK ROMAN RD & RIGBY ST. S.W.S.		-----	-----	-----
SALFORD-VICTORY ESTATE SEWER RENEWAL		-----	-----	-----
SALFORD-WOOLDEN ROAD SEWER		-----	-----	-----
SALFORD-WHEATER CRESCENT SEPARATION		-----	-----	-----
SALFORD-WORSLEY S LINE SEWER		-----	-----	-----
(RL) SALFORD-TRAFFOD RD/ECCLES NEW RD		-----	-----	-----
SALFORD-WORSLEY STW CLOSURE		-----	-----	-----
SALFORD I.S.-DAVID LEWIS RECREATION GROUND		-----	-----	-----
SALFORD-SOUTH RADFORD ST SEWER		-----	-----	-----
SALFORD-CROSS LANE SEWER		-----	-----	-----

SCHEME	PRE 86/87	1986/87	1987/88	1988/89	1989/90
<u>Sewerage (continued)</u>					
SALFORD-REAR OF CLIFF CRESCENT SEWER		-----	-----	-----	-----
SALFORD-SWINTON-PENDLEBURY RD SEWER		-----	-----	-----	-----
SALFORD-IRLAM-HAIG AVENUE SEWER		-----	-----	-----	-----
SALFORD I.S.-D.LEWIS REC.GD/L.BROUGHTON RD		-----	-----	-----	-----
SALFORD-ECCLE NEW RD SEWER		-----	-----	-----	-----
SALFORD-TRAFFORD RD (CROWTHER AVE/AUBREY ST)		-----	-----	-----	-----
SALFORD-GLEN STREET SEWER		-----	-----	-----	-----
SALFORD-ORDSALL LANE SIDINGS SEWER		-----	-----	-----	-----
SALFORD-CLIFTON-A666 SEWER		-----	-----	-----	-----
SALFORD-IRLAMS O'TH'HEIGHTS-A666 SEWER		-----	-----	-----	-----
SALFORD-CADISHEAD T S-BERKSHIRE DRIVE		-----	-----	-----	-----
SALFORD-TRINITY AREA SEWERAGE		-----	-----	-----	-----
TRAFFORD PARK OUTFALL SEWER		-----	-----	-----	-----
REPLACEMENT OF SEWERS IN TRAFFORD PARK VILLAGE		-----	-----	-----	-----
RICHMOND ROAD STORM SEWAGE OVERFLOW		-----	-----	-----	-----
GUINNESS ROAD STORM WATER SEWER		-----	-----	-----	-----
<u>Sewage Treatment</u>					
BLACKBURN - BELMONT STW IMPROVEMENTS					
BLACKBURN STW-STORM TANK IMPROVEMENTS					
BLACKBURN STW IMPS TO SLUDGE TREATMENT					
BLACKBURN STW-ELIMINATION OF ODOUR PROBLEMS					
(SWQ) BLACKBURN STW-DARWEN SIDE LAGOONS					
DARWEN STW EXTENSION					
BLACKBURN STW-FILTER WORKS					
BLACKBURN STW EXTENSIONS					
(LTWQ) BLACKBURN STW TERTIARY TREATMENT					
ALTHAM STW SITE RESTORATION					
HYNDBURN STW-FLOW DISTRIBUTION TO FINAL TANKS					
HYNDBURN STW-PRIMARY SEDIMENT TANK SCRAPERS					
HYNDBURN-MOORSIDE HOUSE SEPTIC TANK CLOSURE					
(LTWQ) ROSSENDALE STW					
ROSENDALE STW TERTIARY TREATMENT					
ROSENDALE STW-ENERGY SAVINGS					

SCHEME	PRE 86/87	1986/87	8	1988/89	1989/90
<u>Sewerage (continued)</u>					
BOLTON STW INSTRUMENTATION					
(MUS) BOLTON STW-SLUDGE TREATMENT IMPROVEMENT					
BOLTON STW CONE REPLACEMENT					
BOLTON STW-REPLACEMENT SLUDGE MAIN					
BOLTON STW-ENERGY SAVINGS					
BOLTON STW-STORM TANK IMPROVEMENTS					
HILTON HOUSE AND DOGHOLES STW CLOSURE					
(LTWQ) WESTHOUGHTON STW					
BOLTON STW-ADDITIONAL FINAL TANKS					
HULTON LANE ENDS STW EXTENSIONS		-----		-----	-----
WESTHOUGHTON STW EXTENSIONS		-----		-----	-----
BOLTON STW-ADDITIONAL PRIMARY TANKS		-----		-----	-----
HORWICH STW EXTENSIONS		-----		-----	-----
HORWICH STW IMPROVEMENTS		-----		-----	-----
BURY STW EXTENSIONS AND IMPROVEMENTS		-----		-----	-----
BURY-RAMSBOTTOM STW CLOSURE					
(MVS) BURY STW SLUDGE CONSOLIDATION		-----		-----	-----
ROCHDALE STW IMPS/REFURB.		-----		-----	-----
ROCHDALE STW-TERTIARY TREATMENT		-----		-----	-----
CASTLETON STW EXTENSIONS/CLOSURE		-----		-----	-----
LITTLEBOROUGH STW RECONSTRUCTION		-----		-----	-----
FAILSWORTH STW-EXTENSIONS		-----		-----	-----
OLDHAM STW-MODS. TO CHADDERTON PLANT INLET					
OLDHAM STW-ENERGY SAVINGS					
OLDHAM STW-REFURBISH CHADDERTON AS PLANT ETC		-----		-----	-----
OLDHAM STW-TERTIARY TREATMENT		-----		-----	-----
OLDHAM STW-NEW STORM WATER TANKS		-----		-----	-----
<u>Sewage Treatment</u>					
OLDHAM STW-SITE ROADS AND ANCIL. WORKS ST.2		-----		-----	-----
OLDHAM-FAILSWORTH STW STORM TANK IMPS.		-----		-----	-----
(MVS) OLDHAM STW SLUDGE CONSOLIDATION		-----		-----	-----
SADDLEWORTH STW IMPROVEMENTS		-----		-----	-----
BARDSLEY STW CLOSURE		-----		-----	-----
RAYTON STW INLET WORKS IMPROVEMENTS		-----		-----	-----

SCHEME	PRE 86/87	1986/87	1987/88	1988/89	1989/90
<u>Sewerage (continued)</u>					
OLDHAM STW BALANCING TANKS					
DUKINFIELD STW-FILTER WALL REPAIRS		-----			
CLIFTON STW AND PRESTWICH STW CLOSURE			-----		
SWINTON STW CLOSURE			-----		
SALFORD STW IMPROVEMENTS				-----	
ECCLES/SWINTON STW IMPROVEMENTS				-----	
ECCLES STW - STAGE 4		-----			
IRLAM STW STORM IMPROVEMENTS		-----			
<u>TRANSPORT</u>					
<u>Roads</u>					
M65-M6 LINK ROAD					
HYNDBURN LINK ROAD					-----
ACCRINGTON TOWN CENTRE RELIEF ROAD					-----
SHUTTLEWORTH HALL LINK ROAD					-----
EASTERN RADIAL ROAD, BLACKBURN					-----
FURTHERGATE LINK, BLACKBURN					-----
BLACKBURN INNER RELIEF ROAD: PHASE 1					-----
LATER PHASES					-----
JUNCTION ON A679, CHURCH					-----
HIGHER WHEELTON BYPASS A674, CHORLEY					-----
HIGHWAY WORKS IN OLDER INDUSTRIAL AREAS AND OTHER SMALL ROAD IMPROVEMENTS					-----
PROVISION OF A 'CROSS RIVER' HIGHWAY, TONGE VALLEY, BOLTON					-----
PRIMARY ROAD NETWORK ENHANCEMENT PROGRAMME, ROCHDALE BOROUGH					-----
LOCAL ACCESS NETWORK ENHANCEMENT PROGRAMME, ROCHDALE BOROUGH					-----
ECONOMIC DEVELOPMENT PROGRAMME, TRANSPORT ELEMENT, ROCHDALE BOROUGH					-----
INNER AREA HIGHWAY RECONSTRUCTION PROGRAMME, ROCHDALE BOROUGH					-----
FREIGHT DISTRIBUTION ENHANCEMENT PROGRAMME, ROCHDALE BOROUGH					-----
DRAYLSDEN/ASHTON LINK ROAD					-----

SCHEME	PRE 86/87	1986/87	8	1988/89	1989/90
<u>Roads (continued)</u>					
WELLINGTON ROAD DIVERSION					
STOCKPORT ROAD GYRATORY SCHEME					
GUIDE LANE ROUNDABOUT					
HYDE BY-PASS					
GENERAL HIGHWAY IMPROVEMENTS - INDUSTRIAL ROUTES AND AREAS, TAMESIDE BOROUGH					
SECOND AVENUE ROAD IMPROVEMENT		start			
<u>Rail</u>					
PRESTON AND RISHTON STATION IMPROVEMENTS					
ELECTRIFICATION MANCHESTER - PRESTON - BLACKPOOL LINE					
CONSTRUCTION OF WINDSOR LINK, MANCHESTER					
NEW STATION AT SALFORD CRESCENT					
SIGNALLING MODERNISATION AT PICCADILLY AND OXFORD ROAD					
FREIGHT DISTRIBUTION ENHANCEMENT PROGRAMME, ROCHDALE BOROUGH					
PASSENGER TRANSPORT CO-ORDINATION AND ENHANCEMENT PROGRAMME, ROCHDALE BOROUGH					
<u>Bus</u>					
PASSENGER TRANSPORT CO-ORDINATION AND ENHANCEMENT PROGRAMME, ROCHDALE BOROUGH					
<u>Electricity Supplies</u>					
REPLACEMENT OF OBSOLETE EQUIPMENT AT BLACKBURN GRID SUPPLY POINT					
CATTERALL - BLACKBURN; REFURBISH 132KV OVERHEAD LINE					
REFURBISH 132KV 'N' LINE, PADIHAM					
REMOVAL OF OBSOLETE 132KV SWITCHGEAR, BLACKBURN					
ESTABLISH NEW GRID SUPPLY POINT AND 132KV OVERHEAD LINE, RAWTENSTALL					
INCREASED SUPPLY CAPACITY TO STUBBINS PAPER MILL AND REFURBISHMENT OF 33KV SYSTEM					
NEW POINT OF SUPPLY TO BRITISH RAIL, KEARSLEY					

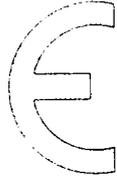
SCHEME	PRE 86/87	1986/87	1987/88	1988/89	1989/90
<u>Electricity Supplies (continued)</u>					
AGECROFT PRIMARY - REPLACE OBSOLETE 6.6KV					
SWITCHGEAR AND 33/6.6KV TRANSFORMERS ON NEW SITE					
AGECROFT-DICKINSON STREET DC 'AX' 132KV OVERHEAD LINE					
ROCHDALE-BURNLEY; REFURBISHMENT OF 132KV AV OVERHEAD LINE					
CHADDERTON - PROVISION OF NEW GRID TRANSFORMERS AND 33KV					
SWITCHGEAR AND ASSOCIATED WORK AT WHITEGATE AND ROYTON					
HARTSHEAD - REPLACE TWO 132KV CIRCUIT BREAKERS					
STALYBRIDGE-STUART STREET 132KV DC 'WQ' OVERHEAD LINE					
STALYBRIDGE-THAME VALLEY SUBSTATION - REPLACEMENT OF					
OBSOLETE TRANSFORMERS					
DROYLSDEN EAST - REPLACE OBSOLETE SWITCHGEAR AND					
TRANSFORMERS					
MANCHESTER-NEW PRIMARY SUBSTATION					
MANCHESTER-REINFORCEMENT TO MANCHESTER STEEL					
CLAYTON-ENGLISH ELECTRIC 33KV SWITCHGEAR AND TRANSFORMER					
REPLACEMENT OR MODIFICATIONS					
SWINTON-BRIDGE STREET - REPLACE 11KV SWITCHGEAR AND					
TRANSFORMERS					
TRAFFORD PARK-REPLACEMENT OF ASHBURTON ROAD AND					
MOSELEY ROAD SUBSTATIONS BY NEW SUBSTATION					
IRLAM-CANAL BRIDGE-REMOVE OBSOLETE 33KV					
SWITCHGEAR AND REPLACE OBSOLETE 6.6KV SWITCHGEAR					
<u>Industrial Sites/Premises</u>					
NEW LINE, BACUP: INFRASTRUCTURE					
WATERFONT, RAWTENSTALL, ROADS ETC					
ALTHAM: PHASE 2 INFRASTRUCTURE					
PALATINE MILL CONVERSION					
NEW HALL HEY, RAWTENSTALL: BUSINESS INNOVATION CENTRE,					
MILL REFURBISHMENT AND ADVANCE FACTORIES ROAD ACCESS					
GREENBROOK BUSINESS PARK, WHITEBIRK, BLACKBURN:					
INFRASTRUCTURE					
GOOSEHOUSE, DARWEN: SITE PREPARATION AND UNITS					
FURTHERGATE, BLACKBURN: ADDITIONAL UNITS AND					
INFRASTRUCTURE					
SMALL INNER AREA WORKSHOPS, BLACKBURN					

SCHEME	PRE 86/87	1986/87	8	1988/89	1989/90
<u>Industrial Sites/Premises</u> (continued)					
BLACKBURN BUSINESS DEVELOPMENT CENTRE					
BLACKBURN TECHNOLOGY CENTRE					
BLACKBURN: SMALL OFFICE DEVELOPMENT					
LEEDS/LIVERPOOL CANAL PROGRAMME: INDUSTRIAL RENOVATION IN FOUR EXISTING INDUSTRIAL IMPROVEMENT AREAS IN BLACKBURN					
OTHER MILL CONVERSIONS, LANCASHIRE					
CONVERSION OF MUTUAL MILL, ROCHDALE					
GREEN LANE, HEYWOOD					
TRUB, CASTLETON (CASTLETON TECHNOLOGY PARK)					
SMALLBRIDGE INDUSTRIAL PARK					
QUEENSWAY, CASTLETON (SHERWOOD INDUSTRIAL PARK)					
HEAP BRIDGE, HEYWOOD					
WARDLEWORTH COMMUNITY WORKSHOPS					
ROKER, SITE DEVELOPMENT					
SALMON FIELDS, OLDHAM - SITE DEVELOPMENT					
MUMPS GOODS YARD					
DEVELOPMENT OF COMMERCIAL MILLS SITE					
STABLE STREET, SITE DEVELOPMENT					
SITE DEVELOPMENT, HOLLINWOOD					
MORTON STREET FACTORY UNITS, OLDHAM					
TAYLOR STREET FACTORY UNITS, OLDHAM					
FURTHER SMALL UNITS, OLDHAM					
REFURBISHMENT OF OLD PREMISES, OLDHAM:					
PARKS CRAMER					
BEE MILL					
WESTWOOD					
HARTFORD WORKS					
GRATRIX MILL					
ACORN CENTRE EXTENSION					
ATHENS MILL					
HEYBOTTOM MILL					
MINOR SCHEMES					
PIGGERIES INDUSTRIAL ESTATE, DUKINFIELD					
PROVISION OF INDUSTRIAL UNITS, TAMESIDE -					
GUIDE LANE PHASE 1					
TURNER STREET PHASE 2					

SCHEME	PRE 86/87	1986/87	1987/88	1988/89	1989/90
<u>Industrial Sites/Premises (continued)</u>					
DROYLSDEN PORT OF BASIN PHASE 2			_____	_____	
MILL REFURBISHMENT, TAMESIDE - CEDAR MILL WELLINGTON MILL		_____	_____		
PROVISION OF INDUSTRIAL UNITS, TRAFFORD BOROUGH		start	_____		
<u>RECLAMATION</u>					
NEW HALL HEY, RAWTENSTALL		_____			
FACIT QUARRY, WHITWORTH		_____			
CLAYTON-LE-MOORS ENTERPRISE ZONE		_____			
HELMSHORE RAILWAY AND TIPS		_____			
WHINNEY HILL, ACCRINGTON		_____			
ACCRINGTON/BAXENDEN RAILWAY		_____			
HUNCOAT POWER STATION			_____		
MOSS QUARRIES, WHITWORTH				_____	
OTHER GROUNDWORK SCHEMES, ROSSENDALE				_____	
INNER AREA INDUSTRIAL SITES, LANCASHIRE - DERELICT LAND GRANT SCHEMES				_____	
RECLAMATION WORKS, TANGE VALLEY, BOLTON				_____	
LAND AT DUMERS LANE, ETON HILL ROAD, BURY				_____	
LAND AT BRIDGE HALL LANE, BURY				_____	
BRADLEY FOLD, RADCLIFFE				_____	
CARRBROOK ROLLING PROGRAMME, TAMESIDE				_____	
DEWSNAP SIDINGS, TAMESIDE				_____	
MILL DEMOLITION AND SITE REDEVELOPMENT, TAMESIDE				_____	
DISUSED RAILWAY LINES, POWER STATION AND OTHER SCHEMES, TAMESIDE				_____	
TRAFFORD PARK VILLAGE RECLAMATION		start			
TAYLOR ROAD RECLAMATION, TRAFFORD		start			
TRAFFORD WHARF RECLAMATION PHASE 1 PHASE 2		start			
RAILWAY LAND RECLAMATION, TRAFFORD		_____			
RECLAMATION OF LAND AT MANCHESTER INTERNATIONAL FREIGHT TERMINAL		_____			
RECLAMATION OF LAND AT THOMPSON ROAD, TRAFFORD		_____			

SCHEME	PRE 86/87	1986/87	8	1988/89	1989/90
<u>Industrial Sites/Premises (continued)</u>					
RECLAMATION OF EX-BOCM SITE, TRAFFORD WHARF ROAD		-----		-----	
<u>AIDS TO EMPLOYMENT/TRAINING</u>					
IUA GRANTS TO INDUSTRY FOR IMPROVEMENT OF PREMISES, BLACKBURN		-----		-----	
BUSINESS AND INNOVATION CENTRE, NEW HALL HEY		-----		-----	
SCHOOL OF NEW TECHNOLOGY, BLACKBURN		-----		-----	
BLACKBURN BUSINESS DEVELOPMENT CENTRE, EANAM WHARF		-----		-----	
GRANTS TO INDUSTRY FOR REFURBISHMENT AND EXPANSION, BOLTON BOROUGH		-----		-----	
CASTLEMEKE COMMUNITY WORKSHOPS, ROCHDALE		-----		-----	
ADULT TRAINING CENTRE, STATE MILL (CRECHE AND BASIC EDUCATION RESOURCE CENTRE), ROCHDALE		-----		-----	
GRANTS TO INDUSTRY AND COMMERCE FOR PHYSICAL IMPROVEMENTS, ROCHDALE BOROUGH		-----		-----	
BUSINESS TRAINING CENTRE, TAMESIDE		-----		-----	
NEW FACILITIES AT TAMESIDE COLLAGE		-----		-----	
GRANTS TO INDUSTRIALISTS, TAMESIDE		-----		-----	
<u>TOURIST DEVELOPMENT</u>					
BACUP TOWN CENTRE - TOURIST INITIATIVE		-----		-----	
EANOM WHARF BLACKBURN: RESTORATION AS RECREATION/CRAFT/OFFICE COMPLEX		-----		-----	
OTHER LEEDS/LIVERPOOL CANAL RESTORATION WORKS IN BLACKBURN AND HYNDBURN		-----		-----	
COUNTRYSIDE MANAGEMENT SCHEME, WEST PENNINE MOORS		-----		-----	
STEAM TRAIN SERVICES, ROSSENDALE		-----		-----	
ROSSENDALE SKI SLOPE, IMPROVEMENTS		-----		-----	
LEISURE PARK AND NORTH WEST HALL OF SPORTING FAME, TAMESIDE		-----		-----	
SAILBOARD CENTRE, TAMESIDE		-----		-----	
ZOOLOGICAL PARK AND BIRD GARDEN, TAMESIDE		-----		-----	
MARINA DEVELOPMENT, TAMESIDE		-----		-----	
RECONSTRUCTION HJDDERSFIELD CANAL		-----		-----	

SCHEME	PRE 86/87	1986/87	1987/88	1988/89	1989/90
<u>ENVIRONMENT</u>					
BLACKBURN URBAN TRAFFIC CONTROL COMPLETION OF LANDSCAPE FRAMEWORK, TANGE VALLEY, BOLTON					
MOLESWORTH STREET, ROCHDALE					
NELLOR STREET, ROCHDALE					
MIDDLETON IIA					
GREEN LANE IIA, ROCHDALE					
MIDDLETON TOWN CENTRE CIA					
HEYWOOD TOWN CENTRE CIA					
DERKER-LOWERMOOR IIA, OLDHAM					
MOORHEY-MOUNT PLEASANT IIA					
HOLLINWOOD IIA					
MUMPS IIA					
BUSK IIA, CHADDERTON					
FALLSWORTH IIA					
ROYTON IAA					
LEES IIA					
OLDHAM TOWN CENTRE DEVELOPMENT -					
MARKET REDEVELOPMENT					
TRAFFIC SCHEME					
ST PETERS - WATER STREET					
TOWN CENTRE REDEVELOPMENT, TAMESIDE:					
PEDESTRIANISATION					
SITE ASSEMBLY					
CAR PARKING/ENVIRONMENTAL					
WORKS					
ENVIRONMENTAL IMPROVEMENT SCHEMES, TRAFFORD					
FURTHER ENVIRONMENTAL IMPROVEMENT SCHEMES, TRAFFORD					



European Regional Development Fund

UK REGIONAL DEVELOPMENT PROGRAMME 1986-90



UK REGIONAL DEVELOPMENT PROGRAMME 1986-90

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The Programme consists of detailed information on regional or sub-regional areas (Sections 7 to 10) preceded by general information on the United Kingdom (Sections 1 to 6). This is Section 7H.

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PREFACE

Sections 1 to 6 of this Programme have described in general terms the main regional problems of the United Kingdom and the policies which are being applied to overcome them. Sections 7 to 10 describe in greater detail the situation in the areas where the UK may be seeking assistance from the European Regional Development Fund. In common with the preceding sections these regional profiles have been structured in accordance with the requirements of the outline for Regional Development Programme (official journal No C69/2 of 24 March 1976). Each profile is preceded by a summary table and map which together define the area covered and an index to the contents.

The regional profiles cover contiguous blocks of travel to work areas (TTWAs) which have Assisted Area Status or Aided Area Status and are thus eligible for ERDF assistance. As far as possible these are defined to coincide with local authority areas or groups of areas and have been considerably revised since the previous Regional Development Programme so as to facilitate the compilation and presentation of information in a sensible way. Unlike certain other Member States, the UK does not have a federal system or government. Institutional arrangements and the resulting administrative structure are both highly centralised with central planning undertaken through separate regional and sub-regional authorities. For strong functional reasons different sectoral planning authorities operate according to different regional boundaries. Some of the illustrative statistics in the Programme therefore may relate to slightly different areas because so much information is compiled using local authority districts, counties or some other sectoral planning units. The length and detail of the individual profiles vary as there is a considerable variation in geographical and demographic size. The variety has many advantages, for it is an opportunity to compare the operation and planning of regional development in areas of differing size and make up.

Although the outline provides a structure for each of the regional profiles considerable variety has been used in the definition and presentation of problems, plans and individual development measures to avoid a rigid format. As far as possible information has been presented to accord with the extent of each particular Profile area. However the sort of information and the level of detail required is not always readily available in the standard form for this purpose and could not be obtained except at disproportionate cost. Approximations or surrogate data for the nearest corresponding administrative unit have therefore been necessary. This approach over the structure and content illustrates the degree to which participation of local and

other public authorities has been essential in the preparation of Profiles. Local authorities in Northern Ireland have not however been involved in the preparation of Section 10 of the Programme.

GREATER MERSEYSIDE PROFILE

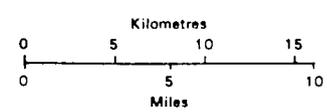
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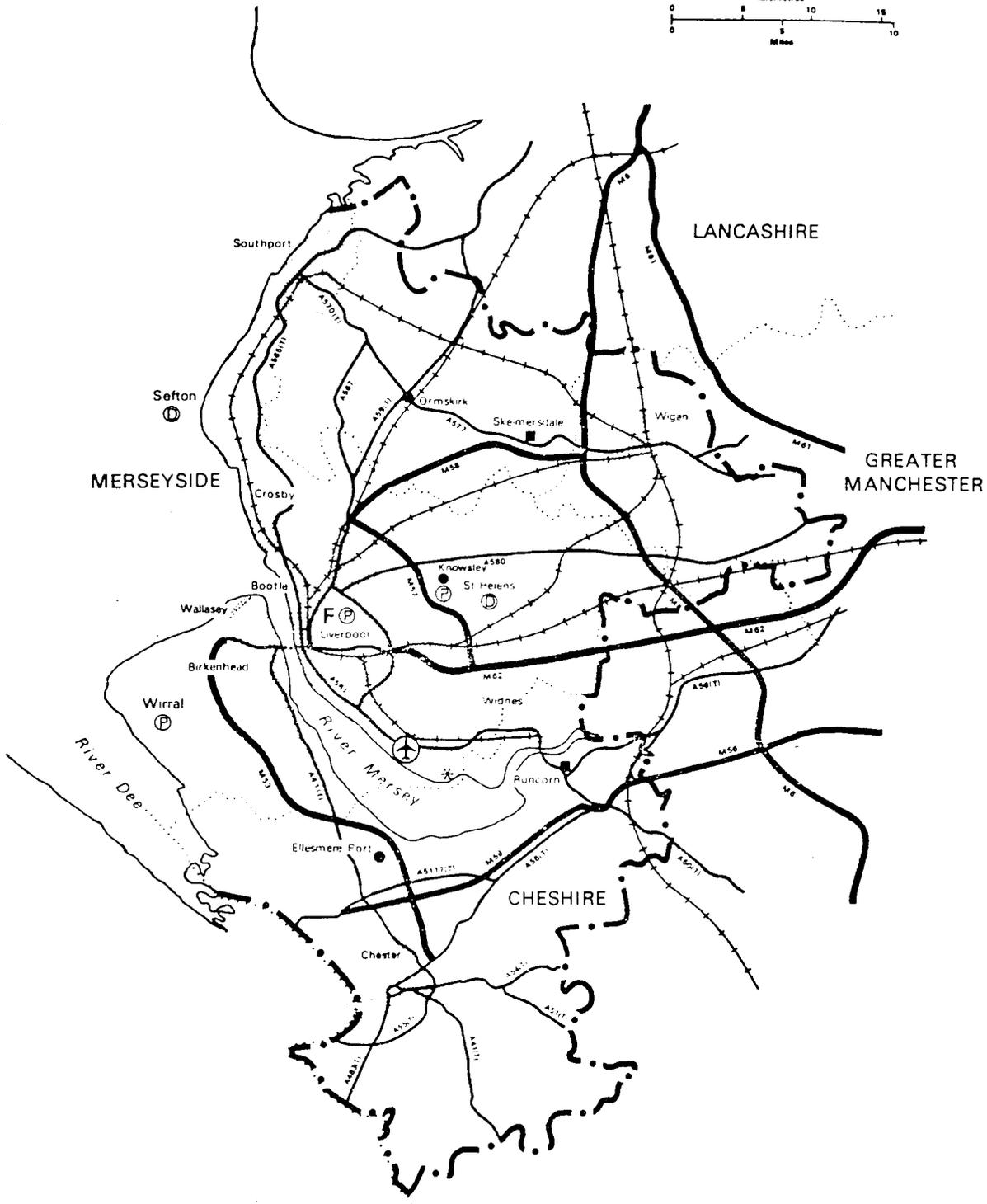
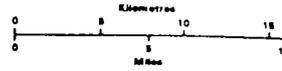
THE GREATER MERSEYSIDE ASSISTED AREA



Assisted Area  County 
District 



THE GREATER MERSEYSIDE PROFILE AREA



- | | | | |
|-------------------|--|-------------------------------------|--|
| Main Urban Areas | | Profile Area Boundary | |
| New Towns | | Freeport | F |
| Motorways | | Enterprise Zones | * |
| Major Roads | | Ⓢ Programme/Partnership Authorities | } (As designated under the Inner Urban Areas Act 1978) |
| Main Railways | | Ⓣ Other Designated Districts | |
| Airports | | | |
| County Boundaries | | | |

GREATER MERSEYSIDE ASSISTED AREA PROFILE

1. Statistical Summary

Total Population (1)	(000)	2228.1
Area (1)	(Km ²)	1726
Density	(persons/Km ²)	1291
Unemployment:	000	%
Total (2)	191.8	19.9
Long-term (3)	96.6	10.0
Youth (4)	76.2	7.9
Employment Distribution (1)	000	%
Agriculture	6.9	0.8
Energy and Water	26.0	2.9
Manufacturing	252.1	28.6
Construction	60.3	6.8
Distribution and Catering	166.6	18.9
Transport	67.9	7.7
Other Services	300.2	34.1
	<hr/>	
	TOTAL	880.0 100.0
		<hr/>

2. Area Definition

Travel to Work Area	Status (Development/ Intermediate Area)	Equivalent Local Administrative Area	
		Whole District	Part District
Liverpool	DA	Liverpool, Knowsley, Sefton	St Helens, Halton, N Lancashire
Wigan & St Helens	DA	-	Wigan, St Helens, W Lancashire
Widnes & Runcorn	DA	-	Halton, Vale Royal
Wirral & Chester	DA	Wirral	Chester, Ellesmere Port & Neston

Notes:

- (1) 1981 Census of Population
- (2) Annual Average, 1985
- (3) Unemployed for over 1 year, Jan 1986
- (4) Aged 25 or less, Jan 1986

REGIONAL DEVELOPMENT PROGRAMME

ENGLAND - GREATER MERSEYSIDE

Section 1: SOCIAL AND ECONOMIC ANALYSIS

General Background

7H.1.1 The Merseyside sub-region, comprising the travel to work areas of Liverpool, Wigan and St Helens, Widnes and Runcorn and Wirral and Chester, was accorded Development Area status in the Government's review of Assisted Areas in November 1984. The sub-region includes the whole of Merseyside County and part of Cheshire, Lancashire and Greater Manchester Counties. Merseyside was identified as being the fifth most disadvantaged region in Europe according to the European Commission's own analysis (Second Period Report on the social and economic situation and development of the regions of Europe, 1984).

7H.1.2 Merseyside's economic zenith coincided with, and was dependent upon Britain's dominant role as the first industrial nation importing raw materials from world wide, and particularly Commonwealth sources, and exporting manufactured products. The dominant local economic activities were therefore port and port related - the port itself, inland transport and distribution, insurance, banking and finance - creating a largely commercial economy serving the rest of the North West and beyond. Whilst some manufacturing activities developed on Merseyside, eg shipbuilding, the majority of manufacturing production destined for export through the Port of Liverpool was located in Lancashire and Manchester.

7H.1.3 It is the port and port related activities which have been at the heart of Merseyside's structural employment decline over the last three decades. Such activities still mark a significant difference between the Merseyside economy and that of the rest of the North West region. The decline has been exacerbated by the development of European Community oriented trading patterns at the expense of world wide relationships. Regional policy measures were successful in creating manufacturing jobs, particularly in the vehicle industry and in the 1960's, but many of these industries have ceased to expand, many branch plants have actually closed, and others expand output through investment in more modern technology.

7H.1.4 Nevertheless there are still important national concentrations of general and electrical engineering, vehicle and glass manufacturing, food processing, chemicals and oil refining. The major employers are Ford at Halewood and Vauxhall at Ellesmere Port (Vehicles), Pilkingtons at St Helens (glass), Unilever on the Wirral (soap, detergents, food products), Plessey at Liverpool (telecommunications), BICC at Prescot (cables), ICI at Runcorn (Chemicals) and Shell at Ellesmere Port (petro-chemicals). Whilst service sector employment has been growing nationally and in the North West region as a whole, in the Merseyside sub-region there has only been marginal growth, insufficient in scale to compensate for manufacturing employment decline. Major service firms remain particularly in insurance eg Royal Insurance Company, and in mail order and football pools eg Littlewoods.

7H.1.5 The transportation system on Merseyside is strongly influenced by the fact that the River Mersey divides the sub-region into two parts. Movement between the two is by two road tunnels, one rail tunnel, two ferries for pedestrians and both road and rail bridges at Runcorn. As a major conurbation with low car ownership, public transport is very important, with rail services being of particular importance to longer journeys and those to Liverpool City Centre. In recent years there have been a number of major improvements to transport infrastructure. By far the most significant of these have been the construction of the Loop and Link Underground System focussing on the City Centre and the Inner Ring Road which gives much needed access to the South Docks and allows environmental improvements around the City Centre.

7H.1.6 Merseyside is well served by a framework of motorways which takes traffic from the national motorway system to within a few miles of most areas of the sub-region. However, local access to the motorway network from a number of commercially significant areas, still needs to be improved eg the Airport and Speke Enterprise Zone, the City Centre and the South Docks, and the Southport tourist resort.

7H.1.7 Although the Port of Liverpool has suffered from retrenchment in recent years it is still important to the economy of the Merseyside area. New technology has been introduced in active docks on both sides of the Mersey. The Royal Seaforth Dock complex now provides specialised terminals for grain, timber containers and other modern facilities. The UK Government has granted the Mersey Docks and Harbour Company freeport status, and the freeport, based primarily on the Seaforth/Gladstone/Canada docks began

operating in July 1984. In addition to these assets the port is close to an extensive motorway system and the UK's major centres of population and manufacturing production. Liverpool remains Britain's premier export port and is particularly experienced in the more labour intensive general cargo trades. It is fifth in the world league for heavy and outsize loads. There are also important port facilities at Garston Docks and at Eastham where the Manchester Ship Canal begins.

7H.1.8 The airport at Speke is being developed into a single runway operation with new control tower and fire station facilities having been completed. The construction of a new terminal building, access roads and car park are in progress.

7H.1.9 The Wigan area is a distinct part of the sub-region and has not used the same economic links with the Port of Liverpool as other parts of the sub-region. The Wigan Development Area covers an area of just over 19,000 hectares, and includes the major towns of Wigan and Leigh, together with the smaller towns of Ashton, Golborne, Atherton, Hindley, Standish and Platt Bridge.

7H.1.10 The urbanisation of the area resulted from the development of the South Lancashire Coalfield, associated with the growth of the textile and engineering industries. The bulk of the development of these industries took place in the nineteenth and early twentieth centuries, since when there has been a steady decline, accelerating during the 1960's 70's and 80's. In the post war period, a considerable effort has gone into diversifying the economy of the area and major new industries arrived such as food processing, packaging, light engineering and mail order.

7H.1.11 The road transport system in this part of the sub-region is based on the M6, M58 and A580 trunk roads. These provide excellent regional and national communications which contrast with the existing poor internal road system within the borough. Two road schemes will improve this situation, namely the recently opened Leigh By-Pass (Atherleigh Way) and the Wigan Inner Ring Road - Eastern Section, which is currently under construction. Both of these schemes have been assisted by the European Regional Development Fund. Wigan lies on the main west coast electrified London/Glasgow railway line and has further rail links to Southport, Bolton, Manchester via Hindley and Atherton, and two lines to Liverpool via Kirby and St Helens.

7H.1.12 The West Lancashire Development Area is very different in character from metropolitan Merseyside, covering the predominantly agricultural/rural areas of the West Lancashire plain - an area with no maritime connections or traditions and little in the way of decaying infrastructure, declining traditional industry or population loss, ie few of the 'inner city' problems familiar to Merseyside.

Problems with Infrastructure

7H.1.13 In the telecommunications field further investment is required to introduce fast customer to exchange signalling, increase the speed of data transmission, provide a packet switched network for data and expand international services.

7H.1.14 Availability of water presents local difficulties in some areas and will need attention in the form of extension or replacement of parts of the existing trunk main and distribution systems. A high proportion of the sewers in the older urban areas of the sub-region are over 100 years old and the major problem is that of sewer dereliction. Furthermore the Mersey estuary is the most heavily polluted in the United Kingdom.

7H.1.15 Considerable reinforcement of the gas transmission and distribution systems is necessary to sustain and increase gas sales throughout the sub-region. There are also substantial necessary expenditures to replace certain categories of older mains and services where the material, location or condition requires early replacement. A major gas transmission line is to be built in the next two years passing through the Wigan area.

7H.1.16 There are seven power stations within the sub-region. Satisfactory access to the transmission and distribution system is the responsibility of the Area Electricity Boards and a substantial element of the Boards' capital expenditure is for the replacement of obsolete equipment and for the reinforcement of the distribution system to ensure a secure supply.

Tourism

7H.1.17 The Greater Merseyside Development Area is very important in terms of tourism to the North West. Chester is the most important destination for overseas tourism in the Region, Southport is our second biggest seaside resort, and Liverpool is a major centre for business tourism and has some

large-scale visitor attractions. The remainder of the Profile Area is somewhat more peripheral to the main tourism thrust of the Region, apart from Wigan and Wirral which are beginning to make more impact. In total, tourism is worth about £120m per annum to the Districts that make up the Profile Area. A high proportion of hotel users in Chester and Southport are holiday tourists, but business tourism predominates in the rest of the area all year-round. Visits to friends and relatives for holidays and other purposes are also important in view of the large resident population.

7H.1.18 Overseas tourism is an important market for the Profile Area and, in Chester during the summer months, holiday visitors from abroad may account for as much as two-thirds of total tourism to the City. Southport, however, attracts more traditional domestic holiday markets. Nevertheless, the importance of Manchester International Airport as a gateway for overseas tourism cannot be overstated.

7H.1.19 Day tripping is also of major importance to the Profile Area. During the summer, the greater proportion of visitors, even to Chester, are day visitors, whether from home or on an outing from a holiday base elsewhere. Day visitors are also the most important market for all attractions in the area.

7H.1.20 It is estimated that, in 1983, there were 11.6m tourist nights in the Districts that constitute the Profile Area. There are, in total, 29,511 bedspaces, three-quarters of which are in Liverpool, Southport and Chester, and 94 high-standard hotels. See Table 1 for details. In 1984, 25 attractions received more than 50,000 visitors. Chester Zoo and the Merseyside County Museum are the 2 most-visited attractions in the Region outside Blackpool. See Table 2 for details.

TOURIST ACCOMMODATION AND EXPENDITURE

TABLE 1

<u>District</u> (Note 1)	<u>High Standard</u> <u>Hotels (2)</u> No.	<u>Total bed-</u> <u>spaces (3)</u> No.	<u>Section 4</u> <u>Grants (4)</u> £000s (No)	<u>Tourism (5)</u>	
				<u>Nights</u> m	<u>Spending</u> £m
Sefton	18	9,515	426.6 (18)	2.25	27.0
Liverpool	12	7,728	208.5 (9)	2.7	29.5
Wirral	9	2,033	27.5 (3)	1.4	13.0
Knowsley	2	257	-	0.5	3.0
St Helens	3	606	1.5 (1)	0.7	7.0
Wigan	8	496	236.5 (5)	0.9	8.0
West Lancashire	3	1,595	53.8 (4)	0.5	4.0
Ellesmere Port & Neston	4	513	41.1 (4)	0.35	3.0
Halton	3	980	36.0 (3)	0.55	5.5
Vale Royal	6	941	54.3 (4)	0.5	4.0
Chester	26	4,847	425.3 (32)	1.25	17.0
TOTAL	94	29,511	1,511.1 (83)	11.6	121.0

Notes

- Districts
The data shown in the table relate in all cases to Districts as a whole, rather than, where relevant, to those parts of the Districts included within the Profile Area.
- High Standard Hotels
As defined by the Tourist Board, these are hotels which conform to bedroom Category 4, or above, of the ETB Registration Standards for Serviced Accommodation, ie they have at least 33% of bedrooms en suite and central heating throughout (1985).
- Total Bedspaces
Includes the following types of tourist accommodation: hotels, motels, inns and guesthouses, bed & breakfast, farmhouse, group accommodation, self-catering cottages, flats and chalets, holiday camps and caravan and camp sites (1985).
- Section 4 Grants
Total amount of grant offered to projects in the District concerned and, in brackets, number of successful applications, during the period from 1979 (when the Scheme was extended to then Assisted Areas) to date (1979-85).
- Tourism Nights & Spending
NWTB estimates (1983). Day visitors excluded.

ATTRACTIONS WITH MORE THAN 50,000 VISITORS IN 1984

TABLE 2

B. GREATER MERSEYSIDE PROFILE AREA

(* = Estimate)

International Garden Festival (Liverpool)	3.4m	(temporary)
Chester Zoo	720,000*	
Merseyside County Museum (Liverpool)	660,000*	
Chester Cathedral	450,000*	
Liverpool RC Cathedral	300,000*	
Bluecoat Chambers (Liverpool)	290,000*	
Walker Art Gallery (Liverpool)	236,000*	
Southport Arts Centre (Sefton)	218,759	
Knowsley Safari Park	200,000+*	
Cheshire Workshops (Chester)	180,000*	
Croxteth Hall (Liverpool)	178,802	
Albert Dock Village (Liverpool)	150,000*	
Merseyside Maritime Museum (Liverpool)	147,025	
Southport Theatre (Sefton)	136,000*	
Martin Mere Wildfowl Trust (West Lancs)	125,500	
Beatle City (Liverpool)	120,000	
Southport Pier (Sefton)	107,500	
Liverpool C of E Cathedral	100,000*	
Grosvenor Museum (Chester)	95,073	
Southport Zoo (Sefton)	87,000*	
Boat Museum (EP & Neston)	80,000*	
Botanic Gardens Museum (Sefton)	72,000	
Ness Gardens (EP & Neston)	61,000	
Speke Hall (Liverpool)	56,555	
Williamson Museum (Wirral)	50,000*	

NB List not exhaustive. Data not available for some attractions eg Southport Pleasure Beach.

Problems of the Area

7H.1.21 As a major urban concentration with a declining economic base the Merseyside sub-region has a special mix of both urban and regional problems. The regional problem lies in the shrinking economic base, the increasingly peripheral position of the area within the European Community, national economic decline, and the rise of new locational factors, eg good environment, in determining where development takes place. The most significant aspect of the urban problem is the age of Merseyside's infrastructure and environment and the need for its maintenance and improvement to suit modern living and working requirements. Without adequate prosperity and continuing private investment the urban problem is difficult to tackle and exacerbates the regional problem. The regional problem which is largely economic in character affects the whole sub-region; the urban problem which is more physical and environmental manifests itself in concentration of environmental and social problems such as the inner areas and outer council estates.

7H.1.22 Merseyside's rate of unemployment has been twice the national average throughout the post war period. Between 1971 and 1978, employment in the manufacturing and construction sectors of the economy declined by 14% and, unlike many other regions, the services sector did not expand sufficiently to compensate for the loss.

7H.1.23 Some parts of the sub-region fared worse than others. Over the period June 1978 to June 1984 nearly 30% of employees are estimated to have lost their jobs in Knowsley and 22% in St Helens. Even in Sefton District which was least affected by the recession by virtue of its employment structure over 10% of employees lost their jobs. In terms of actual numbers the job loss was greatest in Liverpool City where 46,700 employees lost their jobs (15.8% of the 1978 workforce). Many of these jobs will never be recovered as a result of the permanent closure of often large-sized factories. Since 1978 major plant closures include British Leyland (4,600 jobs) United Biscuits (2,000 jobs), Courtaulds (1,500 jobs), Lucas Girling (900 jobs), Rockware Glass (800 jobs), KME (700 jobs), Hygena (700 jobs), British Sidac (650 jobs) while other major companies have cut back on their staffing eg Mersey Dock and Harbour Company, Ford, Spillers, GEC, Littlewood, Cammell Laird.

7H.1.24 In January 1986 a total of 196,634 people were registered as unemployed in the sub-region an unemployment rate of 20.4%. Unemployment is higher among males - the average for male unemployment in the Liverpool TTWA is 26.7% - and in inner city

and outer council estates where the 1981 Census recorded rates of 35-38% in general, with male unemployment rates in some wards exceeding 40%. Since then the position has continued to deteriorate. Prospects for reducing unemployment are frighteningly bleak - there are only approximately 4,100 unfilled vacancies in the sub-region.

7H.1.25 During the last 20 years the sub-region has suffered a heavy and continuing loss of population. Those leaving have tended to be the young, skilled workers leaving behind a population which has become disproportionately more elderly, less skilled and less prosperous. The consequences for the area have been declining standards of services and facilities and increasing economic and social problems. According to the European Commission's own analysis (Second Periodic Report) Merseyside emerges as the conurbation with lowest GDP growth and highest unemployment of any in Europe.

7H.1.26 Merseyside's unemployment is of a structural and long-term nature. This is demonstrated by the fact that in October 1984 in Merseyside County over 50% of those unemployed had been without a job for more than 12 months. (About 75% of the total long term unemployed were males; and about one third of the total were youths or young adults, one of the largest concentrations of young unemployed persons in the UK). The County's experience of half its unemployed work force being unemployed for one year or over compares to a figure of 40% in the UK as a whole.

7H.1.27 As a predominantly older urban area, Merseyside has problems with many outmoded transport facilities unsuited to modern demands, with decay and obsolescence in much of the basic infrastructure. In particular, there is an ageing rail rolling stock, antiquated garage facilities for maintaining and repairing vehicles, and an inadequate road network inappropriate to the needs, particularly of modern goods vehicles. These problems are inevitably reflected in inefficiency, higher costs, unreliability of services, environmental damage and structural deterioration. As far as public transport services are concerned, the main problem is how to maintain such services given, on the one hand, low levels of car ownership and therefore high dependency, and, on the other, population loss and high unemployment which affect the scale and pattern of demand and the users' ability to pay.

7H.1.28 Dereliction in Merseyside is extremely varied in nature and often intense in its location thus giving the area a rundown appearance. Inner Liverpool mainly suffers from the disused docks and a once active warehousing system. Three miles of the Liverpool waterfront area have been closed to shipping and other unwanted areas have been mothballed or reshaped. Many of the docks are filled with silt to a depth of 25 to 35 ft. The silt is heavily contaminated with raw sewage and other organic material. Many buildings in the area are empty but the majority are capable of refurbishment. Some lock gates are either missing, damaged or otherwise inoperable. Dock and river walls are of generally solid construction and in fair condition but extensive repointing and regrouting is required. The greater part of the derelict area has been taken over by the Merseyside Development Corporation which has the task of bringing the land back into productive uses in industrial, commercial, recreational and port-related developments.

Knowsley

7H.1.29 In the Borough of Knowsley economic decline has introduced associated environmental problems which manifest themselves in a large number of disused and untidy sites, drab and unattractive council estates, vandalism and graffiti. A further spin off from these problems lies in the difficulty of attracting new investment and jobs to the Borough without undertaking significant environmental improvements.

7H.1.30 One of the main areas of concern is the treatment of derelict land of which there is some 459 hectares within the Borough (update of 1982 Survey). Much of this has or will be included in treatment programmes. However, the type of dereliction (largely neglected as opposed to derelict: this comprises half of the above total) does not maximise resources available under present Department of the Environment rules for derelict land grant.

7H.1.31 Knowsley has one of the highest unemployment rates in the country. At the time of the 1981 Census, the Borough's unemployment rate was the second highest for any Metropolitan Borough in England and Wales and since then, the position has remained fairly static. It is estimated that the unemployment rate in the Borough is almost twice the national average of 14.1%. The extent of the unemployment problem is even more acute when one considers variations within the Borough; for example, the unemployment rate in Halewood is estimated to be around 23% and 29% in Kirby.

7H.1.32 The under 25's suffer disproportionately from unemployment. In 1981, the unemployment rate for the 16-24 age group in the Borough was 33.9%. Within that age group, school leavers are the hardest hit. In recent years only 10% of the Borough's school leavers have found permanent jobs on leaving school. To some extent this problem may be related to the low educational attainment of Knowsley pupils - an issue of some concern locally. The problem is demonstrated by the fact that between 1981 and 1983 only 12.5% of Knowsley pupils obtained some 5 or more higher grade passes at 'O' level or CSE.

7H.1.33 The age structure of the unemployed is, in part, a reflection of the underlying causes of the problem. The effects of the economic depression of the 1980's, heightened by the nature of employment in Knowsley, coincided with large numbers of young people entering the labour market for the first time.

7H.1.34 However, it is important to examine the structure of Knowsley's economy to understand the major root cause of economic decline and unemployment. To a large extent, manufacturing employment in the Borough is dependent on large externally controlled firms. (The M57 strategy indicated that 90% of employees in the manufacturing sector are in firms employing more than 200 people with a preponderance of branch plants controlled outside the Borough.)

7H.1.35 The Knowsley economy is thus heavily dependent upon the investment and disinvestment decision of management based outside the Borough and possibly outside the country. During a recession companies which have no allegiance to this part of the country - in many cases having been directed to the north west by Central Government policy in the 1960's and 70's - are likely to make cut backs in production in those marginal plants away from a Company's main sphere of operation.

7H.1.36 The nature of Knowsley manufacturing industry also tends not to be conducive to the formation of small businesses. As many of the Company's are branches of large multi nationals; their linkages in terms of suppliers tends to be of a wider than local nature. Hence, the local economy does not necessarily fully benefit from the presence of large multi-nationals as the spin-off effects are likely to be minimal.

7H.1.37 There has also been a problem over lack of small cheap premises for small businesses, such as are encountered in 'traditional' inner city areas. This arises from the nature of the distribution of industrial premises within the Borough which is concentrated on 2 industrial areas which have developed during and after the Second World War. However, a positive feature of the recession has been the conversion of large factories to small cheap units and their occupation has been a bright spot in a declining economy. Approximately 475,000 sq ft of premises have been converted to small units by the private sector on Knowsley Industrial Park, for example.

7H.1.38 Related to the above and the structure of the Borough's economy, the predominant skill structure of the workforce may not be conducive to the creation of small businesses; the growth of which could go some way to offsetting labour shedding by large employers. Employment in medium and large sized companies tends to lead to the increasing specialisation of labour and as a result, a worker may not be involved or trained in the whole production process. Whilst such specialisation can be efficient at a large plant or company level, it is often inappropriate to the demands of small concerns.

7H.1.39 However, the labour force within Knowsley is not entirely endowed with outmoded skills. The 1981 Census (Annual Census of Employment) indicates that the skill structure of those in employment was not dissimilar to the national position, and within the unemployed, there is a pool of highly skilled and qualified individuals. For example, in September 1982, there were 28 unemployed Systems Analysts and Computer Programmers for every unfilled vacancy. This is a clear indication that Knowsley has not been able to attract the type of employer to whom modern day training is becoming increasingly geared.

Wigan

7H.1.40 The major problems of the Wigan area fall into the categories of economic and environmental. Of greatest concern is the continuing decline of the borough's employment base. From 1978 to 1981, the number of jobs (excluding the self employed) in the Wigan area fell from 103,000 to 93,000, a drop of 9.7%. From 1981 to 1985 there has been a further decline of 6,000 jobs (6.5%). The most worrying aspect of this continued decline has been

the growing tendency for job losses to take place in the newer industries of the borough including, Plessey - Telecommunications; Tupperware - Consumer Plastics; and Dunlops - Marine Products.

7H.1.41 In January 1986, the unemployment rate for the Wigan-St Helens Travel To Work Area stood at 20% and a total of 36,728 persons were registered as unemployed. Unemployment within Wigan MBC totalled 22,395 persons. Within the borough, there are major concentrations of unemployment in Ince and Platt Bridge and on the larger local authority housing estates.

7H.1.42 An important characteristic of the area is the large proportion of the working population who commute out of the borough to work. In 1981, the economically active population of the Wigan Development Area (including registered unemployed) was 146,000. Out of this total, over 38,000 worked outside the area, whereas 16,000 persons commuted into the area, giving a net outflow of some 22,000 persons. The results of this are twofold:

- i. Increased competition for jobs in areas around Wigan as residents in move out earch of work.
- ii. Increased commuting distances and costs for Wigan residents who job have to take outside the area.

7H.1.43 Between 1961 and 1981 the population of the borough (including Tyldesley East) rose from 272,148 to 309,083, an increase of 13.5%. Since that time the population of the borough has begun to decline, probably as a result of the lack of employment opportunities in the borough. However, the recent rapid growth means that the borough will continue to have the characteristics of an area with expanding population and in particular there will be a substantial increase in the numbers of economically active persons seeking work.

7H.1.44 The young age structure of the borough is reflected in the extent of youth unemployment. At the present time 42.1% of the borough's unemployed are under 25. A further problem is the extent of long term unemployment. In July 1985, 42.4% of the unemployed had been out of work for more than a year.

7H.1.45 The environmental problems of the area can be categorised under 2 headings: the poor appearance of the borough and the poor internal

infrastructure of the borough. The road system is inadequate to cater for the needs of modern traffic, particularly heavy vehicles and is a major disincentive for new economic investment. A particular problem is the older industrial and commercial areas of the borough where there are problems of obsolete property, a lack of adequate car parking and servicing, and poor quality roads. Despite the Leigh By-Pass and Wigan Inner Ring Road, the quality of the internal road network will still remain poor, particularly major roads such as the A58 and A577.

7H.1.46 The poor appearance of the borough is the result of 3 factors:

- i. Vacant industrial buildings, frequently obsolete;
- ii. Vacant sites, particularly on main roads, resulting from the clearance of housing and industrial property;
- iii. Major areas of dereliction resulting particularly from the past activities coal mining industry and railway network.

The past activities of the coal mining industry have left a major problem of subsidence and underground dereliction. The borough of Wigan has the largest area of treatable derelict land of any district in Great Britain at 1,342 hectares. These past activities have a significant effect on site development costs. Severe environmental problems have also been caused by open cast coal mining activities.

The West Lancashire Development Area

7H.1.47 The dominant problem is highly localised to Skelmersdale New Town, where unemployment has regularly been in the order of 30% in recent years and much higher in particular neighbourhoods. The rates for long-term and young unemployed are also exceptionally high. Skelmersdale exhibits in heightened form the problems of numbers of Merseyside's peripheral and overspill housing developments - the failure of new industry to take root and prosper in sufficient measure; lack of many higher order facilities, amenities, or forms of employment; high incidence of social problems, delinquency etc. such as single parent families.

7H.1.48 There is obviously concern that the problems of such areas might be overshadowed by the attention being focussed on the inner city. In some

ways they are more intractable. Infrastructure works are not particularly relevant: the infrastructure of such areas is relatively new and at least in the case of the New Towns, excellent. Distance and cost of travel to the metropolitan centre is prohibitive and public transport services poor. Compared with inner city areas they tend to lack (a) the extended family and communities which provide support in hard times and (b) the availability of old cheap premises and scraps of land where little enterprises can get started.

7H.1.49 In the West Lancashire area apart from Skelmersdale the strategic problems are:

- i. the traffic situation on the A59 Liverpool-Preston road, its tributaries (including the A570 Southport Road) and its links to the national motorway system. The present route, which is the lifeline of the district, is dangerous, damaging to the environment of the settlements on its route and an impediment to industry and commerce;
- ii. the difficulty of making provision for local employment in an area of the highest quality agricultural land. The paramount need to preserve this asset demands that large scale industry and development should be restricted where possible to urban, especially redeveloped sites and premises, which is of course a relatively expensive strategy.

Assisted Parts of Cheshire

7H.1.50 There is an over-reliance within the area on a few mature industrial sectors, whose future is either uncertain or which are already undergoing rationalisation. These include the chemicals, petrochemicals and vehicles sectors and the individual firms involved are usually major employers. Employment in petrochemicals and vehicles accounts for over 50% of all employment in Ellesmere Port.

7H.1.51 A recent NEDC report on the chemical industry points to problems of overcapacity, reductions in home market demand and increases in overseas competition. There is estimated to be a 30% overcapacity in general refining activities in the EEC and this has already resulted in a cut-back in production at Stanlow and the phased loss of 1,000 jobs at the refinery. The Burmah Oil refinery ceased production several years ago, with a loss of 1,100 jobs.

7H.1.52 There have been several major investments in specialised chemicals and petrochemicals plant in recent years (eg the higher olefins plant at Stanlow), but this has usually resulted in actual reduction in the labour force.

7H.1.53 In Chester there is an overdependence on the local service sector and a history of commuting from the city to jobs in manufacturing industry on Deeside and Ellesmere Port, both areas that have experienced major industrial closures in the past 5 years. Some 1,100 of the redundancies at Shotton Steelworks affected Cheshire residents, the majority of whom lived in the city of Chester. Despite sharing many of the economic and social problems of Deeside and Merseyside, the Cheshire profile area receives none of the ameliorating measures available there including ECSC loans and ERDF steel and shipbuilding non-quota section aid.

7H.1.54 The Assisted Area in Cheshire has experienced consistently high levels of unemployment. In January 1986 the overall rate of unemployment in the Wirral/Chester TTWA was 18.9%; in the Widnes/Runcorn TTWA it was 19.7%. Male unemployment was 23% in the latter area. 49% of those unemployed in Runcorn have been unemployed for 12 months or more. In Widnes/Runcorn TTWA there are 29 unemployed people for every job vacancy. In the last 6 years there have been 12,000 redundancies in Ellesmere Port, including 3,000 at the Vauxhall's car plant. Throughout the areas youth unemployment is substantial.

7H.1.55 Although sufficient sites for the development of future employment opportunities have been identified in the Cheshire assisted area, most are seriously constrained by the lack of major off-site infrastructure (such as drainage or suitable local access facilities) or on-site infrastructure. Furthermore, much existing infrastructure is outworn and needs replacing or improving to safeguard existing employment.

7H.1.56 The area contains extensive areas of derelict or spoiled land, often with industrial potential. Many of those have resulted from the past development of the chemical industry (eg the Foundry Lane and Vine Chemicals sites in Widnes) or petrochemicals (the redundant Burmah refinery site, which extends to more than 100 hectares). Not only are such sites difficult and costly to reclaim, (the first 25 hectares of the Burmah site will cost more than £6 million) but their existence presents environmental problems which are a further disincentive to inward investment.

7H.1.57 A major industrial routeway - the Manchester Ship Canal - is under threat of closure above Runcorn.

7H.1.58 The future prospects of several industries in the profile area are affected by EEC legislation, including the lead in petrol directive which has resulted in job losses in Ellesmere Port, and restrictions on development of chloro fluoro carbon capacity of existing chemical plants at ICI Runcorn.

7H.1.59 The scale and nature of industry in the area generates considerable quantities of industrial waste, often noxious in character, which need to be disposed of mainly through the development of land fill sites.

Water Supply and Pollution

7H.1.60 Further work is required in the older urban areas of the sub-region to improve the security of water supplies and the North West Water Authority are engaged in an exercise to define the water supply, sewerage and sewage treatment requirements for committed development in the area of the Speke Enterprise Zone and also in the docklands area.

7H.1.61 A concerted programme is underway to tackle water pollution in the rivers and canals of the Mersey catchment and to improve the appearance and use of their banks under the aegis of the Mersey Basin Campaign. The Mersey System totals some 1,500 kilometres and includes 550 kilometres of polluted river and 150 kilometres of grossly polluted water. Within the County of Merseyside 67% of waterways are polluted to the extent that they will not support fish life. The pollution arises from a wide variety of direct industrial discharges and from weaknesses in the public sewers. There is also a need for better than conventional sewerage treatment works to produce clean rivers. The North West Water Authority is the executive authority responsible for water quality and the local authorities, other public bodies and various private firms and voluntary organisations are participating in the landward improvements. A Mersey Conference is convened periodically to review the progress of the campaign and the programme is managed by a group with a Chairman appointed by the Secretary of State and consisting of representatives at Member level of the Water Authority, local authorities and other interested bodies.

7H.1.62 Much of the sewerage system is beyond its normal life expectancy and in some places, due to progressive development, is now hydraulically overloaded. This results in local flooding, pollution and increasing risk of collapse. In the Wigan area subsidence in some sewers due to mining activity is an additional problem. Pollution of the Mersey Estuary is a longstanding problem. There are numerous discharges of crude sewage, partially treated sewage and strong trade effluents into the river. The river is viewed as foremost among problem tidal waters; it is the most polluted river in the UK. Initial measures proposed by the Water Authority to clean up the Mersey are the construction of new sewage treatment works, and extension of existing works and the construction of interceptor sewers on the Liverpool and Wirral banks of the Mersey.

Future Prospects

7H.1.63 Detailed information on future prospects, future population and labour supply up to 1990 is not available on a consistent basis for the sub-region. However the prospects do not appear to be optimistic. Of particular concern is the growing disparity between the availability of jobs and the numbers seeking jobs.

7H.1.64 The Greater Merseyside Development Area has considerable growth potential for tourism. Chester is, of course, an internationally recognised tourist centre.

7H.1.65 The success of the International Garden Festival held in Liverpool in 1984 (which attracted 3.3 million visitors), the Tall Ships Race, the new tourism developments in the Liverpool docks and those relating to the Beatles, together with the National Waterways Museum at Ellesmere Port, the chemical industries' museum at Widnes, and the Wigan Pier complex are all examples of the enormous potential of the sub-region's tourist assets.

7H.1.66 It is not surprising therefore that tourism and the development of new tourist facilities is seen as a major contributor to economic regeneration in the profile area and in the creation of future employment.

Section 2: DEVELOPMENT OBJECTIVES

7H.2.1 Given the complex mix of regional and urban problems and the variety of agency responsibilities within the Merseyside Sub Region it is not surprising that development objectives are not easy to summarise. For the North West Region as a whole there is first of all a concern to improve the relative position of the region compared with more prosperous parts of the country and this was clearly expressed in the regional planning exercise - the Strategic Plan for the North West (1974). Clearly this concern is even greater for the Merseyside Sub Region since within the North West it undoubtedly has the most serious problems.

7H.2.2 The sub region has a highly developed urban core. Within the wider conurbation however there are older urban areas with the more modern industrial and residential developments mostly on the periphery, some older freestanding towns (eg St Helens and Wigan), New Towns and substantial areas of open agricultural land and countryside. With this background the main objectives for the area are:-

A. Overall objectives

- i. the urban and economic regeneration of the sub-region;
- ii. the reduction of high levels and long term nature of unemployment in the sub-region.

B. Economic

- i. the internally-generated development of new economic activities particularly small and medium-sized enterprises in industry and services;
- ii. the continued search for investment from outside the area;
- iii. the stabilisation, development and support of indigenous industry in particular through:
 - activities to retain in the area existing large employers;
 - encouragement of innovation and the use of new technologies;

- provision of industrial and commercial sites and premises;
- the expansion of socially useful jobs;
- measures to preserve the highest grade agricultural land and to promote employment and productivity in the farming/horticultural industry.

C. Environment and Infrastructure

- i. the removal of the area's urban and industrial dereliction;
- ii. the protection and enhancement of rural and countryside areas;
- iii. the restructuring, adaption and upgrading of basic infrastructure, including the highway and transport network, to meet the needs of modern industry and to improve living and working conditions for the area's inhabitants;
- iv. improving the sub-region's environment so as to improve living and working conditions for the area's inhabitants;
- v. improving the water quality in the River Mersey, its tributaries the estuary and unlocking the development potential along its banks.

D. Social, Manpower and Training

- i. the promotion of good community relations and the reduction of disadvantage amongst ethnic minority and other deprived groups;
- ii. through education and training, the development of new skills and adaptability in the area's work-force and other inhabitants

iii. the development of improved manpower planning to better relate the needs of the employer and training and education provision;

iv. the encouragement of alternative employment and training initiatives.

E. Tourism

The development of tourism in the Profile Area, in particular through

- consolidating and increasing the share of existing markets;
- capitalising on prevailing growth trends relevant to the area.

To meet these market objectives the following development priorities are envisaged for the Profile Area:

a. Improvements to Existing Accommodation

High Standard Hotels : development of in-house leisure, conference and banqueting facilities

objective : to sustain market share of business tourism, mid-market domestic holiday tourism and overseas tourism in Chester; to attract additional short/weekend breaks, conference and overseas tourism throughout

priority : critical

targets : all major town/city centre hotels as minimum (£6-8m)

Simple Standard Hotels : upgrading of hotels with private bathrooms and central heating

objective : to sustain market share, attract new markets and extend season

priority : critical

target : Southport (£0.5m)

Other Accommodation : continuing investment as required by market demand - critical

b. New Accommodation

High Standard Hotels : strategic points on motorway network and some town centres

objective : to meet demand in tourism growth areas

priority : desirable

targets : M6 corridor, Chester - possibly 2-300 rooms (£10-15m)

- c. Budget Hotels : purpose-built 2-star accommodation at competitive tariffs
- objective : to meet market need/demand, consolidate business tourism, attract new markets
- priority : highly desirable
- targets : Chester/Wirral, Knowsley, Wigan - possibly 300 rooms (£7.5m)
- d. Extensions to Pubs & Restaurants : small amounts of new budget accommodation
- objective : to meet market demand
- priority : critical
- targets : areas which show evidence of demand for additional bedspaces, but where new hotel development would not be viable - possibly 60-100 rooms (£1m)
- e. Other forms of Accommodation : self-catering, chalets, farmhouses, youth accommodation, caravan and camping
- objective : to attract new markets
- priority : highly desirable
- targets : self-catering, possibly quality chalets - Wirral, West Lancs; farm tourism - Wirral, Chester; youth accommodation, especially related to outdoor activities - throughout Merseyside, West Lancs; caravan and camping - M6 corridor, Liverpool (£0.75m)
- f. Improvements to Existing Visitor Attractions : improvements to visitor facilities, catering, interpretation and quality of attractions
- objective : to consolidate existing markets and encourage repeat visits
- priority : critical
- targets : all attractions, but especially municipal facilities throughout area (£0.5m)
- g. Major New Themed/Leisure Attractions : large-scale investment in major new attractions theme parks etc
- objective : to capitalise on day trip potential, and provide catalyst for holiday market penetration, sustain competitiveness of Southport
- priority : highly desirable

- targets : Liverpool waterfront, Halton, Southport, Wirral M6 corridor (£20-£25m + £65m - New Brighton)
- h. New leisure/Heritage Attractions : medium-scale investment in new attractions
- objective : to capitalise on day-trip potential, attract short break/special interest/activity holidays, extend the length of stay in Chester and relieve pressure on central area
- priority : highly desirable
- targets : Chester, Ellesmere Port & Neston, town centres and major routes in Merseyside; outdoor recreation in Wirral (including possible marina) and West Lancs - possibly 8 projects in Programme Period (£3-4m)
- i. Transportation & Infrastructure : continuing improvement to communications and tourism infrastructure
- objective : to maintain and improve accessibility for tourists and day visitors to and within the area
- priority : critical
- targets : improve access to Southport by both road and rail from north and east
- secure parking for cars and coaches in Liverpool; coach parking in Chester
- integrated tourism signposting scheme
visitor management, especially in Chester;
town centre improvement schemes
- extension of railway electrification, improvement of rolling stock, station refurbishment
- continued expansion of Manchester International Airport, local tourism use of Speke
- maintenance of Mersey Ferries canalside development and recreation
- j. Environmental Improvements : selected environmental improvements, derelict land clearance, eyesore removal, river treatment and landscaping
- objective : to enhance the image of the area and improve the visitor experience
- priority : critical
- targets : town centres, gateways, Liverpool waterfront, Mersey Valley

Section 3: DEVELOPMENT MEASURES

Introduction

7H.3.1 In meeting the aims described in section 2 detailed policies and objectives are developed by individual agencies for their areas of responsibility. This section identifies some of the major schemes proposed under each heading to meet these objectives. The section is divided into 4 main overlapping parts: European policies and programmes; national and regional policies; local policies and programmes (including proposals of those agencies concerned with the provision of infrastructure); and economic development, employment and vocational training measures.

A. European Policies and Programmes

7H.3.2 By virtue of the area's long-standing industrial, economic and social problems parts of the sub-region have been Assisted Areas under UK legislation for many years. Accordingly, on the entry of the UK to the EEC most of Merseyside has had access to the Community structural funds, notably the Regional Development and Social Funds, and to the European Investment Bank. Since its inception, the European Regional Development Fund has approved, to the end of 1985, grants totalling about 101m for 370+ infrastructure projects in the Merseyside sub-region (see Table 3), together with support for a large number of industrial projects through global allocations to the UK Government for onward transmission through UK government regional grants and assistance made available under the Industry Act. Further assistance has been forthcoming through expenditure in Merseyside and elsewhere as part of the special programme for shipbuilding areas under the non-quota section of the ERDF; loans from the EIB (directly and through DTI, ICFC and Midland Bank) for transport and water investments; ECSG loans via DTI and ECFC; plus grant aid from the ESF (via MSC and directly) committed to manpower and training schemes in 1984.

7H.3.3 It was partly in response to Merseyside problems that the Commission of the European Communities agreed to fund, jointly with Merseyside County Council, an Integrated Development Operations Feasibility Study. The Study, completed in November 1984, explores the ways in which the local impact of the range of grants, interest subsidies and loans available under Community Instruments can be increased and co-ordinated with local and national resources to the benefit of a high priority area. The study identifies a series of measures, to be implemented by a range of

agencies, to promote the economic and social development of the County of Merseyside. It also points to issues - such as the maintenance and replacement of existing infrastructure at the expense of new - which may well influence future Commission policy in relation to older urban areas. The Study identifies a range of economic development projects to be implemented over the period to 1990 costing £60m; a range of infrastructure and environmental projects, including the North West Water sewerage and sewage treatment programme of £300m; and a range of manpower and training programmes, mostly to be implemented with possible ESF support of £27.5m pe annum. The IDO Feasibility Study is currently lodged with the Commisison o the European Communities awaiting their decision.

7H.3.4 A grant of £25,000 has also recently been awarded from ERDF for a Study of the future of the Manchester Ship Canal following the threat of closure of the upper reaches.

TABLE 3

EUROPEAN REGIONAL DEVELOPMENT FUND (QUOTA SECTION)Infrastructure Grants in Merseyside Sub-Region by agency to end 1985

	Grant Approved £000	No of Schemes
	<hr/>	<hr/>
Merseyside County Council	27,092	100
Knowsley Borough Council	104	2
Liverpool City Council	1,718	16
St Helens Borough Council	1,503	9
Sefton Borough Council	185	5
Wirral Borough Council	1,746	10
Lancashire County Council	27	1
West Lancashire District Council	165	2
Greater Manchester County Council	12,218	7
Wigan Borough Council	1,700	12
Cheshire County Council	2,456	16
Ellesmere Port and Neston Borough Council	2,225	21
Halton Borough Council	136	5
Vale Royal District Council	197	3
Skelmersdale Development Corporation	702	9
Warrington/Runcorn Development Corporation	6,271	15
North West Water Authority	16,335	39
North West Gas	634	6
CEGB/MANWEB	3,904	7
British Rail	894	3
Post Office/British Telecom	14,310	47
Associated British Ports	764	3
Mersey Docks and Harbour Company	4,713	22
Manchester Ship Canal Company	<u>1,342</u>	<u>13</u>
TOTAL	<u>101,341</u>	<u>373</u>

7H.3.5 A separate Programme prepared under Articles 10-12 of the Regulation EEC No 1787/84 and designed to tackle both the physical and economic problems along the water courses of the Mersey Basin, outlined in para 7H.1.61 of this Profile, was approved in November 1985. Operations to improve river and estuarine water quantity will be carried out by the North West Water Authority and infrastructure operations will be undertaken by local authorities, the public sector, private and voluntary sectors. Water authority expenditure on sewerage and sewage treatment over the next 25 years or so will be approximately £2,450m. Expenditure during the period covered by the Mersey Basin Programme (ie 1984/5-1986/7) will be about £231m of which some £97m will be on eligible activities. Landward investment is multivariuous and more difficult to quantify. Public sector expenditure will be around £202m during the Programme and of this aproximately £36m of projects are eligible for ERDF aid. The ERDF grant will help to prevent water charges and local taxes rising at a disproportionate rate compared to areas outside the Mersey Basin which do not have such serious problems.

B. National and Regional Policies for the Area

a. National and Regional Industrial Policies

7H.3.6 Most national and regional policies apply to the country as a whole or to all the Assisted Areas. Thus, the Merseyside sub-region, having Development Area status, is eligible for a wide range of industrial and regional aid to industry - including support for the use of new technology (computer aided design, robotics, information technology), regional development grants, selective financial assistance and small firms assistance and the offices and service industries, scheme. Additional grants are also available for derelict land schemes and the development of tourism.

7H.3.7 UK national and regional assistance is dependent upon projects coming forward from private sector - take-up is therefore difficult to predict. Nevertheless, manufacturing industry in particular has benefited substantially from regional development grant and selective financial assistance.

7H.3.8 On the basis of forecasts about output growth and expectations of performance in individual sectors in the profile area, future investment may be expected particularly in the following industries: chemical and

petrochemical, nuclear, paper, glass, insurance, banking and financial services and miscellaneous services, the latter related especially to the growth of tourism industries and the development of new telecommunications technologies. It should be noted however that investment in these sectors may not necessarily be paralleled by employment growth and indeed in many instances may lead to further job loss. Taking the most optimistic view of the area's employment prospects, net growth is only expected in the following industries up to the end of the decade - Miscellaneous services, Insurance Banking and Finance, Professional and Scientific services and Instrument Engineering. This growth is however by no means guaranteed and, in any event, is only anticipated to be marginal.

7H.3.9 In addition to the application of national economic development policies the UK government also operates policies which only have a local impact. This is particularly true of training and infrastructure projects which are often prepared on a regional scale to meet local needs eg the operations of the Manpower Services Commission and of English Estates. Both these organisations have considerable and continuing commitments to the improvement of conditions in the Merseyside sub-region by enhancing the level of vocational training provision and by providing industrial and commercial premises more suited to the requirements of modern businesses.

b. Regional planning and urban policy

7H.3.10 The last regional planning exercise for the whole of the North West region - the Strategic Plan for the North West - (SPNW) was completed in 1973 and substantially approved by the government in 1974. The plan made great play of the disparities in the quality of life between the North West and other regions and called for "a decade of special effort" to redress the imbalance.

7H.3.11 In the early 1960s Runcorn and Skelmersdale New Towns were designated to help with the overspill problems of the conurbation. However, by the early 1970's when the strategic plan was being prepared conditions were already changing. SPNW's physical strategy aimed to concentrate development within the Mersey Belt within and close to the existing major urban areas, increasingly seen as the region's greatest problem areas. Skelmersdale New Town is well short of its population target but Runcorn is now substantially complete. Skelmersdale in particular has experienced considerable difficulties in sustaining its early industrial growth and holding on to new investment and jobs.

7H.3.12 In the late 1970's as the New Towns worked towards their development targets and as recognition grew, of the serious problems being experienced in the older urban areas, national priorities shifted towards urban regeneration, influenced not inconsiderably by Merseyside's experience and through structure planning for the area. Nevertheless whilst the focus of regional policy has been on the wider Merseyside dealt within this profile, the focus of urban policy has been to concentrate primarily on the inner city through Inner City Partnership and Inner Area Programmes.

7H.3.13 The Merseyside Task Force was set up in 1981 to promote urban regeneration and development activities.

7H.3.14 The economic and social problems of Inner Areas are also experienced in a number of planned overspill communities such as Skelmersdale, Ellesmere Port, Runcorn and Kirkby. The problems of these predominantly public sector housing areas were studied in Kirkby by consultants commissioned by Merseyside County and Knowsley District Councils, with a £40,000 grant from the European Environmental Studies budget. The consultants identified the equally severe, but distinctive, problems of "outer council estates". This study contributed towards the designation in February 1983, of Knowlsey Borough as an Inner Area Programme authority.

7H.3.15 As part of central government's urban policy and programme the Merseyside Development Corporation was established with the task of bringing about the regeneration of the area's derelict docklands. Initially much of the Corporation's resources were used in land acquisition, but increasingly they have been used in the major reclamation, site preparation and building refurbishment works regarded as preconditions for attracting private sector investment. The 2 most important and immediate projects were both successfully opened to the public in 1984. The International Garden Festival took place from May to October 1984 on reclaimed docks and former tipped and oil storage land in Liverpool. The spectacular success of the Festival - it attracted 3.3 million visitors - has led to the retention of the Festival Hall and part of the gardens for public recreation while the rest of the site will provide a phased programme of sites for residential and high technology employment uses. The second project - the refurbishment and reuse of the Albert Dock warehouses which are listed buildings of national importance - began successfully in 1984 with the opening of the

extension (with ERDF aid) of the Merseyside Maritime Museum and other parts of the dock buildings at the time of the completion of the Tall Ships Race. Refurbishment is continuing and a phased opening programme for commercial, residential and cultural uses will continue over the next few years.

7H.3.16 The main thrust of central government's urban policy is being implemented by the local authorities whose expenditure is supplemented through the urban programme. The local authorities are encouraged to use their limited resources in ways which will help rejuvenate the established urban areas. An important element of this effort is geared towards the improvement of the infrastructure on which employment is dependent including the availability of industrial and commercial premises. The local authorities and English Estates are particularly closely involved in the provision of small workshops for small manufacturing enterprises, both on greenfield and urban sites. They are also involved in the provision of accommodation and sites including "science" and "technology" parks to attract high and new technology businesses.

c. Rural and Agricultural Policies

7H.3.17 Rural and agricultural policies for the sub-region place an emphasis on measures to protect and enhance the wealth of natural resources in the area. More than half the farmland (53%) is best quality land (Grades 1 and 2), compared with a national average of 18%, and it is part of the most important arable area in western Britain. Horticultural output is of national significance. Much of Merseyside's open land is of high amenity value. It includes a series of fine landscapes created by extensive woodland planting to formal designs within the larger county estates. The natural habitats of the sand dunes, heathlands and estuaries support a wealth of wildlife and include sites of international importance for nature conservation.

7H.3.18 There have been developed substantial programmes for the restoration and management of those habitats (principally the coastal dunes of Sefton and Wirral) which have been damaged or degraded by concentrated public use. Parts of the sub-region within the district of Knowsley and St Helens are the scene for a national experiment - Operation Groundwork - which aims to remove or reduce the problems of degraded landscape, inefficient land-usage and conflicts which are commonplace in the countryside of the urban fringe. The experiment is being undertaken by the

Groundwork Trust which is developing appropriate programmes in co-operation with the private sector, local authorities and local communities and landowners. On the basis of the success of the experiment's first two years other similar schemes have begun, including the sub-region, Wigan Groundwork.

d. Manpower policies and programmes

7H.3.19 Manpower policies and programmes - employment and training services and special employment programmes - are designed on a national basis, but they are scaled in relation to local needs. This is particularly the case with the special employment programmes which have expanded rapidly in recent years to contend with the serious problem of youth unemployment. There are currently over 40,000 places providing a variety of temporary employment and training programmes in the sub-region. With high levels of total unemployment, large numbers of long term unemployed, the lack of employment opportunities afforded to women returning to work and the disabled by sluggish labour markets, the European Social Fund forms a significant source of funding for training schemes aimed at providing new skills for the labour force, especially for new and growing industries, particularly those related to new technology. The expectations of continuing high unemployment levels in the Merseyside sub-region underlie the need to maintain and develop special programmes such as the Youth Training Scheme, and for the wide range of local authority training initiatives funded by ESF, Partnership and programme funds, local authorities' education and economic development budgets and resources made available by local businesses and the community. Clearly, there are strong links between measures, supported by the European Community, for training and retraining in the face of changes in industrial structure and technology and infrastructure investments to promote change and regional development. For example, Cheshire County Council had received nearly £750,000 in ESF grant for a total of 7 training schemes including an information technology scheme for young people in Widnes and Ellesmere Port, and a craft design technology course for women at Chester College of Further Education.

e. Local Policies and Programmes:

i. Strategic and Local Planning

7H.3.20 In recent years there has been a further worsening of the sub-region's unemployment problems and a perceived decline in the lasting

effectiveness of outside help for the area. This has led most local authorities to intensify their efforts in the economic regeneration and development field and to the proposal for an Integrated Operation study to identify and co-ordinate the policies needed to achieve the rejuvenation of the area (see 7H.3.3). At present the various approved Structure Plans form the framework within which are set the appropriate development objectives for the area and their physical expression in terms of the development of land. The Structure Plan for Merseyside County aims at regeneration and the green belt has been drawn tightly around the existing urban limits, the aim being twofold: to ensure the redevelopment of vacant urban land and to preserve the surrounding farmland which is of extremely high agricultural value. The first alteration to the Cheshire Structure Plan was approved by the Secretary of State in July 1985. The main emphasis of the plan is employment generation whilst retaining essential environmental safeguards as far as possible. The plan seeks to encourage private investment in the profile area, but this depends on the public sector's ability to develop and upgrade basic services which can create the right conditions for private sector investment.

7H.3.21 Generally planning policies at sub-regional and local level have become less negative and restraining and, in conjunction with other measures, the intention has been to encourage private investment as much as possible. Much of this encouragement depends on the public sector's ability to develop and upgrade basic services so as to create the right conditions for further private sector investment.

11. Water Supply, Sewerage and Sewage Treatment

7H.3.22 The Mersey Estuary is the most heavily polluted in the United Kingdom. It is also the last major estuary for which a full-scale pollution alleviation scheme is being started. North West Water are committed to a programme of measures costing £170 million by 1995. ERDF grant has been received for a number of projects in the programme, and further applications have been made. EIB loans have been received for certain major projects in the programme, including Widnes Sewage Treatment Works, Widnes Southern industrial sewer (Stages 1 and 2a), Wallasey interceptor sewer and the Shore Road sewage screening works, Mersey Estuary improvements are vital in relieving the estuary of pollution but they, and water supply and sewerage investments are also critical to the achievement of the economic and environmental objectives of the area in that they ensure that the

development, and in places re-development of the region are not jeopardised by environmental or physical constraints upon new industrial floorspace. Within the sub-region the water authority's projects have to date received a total of £16.3m in ERDF grant.

7H.3.23 North West Water Authority has a greater range of problems, more severe problems than any other water authority, and it has to deal with these in a region which is markedly less robust economically than many other parts of the country. These problems can only be dealt with by a major and sustained capital programme. Since 1980-81 when capital expenditure by NWWA was some £90m, annual capital expenditure has been rising, sustained in part by EC Supplementary Measures, specific ERDF grants and EIB loans, to its present level of some £160m for 1985/86. It has been estimated that some £5bn should be spent on restoring, maintaining and improving water services throughout the North West over the next 25 years and that in order to achieve this expenditure, a target level of some £200m pa should be achieved as soon as possible.

iii. Waste Disposal

7H.3.24 Waste disposal is a problem of growing concern in parts of the region which is being tackled with imaginative responses. Existing landfill facilities for industrial and domestic waste have a limited life and the waste disposal authorities are now searching for long term solutions both conventionally, through disposal to land, and through new innovative methods such as waste derived fuel. County Councils, as waste disposal authorities, have or are securing long term landfill sites, some of which have been the subject of ERDF grant aid. Merseyside County Council, faced with problems of disposal in the Knowsley area, has with a private company created a company to produce fuel for industry from pulverised waste. The WDF plant is expected to be operational on a commercial basis once the potential market has been fully developed.

7H.3.25 Cheshire County Council is actively seeking one or several large landfill sites within or immediately adjacent to the profile area to receive up to 550,000 tonnes of industrial and domestic waste annually. These sites will be needed within 3 years when existing landfill sites are full. They will have the potential of providing a disposal facility for wastes from north of the Mersey where landfill sites are likely to be very scarce. The

development costs of a single site could be as high as £4-6 million and the County Council will be looking to the ERDF for assistance in meeting these costs.

iv. Energy generation, distribution and conservation

7H.3.26 Power generation in Merseyside is dominated by the CEGB's Fiddlers Ferry thermal power station, with a capacity of 2000 MW supplying Merseyside and the rest of the North West. Other stations in the area are at Ince "B", Bold (St Helens) Westwood (Wigan), together with a small number of private stations. All other electrical power is imported into the area via the national grid. Deep-mined coal is obtained from 7 collieries in the area which provide 86% of the NCB's coal output from its Lancashire field. Major investments at Parkside and Sutton Manor Collieries are now being undertaken, while Cronton colliery is the subject of a closure notice. The NCB currently supply methane from Parkside and Sutton Manor on a commercial basis to chemical companies in Warrington and Widnes while a private company is processing methane from a very large local authority landfill site for onward sale to others. Other possibilities for methane extraction, perhaps with different commercial arrangements are likely to arise in the future. A pre-feasibility study has been undertaken on the practicality and feasibility for constructing and operating a tidal barrage and power station across the River Mersey. In addition to the benefits derived from the production of energy, this scheme could provide significant environmental improvements and offer major new opportunities for recreation and tourism. Article 12 funds may be sought for further research.

7H.3.27 The Merseyside and North Wales Electricity Board has responsibility for the distribution of electricity in a large part of the sub-region (broadly Merseyside County, Halton and Ellesmere Port and Neston District). It is estimated that the Board's capital expenditure within the sub-region and during the period of the development programme will be £7.3 million.

7H.3.28 A vital consideration when attempting to attract new industry into the sub-region is industry's need for access to a low cost reliable gas supply. The British Gas Corporation and its successor company will continue to look for opportunities to improve and expand the supply of gas to industry and commerce via a continuing programme of expansion, reinforcement and renewal to maintain supplies to existing customers and provide for load growth.

7H.3.29 Energy conservation in private houses and industrial buildings is promoted and supported principally by the Department of Energy, supported by the Departments of the Environment and Trade and Industry.

v. Local Transport

7H.3.30 The upgrading of local transport infrastructure is seen as an essential part of the regeneration strategy being undertaken in the sub-region. It is fundamental to the strategy that industry and commerce must have good transport for their supplies, their products, their customers and their work force. The area has tremendous assets in its roads, buses and railways: to make full use of these is a sensible use of scarce resources. Attention is now being increasingly switched away from very large new additions to the transport network toward modest and appropriate improvements together with new schemes which access new employment areas and to schemes which have demonstrable environmental benefits such as the relief of congestion pedestrianisation or improvement to safety and pollution. Such improvements are enhancing the potential for job accessibility and mobility for the Merseyside population, especially in inner areas and outer council estates where there are particular concentrations of the long term unemployed.

7H.3.31 Great efforts are being made to arrest or reverse the decline in public transport patronage by making bus and rail services more attractive. In the Merseyside County area this is being achieved with a drive for greater efficiency and improvements to the passenger fleets. Substantial investment is essential in the successful achievement of this policy. ERDF aid has been granted to a number of projects within this programme, notably the extension of the electrified rail system to Hunts Cross and to Hooton (Cheshire), new and extended stations on the Wirral lines and improvement and modernisation of outdated bus garages. In Cheshire, Warrington - Runcorn Development Corporation, Cheshire County Council and ERDF have financed a station at Runcorn East.

7H.3.32 The following major rail infrastructure improvements are planned in the lifetime of the development programme:

1. Modernisation of the track and signalling between Wavertree Junction and Ditton - the resulting improvements in punctuality and

reliability will encourage work and leisure travel by the indigenous population, widening the labour catchment area for both existing firms and new enterprises.

ii. Modernisation of the Travel Centre at Chester Station, to enhance the general image of the City Centre and improve passenger facilities thus helping to attract visitors to the area and encourage travel within the region.

iii. Modernisation of the Kirkdale Maintenance Depot, to improve the facilities for the servicing of electric multiple-unit trains used in the Merseyside PTE area, thus ensuring a high standard of train service on the busy commuter routes.

7H.3.33 Current road investment in the sub-region puts emphasis on improving or replacing old roads unsuited to modern traffic demands, such as higher lorry weights, particularly where this can support development in the older industrial areas, disused docklands and the city and town centres. The prime example is the Liverpool Inner Ring Road for which an EIB loan of £8.5m and ERDF grants in excess of £5m have been approved. Another example is the Queensway (Liverpool/Birkenhead) Tunnel Improvements. In Cheshire the A562 diversion (ERDF aided) and Widnes Eastern and Neston Town Centre relief roads and the Ellesmere Port town centre traffic management scheme; and in Wigan, the Wigan Inner Ring Road will achieve similar regeneration objectives.

7H.3.34 Other recent schemes designed to stimulate the local economy are the Garston Industrial Access Road and Garston Bypass, road improvements for the Kirkby Industrial Estate, the Upton Bypass and Borough Road improvement (both Wirral) and access improvements to dockland in Liverpool and Wirral and to Lime Street Station (Liverpool). All have received ERDF support and a £10m loan facility for some of these improvements has been made available by EIB. Schemes planned for later years are intended to maintain progress in improving local accessibility to employment sites eg the 'Deva Link' in Chester, which will open up some 50 acres of additional industrial land in the city, together with key additions to the network such as the Widnes Eastern Relief Road which will link the A562 in Widnes to the M62, the M6-M61 link which will provide Wigan and the assisted areas of northern Greater Manchester with a direct access to the container port and freeport at Liverpool, and a direct link from St Helens onto the primary route network.

7H.3.35 In the Borough of Knowsley the main priority relates to achieving an extension of the M56 Motorway which would afford access beyond the Borough to the south through an attractive environment to areas such as Liverpool Airport and Speke Enterprise Zone, thereby bringing benefits in terms of improved infrastructure to the whole of the Mersey Basin. The scheme would also mitigate expensive road improvements to existing country lanes and remove the intrusion of heavy traffic from residential areas with associated environmental and road safety benefits.

7H.3.36 Other areas of priority include Huyton and Prescott Town Centres together with Knowsley Industrial Park. Access from Huyton Town Centre to the national motorway network has already been considerably improved in 1985 following the opening of the Huyton Link Road (linking the M57 and A57 near Stockbridge Village). However, there is a considerable need to rationalise traffic and pedestrian movements within both Town Centres by means of schemes to provide improved access to and relief of busy shopping streets together with future pedestrianisation and environmental improvements. In terms of Knowsley Industrial Park, this has already been the subject of considerable investment in recent years. (£2.25m has been spent 1979/85). In order that this investment is protected, it is essential that the improvement work continues and is completed to provide a comprehensive system of highways to and within the park. A number of schemes of varying importance are proposed, the largest of which is a link to the M58 Motorway. However, it is likely that this can only be justified if the revitalisation of the estate continues but in the present circumstances, this would appear most unlikely.

vi. Airport Development

7H.3.37 Merseyside County Council as operator of Liverpool airport has decided upon a rationalisation scheme which will reduce operation costs, provide a modern compact facility on a single runway and thereby make available 155 acres of prime industrial land, part of which lies within the Speke Enterprise Zone. The first phase of this scheme - the building of a new control tower and fire and rescue complex - is completed and was supported by an ERDF grant of £559,000. The second phase involved the construction of an aircraft parking apron and associated facilities including access roads, car park, and airport maintenance facilities. The airport is developing as an important link in the Post Office's air distribution network, aided in part, by an ERDF grant in late 1983.

vii. Port Facilities

7H.3.38 During the 1960's and 1970's port facilities within the sub-region have been the subject of major restructuring investment in response to new ship and cargo handling technology and changing patterns of trade, this latter a particular result of Britain's membership of the EEC and the consequential loss of trade from west coast ports to those on the east coast of Britain. This re-investment process must continue if the main port authority - the Mersey Docks and Harbour Company - is to face the challenge; it will be critical not only to the port itself but to the sub-region's economy and to the quality of its physical environment. Additionally from a European standpoint the port has importance by virtue of the inter-state freight and passenger links operated out of Liverpool and Garston to the Irish Republic. The Mersey Docks and Harbour Company have, to January 1986 received almost £4.7m in ERDF grants.

7H.3.39 A substantial area within the Port of Liverpool has been designated as a freeport, operated by the Mersey Docks and Harbour Company. The freeport has warehouse capacity and development sites together with a wide range of services and access to all modes of cargo handling. Included in the area is a significant amount of development land owned by the Merseyside Development Corporation who strongly support the Company in the operation of the freeport. The Merseyside Development Corporation has the planning and financial powers to assist companies wishing to establish operations within the freeport area and the granting of freeport status will greatly assist the Development Corporation's objective of stimulating regeneration in inner Merseyside. The operation of the freeport does not conflict with the Merseyside County Structure Plan prepared by the Merseyside County Council and approved by the Government. The freeport lies within the Metropolitan Borough of Sefton. Sefton Council fully supported the application for freeport status. Substantial evidence of trade demand has already been determined.

7H.3.40 Both the other port authorities in the sub-region - the Manchester Ship Canal Company and the British Transport Docks Board at Garston - have also made improving investments. MSCC spent over £4m since 1977 and have received some £1.3m in ERDF support. At Garston ERDF grant of some £800,000 has been used to provide loading appliances and additional storage including new container parking.

7H.3.41 The upper reaches of the Manchester Ship Canal are threatened with closure, and this calls into question the future commercial viability of the whole waterway. A consortium of the local authorities affected are currently undertaking a range of studies designed to investigate the feasibility and viability of various long-term options for the canal. An initial study received ERDF grant.

7H.3.42 Further investment is required to ensure the future of Ellesmere Port docks. Current proposals include an extension of the container port facilities with a rail terminal, and a wharf and road access for heavy loads. If these projects do not proceed there is a prospect of the lower reaches of the canal following the upper reaches into economic difficulties.

viii. Land Treatment and Servicing

7H.3.43 Given the sub-region's high levels of unemployment, and the opportunities for re-use of industrial land presented by the changing industrial base of the area, local authorities and other public bodies are committed to continuing programmes of industrial site servicing. This area of activity is of fundamental importance to the regeneration of the sub-region. Some authorities have indicated the scale and duration of such programmes in land development programmes which look up to 5 to 10 years ahead and which contribute to the environment and infrastructure objectives of the sub-region.

7H.3.44 As a historically long developed area there is much derelict and underused land of three major types. The first two - inner urban and dockland dereliction - are concentrated mostly in Liverpool, Wirral and the southern part of Sefton. The third type - older industrial and mining dereliction is mostly to be found in St Helens, Widnes and Wigan; many of these derelict sites are the consequence of decades of chemical industry use which has often left the land contaminated; or comprise extensive areas of redundant petroleum industry infrastructure resulting from major plant closures. These present complex reclamation problems which are usually costly to solve. There is, however, a growing recognition of a further category of unused land which is environmentally very significant to "outer council estate areas" and that is the large number of small backland or amenity areas incorporated in the original housing estate designs of the late 1930's through to the 1960's but never fully implemented or utilised and now lying neglected and requiring specialist treatment.

7H.3.45 Major areas of derelict land have been reclaimed in recent years with both county and district authorities involved in rolling programmes. By way of example some 600 acres in Wigan and 300 acres in Widnes have been reclaimed since 1974. Derelict land reclamation is being undertaken widely throughout the area - Knowsley Borough Council have implemented a variety of successful schemes at Knowsley Industrial Park. For example, derelict land monies were utilised to restore 39.4 hectares of land to agricultural use on Knowsley Industrial Park South. This scheme not only restored an area of dereliction to beneficial use but has enhanced the setting of the industrial estate and provided an attractive link to the nearby Knowsley Village Conservation Area; Halton Borough Council are currently involved in the reclamation of 3 sites; 15 acre TAC site, Widnes and 12 acre Everite Road, Widnes, both for industrial after-use; Wigan Metropolitan Borough Council plan to reclaim some 426 hectares in a 1986-89 rolling programme; and Cheshire County Council's programme envisages the reclamation of sites to a value of £5.6m over the next five years including schemes at Ann Street (16 hectares) and Foundry Lane (20 hectares) both in Widnes.

7H.3.46 However, in the present investment climate, it is not sufficient to provide an adequate supply of land in the anticipation of new development. It is important to ensure that sites are made attractive to developers by the provision of services and adequate infrastructure. Major programmes for site servicing of industrial land, have in recent years accounted for a sizeable proportion of the ERDF infrastructure grant received. Throughout the sub-region local authorities, New Town Development Corporations and the Merseyside Development Corporation have been, and are, involved in major programmes of site preparation, through the provision of access and estate roads, sewers, site services etc. For example in Knowsley the major area of service provision has been on land to the south of the East Lancashire Road (A580). Schemes undertaken include the provision of a new through route (Kitling Road - a modern industrial distributor) together with a new Loop Road within the estate to provide small development plots. On the older part of the Knowsley Industrial Estate, the emphasis has been on the refurbishment of services. Draw Well Road and Dixon Road have both been improved while a refurbishment scheme is currently progressing on Depot Road. In fact, as a result of this type of road renewal scheme, largely carried out by the County Council, the estate now has a modern road network.

7H.3.47 Employment land policies in the Cheshire Structure Plan indicate that some 187 hectares of additional serviced land will be required between

1985 and 1990. The County Council and District Councils in the profile area are actively involved in programmes of employment site preparation - through the provision of access and estate roads, sewers, site services etc.

Included in the County Council's site preparation programme are Chester West Business Park, Ann Street, Widnes and Foundry Lane, Widnes.

7H.3.48 In Ellesmere Port and Neston the single biggest derelict site is the 100 hectare redundant Burmah Oil Refinery. Phase I of the reclamation programme provides for the clearance and provision of basic infrastructure on an area of land of approximately 30 hectares. The cost for this work has been estimated at almost £6½m. These sites will not provide for the entire range of employment needs, and some greenfield sites will also need to be serviced, including land at Stanney East where an off-site access has already been constructed with assistance from the ERDF.

7H.3.49 In Chester, a number of major areas of land requiring treatment and for servicing have been identified. These include further phases of development at Chester West where there are drainage problems to be overcome to release 35 hectares, Chester Business Park where it is proposed that 55 hectares of land will be developed for offices and high technology industries set in a landscaped area, and a range of smaller but nevertheless significant sites which require servicing prior to development.

7H.3.50 In a number of districts site preparation programmes have been substantially assisted by Inner City funds. For example, in Knowsley, Urban Programme resources have enabled a significant programme of works to be undertaken on the Britonwood Trading Estate. The improvements include security and parking provision, but also landscaping of vacant land and a woodland management scheme. The aim of this joint public/private venture is to improve the marketability of small industrial units. Other improvements undertaken on the estate include landscaping implemented by the county council alongside some of the major through routes (using Urban Programme Finance) together with grants to firms to carry out their own improvements. Baker Britt and Birds Eye are examples of companies which have benefited from this programme.

7H.3.51 Cheshire County Council together with DOE and other interested parties are funding a series of major studies of the reclamation and industrial development potential of a large area of land in the Mersey estuary known as the Mersey South Banks. These studies will be completed by the end of 1986.

7H.3.52 As a maritime area, land treatment programmes are now also extended to derelict docklands, including attention to water regimes and associated infrastructure such as bridges and landing stages.

7H.3.53 Merseyside County Council have received ERDF grant towards a feasibility study on the construction of a tidal barrage and power station at the mouth of the River Mersey.

ix. Buildings - new and modernised

7H.3.54 The construction of advance factories as part of regional policy has been the responsibility of English Estates and its forebears. Since 1947, within the Merseyside sub-region over 186,000 sq m of advance factories (totalling 421 units) and at least 204,000 sq m in 24 bespoke factories have been built by English Estates. Together with some extensions a total of 451,000 sq m has been added to the areas industrial building stock. English Estates forward programmes are dependant upon demand and the likelihood is that they will increasingly turn their attention toward office developments and refurbishment for service industries. This is particularly important for Liverpool, at the heart of the Merseyside sub-region, which has received few new large office developments in recent years compared to other conurbation cores. Progress has been made in developing office complexes in Suburban Centres. In the last 20 years almost 6,000 office jobs have been created in Bootle town centre. Supportive environmental and infrastructure improvements are necessary if the momentum is to be maintained and existing vacancy rates reduced. A number of other public authorities have important factory building programmes and are likely to extend into the provision of office development. The 2 new towns have to date built about 1m sq m of floorspace, whilst the district councils, who concentrate on the smaller units, have built about 70,000 sq m. Adding in the plans of the Merseyside Development Corporation, at least a further 120,000 sq m is either under construction or planned.

7H.3.55 Of increasing concern in recent years has been the problem of older redundant buildings some of which, with modernisation, have potential for further industrial or commercial use. This is a major contributor to the main objective of the area - urban and economic regeneration - adding to the provision of premises for small and medium sized firms and removing the area's urban and industrial dereliction. As with industrial site servicing,

many local authorities have programmes committed to modernisation projects. Examples range from large scale factory refurbishment, often associated with subdivision, smaller scale conversion to meet the needs of small companies and business start ups, often in the form of workshop unit, and specialised conversion so as to provide information technology, small business or enterprise centres.

7H.3.56 Cheshire County Council is implementing a programme of refurbishment of industrial buildings to provide new floorspace for small firms and especially new businesses. Within the profile area 'Business Generation Centres' have already been developed at Widnes, Ellesmere Port and Chester, and within the programme period an additional phase will be added to the centres at Widnes and Chester. These BGCs can also house information technology centres (TECs) alongside the small workshop units together with other youth and business training facilities. It is also proposed to develop a business generation centre primarily for 'craft' industry occupation and this is likely to be located within the profile area. The county council will also be promoting an 'innovation centre' in the Runcorn area, and has committed £15,000 towards a feasibility study.

7H.3.57 Elsewhere in the sub-region Knowsley Borough Council is refurbishing council-owned Administration Buildings on Knowsley Industrial Park, to provide small workshop type accommodation. On the same Industrial Park, 2 private sector developers have been acquiring and subdividing vacant industrial premises to provide some 106 units; Shell and the local authorities have jointly established an enterprise centre in Ellesmere Port to provide support for small firms, in the converted redundant factory premises at the Canalbridge Enterprise Centre. Other conversion schemes in Ellesmere Port and Neston have taken place at Merseyton Road and are planned for Westminser Park; in West Lancashire there is scope to convert large vacant buildings in Skelmersdale into more marketable units similar to those at Gardiners Place undertaken by Lancashire Enterprises Limited; small units with support services on hand are central to the policy of fostering indigenous growth in the New Town.

7H.3.58 A third area of buildings investment is to be found in the development of 'science' or 'high technology' parks in the sub-region. These are all designed to provide accommodation for the growing high technology industries of the region which do not find traditional accommodation suitable for their processes. As a first stage sites are

developed in locations which will enable firms to develop suitable premises at the required low density (eg Wavertree Technology Park and Chester Business Park). As a second stage local agencies will develop incubator workshops to encourage the 'spin-off' of ideas from existing employers.

x. Tourism

7H.3.59 Tourism has been one of the main growth sectors of the profile area's economy during the last 5 years or so, both in terms of traditional long-stay holidays at the coastal resorts of Southport and North Wirral, short-stay holidays - particularly of overseas visitors to the historic City of Chester and, expanding rapidly in recent years, tourism related to the area's maritime, social and economic history, and sport.

7H.3.60 Chester is the profile area's primary tourist attraction. In 1983 the English Tourist Board carried out a major survey of visitors to the city. The survey revealed that in the peak tourist season (May to September) there were 245,000 staying tourists and 865,000 day visitors to Chester. Two-thirds of these tourists were from overseas. The staying tourists spent an estimated £12 million in the city over the same period, helping to sustain an estimated 3,000 tourist-related jobs. Over the last 10-15 years the city council has carried out an ambitious programme of restoration specifically to increase the attractiveness of Chester. In 1984 the city received a "Europa Nostra Medal" for 10 years of activity in the Bridgegate area, the only medal to be awarded to a British project that year.

7H.3.61 Southport has a long tradition as a seaside resort and high-class shopping centre. There are 8,500 bed-spaces in hotels and guest-houses which accommodate annually some 120,000 visitors. 150,000 visitors stay in self-catering accommodation and some 90,000 persons visit friends and relatives each year. On average 20 large conferences are held annually in Southport resulting in approximately 15,000 conference visitors to the area. Some 10,000 persons are employed in tourism and tourist related activities. This represents around 35% of the total employment within the town centre.

7H.3.62 Local authorities in the sub-region view tourism development as an integral part of their regeneration strategies in that infrastructure and environmental improvements aid tourism as much as other forms of economic

development while the significant recent and anticipated growth of tourism benefits the local economy through the creation of additional employment in services, encouraging private investment, and encouraging and contributing to the physical improvement of the area and the retention and exploitation of Merseyside's considerable social, cultural, architectural and industrial heritage. These all help to improve the image of Greater Merseyside to potential visitors and investors.

7H.3.63 Notable new tourist attractions include the National Waterways Museum at Ellesmere Port, the chemical industries museum at Widnes, the Wigan Pier complex and the Merseyside Maritime Museum.

7H.3.64 The cultural and sporting (particularly golf and football) and leisure facilities of the area are already attractions to visitors: Knowsley plan to improve the heritage landscape potential of the Safari Park and are currently developing 2 sites - Halewood Triangle and Standt Moers Park - as Country Parks; West Lancashire have an internationally important asset in the wildfowl preserve at Martin Mere; Halton District have a study in progress of the leisure potential of Runcorn Sands for major water-based recreation. Social and economic historical associations are proving to be growing attractions, eg Lewis Carroll Birthplace Trust are developing a proposed visitor centre at Daresbury, Runcorn.

7H.3.65 Several local authorities within the Profile Area have prepared or are considering tourism strategies which, inter alia, indicate future development priorities and provide guidance for private sector investment. The North West Tourist Board supports and encourages such initiatives and will assist both during the preparation stage and with eventual implementation. The present position with regard to tourism strategies is as follows:

Tourism Strategy adopted by Council:	West Lancs, Wigan (Wigan Pier)
Tourism Strategy in preparation:	Vale Royal, Wirral
Authorisation to prepare Tourism Strategy:	Halton, Sefton (Resorts 2000)

7H.3.66 There are a number of special initiatives in the Profile Area which have significant implications for future tourism development and growth. The following initiatives are all supported by the North West Tourist Board.

7H.3.67 The **Merseyside Integrated Operations Study** and the **River Mersey Clean-Up Initiative**, both assisted by ERDF, indicate substantial development opportunities for tourism recreation and leisure. The **Merseyside Development Corporation's Development Strategy** for the South Docks in Liverpool also reflects major opportunities for tourism development. The strategy contains a shopping list of potential projects, some of national status, including an aquarium, water park, hotel, specialist shopping and leisure facilities, and suggests that such development could attract some 2.5m-4m visits per annum and support directly between 600-1,000 new jobs. In 1984 Liverpool demonstrated most effectively its ability to accommodate and entertain visitors on an unprecedented scale, when 3.4m visits were made to the International Garden Festival, and this experience is clear justification for the Corporation's intensive tourism and leisure development strategy in the future.

7H.3.68 Part of the Profile Area - in Wigan and West Lancashire - is affected by the initiative co-ordinated by Lancashire County Council to rejuvenate the **Leeds and Liverpool Canal** corridor. It is estimated that this programme, currently subject to an ERDF Article 24 submission, could generate total investment of the order of £80m, of which perhaps one-third might relate to tourism and leisure. The tourism potential of the Canal is demonstrated by the success of the Wigan Pier development which should, it is now predicted, exceed its first year target of 100,000 visitors by 50, or even 100, per cent.

7H.3.69 In Chester, a **Visitor Management Study**, initiated by the English Tourist Board and Civic Trust, is looking at ways to overcome environmental and practical difficulties and to make the best use of opportunities arising from visitors to Chester. Inter alia, the Study has been concerned with access and parking, traffic management, visitor information, environmental improvements and potential tourism resources outside the central area that could be used to ease congestion in the city centre. All of these are likely to have development implications in the future.

7H.3.70 Of the remainder of the districts in the Profile Area, Sefton is preparing a strategy for entry in the English Tourist Board's **Resorts 2000** competition which, even if it does not win, will form the basis of a Development Action Programme for the future. Wigan has set up a hotel and guest-house association in partnership with the local industry, and intends to push forward with other elements of the tourism strategy outlined in the

Consultants' report on the development of Wigan Pier. Finally, Ellesmere Port and Neston is contributing to the **Waterways Project** looking at a mixed-use development scheme for the Greater Boat Museum area.

7H.3.71 The tourism development aspirations of local authorities in respect of areas not affected by tourism strategies or special initiatives may be indicated in various local plans and policies, overall economic development strategies, Urban Programme submissions and Inner City Partnership Programmes.

7H.3.72 Some of the larger 'projects in the pipeline' that may be appropriate for ERDF assistance include:

Liverpool South Docks : tourism and leisure projects

Greater Boat Museum Area, : mixed projects, including tourism
Ellesmere Port

Southport : resort infrastructure

Chester : visitor management measures and projects
utilising new resources, eg the river and
the canal

Leeds and Liverpool Canal Projects

Communications, infrastructure and environmental projects

7H.3.73 Other current and proposed major tourist developments are set out in Table 4.

7H.3.74 The sub-region also has more traditional tourist assets in the resorts of Southport, New Brighton and West Kirby and in undeveloped coastal areas. Sefton Council pursues a lively and ongoing programme of promoting Southport as a resort area. A strategy for tourism development and the marketing of the resort has been adopted by the council and a comprehensive tourism strategy will be presented to the EEC during 1986. A close working relationship has been built up with English Heritage regarding the enhancement of Lord Street and assistance from other bodies such as the North West Tourist Board is continually being sought for private sector

TOURISM AND LEISURE DEVELOPMENT UNDER CONSTRUCTION
OR IN THE PIPELINE (COST: £0.5M OR GREATER)

		<u>Cost</u>
i) <u>Under Construction</u>		
Chester Mollington Banastre Hotel	34-bed extension and leisure complex	£ 1.7m
Liverpool MDC/Arrowcroft	Mixed use development of Albert Dock	£19.5m
Liverpool Merseyside CC	Extension of Maritime Museum	£ 2.7m
Liverpool Britannia Hotels	Refurbishment of Adelphi Hotel	£ 9.5m
Wigan Wigan MBC	Wigan Pier complex (part open)	£ 3.6m
		<hr/> £37.0m
ii) <u>Firm Proposals</u>		
Chester Wolverhampton & Dudley Brewery	Conversion to 99-bed hotel	Not known
E Port & Neston Boat Museum	Mixed use Development of Greater Museum Area, incl hotel	Not known
Halton Halton BC	National Industrial Chemicals Museum	£ 2.0m
Liverpool Tate Gallery	Tate of the North Albert Dock	£ 9.5m
St Helens Newton Park	110-bed hotel, conference and leisure complex	£ 4.2m
Sefton Winged Fellowship Trust	Holiday Centre for Disabled People	£ 1.2m
Sefton James Leisure	Entertainments complex, Southport Marine Lake	Not known
Wirral Transworld Leisure	Theme Park etc, New Brighton	£65.0m
		<hr/> £81.9m

interests in the town. Wherever possible, sponsorship monies are sought for local activities. At New Brighton unique sea defence works, including an ERDF-aided series of off-shore wave barriers are having a measurable effect in restoring the town's bathing beaches; while at West Kirby the extension of the Marine Lake will contribute to the continuing development of facilities for tourists and day visitors in West Wirral while blending in with the essential character of the Dee Estuary, one of Britain's last undeveloped estuaries and renowned for its ornithological interest.

xi. Environment Programmes

7H.3.75 Many local authorities have continuing environmental programmes related to both the built and natural environment, the former often in association with industrial sites (in order to promote inward investment) or tourism. The Mersey Basin Programme will be of major import in funding schemes to rejuvenate and revitalise the profile area. In a large number of cases funds for environmental improvement schemes are obtained from a range of sources including the Manpower Services Commission, Countryside Commission, Urban Programme, Operation Groundwork etc.

7H.3.76 A variety of schemes are planned for the future. For example, Chester City Council will continue their efforts to protect and enhance the character of Chester as an historic centre to provide an attractive setting for tourism, shopping and other commercial activities and through this to generate further levels of industrial activity. Particular attention will be paid to conservation of historic buildings through a comprehensive range of advice and financial support and this, completed by a number of schemes for hard and soft landscaping, tree planting and management of existing facilities. Halton Borough Council are working on a "View from the Railway" study, to prepare a case for major Urban Programme scheme for environmental improvements along the corridors of the main railway line through Widnes.

7H.3.77 The Merseyside sub-region is, of course, a coastal area, and one of the most important items of infrastructure is therefore the protection of the area from the incursions of the sea. Continuing sea defence works, vital to reinforce protection of the coastal areas and to assist the development of tourism, will continue over the next 5 years.

C. Economic Development, Employment and Vocational Training Measures

7H.3.78 Local authorities, the new towns and the Merseyside Development Corporation are engaged in a wide range of activities to encourage local economic development and employment creation. Traditionally local authorities and new town development corporations approached this role through the development and servicing of land for employment purposes and the clearance of derelict land. This role has been progressively extended into the provision of new industrial and commercial premises, partly in compensation of the low levels of private investment in industrial floorspace particularly in small sized units. English Estates are also prominent in Merseyside in the provision of industrial buildings. Currently, increasing attention is being paid to the modernisation of the industrial building stock consequential upon the rapid changes in industrial structure in the area in recent years. Local authorities and other public bodies have a wide range of development projects adapting and modernising the industrial building stock for modern industrial, commercial and recreational uses.

7H.3.79 Through the impetus of Inner City policy many land and buildings development policies and programmes are combined and focussed upon small areas - industrial and commercial improvement areas - seeking to improve the environment and working conditions, revive business confidence and encourage the development of local enterprises. This has mostly been concentrated on inner and central Liverpool but with other important improvement areas in the Wallgate area of Wigan, Wirral docklands and Kirkby Industrial Estate. Similarly, environmental programmes have been concentrated in inner areas, often in association with main routeway improvements or new industrial developments part aided by ERDF. A number of larger scale land and buildings development programmes are also focussed upon small parts of the sub-region. There is an Enterprise Zone covering land at Speke, and located adjacent to Liverpool Airport and Garston Docks, while the work of the Merseyside Development Corporation is concentrated with 350 ha of the designated urban development area (in the South Docks and Riverside areas of Liverpool, in South Sefton and in Wirral). The Liverpool freeport is located on operational land in the Mersey Docks and Harbour Company's north docks.

7H.3.80 Much of current local authority action in the economic/employment sphere is now related to adapting local economies to the changed

circumstances of the 1980s, mainly lower growth of output and employment and lower levels of inward investment than hitherto. To do this they have, in a number of instances, established companies to assist their efforts and have been partners in private sector based enterprise trusts. This concern with strengthening the local economic base of their areas has inevitably also led to an interest in measures to improve the occupational mobility of local workforces.

7H.3.81 In addition to their own land and buildings and infrastructure developments, local authorities, new towns, the Merseyside Development Corporation and also enterprise trusts in the sub-region provide variously all or some of the following services:

- i. Financial assistance to industry - substantially to small firms, and to co-operative business ventures. For example, Merseyside County Council has, annually since 1981, received grant approval from the ESF for a wage subsidy scheme. In Knowsley, the council adopt a flexible approach to assistance, the intention being to ensure that the most appropriate form of assistance is available in each case. The 2 major areas of concern are grants and loans. Grants accounted for £64,300 in 1983/84 and £119,000 in 1984/85. The range of assistance has generally included start-up costs, business expansion or re-investment. Loans to the value of £250,000 were offered to companies in 1983/84 with a further £223,000 in 1984/85. It is estimated that the loans and grants made available by the council have helped to create or preserve around 1,142 jobs since 1982. Other forms of financial assistance provided by Knowsley include "Rentfree Periods", mortgage advances and co-operative start-up grants. In Wigan the major agency, created by the local authority to provide direct assistance to firms, is the Wigan Metropolitan Development Company Limited. This company, established in 1980 with an initial capital of £2m, has powers to give loans, guarantees, industrial mortgages or other forms of assistance.

- ii. Support for small firms - technical, financial and managerial advice mostly for small and new firms and co-ops and intending entrepreneurs. Technical advice may be highly specialised and involve product development and testing, for example, as undertaken by Merseyside Innovation Centre. Local authorities and the Merseyside Development Corporation have established business development or generation centres (eg Cavendish Centre, Business Centre, Wirral) or

enterprise agencies (often in co-operation with the private sector or local chambers of commerce eg St Helens Trust, In Business Ltd) and nearly all, within programmes of factory modernisation have established innovation or managed workshops taking various forms and aimed at new entrepreneurs or small companies. For example, in West Lancashire, support for new and small enterprises is available through Lancashire Enterprises Limited's Co-operative Development Agency and the Lancashire and Merseyside Investment Fund (Sapling NW). The county council's Industrial Development and Promotion Unit have run Business Advice Nights with the district's help and publish guides to forms of assistance and industrial sites and premises. In Ellesmere Port and Neston, there is a technology transfer service which brings together major Cheshire companies, who may be donors of particular technologies, with small firms capable of exploiting that technology in partnership with the donor companies.

iii. Promotion of the area - mostly through advertising and representation at national and international business events. Such activity is strongly related to the encouragement of inward investment. For example, in West Lancashire efforts are made to bring new economic activity to the area by advertising and press supplements, publications, presentations, deputations, and trade fairs etc. Television advertising has been used to bring new industry to Skelmersdale New Town; Halton Borough Council propose the imminent formation of Halton Development Association - a joint local authority/private initiative to promote the district. In Knowsley a range of activities have been developed by the council to attract new investment and develop good relations with existing companies in the borough. The type of promotion lines include:

Industrial Receptions - Frequent meetings with local companies to identify problems at an early stage and promote good relations.

Exhibitions - These are a useful method of promoting the advantages of the borough to a wide or specific audience.

Press Releases - The council has maximised the opportunities for free or low cost publicity in the Local Press as well as on radio and television. In addition, regular advertisements are placed in publications such as the North West Industrial Review and Industrial Planning and Development.

Sponsored Events - By sponsoring events, the council promotes the borough and provides support for local organisations. Of particular significance has been the council's sponsorship of the final stage of the Sealink cycle race.

Tourism promotion and development has also, in recent years, become a particularly important part of the overall promotion of the area. In this field the local authorities work closely with the English and North West Tourist Boards.

iv. Measures to improve the occupational mobility of local workforces - Predominantly through the educational responsibilities of shire county and metropolitan district councils and the wide-ranging concern all local authorities now have for the development of the workforce skills of their area. As well as the substantial funds expended annually in secondary, higher and adult education the sub-region has benefited from the wide range of training and retraining programmes implemented or resourced by the Manpower Services Commission which have been operating at a high level locally for a number of years. The Manpower Services Commission, Department of Trade and Industry and private companies have been instrumental in funding a number of Information Technology Centres (ITECs) for computer and electronic technology training. Partnership, Programme and other Inner City aid, together with ERDF and ESF resources and those from a number of local authorities to provide business and commercial training centres, and enterprise and training workshops to train or retrain young people and adults to give them a better chance of finding jobs or creating work for themselves. In some cases such centres have specialised in their approaches, providing for example, facilities for training handicapped people, biotechnology, and computer-aided engineering training, often looking to the European Social Fund for support. The non-quota section of ERDF and special shipbuilding measures have also been used in this provision of new training facilities. The wide range of funds applied to these activities demonstrate how local authorities, often as the prime change-agents invigorate industries in the region. From such vocational training schemes are already emerging new firms in new industries which require infrastructure investments in, for example, high quality science-park type developments, and access to the latest information technology in the sub-region if they are to survive and succeed. Within the sub-region specific examples of training measures include:

a. Cheshire County Council's training courses through ITECs and Further Educational Colleges for the unemployed and school leavers (with assistance from the European Social Fund) in a variety of vocational skills including information technology skills and craft design technologies. These courses currently provide training in the profile area for some 1,250 trainees;

b. Knowsley Council is actively involved in the training process and is responsible for 2 training centres - the Information Technology Education Centre (ITEC) at Knowsley House, Knowsley Industrial Park, and the Commercial Training Centre in Huyton. Since its creation in 1983, the ITEC has provided basic technology training to 119 people. Of those who completed their training in 1984, approximately 50% have found employment. The Commercial Training Centre was set up in 1984 and has trained in the region of 200 people in general office skills. The council also supports 2 schemes utilising European Social Fund and these relate directly to training as part of job creation. They are the training workshop schemes operated by Merseyside Co-operative Development Agency and the finance provided to CDS(T) Ltd, which is loaned to firms as part of training allowances. The latter also benefits from support through the Urban Renewal Programme. A further scheme being pursued by the council is the Post YTS initiative. This involves the ongoing employment and training of young people who have completed YTS schemes. Finance is being sought through the European Social Fund and the Urban Renewal Programme for this initiative;

c. In West Lancashire, Lancashire Enterprises Limited have established an Information Technology Centre at Skelmersdale and the Skelmersdale Skill-training Workshop - both with ESF help.

Significant Investment Projects/Programmes 1986/90

7H.3.82 The annexed schedules outline the phasing of major investments (to 1989/90) in infrastructure projects which are regarded as of fundamental importance in achieving the Merseyside sub-region's economic objectives. However, the schedules present only a selection of schemes programmes by local and public authorities and therefore provide indicative as opposed to comprehensive lists of projects.

Section 4: FINANCIAL RESOURCES 1986/90

General

7H.4.1 Opinions differ as to the most appropriate split between public and private involvement in the sphere of regional development. However, there is little doubt that in an area such as Merseyside where private investment is hard to secure, the basic infrastructure has to be provided by public-sector agencies, and they need to pave the way for private investment. It follows therefore that considerable importance attaches to the level of financial resources available to the sub-region's public bodies.

7H.4.2 Many problems beset any attempt to provide an overall quantitative picture of these resources. It is not possible to account for all public spending on a sub-regional basis and in the current climate of future uncertainty, many different bodies (including most local authorities) find capital expenditure programming beyond a single year ahead to be speculative. The following table has been compiled from information supplied by those authorities able to estimate likely future expenditure but it must be stressed that the data is not comprehensive and is of a provisional nature.

Estimated Capital Expenditure 1986-90 (£m)

	1985/86	1986/87	1987/88	1988/89	1989/90
Derelict Land	6.7	4.8	5.2	1.2	0.2
Water and + Sewerage	200.0	200.0	200.0	200.0	
Electricity *	0.24	1.87	1.72	1.63	1.63
British Rail	0.97	1.78	1.92	0.9	0.2
Industrial/economic development	1.9	2.3	2.3	2.3	2.3
Environmental improvements	0.8	4.2	4.1	3.8	1.1
Community Services	7.6	7.6	7.6	7.6	7.6
Tourism	5.3	6.6	6.6	6.6	5.9

Notes: * MANWEB
+ NWWA

Tourism

7H.4.3 The total development package (excluding communications and environmental projects) for the Greater Merseyside Profile Area, (see Section 2) represents investment to the value of some £55-£60M (and considerably more if the New Brighton Theme Park development proceeds), with the possibility of creating 800-900 new jobs (excluding any potential job creation at New Brighton and assuming tourism to Liverpool South Docks peaks after the Programme Period). Much of this investment, if it is indeed realised, would of course be provided by the private sector. It is estimated, therefore, that the cost of development eligible for ERDF generated during the Programme Period, excluding communications and environmental projects, might be of the order of £15-20M.

7H.4.4 Grant-aid offered by the ETB to projects within the Districts that make up the Profile area has amounted to some £1.5M during the past six years or so. It is likely, considering the importance of the area in tourism terms and assuming the Tourism Development Grant scheme continues in its present form, that a similar amount of grant-aid will be allocated over the next 5 years.

7H.4.5 However it is evident that continued support from the European Community will be of considerable assistance to public bodies in achieving their regional development objectives. The availability of funds from the European Social Fund and from the ERDF Non-Quota Shipbuilding and Textile initiatives will also assist in the achievement of the objectives outlined in Section 3 above. European Coal and Steel Community grants and loans and FEOGA (Guidance) grants will continue to assist part of the sub-region; and European Investment Bank loans should retain a degree of attractiveness to public bodies.

Section 5: IMPLEMENTATION AND COORDINATION OF INVESTMENTS

7H.5.1 Agencies responsibilities for the Merseyside Sub-region are different and perhaps more complex than for most other Assisted Areas. This arises firstly because whilst most of the area is actually within Merseyside Metropolitan County, a substantial part of northern Cheshire and small parts of both Lancashire and Greater Manchester Counties are included; the Cheshire and Lancashire parts of the sub region each include one new town, respectively Runcorn and Skelmersdale. Secondly, because of the seriousness and mix of urban and regional problems on Merseyside, central government concern has been reflected in a variety of special initiatives, many of which involve institutional developments or arrangements eg Partnership and Programme authorities. Perhaps the most distinctive addition to Merseyside's institutions as compared with other Assisted Areas is the Merseyside Development Corporation, established to bring about the redevelopment of derelict docklands which are located in the heart of the conurbation.

7H.5.2 Local government and the private sector have also taken initiatives involving new institutions in the development field. Some local authorities in the sub-region have set up companies with varying levels of private sector input; these companies perform some of the established site and premises development and promotional roles of the local authorities, but they are also in the vanguard of developing fresh approaches to create new employment and training opportunities. Most local authorities are also closely associated with the variety of enterprise trusts which have been established in the area, with their main support coming from major employers eg Pilkingtons and the St Helens Trust, Unilever and Inbusiness. These enterprise trusts provide services to new and growing small firms.

7H.5.3 Given the problems and development objectives of the area it is important not to underestimate the critical nature of public investment programmes, particularly in advance of private sector activity, and therefore the necessity for co-ordination. The Merseyside Integrated Operations feasibility study, financed by the EC should provide a useful framework in helping public bodies co-ordinate their investment programmes during the next five years. There are other encouraging developments which testify to a growing willingness and ability for co-ordination. For example, within the West Lancashire area, the emergent programmes for the

Leeds/Liverpool Canal Corridor and Skelmersdale and the Economic Strategy being formulated by the District Council signal a new co-ordinated approach to economic policy much in keeping with EEC philosophy.

7H.5.4 In recognition of the lead required from the public sector and the need to clarify central government's own attitude towards the development of the area, Merseyside County Council (as the strategic planning authority for the major part of the sub region) engaged itself during the late 1970's in a substantial dialogue with other responsible agencies in the area, so as to produce an agreed structure plan strategy. The intention was not only to seek agreement and commitment to urban regeneration principles but also to the action programmes of public investment regarded as necessary. Cheshire's Structure Plan produced and approved in the same period, was designed to complement the policy objectives of Merseyside's plan, and has provided the context for the commitment to attracting industry, and reducing unemployment in the area.

7H.5.5 Structure Plan monitoring, can draw attention to trends and changing conditions and must broadly review the development of programmes and their effectiveness in tackling the area's problems. There are a number of other formal forward planning and budgetary systems covering all, more than, or part of the sub- region but each of these is confined to an individual policy field eg Housing Investment Programmes, Transport Policies and Programmes and the Water Authority's capital programme. There is no formal mechanism for putting them all together. However throughout the sub-region, regular and ad hoc informal relationships are established between the two tiers of local government, between the local authorities and central government, statutory undertakers etc.

7H.5.6 Central government's special interest in Merseyside became more urgent and explicit following the urban riots in Liverpool in June 1981. The then Secretary of State for the Environment, was given special responsibility for and announced a number of initiatives - one of which was to establish a Merseyside Task force of civil servants and senior managers seconded from the private sector - to assist in his role to "bring together and concentrate the activities of central government departments and to work with local government and the private sector to find ways of strengthening the economy and improving the environment in Merseyside".

7H.5.7 The next five years are likely to be particularly buoyant in terms of tourism growth. Increasing numbers of local authorities now recognise tourism development as an integral part of their overall economic regeneration strategies and see the value not only in directly-generated jobs and income, but also in helping to improve the environment and image of the area, and in encouraging other forms of private investment. There is a great deal of scope to capitalise further on the heritage themes of the Profile Area and, with additional investment in leisure and attractions, to improve the performance of the two resorts.

7H.5.8 It is clear from earlier sections of this profile that, for Merseyside, economic regeneration and environment improvement need to go hand in hand. However, it is important not to overestimate the importance of infrastructure in encouraging Merseyside's development, nor to misunderstand the nature of investment that is needed. As Merseyside is a highly developed urban commercial and industrial area, the need is for reinvestment, maintenance, renewal, upgrading and restructuring, rather than simply the provision of new infrastructure. Thus the airport and the docklands need restructuring; the need is for major and sustained programmes of land treatment and environmental improvement, so that land and premises can be recycled, conserving the old where it can be adapted for 20th century uses eg not least for tourism development. These programmes must be developed to such a scale as to more than counteract the gross addition of land and premises to the stock which is underused or derelict. Otherwise the scale of dereliction will increase and serve to reduce yet further the potential for regeneration.

7H.5.9 Finally, it is also important to remember that regional problems and development objectives also relate to the human resources of Greater Merseyside. Education and training programmes and the use of European Social Fund monies may need to be of growing importance in unlocking the sub-region's potential.

REGIONAL DEVELOPMENT PROGRAMME
 Greater Merseyside Assisted Area Sub-Region
 Major Infrastructure Investments Anticipated 1986-1990

SCHEME	PRE 86/87	1986/87	1987/88	1988/89	1989/90
<u>WATER AND SEWERAGE</u>					
<u>Water Supply</u>					
Chester - Ashton B/H Pumping Main renewal		_____			
Chester - A41/Saughall Village - Reinforce Main				_____	
Chester - Mudhouse Lane/Burton - Reinforce Main				_____	
Chester - Saughall Village Mains Improvements				_____	
Borehole at Clotton		_____			
Ashgrove WTW Refurbishment/Closure		_____			
Chester to Mollington TM Reinforcement St 1		_____			
Sutton Hall WTW - Pipework Modifications	_____				
Elles Pt - Sutton Hall WTW Filters Remed		_____			
Sutton Hall WTW Contact Tank			_____		
Sutton Hall WTW - Control Modifications			_____		
Elles Pt - Sutton Hall WTW - P Stn A-Refurb			_____		
Little Stanney - Ellesmere Pt N Pot TM Rep St 2					_____
Ellesmere Pt - Sutton Hall WTW Extensions St 3					_____
Sutton Hall to Ellesmere Port TM		_____			
Sutton Hall WTW - Sedimentation Tanks Mods		_____			
(SL) Runcorn Mains Refurbishment	_____				
Widnes - Cuerdley - Min Subs Prec Work - Stage 2			_____		
Halton - Runcorn - Reinforcement of Supply	_____				
(RR) Halton - Runcorn SR No 1 - Remedial Works		_____			
Norton Tower Remedial Works			_____		
Halton - Mersoy Crossing - Warrington Supply			_____		
Halton SR Storage for Runcorn				_____	
Lady Hayes Farm to Dutton - Dupl Trunk Main				_____	
Jubitts Lane to Pex Hill Res - Duplicate Main				_____	
Halton - Pex Hill to Birchfield Rd ReInf Main				_____	
Runcorn Distribution Main		_____			
Runcorn - No 2 Tunnel Aqueduct Joint Repairs		_____			
Cuerdley/Speke A'Duct - Min Subs Prec Work		_____			
Vale Royal - Foxhill Borehole - Elect Refurbish			_____		
Vale Royal - Delanere B/H Nitrate Levels Imps				_____	
Vale Royal - Frodsham Supply Improvements					_____
Vale Royal - Helsby Supply Improvements					_____

SCHEME	PRE 86/87	1986/87	1987/88	1988/89	1989/90
<u>Water Supply (continued)</u>					
(SL) Wirral - Wallasey TM Refurbishing St 1			_____		
Wirral - Moreton/Meols Link Main		_____			
(RR) Wallasey - Gorse Hill SR Repairs		_____			
(SL) Wallasey TM Refurbishment St 2			_____		
(SL) Wirral - Gayton SR Zone Refurb		_____			
(SL) Wirral - Heswall Mains Refurb			_____		
Hooton Borehole PS Refurbishment		_____			
Wirral - Greasby - Arrowbrook Road/Mill Lane TM		_____			
Wirral - Seaview Road Borehole Refurbishment		_____			
Wirral - Wallasey - Gorse Hill PS Refurbish		_____			
Wirral Distribution Area Optimisation St 1		_____			
Wirral Distribution Area Optimisation St 2		_____			
Wirral - Brackenwood Feed Main			_____		
Wirral - Barnston Rd/Storeton Rd TM Renewal			_____		
Wirral - Crosshill SR - Additional Storage			_____		
Wirral - Wallasey Reinforcement TM				_____	
Wirral - Mid Wirral TM Duplication				_____	_____
(SL) Wirral - Wallasey TM Refurb				_____	_____
(SL) Grange & Flaybrick SR Zone - Mains Refurb				_____	_____
Wirral - Heswall SR - Additional Storage				_____	_____
Clatterbrook to Bromborough TM		_____			
Liverpool - Kensington SR/Windsor St Link Main		_____			
(SL) Prescott/Liverpool TM Refurbishment St 1		_____			
(RR) Liverpool - Aubrey Street SR No 1 - DEM		_____			
L'Pool - Woolton - Lodes Pond Pumping Equipment			_____		
Liverpool - Kensington SR - Additional Storage			_____		
(RR) Liverpool - Breaze Hill SR Remedial/Renewl				_____	
(SL) Liverpool Mains Refurb St 2				_____	_____
Liverpool - Closure of High Park SR				_____	_____
L'Pool - Woolton Hill - New PS & High Level Tank		_____			
Woolton Hill - New SR		_____			
Trunk Main - Woolton Res to Liverpool City		_____			
Liverpool - Prescott Road/Bowling Park Link Main		_____			
Knowsley System - Chemical/Elect - Improvements		_____			
Knowsley - Prescott Reservoir - Emergency PS			_____		
Knowsley WTW - Alternative TM Connections			_____		
Cuerdley/Speke TM Duplication Stage 1		_____			
Dupl Cuerdley/Woolton Main Phase 2		_____			
Knowsley - Liverpool Rd/Roby Rd Link Main		_____			

SCHEME	PRE 86/87	1986/87	1987/88	1988/89	1989/90
<u>Water Supply (continued)</u>					
Formby/Southport/Banks Coastal TM St 2A					
Formby/Southport/Banks Coastal TM St 2B					
Formby/Southport/Banks Coastal TM St 1					
Formby/Southport/Banks Coastal TM St 3					
Aintree - Maghull Alternate Supply Link Main					
St Helens - Newton to Winwick TM					
Rainhill Elton Head Road TM					
(RR) St Helens - Paddock Reservoir Remedial Wks					
Billinge/Crank Supply Reinforcement					
Brown Edge Res - Booster and Bypass					
Trunk Main to Eccleston Village Zone					
Catchdale Moss to Windle Main (Part 1)					
Marshall's Cross to Sutton Road Main					
Brown Edge Res to Eccleston Hill TM					
St Helens - Haydock to Newton Main					
Deo Aqu/Brownedge SR - Duplicate Main					
(SL) Brownedge SR Zone Mains Refurbishment					
Springfield PS Ormskirk - Renewals					
W Lancs - Ormskirk to Banks TM					
Gorse Hill to Southport New Main					
(RR) Tower Hill WT Repair/Demolition					
W Lancs - Boreholes - Pressure Filter Imps					
Link Main Banks to Burscough (Inc Airfield)					
W Lancs - Tower Hill/Ormskirk - Reinforce Main					
W Lancs - Mill Brow BH - Refurb/Closure					
W Lancs - Scarisbrick - New Rd 15" TM					
Scarisbrick Hall to Crem TM - Replace 15"					
Ormskirk/Gorse Hill - Replace SR					
Dupl Main Bickerstaffe PS to Scarth Hill					
Feeder Main B'Staffe PS - Elmers Green Res					
Elmers Green - New SR					
Alternative Feeder Main to Tarleton Area					
Dev Plex Moss B/Hole - Abandon Sp'Fld B/Hole					
Dupl 27" Feeder Main to Bickerstaffe PS					
W Lancs - Halsall Lane Distribution Area Imps					
W Lancs - Newborough/Parbold Link Main					
Wigan - Westhoughton - TA/Daisy Hill Resr Main					
(SL) Wigan - Atherton & Tyldesley Mains Refurb					
Wigan - Lightshaw WTW Improvements					

SCHEME	PRE 86/87	1986/87	1987/88	1988/89	1989/90
<u>Water Supply (continued)</u>					
(SL) Leigh Mains Refurbishment				_____	
Wigan - Aspull Supply Reinforcement		_____			
Wigan - TA to Prospect SR TM			_____		
(SL) Wigan Mains Refurb			_____		
Worthington WTW - PH Correction to TA Supply			_____		
Wigan - Boars Head Outlet Main				_____	
(SL) Westhoughton & Ince Mains Refurb				_____	
Pennington Green to Westhoughton Main		_____			
Wigan - Daisy Hill to Lightshaw Main		_____			
<u>Sewerage</u>					
Chester - Ashton Drainage Improvements		_____			
Chester - Kelsall Drainage Improvements		_____			
Chester - Tarvin Drainage Improvements		_____			
Willaston Sewerage Scheme		_____			
Ellesmere Port - Woodland Road Area Sewerage			_____		
Ellesmere Port - Rossmore Road/Rivacre Road Sewers				_____	
(ME) Widnes S Ind Sewer St 2B	_____				
(SWQ) Halton - Halebank Industrial Sewer	_____				
(SWQ) Halton - Derby Road Septic Tanks Closure	_____				
Halton - Widnes - Warrington Rd Sewer Replacement	_____				
Halton - Halebank Residential Sewer	_____				
(SWQ) Halton - Widnes West Bank Resewerage		_____			
(SWQ) Widnes - Halton View Sewer Repl		_____			
Widnes Hale Road Storm Water Separation			_____		
Runcorn - Weston Point Drainage			_____		
Halton - Widnes - Central Area Outfall Closure			_____		
Halton - Widnes E Area Outfall Channel Safety			_____		
Halton - Weston Village Drainage				_____	
(RL) Halton - Widnes - Albert Road Sewer				_____	
(RL) Halton - Widnes - Croft Road Sewer				_____	
Halton - Runcorn - Heath Road Relief Sewer				_____	
Helsby Sewerage Scheme St 4		_____			
(ME) Wirral - Wallasey IS	_____				
Wirral - Birkenhead - Borough Road Sewer St 2	_____				
Wirral - Wallasey - Penkett Road Sewer	_____				
Wirral - Birkenhead - Price Street Sewer Repl	_____				
Wirral - Westminster Drive Flood Relief Scheme	_____				

SCHEME	PRE 86/87	1986/87	1987/88	1988/89	1989/90
<u>Sewerage (continued)</u>					
(RL) Wirral - Birkenhead - Railway Culvert Sewer		_____			
Wirral - Stanley Avenue STW Closure		_____			
Wirral - Irby Area - Replacement Sewers		_____			
Wirral - Moreton - Hoylake Road Sewers		_____			
Wirral - Upton - Ford Road/Manor Drive Sewers		_____			
(RL) Wirral - Duke Street Sewer Renovation		_____			
Wirral - Birkenhead - Park Road North Sewer Repl		_____			
(RL) Wirral - Wallasey Marginal Sewer			_____		
Wirral - B'Head - Withens Lane Sewer Replacement			_____		
(ME) Wirral - Green Lane IS			_____		
(ME) Wirral - Beaconsfield South Interceptor				_____	
(ME) Wirral - Beaconsfield North Interceptor				_____	
Wirral - Hoylake Main Drainage Contract No 5B			-----		
(SWQ) Wirral - Greenbank Rd SPS Improvements			-----		
Wirral - Birkenhead Central Area Sewers St 3			-----		
(RL) Wirral - Victoria Road/Rowson Street Sewer			-----		
Wirral - Noctorum Rd Sewerage Improvements			-----		
Liverpool - Prescott Road Sewers St 1		_____			
Liverpool - Alburgh Vale Relief Sewer		_____			
Liverpool - Warbreck Moor Relief Sewer St 1		_____			
Liverpool - Garston Outfall Improvements		_____			
Liverpool - Scotland Rd Sewers St 2 & 3B & 4		_____			
Liverpool - Sandfield Park Sewer Renewals St 1				_____	
(RL) Liverpool - Dingle OS/Princes Rd Sewer		_____			
(RL) Liverpool - Jericho Lane OS		_____			
Liverpool - New Access MHS Stage 2		_____			
Liverpool - Wavertree HT Park Sewerage		_____			
Liverpool - Northern Outfall M/H Renovation		_____			
Liverpool - Pinehurst Rd Relief Sewer		_____			
(RL) Liverpool - Rice Lane Sewer Renovn		_____			
(RL) Liverpool - Hanover St/Canning Place Sewer		_____			
(RL) Liverpool - Edge Lane Sewer			_____		
(RL) Liverpool - Church Road Sewer		_____			
(ME) Liverpool Interceptor Sewer St 1 (L1-L5)			_____		
(RL) Liverpool - Commercial Road Sewer			_____		
(RL) Liverpool - Sandhills Lane Sewer Renovn			_____		
(RL) Liverpool - Boundary Street Sewer Renovn			_____		
Liverpool - South Drive Sewer Replacement			_____		
Liverpool - Southern Relief Sewer				_____	

SCHEME	PRE 86/87	1986/87	1987/88	1988/89	1989/90
<u>Sewerage (continued)</u>					
Liverpool - Chilcott Rd/Pennell Rd Relief Sewer			_____		
Liverpool - City Culvert Repairs St 2			_____		
Liverpool - Byrom Street Relief Sewer			_____		
Liverpool - Speke Outfall Improvements			_____		
Liverpool - Northern Outfall Renewal - Grouting			_____		
(RL) Liverpool - Allerton Road Sewer			_____		
Liverpool - Queens Drive Walton Sewer Repl			_____		
Liverpool - Vale Road Flood Relief Scheme			_____		
Liverpool - Leyfield Rd Relief Sewer St 2				_____	
Liverpool - Deysbrook Lane Sewer Improvements				_____	
(ME) Liverpool Interceptor Sewer St 2 (L5-L9)					_____
(ME) Liverpool Interceptor Sewer St 3 (L9-L13)					_____
(ME) Liverpool Interceptor Sewer St 4 (L13-L17)					_____
(ME) Speke Outfalls (L18A & L18B)		-----			
Liverpool - Brunswick St Outfall Imps		-----			
Liverpool - Northern Outfall Relief Scheme		-----			
(RL) Liverpool - Sefton St Sewer Stage 1		-----			
Liverpool - Canning PI/Strand St Sewer		-----			
(RL) Liverpool - Sefton St Sewer Stage 2		-----			
Liverpool - Woolton - Out Lane Sewer		-----			
Liverpool - Sandfield Park Sewer Renewals St 2		-----			
Liverpool - Stanley Park Ave N Sewer Repl		-----			
Liverpool - Sewer Dereliction - North Liverpool		-----			
Liverpool - Sewer Dereliction - South Liverpool		-----			
Knowsley - Huyton Lane Relief Sewer		_____			
(SWQ) Knowsley - Prescott Town Centre Sewer St 1		_____			
Knowsley - Whiston/ECC Park Relief Sewer St 4		_____			
Knowsley - Huyton - New Pale Farm Sewer		_____			
Knowsley - Tainham Drive Sewer Improvements		_____			
Knowsley - Hale Bank Flood Relief Scheme		_____			
Knowsley - Huyton Subway Sewer		_____			
(SWQ) Huyton Hey Road SSO Abandonment		_____			
Knowsley - Stuart Drive Flood Relief		_____			
(SWQ) Knowsley - Huyton - Salerno Dr - R Alt Imp		_____			
(SWQ) Knowsley - Cantril - Farm - R Alt Improvement		_____			
(SWQ) Knowsley - Croxteth Brook Tributary Imp		_____			
Knowsley - Whiston/Eccleston Pk SSO Elim/Imps			_____		
(SWQ) Knowsley - Prescott Town Centre Sewers St 2				_____	
Alder Rd/Eccleston Park SW Sewer					-----

SCHEME	PRE 86/87	1986/87	1987/88	1988/89	1989/90
<u>Sewerage</u> (continued)					
Knowsley - Alder Lane PS Imps					
Huyton - Ellis Ashton St SW Sewer					
Knowsley - Halewood SW Sewer					
(SWQ) Knowsley - Link Rd SSO Abandonment					
Knowsley - St Johns Rd/Tarbock Rd SWS					
Knowsley - Tarbock Village Replacement Sewer					
Knowsley - Whiston/Eccleston Pk Rel Sewer St 5					
Southport Munic Golf Links PS Imps					
Sefton - Waterloo Area Sewer Renewals St 1					
Sefton - Southport MD St 1 - Crowland St Area					
Sefton - Melling Mount PS Foul Flooding					
Sefton - Aintree - Oriol Drive Sewer					
Sefton - Seaforth Area Sewer Renewals St 1					
(RL) Sefton - Waterloo Area Sewers St 2					
Sefton - Neville Street Sewer Renewal					
Sefton - Bootle TC Sewers Renewals Stage 2					
(SWQ) Sefton - River Alt Pollution Alleviation					
Sefton - Telemetry & ICA					
Sefton - Southport - Portland Street Sewer					
Sefton - Waterloo Area Sewer Renewals St 3					
Sefton - Bootle Town Centre Sewers St 3					
Sefton - Marshside SWS					
Sefton - Maghull/Hillhouse Trunk Sewer Repairs					
(ME) Sefton Interceptor Sewer St 1 (S3-L1)					
Sefton - Bootle South Sewers					
Sefton - Waterloo - Brookvale Area Sewer					
(ME) Sefton Interceptor Sewer St 2 (S1-S3)					
Sefton - Southport MD St 2 - Lord Street Area					
Ainsdale Beach PS Improvements					
Sefton - Southport - Marshside Rd PS					
Sefton - Seaforth Area Sewer Renewals St 2					
Sefton - Southport MD St 3 - Compton Rd Area					
Sefton - Ainsdale - Mossgate Ave Sewer Repl					
Sefton - Bootle Town Centre Sewers St 4					
Sefton - Alt Rd Sewerage					
Sefton - Bootle North Sewerage					
Sefton - Litherland - Sefton Rd Sewer					
Sefton - Millers Bridge Area Sewer Renewal					
Sefton - Waterloo Area Sewer Renewals St 4					

SCHEME	PRE 86/87	1986/87	1987/88	1988/89	1989/90
<u>Sewerage</u> (continued)					
Sefton - Formby Sewerage		-----			
Sefton - Blundellsands Sewerage		-----			
Sefton - Maghull Sewerage		-----			
Sefton - Pearlless Refining Flow Diversion		-----			
St Helens Fleet Lane Sewer Replacement	-----				
St Helens - Main IS Replacement	-----				
St Helens - Haydock Lane Sewer Replacement	-----				
(RL) St Helens - College Street Sewer	-----				
St Helens - Silkstone Street Sewer Repl	-----				
St Helens - Wargrave Road Sewer Repl	-----				
St Helens - Newton Town Centre Resewerage St 1	-----				
St Helens - Newton - Market St Sewer Replacement	-----				
St Helens - Newton - Mill Lane OS	-----				
St Helens - Pawfall STW Closure	-----				
St Helens - Renfrew Ave/Palsley Ave Sewer Repl	-----				
St Helens - Lowe St Sewer Replacement	-----				
St Helens - Rainhill SIW Closure	-----			-----	
St Helens - Cooper St Redevelopment Sewers			-----		
St Helens - Parr Stocks Rd Sewer Replacement			-----		
St Helens - Canal St/Ravenhead Rd Sewer Repl			-----		
St Helens - Garswood - Victoria Rd Sewer Repl			-----		
St Helens - West End Sewers			-----		
St Helens - Ashton - Rectory Road Sewer Repl			-----		
St Helens - Billinge Area Sewer Replacement			-----		
St Helens - N LE W - Golbornedale Rd Sewer			-----		
St Helens - Newton Town Centre Resewerage St 2			-----		
(RL) St Helens - Ormskirk Street Sewer				-----	
St Helens - Eccleston Park Resewerage				-----	
St Helens - Windleshaw Ave Sewer Repl				-----	
St Helens - Dunridding Lane Sewer Repl				-----	
St Helens - Hard Lane Sewer Repl				-----	
St Helens - McDonald Ave Sewer Renovation				-----	
St Helens - Rainford Village Resewerage				-----	
St Helens - Bleak Hill Sewer Repl				-----	
St Helens - Nutgrove Road Sewers				-----	
St Helens - Barwell Ave Sewer Replacement				-----	
St Helens - Carr Mill Rd/Green Leach Ln Sewer				-----	
St Helens - Millfield Ln/Kenyons Ln Sewer				-----	
(RL) St Helens - Newton - Legh Street Sewer				-----	

SCHEME	PRE 86/87	1986/87	1987/88	1988/89	1989/90
<u>Sewerage (continued)</u>					
St Helens - Grange Park Area Sewers		-----			
(RL) St Helens - Church Street Sewer		-----			
St Helens - Broad Oak Road Area Sewers		-----			
Ormskirk TC Sewer St 3 - Wigan Rd/Derby St	-----				
W Lancs - Hesketh Bank Relief Sewer	-----				
W Lancs - Aughton Relief Sewer St 2	-----				
W Lancs - Ormskirk Town Centre Sewers St 4	-----				
W Lancs - Church Farm Estate Sewer Replacement		-----			
W Lancs - Grimshaw Green Replacement Sewer		-----			
W Lancs - Crispa Cress PS - Replace Pump			-----		
W Lancs - Telemetry & ICA			-----		
W Lancs - Ormskirk Trunk Sewer Improvements			-----		
W Lancs - Banks - Vicarage/Chapel Lane Rlf Sewer		-----			
W Lancs - Upholland Area Sewer Renewals St 1		-----			
Wigan - Hindley East Resewerage	-----				
Wigan - Boothstown Resewerage	-----				
Wigan - Ashton Town Centre Sewer Replacement	-----				
Wigan - Leigh - Warrington Rd Sewer Replacement	-----				
Tyldesley MDS St 2	-----				
Ashton Main Drainage (St 2)	-----				
Wigan - Ullswater Road Sewer Repl	-----				
Wigan - Kings Moss Resewerage	-----				
Wigan - Darlington St E/Warrington Rd Sewer	-----				
Wigan - Leigh - Manchester Rd Sewer Replacement	-----				
Wigan - River Way Sewers Repl	-----				
Wigan - Lowton Triangle Resewerage St 1		-----			
Wigan - Oxford Rd Sewer Repl		-----			
Wigan - Ashton - Old Road Sewer		-----			
Wigan - Leigh Town Centre Resewerage St 1		-----			
Wigan - Abram - Dover Resewerage		-----			
Wigan - North Lane/South Lane Sewers		-----			
Wigan - Charles Street Sewer Replacement			-----		
Wigan - Hindley - Atherton Rd Sewer Repl			-----		
Wigan - Shevington - Lyndon Ave Sewer Repl			-----		
Wigan - Hindley - Wigan Rd Sewer Replacement			-----		
Wigan - Stubshaw Cross Sewer Repl			-----		
Wigan - Telemetry & ICA			-----		
Lowton Main Drainage St 2				-----	
Atherton West Resewerage				-----	

SCHEME	PRE 86/87	1986/87	1987/88	1988/89	1989/90
<u>Sewerage</u> (continued)					
Wigan - Tyldesley MDS St 1A				_____	
Wigan - Gathurst Lane SSO				_____	
Wigan - Leigh South Resewerage				_____	
Wigan - Bonnywell Rd SPS				_____	
Wigan - Ashton - Grange Rd Sewer Replacement				_____	
Wigan - Mesnes Park Sewer Reconstruction				_____	
Wigan - Diggle Street/Gidlow Lane Resewerage				_____	
Wigan - Wigan Road South Sewer Repl				_____	
Wigan - Kelway Terrace Sewer Repl				_____	
Wigan - Central Park Siphon Replacement				_____	
Wigan - Abram - Kingsdown Road Resewerage				_____	
Wigan - Hindley Resewerage				_____	
Leigh Bedford East Resewerage			-----		
Abram Resewerage			-----		
Wigan - Lowton Triangle Resewerage St 2			-----		
Wigan - Carr Bank Ave Sewer Repl			-----		
Wigan - Pennington South SPS Improvements			-----		
(RL) Wigan - Firs Lane Sewer Lining/Replace			-----		
Wigan - Ince Resewerage Scheme			-----		
Wigan - Wigan Rd/Nicol Rd Sewer Replacement			-----		
Wigan - Ashton Heath/Blenheim Rd Sewer Repl			-----		
Wigan - Ashton Main Drainage St 3			-----		
Wigan - Warrington Road Sewer Repl			-----		
Wigan - Chorley Road PS			-----		
Wigan - Atherton Town Centre Sewer Replacement			-----		
Wigan - Frog Lane Resewerage			-----		
<u>Sewage Treatment</u>					
Chester Main Works Extension				_____	
Mickle Trafford STW Improvements				_____	
Chester - Tarvin STW Improvements				_____	
Beeston STW - Improvements/Closure				_____	
Chester DC - Elton STW Improvements				_____	
Ellesmere Port STW Improvements				_____	
Ellesmere Port STW - Sludge Lagoon				_____	
Ellesmere Port STW - Long Term Improvements			-----		
(MVS) Halton - Runcorn STW Sludge Digestion				_____	
Runcorn STW Sludge Holding Tanks				_____	

SCHEME	PRE 86/87	1986/87	1987/88	1988/89	1989/90
<u>Sewage Treatment (continued)</u>					
(MVS) Widnes STW Digestion				_____	
(ME) Widnes STW St 2 - Secondary Treatment					_____
Small STW Improvements - Little Leigh Group	_____				
Vale Royal - Northwich STW Imps to Screens etc	_____				
Barnton STW Pumping Scheme			_____		
Bavenham STW Improvements/Closure			_____		
Cuddington STW Improvements					_____
Northwich STW Sludge Lagoon					_____
Comberbach STW Improvement/Closure					_____
(ME) Wirral - Birkenhead STW Screens	_____				
(ME) Wirral - Beaconsfield Screens St 2		_____			
(ME) Beaconsfield STW Screens St 2B					_____
Beaconsfield STW Improvements		_____			
(ME) River Birkett Diversion - Construction		_____			
(ME) Liverpool STW - Preparatory Work	_____				
(MVS) Liverpool STW - Sludge Terminal	_____				
(ME) Liverpool STW - Inlet Pumping Station	_____				
(ME) Liverpool STW - Preliminary Treatment	_____				
(ME) Liverpool STW - Primary Treatment	_____				
(ME) Liverpool STW - Outfall St 2 (Investigation)	_____				
(ME) Liverpool STW - Sludge T'Ment (A) - Digestion	_____				
(ME) Liverpool STW - Sludge T'Ment (B) - Storage	_____				
(ME) Liverpool STW - Control Building/Ancil Wks		_____			
Woolton STW - Sludge Treatment		_____			
(ME) Liverpool STW - Outfall St 1 (Spillway)		_____			
(ME) Liverpool STW - General Services Contract		_____			
Fazackerley STW - Building for Elect Equip			_____		
Fazackerley STW Refurbishment			_____		
Fazackerley STW - Sludge Disposal Improvements				_____	
Liverpool STW Methane for Vehicles					_____
(ME) Liverpool STW - Outfall St 3 (Construction)					_____
(MVS) Liverpool STW - Sludge T'Ment (C) Additional					_____
(LTWQ) Fazackerley STW - Improved Treatment		_____			
Woolton STW Inlet Works Improvements	_____				
Prescot STW - Ext to Storm Tanks				_____	
Huyton STW Improvements Stage 2				_____	
Halewood STW Improvements					_____
Sefton - Ainsdale STW Imps	_____				
Sefton - Formby STW - Inlet Works Repl		_____			

SCHEME	PRE 86/87	1986/87	1987/88	1988/89	1989/90
<u>Sewage Treatment (continued)</u>					
(SWQ) Thornton STW Closure					
Southport STW - Gas Engine Power Generation					
Southport STW Improvements St 2B					
Formby STW Improvements St 2					
Southport STW St 3 Second Treatment and Sludge					
St Helens STW St 3					
Small STWs - Improvements/Closure - Bold Group					
St Helens STW - Sludge Handling Improvements					
St Helens STW St 4 - Inlet Screen Improvements					
Billinge South STW - Sludge Handling Imps					
(LTWQ) St Helens STW - Tertiary Treatment					
W Lancs - Burscough STW - Sludge Storage					
W Lancs - Hesketh Bank STW Mods					
Skelmersdale STW - Storm Water Separation					
(LTWQ) Ormskirk STW Improvements/Closure					
(LTWQ) Burscough STW Phosphate Removal					
W Lancs - Holmeswood STW Closure					
W Lancs - Mere Brow STW Closure					
W Lancs - Westhead STW Closure					
(SWQ) Hillhouse STW Extensions St 2					
Burscough STW Sludge Treatment					
W Lancs - Halsall/Haskayne STW Closure					
(LTWQ) Skelmersdale STW - Tertiary Treatment					
Leigh STW Sludge Treatment & Disposal					
(LTWQ) Hindley STW Extensions/Closure					
Leigh STW Improvements					
Leigh STW - Filter Improvements					
Wigan - STW - Hoscaw - Dem of Redund Units					
(LTWQ) Wigan STW - Tertiary Treatment					
Wigan STW - Filter Distributor Imps St 2					
<u>TRANSPORT</u>					
<u>Roads</u>					
Townfield A588 Link, Runcorn					
Widnes Eastern Relief Road					
Hale Road/Dunkirk Road, Widnes					
Holt/Farndon Bypass					

SCHEME	PRE 86/87	1986/87	1987/88	1988/89	1989/90
<u>Roads (continued)</u>					
Foundry Lane, Widnes		-----			
Lugsdale Road, Widnes		-----			
Hutchinson Street, Widnes		-----			
Victoria Road, Widnes		-----			
Merseyton Road, Ellesmere Port	-----				
Princess Road, Ellesmere Port (B5132)		-----			
C218 Mill Lane (A5116 to railway), Chester		-----			
Deva Link Road, Chester		-----			
C2007 Halo Road (Foundry Lane to railway), Widnes		-----			
Employment Site Access Schemes	-----				
Ellesmere Port Town Centre Management	-----				
Neston Town Centre Industrial Access Road			-----		
Chester Coach/Lorry Park			-----		
Minor Improvement Schemes Programme, Cheshire	-----				
Widnes Town Centre Traffic Management		-----			
A568 Kingsway/Laigh Avenue, Widnes		-----			
Neston Town Centre Relief Road		-----			
B5136 Liverpool Road, Neston		-----			
A540 Parkgate Road to Saughall Road		-----			
Liverpool Road (A5116 to Saughall Road), Chester		-----			
Manor Park 1 - Spine Road Extension	Started				
Minor Works/Major Footpaths/Cycleways	Started				
Expressway Completion Works	Start				
Expressway 10 Duelling and Townfield Interchange	Start				
Sandymoor Roundabout	Start				
Busway - Manor Park 1	Start				
Busway - Windmill Hill to Sandymoor	Start				
Sandymoor North Access Road	Start				
Sandymoor South Access Road	Start				
A55B Warrington Road		-----			
Northwich Road Roundabout		-----			
Busway - Sandymoor Lane		-----			
Busway - Sandymoor		-----			
Sandymoor District Distributor		-----			
Bridgewater Interchange Pedestrian Facility		-----			
Manor Park 2 Spine Road		-----			
Busway - Manor Park 2		-----			
Expressway 11 Dualling		-----			
Eastern Expressway Dualling		-----			

SCHEME	PRE 86/87	1986/87	1987/88	1988/89	1989/90
<u>Roads (continued)</u>					
Busway - Windmill Hill Link					-----
Busway - Warrington Road Phase 2					-----
Busway - Warrington Road to Expressway					-----
Extension to Driveway, Whiston	Start				
M57 Southern Extension		Start			
M57/M62 Link		Start			
M58 Link, Knowsley Industrial Park		Start			
School Lane/Kitling Road		-----			
Huyton Town Centre - Northern Access		-----			
Huyton Town Centre - Southern Access		Start			
School Lane Widening		Start			
Gores Road, Knowsley Industrial Park		-----			
North Perimeter Road		-----			
Knowsley Industrial Park Northern Access					
a. Simonswood Lane			Start		
b. Woodward Road			Start		
Huyton Quarry Improvements		-----			
Lickers Lane, Driveway		-----			
Highway and Environmental Improvements, Maritime Area		-----			
Sefton Lane, Maghull Phases 1 and 2		-----			
A59 Burscough and Rufford Bypasses				-----	
A59 Ormskirk Bypass/Southport Spur				-----	
Ormskirk Town Centre Relief Road			-----		-----
Newburgh Bypass A5209			-----		
A59 Penwortham Bypass, Extension Into Preston			-----		
Lorry Relief, Longton			-----		
A570 Scarisbrick and Pinfold Bypass					-----
<u>Rail</u>					
Modernisation of Track and Signalling between Wavertree Junction and Ditton			-----		
Modernisation of Travel Centre, Chester Station			-----		
Modernisation of the Kirkdale Maintenance Depot			-----		
Rail Electrification (Hunts Cross to Hough Green, Widnes)			-----		
Rail Electrification (Hooton to Chester)			-----		
Bus/Rail Pedestrian Link, Ormskirk			-----		
Station Improvements, Preston				-----	
Electrification, Manchester					-----

SCHEME	PRE 86/87	1986/87	1987/88	1988/89	1989/90
<u>Rail</u> (continued)					
Electrification, Blackpool					_____
<u>Bus</u>					
Bus Depot, Ellesmere Port			_____		
New Bus Station, Ellesmere Port			_____		
Hough Green, Widnes Bus/Rail Interchange		-----			
<u>Ports</u>					
Ellesmere Port Docks - Container Port Expansion and Rail Terminal	_____				
Ellesmere Port Docks - Heavy Load Access and Wharf		_____			
<u>ELECTRICITY SUPPLIES</u>					
Croft Avenue Industrial Estate	_____				
Liverpool Docks	_____				
Telecontrol to Improve Security of Supplies	_____				
Improvements to the Board's Communications In England	_____				
Improvement in the Protection and Security of the Network In England	_____				
Renewal and Refurbishment of the 33-kv Overhead Line System to Strengthen Supplies to Industrial Customers In England	_____				
Wigan - Provide New 132 kv DC Line - Washway Farm		-----			
<u>INDUSTRIAL SITES AND BUILDINGS</u>					
<u>Serviced Land/Reclamation</u>					
Clayhill, Neston	_____				
Portside 1 and 2, Ellesmere Port			_____		
Poole Hall, Ellesmere Port		_____			
Rossmore Road Employment Area (Including Westminster Park), Ellesmere Port	_____				
Chester West Industrial Estate (Phases 1 and 2)	_____				
Chester Business Park, Wrexham Road		_____			
Meadow Lane, Ellesmere Port		_____			
Canalbridge Enterprise Centre, Ellesmere Port	_____				

SCHEME	PRE 86/87	1986/87	1987/88	1988/89	1989/90
<u>Serviced Land/Reclamation (continued)</u>					
Stanlow Industrial Area (Including Burmah, Stanney Mill, Oil Sites Road, Bridges Road, Lees Lane and Freemans Chemicals)					
Stanney East Employment Area, Ellesmere Port					
Ellesmere Port Town Centre					
Former ICI Coal Yard, Widnes					
Everite Road, Widnes					
Percival Lane, Runcorn					
Former Steetley Chemicals Site, Widnes					
Vine Chemicals Site, Widnes					
Manor Park, Runcorn					
TAC Site, Derby Road, Widnes					
Hygona Works, Knowsley Industrial Park	Started				
Land at Gores Road, Knowsley Industrial Park	Started				
Kemble Street, Prescott	Started				
Huyton Quarry Improvements	Started				
Former KME Site, Knowsley Industrial Park					
Pottery Fields, Prescott					
Aintree Triangle Site					
Site Improvements, Maritime Area					
Naptha Storage Yard, Bootle					
Bridge Road, Litherland					
Burscough Industrial Estate					
Burscough Employment Area, later phases - Reclamation and Access to Burscough Bypass					
Wigan Road Site, Ormskirk: Access					
Small Urban and Canal-Side Sites					
Ravenhead Quarry, Up Holland					
<u>New Industrial and Commercial Premises</u>					
Meadow Lane; Ellesmere Port					
Rossmore Employment Area, Ellesmere Port (Including Westminster Industrial Park)					
Clayhill, Neston					
Portside 1 and 2, Ellesmere Port					
Stanlow Areas (Stanney Mill, Oil Sites Road, Bridges Road, Lees Lane, Freemans and Burmah)					
Poole Hall/Overpool, Ellesmere Port					
Business Resource Centre					

SCHEME	PRE 86/87	1986/87	1987/88	1988/89	1989/90
<u>New Industrial and Commercial Premises (continued)</u>					
Wigan Road Site, Ormskirk: Units		_____			
<u>Modernised Buildings</u>					
Canalbridge Enterprise Centre		_____			
Chester Business Generation Centre (Phase 2)		_____			
Satellite Craft Generation Centre		_____			
Admin Buildings Phase 3		_____			
Factory Conversions/Refurbishments				_____	
<u>AIDS TO EMPLOYMENT/TRAINING</u>					
'Waterways' Promotion		_____			
ENTEP Trust (Business Advice Centre)		_____			
Halton Innovation Centre		_____			
Halton Development Agency		_____			
Financial Assistance to Industry, Knowsley		_____			
CDS(T) Support, Knowsley		_____			
Post YTS Initiative, Knowsley		_____			
Knowsley Enterprise Agency - Promotion of Business Enterprise		_____			
Skelmersdale Programme: Infrastructure, training, small business improvement schemes, community and co-operative enterprise, environmental/social measures		_____			
<u>TOURIST DEVELOPMENT</u>					
National Waterways Museum (Boat Museum), Ellesmere Port, Including 'Waterways' Project and Adjoining Land Manchester Ship Canal and Shropshire Union Canal - Development of 'Second Cheshire Ring' Holiday Route		_____			
Ince Manor, Ince				_____	
Parkgate Front and Marina, Parkgate				_____	
Rivacre Baths, Ellesmere Port				_____	
Chester Pedestrianisation Phases 4 to 6				_____	
Chester Riverside Improvements				_____	
Grosvenor Museum Extension, Chester				_____	
Chester City Road Improvements				_____	
Chester Zoo - Extension of Facilities				_____	
Tourist Car Parking/Park and Ride, Chester		_____			

SCHEME	PRE 86/87	1986/87	1987/88	1988/89	1989/90
<u>TOURIST DEVELOPMENT (continued)</u>					
Runcorn Sands Water Park					
National Chemical Museum, Widnes					
Lewis Carroll Birthplace Centre, Daresbury					
Lord Street, Southport - Town Scheme and Refurbishment					
Beach Improvement Works, Southport					
Cambridge Arcade Improvement Works, Southport					
35 Acre Site, Southport - Landscaping and Car Parking Provision					
Southport Pier Improvements					
Marine Parade Bridge Improvements, Southport					
Improvements to Marine Lake, Southport					
General Improvements to Leisure Zone, Southport					
Possible Leeds/Liverpool Canal Programme Projects Involving Canal Restoration, Provisions for Boating and Heritage-Based Schemes					
<u>SITE INVESTIGATIONS/SURVEYS/STUDIES</u>					
Foundry Lane, Widnes					
Mersey South Banks					
River Ait Pollution Survey					
Land to North of Lickers Lane					
Rail Study Ormskirk/Preston Line					
Leeds/Liverpool Canal Corridor Feasibility Study	Started				
<u>ENVIRONMENT</u>					
Former Co-operative Dairy, Ellesmere Port					
Lime Street Tip, Ellesmere Port					
Station Road, Ince					
Rivacre Valley, Ellesmere Port					
Environmental Improvement Programme: Westminster, Central, Grange, Pooltown, Rivacre and Wolverham Wards, Ellesmere Port					
Development of Major Waste Disposal Landfill Site Mickle Trafford/Shotton Railway Line, Chester					
Mersey Valley Footpath, Halton					
Railway Corridor, Halton					
Tanhouse Investment Project, Widnes					
Environmental Enhancement, "The Bongs", Widnes					
Community Refurbishment Scheme, Stanney Grange					

SCHEME	PRE 86/87	1986/87	1987/88	1988/89	1989/90
<u>ENVIRONMENT</u> (continued)					
Shropshire Union Canal Environs					
Neston Colliery Tip					
Neston Town Centre					
Ellesmere Port Town Centre					
Derelict Land Reclamation Programme, Including Foundry Lane, Widnes and Burmah Refinery, Ann Street, Widnes and Hutchinson's Tip					
Expressway Resigning, Runcorn					
Britonwood Environmental Programme, Knowsley Industrial Park					
Support for M57 Strategy					
Tree Planting - BIP Site					
Huyton Industrial Estate					
Ashcroft Plantation/Moss End Way, Knowsley Industrial Park					
Land at Acornfield Road/Perimeter Road, Knowsley Industrial Park - Restoration of Industrial Land to Temporary Agriculture					
Prescot Bypass - Tree Planting					
Environmental and Security Works, Knowsley					
Borough Wide Tree Planting Programme, Knowsley					
Greenways - Improvements to Farm Network of Landscaped Walkways through Knowsley Borough					
Land to the Rear of Moorgate, Knowsley Industrial Park - Reclamation for Temporary Agricultural Use					
Signposting, Knowsley Industrial Park					
Roadside Environmental Improvements, Knowsley					
Provision of, and Improvements to, Car Parks, Bootle					
Bridle Road Commercial Area Improvements					
Carolina Street Warehouses					
Landscaping to Freeport Area					
Seaforth Vale, Crosby					

KEY:

————— Projects/Programmes In Progress or Envisaged to Commence

----- Projects/Programmes where Timetable is not yet known

**European regional development fund
UK regional development programme 1986-90
Section 7E: England — South Yorkshire
Section 7F: England — Workington
Section 7G: England — Greater Manchester
Section 7H: England — Greater Merseyside**

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