EUROPEAN REGIONAL DEVELOPMENT FUND

UK REGIONAL DEVELOPMENT PROGRAMME 1986-90

Section 7J: England — West Midlands
Section 7K: England — Corby
Section 7L: England — South West
Section 7M: England — Cinderford

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Document

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European Regional Development Fund

UK REGIONAL DEVELOPMENT PROGRAMME 1986-90

Section 7J: England – West Midlands

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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 7J.

SECTION 8 - WALES

SECTION 9 - SCOTLAND

SECTION 10 - NORTHERN IRELAND

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 concide 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 administerative 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.

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WEST MIDLANDS PROFILE

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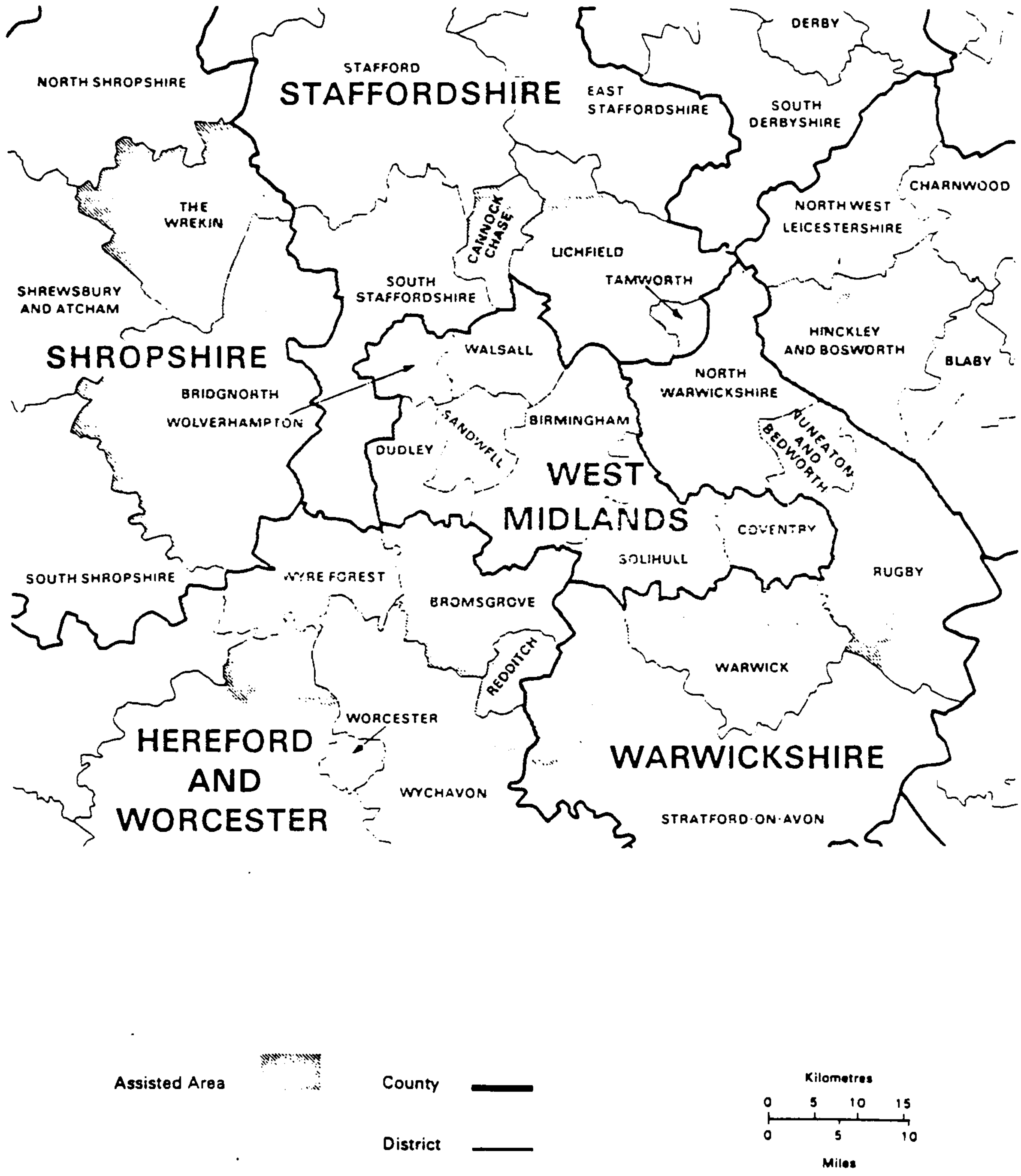
THE WEST MIDLANDS ASSISTED AREA



Cartographic Services
Department of the Environment

WEST MIDLANDS ASSISTED AREA PROFILE

1. Statistical Summary

Total Population (1)	(000)	3610.5
Area (1)	(Km^2)	4071
Density	(persons/Km^2)	887
Unemployment:	000	%
Total (2)	276.5	16.9
Long-term (3)	136.7	8.3
Youth (4)	101.4	6.2
Employment Distribution (1)	000	%
Agriculture	12.2	0.8
Energy and Water	33.8	2.2
Manufacturing	601.9	40.1
Construction	91.4	6.1
Distribution and Catering	274.7	18.3
Transport	68.5	4.6
Other Services	416.9	27.8
TOTAL	1499.4	100.0

2. Area Definition

Travel to Work Area	Status (Development/ Intermediate Area)	Equivalent Local Administrative Area Whole District	Part District
Birmingham	IA	Birmingham, Redditch, Tamworth	Sandwell, Solihull, Walsall, Bromsgrove, Wychavon, Lichfield, Warwick, N Warwickshire, Stafford-on-Avon.
Coventry & Hinckley	IA	Coventry, Nuneaton	Solihull, Blaby, Rugby, Hinckley & Bosworth, Warwick, N Warwickshire
Walsall	IA	-	Walsall, Cannock Chase, Lichfield, S Staffordshire
Wolverhampton	IA	Wolverhampton	Bridgnorth, S Staffordshire

Travel to Work Area	Status (Development/ Intermediate Area)	Equivalent Local Administrative Area Whole District	Part District
Dudley & Sandwell	IA	Dudley	Sandwell, Bromsgrove S Staffordshire
Telford & Bridgnorth	IA	The Wrekin	Bridgnorth, Shrewsbury & Atcham
Kidderminster	IA	Wyre Forest	Leominster, Malvern Hills, Wychavon, Bridgnorth

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

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REGIONAL DEVELOPMENT PROGRAMME

ENGLAND : WEST MIDLANDS

Section 1 : SOCIAL AND ECONOMIC ANALYSIS

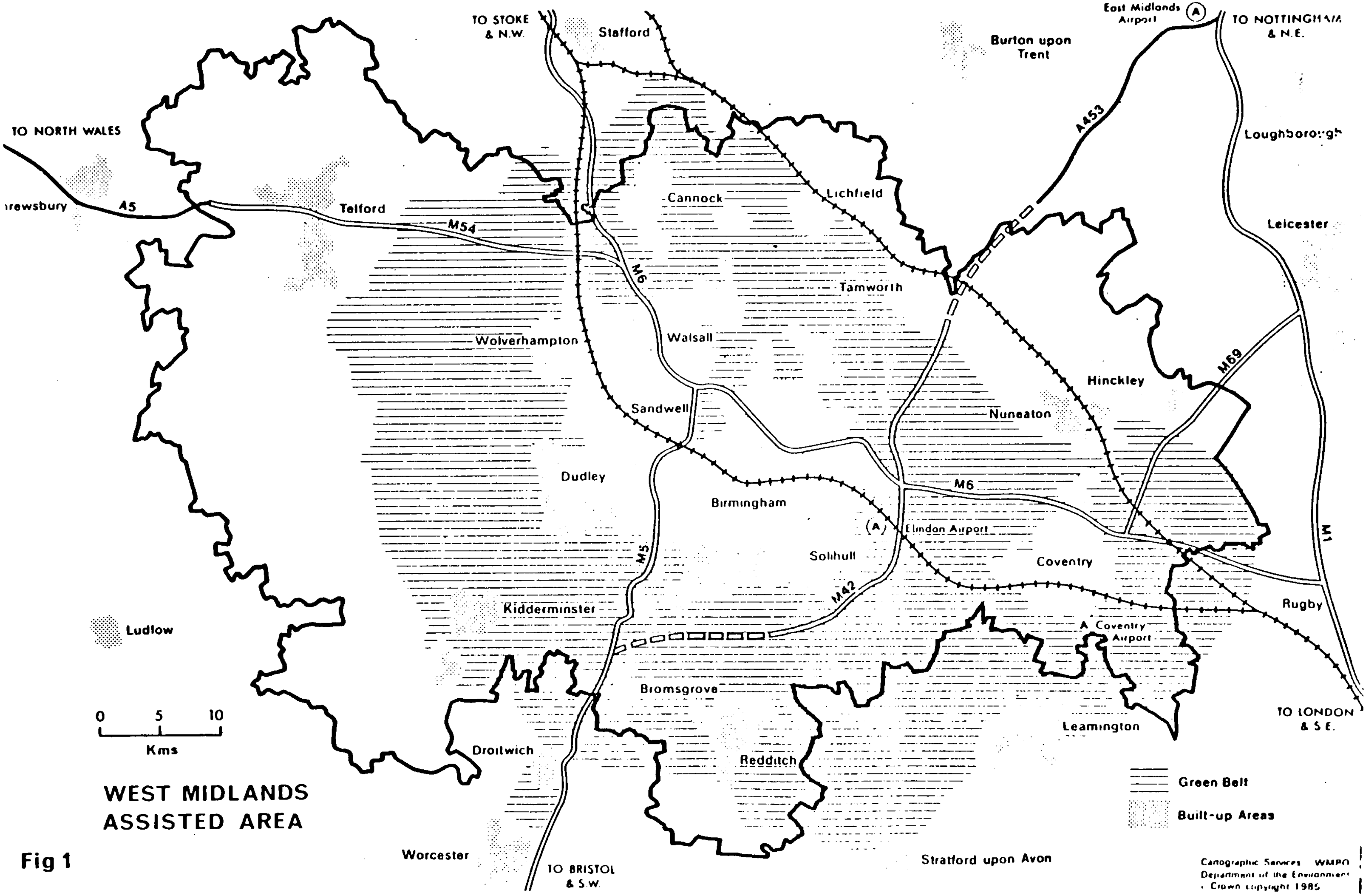
General Background

7J 1.1 The West Midlands Assisted Area comprises the County of West Midlands and parts of the Counties of Worcestershire, Warwickshire, Staffordshire, Shropshire and Leicestershire (see cover map).

7J 1.2 In the centre of England; the Area lies furthest of any Region in the British Isles from the coast. It is a watershed and thus has no major natural waterway routes within its boundary. The land is undulating with large areas of dense urbanisation. The periphery is characterised by a generally more rural landscape, much of it protected by Green Belt legislation, containing market towns, dispersed villages, Telford New Town, Redditch (former new town), and the expanded town of Tamworth (fig 1). The Assisted Area is 431.3 square kilometres in size and has the greatest density of persons per square kilometre of all English sub-regions with the exception of Greater London.

HISTORICAL PERSPECTIVE

7J 1.3 The West Midlands Assisted Area was the cradle of the Industrial Revolution. It has experienced successive waves of industrial change for nearly 250 years. The present urban structure, stretching from Telford in the west to Coventry and Hinckley in the east, derives from individual communities which formed around the coal mining, mineral extraction, metal working, textile and footwear activities of the Industrial Revolution. Traditional products included iron and steel, coal products, chains, nails, screws, needles, metal fastenings, locks, carpets, hosiery, knitwear, glass and shoes. During the late 19th Century and early 20th Century, mechanical engineering, bicycles and later the motor vehicle industry developed on the early industrial infrastructure and became characterised by a complex network of



WEST MIDLANDS
ASSISTED AREA

Fig 1

inter-dependent component suppliers. Activities associated with motor vehicle manufacture and assembly and related metal using industries now underpin the economy of the whole Assisted Area and beyond.

7J 1.4 Up to the end of the 1960's the West Midlands rate of Gross Domestic Product (GDP) growth exceeded the national figure, and the region was the power house of Britain's manufacturing economy. It enjoyed a long period of uninterrupted prosperity after 1945 based on strong demand for a range of metal based consumer and capital goods. Although there were localised employment losses in coal, steel, railways and public utilities, most of the basic industries whose decline was causing problems in Scotland, Wales and Northern England were not well represented in the West Midlands. Demand for West Midlands products was reflected in a series of favourable social and economic indicators - employment, with minor cyclical fluctuations, was expanding continuously so that by 1966 unemployment was a mere 0.7% of the workforce. Wages and salaries were among the highest in the country.

7J 1.5 The early 1970's was a period of stagnation for the West Midlands as the national rate of growth fell sharply. This turned into absolute decline as the dominant motor vehicle, engineering and metal industries ran into intense structural difficulties. The economic health of the Assisted Area deteriorated at a faster rate than that of the national economy and all other Regions. These difficulties and their attendant economic and social effects, have continued unabated into the mid-1980's and independent observers have forecast that the absolute and relative decline of the Assisted Area's fortunes will continue during the rest of this decade and beyond.

ECONOMIC STRUCTURE

7J 1.6 The employment structure of the Assisted Area at June 1985 (estimated) is shown in Table I.

7J 1.7 Three main points stand out. Firstly, the continued dependence on manufacturing industry, which accounts for 38.48% of the total employed labour force, (the highest regional figure in the Country and some 13% greater than for Great Britain (25.7%). Secondly, the dependence on a narrow range of metal related industries, concentrated in engineering and motor vehicles, which employ 428,000 (78.7%) of the

TABLE I

ESTIMATED EMPLOYMENT STRUCTURE: WEST MIDLANDS ASSISTED AREA FOR 1985 (JUNE)
% OF TOTAL EMPLOYMENT

INDUSTRY GROUP	NUMBER OF EMPLOYEES ('000)	WMAA	GREAT BRITAIN
Agriculture Fisheries and Forestry	10.1	0.7	1.6
Energy and Water	29.6	2.1	2.9
Metal Manufacture and Chemicals	66.9	4.7	3.7
Metal Goods	361.2	25.5	12.2
Other Manufactures	115.7	8.2	9.8
Construction	53.9	3.8	4.4
Wholesale and Retail Distribution	283.1	20.0	21.0
Transport and Communication	61.0	4.3	6.1
Banking, Finance	109.8	7.7	9.3
Public Administration etc	325.7	23.0	29.0
TOTAL	1,417.0	100.0	100.0

NOTE

Number of Employees in Assisted Area calculated by applying to each industrial order the 1981 percentage of Regional Employees in Employment in the Assisted Area to the 1985 Regional Employees in Employment figure.

Assisted Areas manufacturing labour force or 30.2% (Great Britain 15.9%) of the total. Put another way, the Assisted Area accounts for 6.8% of the national labour force but 12.9% of those in engineering and motor vehicle related industries. Thirdly, service sector employment is the lowest in Great Britain - some 55% as opposed to 65.14% nationally; but within this the Region is particularly weak in private sector business and professional services which are growing rapidly elsewhere, particularly in southern England.

7J 1.8 The current economic structure is therefore one of significant over-representation in industries faced by structural decline and marked under representation in areas of new employment growth.

INFRASTRUCTURE

7J 1.9 In terms of physical infrastructure, the Assisted Area is a contrast between old and new. This largely reflects the long history of industrial development, and the (mainly) planned movement of people since the 1950's to residential areas on the periphery and beyond, often with return commuting to the conurbation to work. Major housing investment by the public and private sectors has created the new towns of Redditch (now completed) and Telford, and made possible the planned expansion of Tamworth, and the growth of several historic towns, such as Worcester and Lichfield. In contrast, firms in the industrial heartland are still too often constrained by the layout and structure of old factories, small cramped sites, poor environment, poor road layout, and persistent traffic congestion. These factors, together with a shortage of easily developable land, make it difficult for industry to expand or for inward investment to be attracted. In some cases, faced with the alternatives of stagnation in situ or the high costs of relocation, firms have ceased trading altogether.

7J 1.10 Some large scale investment in major infrastructure projects has taken place. The region has at Birmingham a modern international airport (supported by a loan from the European Investment Bank). Immediately adjacent is the National Exhibition Centre providing 105,000 sq.m. of floorspace located alongside an inter city rail line with a new station, and with direct motorway access (M6, M42). In Redditch and in Telford New Town there has been extensive investment in roads and new factories. Major motorway investment, (fig 3a) provides links to the

Fig 2A

WEST MIDLANDS ASSISTED AREA

MOTORWAYS

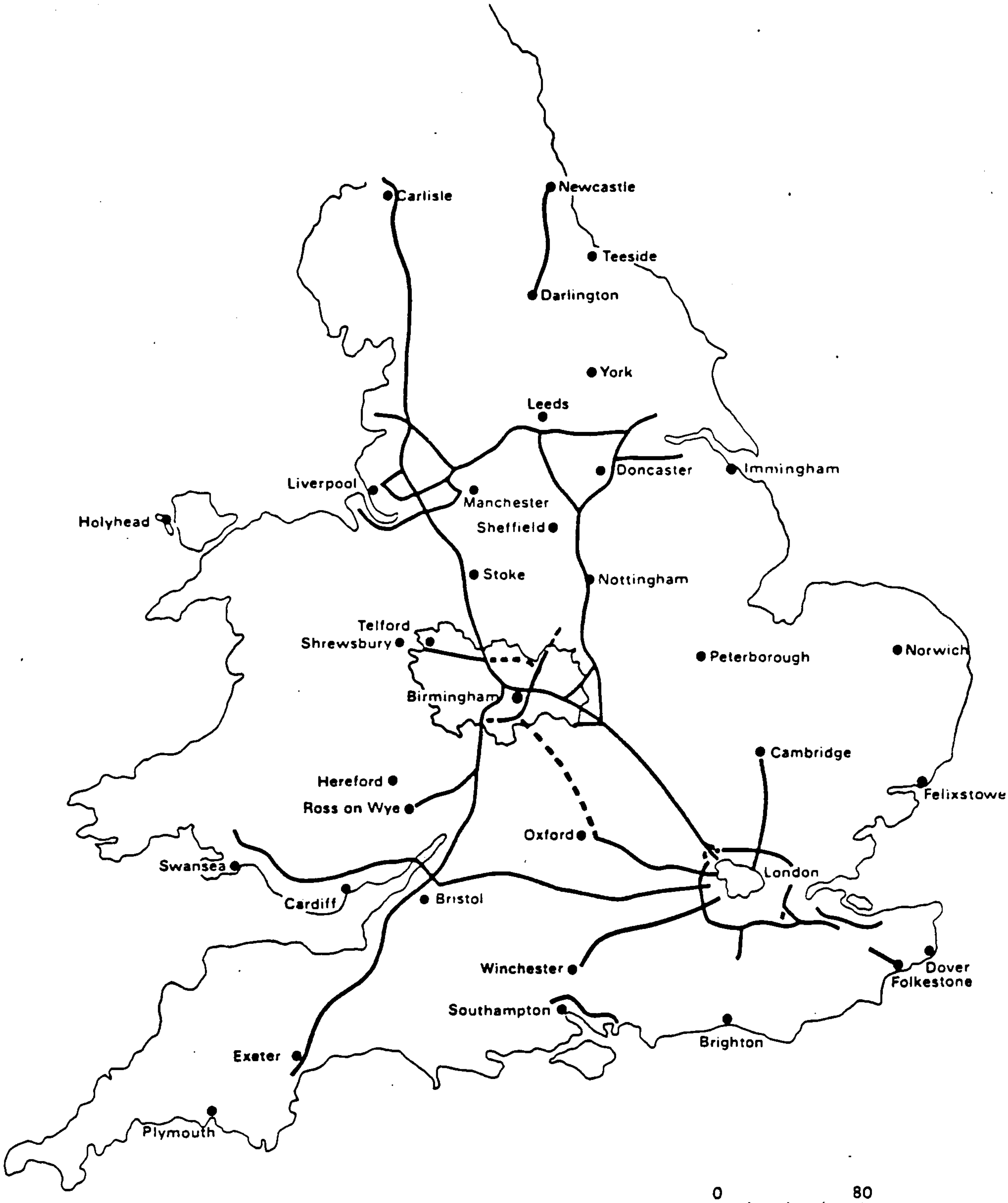
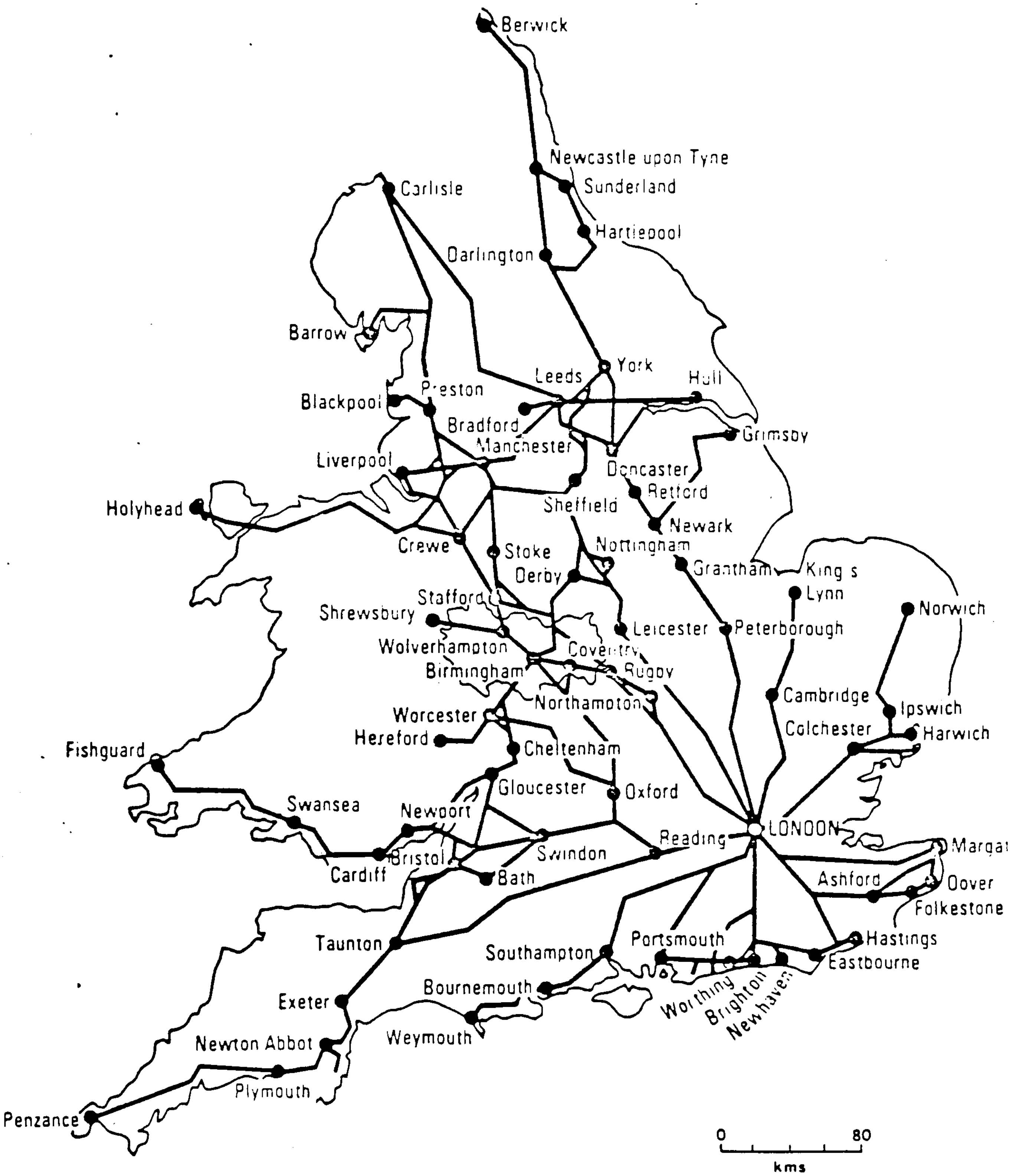


Fig 2B

WEST MIDLANDS ASSISTED AREA
RAILWAYS



North West (M6), South West (M5), North east (M42 and M69) and South east M6/M1. There is in effect a motorway right around the core of the Assisted Area, with a planned link to the south (M40 to Oxford and London). These roads, together with the M54 are used extensively by local traffic as well as inter-regional flows.

7J 1.11 Within the industrial heartland, some replacement investment has taken place though on a more limited scale. Industrial dereliction is an increasing problem in much of the Assisted Area. The general environment in major urban areas and many smaller towns and villages is of poor qualitiy and there are significant deficiencies in infrastructure.

THE ECONOMIC PROBLEMS

7J 1.12 The fundamental economic problems of the Assisted Areas stem from the character of its industrial past and reliance on a narrow range of motor vehicles and metal related industries. There has been little compensatory growth in other indigenous industry, including services, or from industry coming from areas outside the West Midlands. Indicators of industrial change are set out below.

i. LOW LEVEL OF LABOUR DEMAND

7J 1.13 Employment fell by 207,300 between 1971 and 1985 (Table II) at a rate of 14,800 jobs per annum. The overall decline in itself masks major shifts away from manufacturing traditionally employing males and serving a national and international market, towards services, and more particularly local services, which employ a high proportion of female labour (Table III). 322,700 jobs have been lost (37.1%) in manufacturing industry alone principally, in a small number of metal related industries (282,200). Of these some 202,900 (36.0%) jobs have disappeared in motor vehicle assembly and associated engineering and component suppliers. The other vital sector of the West Midlands manufacturing economy, metal manufacture, lost over half its workforce (79,300 jobs) in the survey period. Job losses in these sectors continue.

7J 1.14 Gains in service sector employment (143,800) fall well short of compensating for manufacturing job losses or meeting the rapidly

TABLE II

WEST MIDLANDS ASSISTED AREA

Employees in Employment Change 1971-1985

INDUSTRY	(000's) 1971	1981	1985	CHANGE (000's) 1971-81	1981-85	1971-85	% CHANGE 1971-85
Agriculture, Fishing and Forestry	10.0	10.4	10.1	+ 0.4	- 0.3	- 0.1	- 1.0
Energy/Water Supply	38.7	34.3	29.6	- 4.4	- 4.7	- 9.1	-23.5
Extraction, Manufacturing Minerals and Metals	146.2	82.8	66.9	- 63.4	-15.9	- 79.3	-54.2
Metal Goods/Vehicle Industry	564.1	408.7	361.2	-155.4	-47.5	-202.9	-36.0
Other Manufacturing	154.4	126.2	115.7	- 28.2	-10.5	- 38.7	-25.1
Construction	76.0	66.2	53.9	- 9.8	-12.3	- 23.1	-29.0
Distribution, Hotels and Catering	230.6	250.8	283.1	+ 20.2	+32.3	+ 52.5	+22.8
Transport and Communications	54.8	63.9	61.0	+ 9.1	- 2.9	+ 6.2	+11.3
Banking, Finance, Insurance	76.8	94.3	109.8	+ 17.5	+15.5	+ 33.0	+42.9
Other Services	272.6	342.0	325.7	+ 69.4	-16.3	+ 53.1	+19.5
TOTAL	1,624.3	1,479.6	1,417.0	-144.7	-62.6	-207.3	-12.8
Manufacturing Industry	864.7	617.7	542.0	-247.0	- 5.7	-322.7	-37.3
Services	634.8	751.0	778.6	+116.1	+27.6	+143.8	+22.7

1985 figure is a proxy based on 1981 census proportions by individual sector applied to June 1985 Regional figures.

TABLE III

WEST MIDLANDS ASSISTED AREA

EMPLOYEES IN EMPLOYMENT: MANUFACTURING AND SERVICE INDUSTRY 1971, 1981 AND 1985
(000's)

	1971*	1981*	1985#	CHANGE 1971-1981	CHANGE 1981-1985	CHANGE 1971-1985
MANUFACTURING						
MALE	627.3	455.8	410.1	-171.5	- 45.7	-217.2
FEMALE	236.9	161.8	132.4	- 75.1	- 29.4	-104.5
TOTAL	864.2	617.6	542.5	-246.6	- 75.1	-321.7
SERVICES						
MALE	296.3	323.4	333.6	+ 27.1	+ 10.2	+ 37.3
FEMALE	338.6	427.6	445.0	+ 89.0	+ 17.4	+106.4
TOTAL	634.9	751.0	778.6	+116.1	+ 27.6	+143.7

* Census of Employment
# June 1985 Estimates: Source: DE Gazette

TABLE IV

WEST MIDLANDS ASSISTED AREA

UMEMPLOYMENT LEVELS (JUNE)
(NOS)

% Unemployment rate

YEAR	MALE	FEMALE	TOTAL	WMAA	GB
1971	34,693	5,872	40,565	2.4	3.0
1972	38,477	6,410	44,887	2.6	3.4
1973	22,883	4,369	27,252	1.6	2.4
1974	26,880	4,881	31,761	1.9	2.3
1975	49,153	12,566	61,719	3.6	3.6
1976	73,925	22,719	96,644	5.6	5.6
1977	66,329	25,221	91,550	5.3	5.9
1978	75,439	37,939	113,378	6.6	5.9
1979	64,652	29,018	93,670	5.5	5.4
1980	83,250	39,868	123,118	7.2	6.7
1981	173,872	63,375	237,247	13.8	10.9
1982	197,450	72,218	269,668	15.7	12.1
1983	205,636	72,879	278,515	16.9	12.3
1984	191,961	75,560	267,521	16.3	12.4
1985	191,788	78,467	270,255	16.3	13.0
1986 (Jan)	197,714	83,271	280,985	17.1	13.9

Source: RMIU

increasing workforce (itself due to high birth rates in the prosperous decade of the 1960s). The large growth of employment in the public sector services during the 1970's (69,400) has been reversed in the 1980's (-16,300) and a number of private sector service occupations are also decline. The only two sectors of the Assisted Area's economy currently growing in job terms are retailing, hotels and catering - (52,500, 1971-85) and banking and financial services (33,000).

7J 1.15 The period 1971-85 has seen female employment grow by 1,900 jobs (Table III) - losses of 104,500 in manufacturing offset by gains of 106,400 in services. Male manufacturing job losses have been 217,200 offset by a gain of 37,400 in services - a net loss of 179,900.

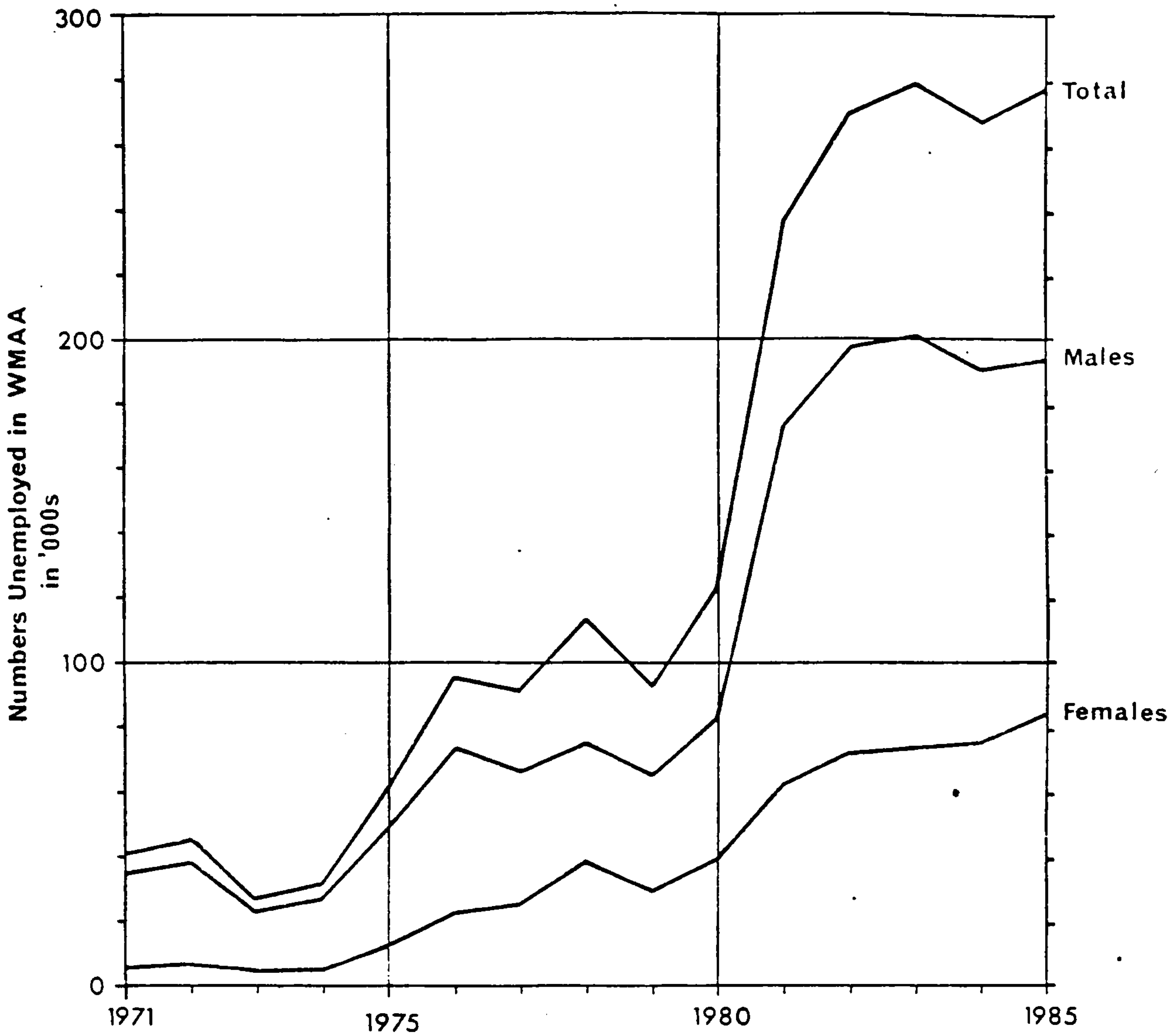
7J 1.16 Overall only 4% of jobs created in Great Britain since 1982 have been in the West Midlands (28,000 out of 661,000). This represent the lowest job creation activity of any UK region.

7J 1.17 Until the early 1970's unemployment in the Assisted Area was neglegible, -'but as Table IV illustrates, unemployment rose from 40,565 in 1971 to 93,670 in 1979 and 280,985 in January 1986. (See fig 3(a) and (b)). The January 1986 figures include 197,714 (19.9%) males. The unemployment rate of 17.1% is one of the highest in the UK and some 23% greater than the national average. A further deterioration is expected with the labour force expanding at the rate of 0.5% per annum, and unemployment is forecast to be 1,750,000 in 1987.

7J 1.18 The incidence of unemployment as well as the absolute numbers involved give cause for concern in three ways. (i) its spatial distribution is heavily concentrated in the older urban areas, and Telford. Some parts of Birmingham, Coventry and the Black Country have unemployment rates well above 40% by local authority assessment. Unemployment contributes to deprivation in areas which have been the scene of street disorders; (ii) in September 1985 some 102,537, or 37% of unemployed people in the Assisted Area's were under the age of 25 (and 35,000 more were on special employment programmes); (iii) 136,130 persons, 49% of the total number, had been out of work for more than 12 months - and 67% for more than 6 months.

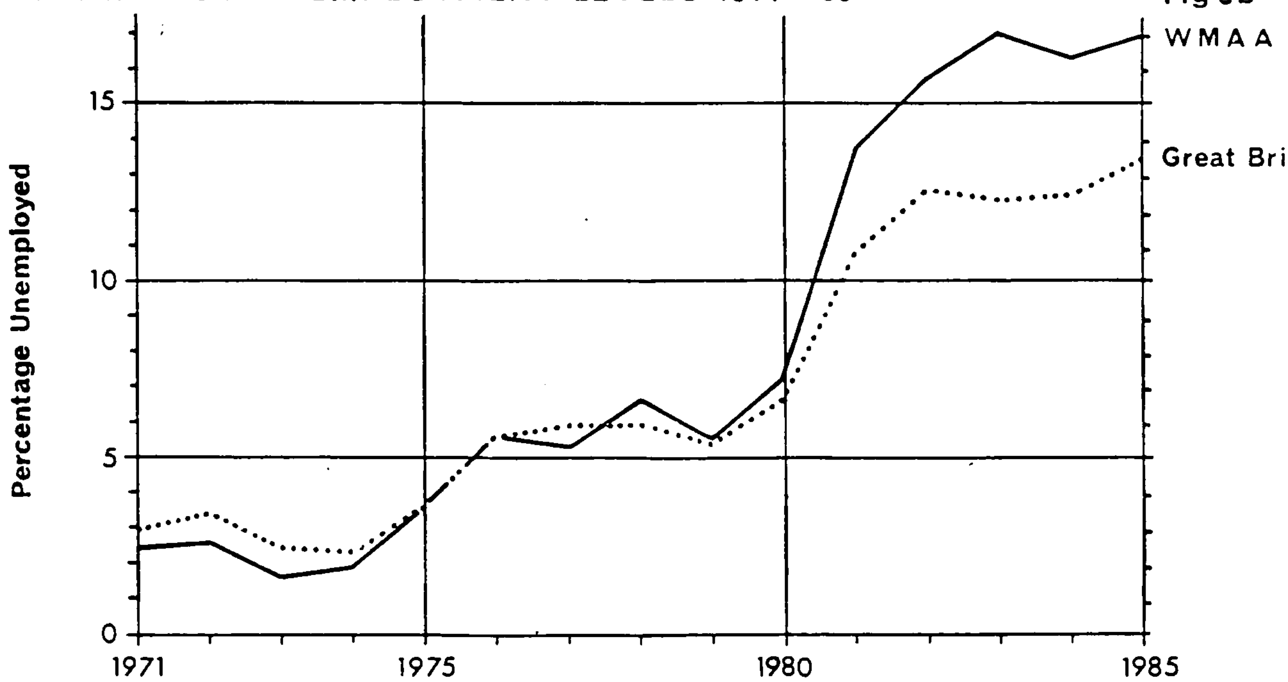
WEST MIDLANDS ASSISTED AREA
UNEMPLOYMENT LEVELS 1971 - 85

Fig 3a



WMAA and GB
PERCENTAGE UNEMPLOYMENT LEVELS 1971 - 85

Fig 3b



ii. INDUSTRIAL PERFORMANCE

7J 1.19 In 1983 the West Midlands accounted for 9.3% of Great Britian's manufacturing employment. However, **Net Capital Expenditure** per employee **was** only 81.5% of the UK value, the lowest of all UK regions. **Gross Value Added** per employee was 88.9% of the UK average (in the West Midlands County Area, which comprises most of the Assisted Area, the figure was 85.2%) almost the lowest regional total in the UK. In 1968 the West Midlands **Gross Domestic Product** per head was 7.3% above the UK average, second only to the South East. By 1983, it had fallen to 88.1%, lower than all the English Regions and Scotland. The West Midlands contribution to UK GDP (excluding continental shelf) fell from 9.3% in 1974 to 8.1% in 1983. This was the steepest fall among all Regions. In terms of European Community Level 1 regions at 1981 (1981 = 100) the Region had 81% of the Community average GDP - the lowest figures outside some of the Mediterranean sub-regions, Northern Ireland and Ireland. **Capital Investment** in manufacturing industry, between 1976 and 1982, was consistently about 3% below the expected proportion of the West Midlands share of manufacturing employment. **Personal Disposable Income** in 1974 was the same as the UK average; by 1983 at £3,273 per head it was the lowest of all Region's with the exception of Wales and Northern Ireland.

iii. SHORTAGE OF NEW INVESTMENT DURING THE PAST 40 YEARS

7J 1.20 There has been a general lack of new investment in the Assisted Area since 1945. Few new industries have come in from other parts of the country or from overseas and, particularly since the mid 1970's, a number of leading West Midlands companies have opened production capacity in other countries. The Assisted Area has in part been a victim of its own past economic success. The industrial legacy has left an urban environment of generally poor quality with significant deficiencies in those infrastructure services which directly support industrial activity. Surveys are showing that national institutional investors are reluctant to fund schemes in this Area. Post-war regional policy sought to steer investment and new jobs to less prosperous areas against a background in the West Midlands of shortages of skilled labour, high wages relative to other Regions, and a reputation for bad industrial relations and inefficient working practices. Most major expansion and development projects by West Midlands companies took place in other regions. This policy led in part to the fragmentation of long-standing industrial linkages and, in retrospect, hindered diversification of the Region's economic base. The absence of speculative advance factory building was a factor working against efficiency and productivity. The regional policy stance towards the West Midlands was relaxed in the 1970's but by then failure to invest in the region had led to out-dated machinery and buildings, low output and high unit costs.

iv. MAJOR DECLINE IN THE ASSISTED AREA'S STAPLE INDUSTRIES

7J 1.21 There is a high degree of inter-linkage and inter-dependence in the local economy between the large motor vehicle assembly and component plants, and the electro-mechanical industries with their myriad of small suppliers. The Assisted Area has a high proportion of the UK's major manufacturing firms, both nationally and regionally they have suffered intense problems over the past decade. Far-reaching measures of rationalisation and restructuring have been undertaken with major plant closures in the Assisted Area by firms of national and international importance (for example, BL, GKN, TI, GEC, Lucas, Dunlop, Massey-Ferguson and others). Between 1979 and 1985 over 248,000 redundancies were notified in the Assisted Area, over 75% of them in consequence of complete closure of a factory. The process of rationalisation is continuing.

v. POOR INDIGENOUS GROWTH

7J 1.22 Many of the problems of the metal-forming industries have stemmed from the fall in the share which UK car assemblers have of the home market. The West Midlands is the core of the British car assembly and component industries. In 1984 British passenger car production was 909,000 which was only 47% of the peak 1972 output. In addition UK car makers are beginning to source components from overseas cutting further into the market share of West Midlands component suppliers.

7J 1.23 Many companies in other industries are less able to engage in competition with firms in the United States and the rest of Europe which have moved to a higher technology base and product and cannot compete with the Third World on labour costs. For example, the machine-tool industry used to occupy a key position in the Assisted Area's industrial structure, through its links with vehicles, engineering and the metal based sector. In 1982, the Assisted Area accounted for 20% of the total number of machine tools in the UK - the highest share for any Assisted area; but it had only 9% of the UK stock of modern numerically-controlled tools and very few were produced in the region. Only 1.1% of the Assisted Area's machine tools were numerically-controlled - the lowest proportion in the Country. The West Midlands had the oldest stock of machine tool equipment in Great Britain, with 32% of tools built before 1961.

vi. QUALITY OF THE LABOUR FORCE

7J 1.24 The Assisted Area has traditionally been associated with a high level of manual skills, but this is becoming less true. There are still large numbers of semi-skilled workers whose skills were learnt on the job, but there is growing concern about the ability of the Region's work-force to respond to the challenge of new technology.

7J 1.25 In recent years investment in apprenticeship schemes have fallen back sharply. In 1981, only 17,700 people took on apprenticeships, and there were 27,100 industrial trainees in total. These figures are very low by historical standards. By 1984 the situation had deteriorated even further. There were only 10,000 apprentices and only 15,000 trainees altogether. There is already concern that the cumulative effect of this under-investment in apprenticeships could affect the Assisted Area's ability to take advantage of any increase in demand, particularly in the more modern industries. Despite the recession there are persistent shortages of some crucial industrial skills, both traditional and new.

vii. LESS URBANISED AREAS

7J 1.26 The economy of many of small towns and villages in Warwickshire, Worcestershire, Shropshire, Staffordshire and Leicestershire have been linked closely with the major industrial area, and many have the same problems of over-dependence on metal based manaufacturing industries. There have been some sharp employment declines and a consequent shortage of job opportunities in these areas too. More recently modern industrial estates have been grafted onto the older manufacturing zones but have yet to compensate fully for the economic decline in the staple industries. This is partly because the historic movement of mobile industry from the industrial heartland to the outer areas has slowed to a trickle in recent years. This has left the outer areas with a young and growing labour force for which there is a shortage of job opportunities.

viii. AGRICULTURE

7J 1.27 Agriculture plays an important role in the Assisted Area's economy although small in terms of employment which is declining. Much of the land is high grade and geared toward producing food for direct consumption. The agricultural areas are also experiencing a lack of job opportunities.

THE CONSEQUENCES OF INDUSTRIAL DECLINE

7J 1.28 Two and a half centuries of continuous economic development has left behind a stark legacy of decayed infrastructure, poor physical and environmental conditions, and low standards of social and neigbourhood facilities.

(i) DERELICT LAND

7J 1.29 Industrial dereliction is widespread, large scale and technically difficult encompassing coal, iron and limestone workings which date back to the beginnings of the industrial revolution; disused transportation facilities (canals, railways); former sites of statutory undertakers (gas, electricity, water); industrial waste tips; former military works and installations; and former factory sites which have ground contamination or massive foundations most notable the three former steelwork sites Bilston, Roundoak and Patent Shaft. This legacy of previous mining and mineral extraction is not confined to the industrial heartland but covers an area from Telford, through the Conurbation and South Staffordshire to North Warwickshire and part of Leicestershire.

7J 1.30 Industrial decline in recent years has exacerbated the situation. In spite of the considerable achievement of reclaiming 2,310 ares during the period 1974-82, the amount of derelict land justifying amation has increased by 42% to 3,926 hectares. This is against the onal trend of decline in derelict land. Table V sets out the position.

E V INCIDENCE OF DERELICT LAND IN THE ASSISTED AREA

HECTARES AT 1974	TOTAL RESTORED 1974-82	HECTARES AT 1982	CHANGE 1974-82
2,769	2,310	3,926	+1,157

: 1974 and 1982 are the years in which National Surveys of Derelict Land in and were carried out based on returns by local authorities.

.31 Reclamation in the period 1974-82 dealt with much of the less difficult lict land, so that the remaining area contains a hard core of sites with icular technical problems, including ground instability, which makes them cially difficult and costly to reclaim for development uses.

.32 The environmental impact of derelict land cannot be overstressed. In Black Country, for example, statutory derelict land accounts for nearly 5% he total land area. This must be assessed against the situation of a tage of sites larger than half a hectare in the old urban core area. That f sites that could accommodate modern flexible manufacturing facilities.

VACANT INDUSTRIAL FLOORSPACE

.33 Vacant industrial floorspace in the Assisted Area at 1985 stands at 12.2 million square metres. A survey by Aston University of industrial k (1979) revealed that much was obsolete and highly congested: 50% of the k dated from before 1932, much pre-dating 1914. Many buildings were i-storeyed, unsuited to modern manufacturing techniques and unlikely to be cupied; many could be expected to become derelict sites in the near re. The Study also revealed that the rate of replacement for industrial k in the Assisted Area was less than 1% per annum - compared to 7% in major strial regions overseas.

(iii) ACCESS

7J 1.34 The 19th century road layout of much of the Assisted Area hinders access by modern road transport to premises, and limits car and lorry parking and loading operations. There are difficulties in linking industry to the high capacity highway network - the legacy is of narrow canal bridges, narrow and under-strengthened roads. It also means a considerable amount of industrial traffic travelling through town centres, residential and other environmentally sensitive areas. This is having a direct effect on the viability of industry.

(iv) WATER TABLE

7J 1.35 The level of the underground water table has been rising rapidly since the mid 1970's - 30 cm a year in large parts of the conurbation - as industrial activity has declined and firms become more efficient in water usage. It is now very near the surface in areas of low ground, primarily the Tame Valley which is a major industrial artery in both Birmingham and the Black Country. It is causing flooding of industrial premises, many which have deep basements, and threatening the foundations of buildings. The rising water table could affect the re-use and reclamation of industrial areas and lead to higher infrastructure costs being incurred. The Construction Industry Research and Information are currently surveying the extent of the problem in Birmingham.

INDUSTRIAL INFRASTRUCTURE

a. TRANSPORT

7J 1.36 Road transport is the principal transportation mode for industry, carrying over 85% of the area's freight traffic. Most industrial exports go by road to the ports. Incomplete road links (see fig 2a) include a direct route to the East Coast ports and an adequate route to the South and South-east ports through which 71% of the area's international trade passes. Improvements to both routes are however fairly well-advanced in the planning stage.

7J 1.37 The modern inter-city railway system generally gives the Assisted Area good access to other parts of the United Kingdom (see fig

2b). However, the intra-regional network has altered little over the past 100 years and here investment has been considerably restricted. Much of the intra-regional public transport system is in need of renewal and improvement to link post war peripheral housing areas with the main centres of employment.

b. WATER AND SEWERAGE

7J 1.38 Water supply and waste water infrastructure is not seen as a hindrance to new development which is given priority by the Water Authority. There is a programme of renewing outdated and decaying infrastructure in the older urban and industrial areas and remedying environmental problems to improve water quality and meet modern industrial needs.

c. ELECTRICITY

7J 1.39 Electricity supply problems are restricted to only a few locations where the introduction of large loads could require local systems reinforcements. The current system can cope with a considerable increase on the present level of electricity demand although some reinforcement may be necessary at individual supply points as and when the load develops. This should not present any major problems provided that the Electricity Boards are made aware of prospective electricity load growth soon enough to accommodate the lead time for commissioning any such reinforcements. On present schemes this is of the order of 3 to 4 years.

d. GAS

7J 1.40 In terms of gas, the Assisted Area is provided with a comprehensive supply network. The high pressure mains are relatively new and a well defined replacement programme for mains and services has been pursued for a number of years and will continue, to ensure that the system remains in good condition. In certain areas special measures need to be taken to overcome the problems of mining subsidence and precautionary action is planned to remove risks to the supply system which could be associated with the collapse of limestone caverns.

e. LAND WASTES DISPOSAL

7J 1.41 Waste disposal is a problem of concern within the Assisted Area, with both the volume of household and commercial collected waste continuing to increase. Eighty percent of industrial waste is solid and 12% liquid. Some 20% of the total industrial and commercial waste generated has to be exported outside the Assisted Area for treatment.

SOCIAL EFFECTS

i. POPULATION MOVEMENT

7J 1.42 Sharp economic decline saw the population of the Assisted Area fall by approximately 87,000 (0.2%) between 1981 and 1984. The majority of the loss was due to out migration - a net loss of 422,000 people during the period was only partially compensated by natural increase. The majority of the out migration loss was from the West Midlands County (452,000) with an annual loss over the period of 1.7%. The remainder of the Assisted Area had a net migration gain of 30,000.

ii. INNER CITY PROBLEMS

7J 1.43 Much of the West Midlands Assisted Area contains classic inner city symptoms of falling population, poor housing, old and declining industry, high unemployment, a poor environment and racial tension and multiple deprivation. Because of the scale and intensity of these problems, Birmingham has been designated as a Inner City Partnership Area; and Coventry and the Black Country boroughs of Wolverhampton and Sandwell are designated Programme Authorities. Walsall is a Designated District with powers under the Inner Urban Areas Act 1978. An idea of the scale of the problem can be given by the Inner City core of Birmingham which contains 280,000 people. 36,000 (32%) are unemployed with a teenage rate of 42%. 28,000 houses, 30% of the total stock, are unfit, while 113,000 people (40%) are of Asian or Afro-Caribbean origin of whom 31% were born outside the UK.

iii. EDUCATION

7J 1.44 Key statistics in economic performance are mirrored in those education statistics which have an important bearing on the economic situation. In the academic year 1982/3, 11.5% of all school leavers (13.36% for boys) left education with no graded examination results whatsoever, the highest of all English regions. (English average 9.6%); and the West Midlands has the lowest proportion of all Regions of school leavers going on to advanced education to degree standard.

iv. HEALTH

7J 1.45 The general health of the Assisted Area population compares unfavourably with that of Great Britain across a wide number of indicators. Premature mortality and circulatory diseases are above the national average while the peri-natal mortality rate is the worst in the Country, being consistently high in the main urban area. The area has a historically low level of health service provision in relation to population needs. In 1985 it was some 6.7% below its target level of national resources. It is also deprived in terms of quality and quantity of capital stock. There is no possibility of replacing, within the foreseeable future, all those hospitals where conditions of the fabric is unacceptable or buildings functionally inadequate, although national resource allocation formulae for the National Health Service given the West Midlands a degree of priority.

v. TOURISM

7J 1.46 There are clear weaknesses regarding the further growth of tourism in the Assisted Area. Because of poor infrastructure facilities some attractions have already reached saturation point at key times in the year while others cannot develop their potential. The main drawbacks are:-

a. a poor image to tourists. Surveys have shown that the perceived quality of the physical environment in the main urban area is of such a low standard that it deters the development of tourist initiatives.

b. the lack of tourist-related infrastructure. These include poor access to facilities and inadequate car parking and marina dock facilities, and the lack of a range of suitable quality hotels.

c. deficencies in management and marketing which hinders effective co-ordination of the large number of good, small facilities.

In short, tourist attractions and facilities in the West Midlands have yet to realise their full potential.

vi. RECREATION AND SPORT

7J 1.47 Whilst it is difficult to draw definitive conclusions from the available statistical information, there is evidence to suggest that levels of participation in sport and recreation activities are below the national average. In part this reflects the low level of disposable income in the inner urban areas. Particular deficiencies include indoor sports halls and facilities. Cultural facilities in the Assisted Area compare favourably with other Regions in terms of participation and provision. There are deficiencies for the arts in some of the rural and peripheral areas. There are still some gaps in provision, in particular the lack of a major concert hall, but this will be remedied when the International Convention Centre is built in Birmingham.

LOCAL ISSUES

7J 1.48 Throughout the Assisted Area the underlying weakness of the economy is exacerbated by local difficulties. It is not practical within the framework of this profile to describe in full the issues facing all the local economies. The following serve as examples of the type of localised economic difficulties currently affecting the area.

i. Limestone Caverns

7J 1.49 The existence of widespread underground voids resulting from 18th and 19th century limestone workings in the Black Country and The Wrekin has been known for many years. Serious subsidence has occurred recently and a consultants report has highlighted serious potential risk of collapse in several built-up locations. Various remedial options (all expensive) are now being considered and about £4M expenditure has already been approved by the Government. The local authorities have produced strategy documents on how they intend to tackle the problem. Simultaneously research is continuing on 4 fronts: (a) looking at ways of monitoring collapses under-ground; (b) examining ways of studying changes on the surface; (c) testing colliery waste as a material for bulk pumping into mines; and (d) locating potential sources of fill material around the Black Country.

ii. Coal Mining

7J 1.50 The large-scale problems of coal mining are mainly absent from the Assisted Area, but there are localised problems of dereliction and job loss affecting towns and villages in East Shropshire, Southern Staffordshire and Northern Warwickshire. For example, in the Warwickshire coalfield the number of mines in operation has fallen from 16 to 4, and jobs from 16,000 to 4,500. Two of the remaining pits are expected to close within the next 10 years.

iii. Kidderminster

7J 1.51 Kidderminster is an important centre nationally for the carpet industry. During the last 10 years the industry has rationalised and modernised to compete effectively against foreign competition and meet changing demands for carpet products. The loss of employment has been heavy and alternative employment in other local industries, principally engineering, has been unavailable since this sector has also been in decline. The rationalisation process has also left a large stock of obsolete buildings.

PROSPECTS

7J 1.52 The short to medium term prospects of the West Midlands Assisted Area are closely allied to those of the UK economy as a whole in particular to the fortunes of the vehicle and engineering industries. However, the continuing improvement in the national economy would have to be substantial and sustained before it had a significant influence on the basic underlying structural problems of the Assisted Area's economy outlined earlier.

7J 1.53 The main trends, and likely constraining factors influencing development over the period to the end of this decade are likely to be:-

i. continued poor prospects for indigenous growth. Recent assessments of potential growth industries show few located in the West

Midlands; but almost all the traditional industrial sectors of the Assisted Area are expected to experience further decline, particularly in the metal related industries, engineering and the motor vehicle industry. All the evidence available suggests that there will continue to be rationalisation and restructuring of plant and equipment in the Region leading to further contraction of manufacturing employment.

ii. Regional employment forecasts derived from the Cambridge Econometric National Forecasts for the UK Economy, suggest that the prevailing conditions of moderate international growth, will lead to a further 125,000 job losses in the West Midlands manufacturing between 1984 and 1991 and only a slight growth in service employment.

iii. The cumulative effect of under-investment in apprenticeships and in modern plant and machinery will affect the ability of the Region to take advantage of any increase in demand. The Manpower Services Commission is already reporting skill shortages in certain areas within engineering and in the new technology-related occupations.

iv. The lack of suitable large sites for industrial development within the main urban areas can only be remedied by a large programme of land reclamation and environmental improvement.

v. Continuing restraints on public expenditure of neccesity curtail the resouces which central, local and public sector authorities have available to undertake development programmes or take advantage of significant infrastructure development opportunities. This in turn limits employment arising from construction programmes and major capital projects.

vi. Private industry in the Region has been starved of capital in order to be able to survive the recession, which means insufficient resources may be available to fund new capital investment programmes and the large volume of training required in an age of new technology.

7J 1.54 Although the Assisted Area is now in a relatively better position to compete with the rest of the country for both increased inward investment, and indigenous investment and expansion, it will take time within the Region to lay the basic framework to be able to take advantage of the opportunities. The emphasis is on improving the environment to make the area more attractive to investment. A continuing net outflow, albeit much reduced, of mobile industry to the surrounding more rural counties, can thus be expected.

7J 1.55 The OPCS (1981) labour supply forecasts (with migration) shows an increase in the working age population to the end of the decade; all parts of the Assisted Area are expected to see an increase in labour supply although it is likely to be more pronounced in the areas on the periphery and within the New Towns. This is coupled with a projected fall in the number of jobs available. These features suggest little prospect of an improvement in the region's basic unemployment problem in the period between now and the end of this decade.

Section II : DEVELOPMENT OBJECTIVES

INTRODUCTION

7J 2.1 The deterioration of the West Midlands economy and its physical fabric has been recognised within the Region for some time. A number of key development objectives have been carefully worked out by public agencies to arrest the situation and lay the foundation for a return to prosperity.

7J 2.2 The broad aims of all agencies in the Assisted Area in terms of economic development are to combat existing unemployment, to create an environment which will foster economic growth and to strengthen and diversify the economic base. These aims are now in the process of being implemented. In land use terms, the key elements are contained in six up-to-date structure plans which cover the whole of the Assisted Area and beyond.

7J 2.3 The overall strategy which emerges is intended to reduce unemployment. The strategy involves:

a. Harmonising economic, physical and social policies, including housing, to steer as high a proportion as possible of the new and replacement economic and housing development to the Assisted Area and to improve the environment.

b. Providing the services necessary to modernise and restructure existing industry, and develop new technology industries to achieve self-sustaining economic growth in the Regional economy.

c. Developing the potential of the Area's central location within the United Kingdom and its modern communications network.

d. Using in a positive way the extensive industrial heritage of the Assisted Area and adjacent districts for the attraction of tourist development.

e. Continuing the development of a programme of training and re-training the working population.

f. Resolving problems of extensive land sterilisation by systematic programmes of derelict land treatment.

7J 2.4 Within this framework the main **development objectives** for the **Assisted** Area are:

Economic Infrastructure

A. New Industry

1. To encourage the development of new technology industry on sites attractive to companies, to encourage the adoption of new technology in traditional production and process developments by both new firms and existing industry.

B. Land and Buildings

2. Economic renewal through redevelopment of land and buildings by:

a. the provision of a portfolio of serviced sites;

b. schemes to encourage land assembly, including clearance of derelict land and obsolete buildings;

c. provision of small units for new industrial and tourism businesses, in new or refurbished premises, and for 'non-conforming' users.

3. To encourage firms to expand employment opportunities and to improve not only the efficiency of their operation but also the physical fabric of the buildings and their surrounding area.

C. Investment

4. To encourage inward investment to all parts of the Assisted Area.

D. Tourism

5. To enhance the status of the West Midlands as a major national and international focus of commerce, tourism and sport.

6. To enhance existing facilities and develop new tourism attractions and improve the flow of information about them.

7. To improve accessibility by personal and public transport to tourist facilities.

E. Access Improvement

8. To improve access between and within, industrial areas by highway and bridge improvements and removal of on-street parking.

9. To improve intra-Regional public transport facilities to give greater choice to job seekers and give wider labour catchment areas to existing and new firms.

10. To improve transport links (road, rail and air) for industry and commerce between the Region and other parts of the UK and Europe.

F. Business Support

11. The provision of information, advice, investment support and selected financial assistance by way of loans and grants to retain existing, and encourage new firms, to develop in the Assisted Area.

12. The encouragement of indigenous growth and enterprise by a series of measures aimed at improving managerial and business efficiency and understanding of new technology.

G. Services

13. To encourage the development of major business service sectors, which would include further development of business conference and exhibition facilties.

H. Training Initiatives

14. Enhance occupational mobility of the work-force through the continued use of training and work experience programmes for residents.

ENVIRONMENT

15. Significantly improve the general environment to stimulate a higher level of public and private investment by industry, commerce and tourism in the region.

16. To intensify the existing large programme of reclaiming and developing for alternative uses areas of industrial and mining dereliction thereby removing not only eyesores and sterilisation but the disincentive to new industrial and commercial development.

17. To work with private and public sector landowners to clear several million square metres of redundant factory space; and to put this land to beneficial alternative uses.

18. To bring back into use the long established canal network of the area for tourist purposes as the epitome of the Region's industrial heritage and a major leisure facility.

SOCIAL INFRASTRUCTURE

19. To improve health and educational facilities in the Assisted Area, particularly, in those fields of provision where the most pronounced social disadvantage obviously stems from the Area's industrial character.

20. To develop amenity, recreational and cultural facilities in the Assisted Area, to improve the quality of life of its inhabitants and enhance perception by firms and businesses of its potential as a location for new development.

SECTION 3 : DEVELOPMENT MEASURES

(i) ECONOMIC

7J 3.1 The following details the various measures to adi the attraction of mobile industry, the efficiency and innovativeness of indigenous industry and the establishment of small firms.

1. INDUSTRIAL SITES AND PREMISES

7J 3.2 Local authorities and new town corporations have provided advance factory units in relatively large quantities, particularly during the late 1970's and early 1980's, during which period private sector activity was extremely sluggish. The Development Corporations in Telford and Redditch (now dissolved) have had notably large programmes. For example, Telford DC have provided over 600,000 m^2 of new factory floorspace since the 1960s. In rural areas, the Development Commission has been active in small unit provision while, in inner city areas, local authorities have often been innovative in the kinds of industrial buildings constructed and the locations chosen.

7J 3.3 A recent survey of residential and commercial property commissioned by English Estates indicates that, although as a whole the Assisted Area is now well served again by the private sector, certain locations in parts of the Black Country, Birmingham and Coventry do not attract investment. There are hopes that even these gaps could be filled as small manufacturing businesses become more aware of the benefits of modern, well planned and competitively priced small industrial units which improve manufacturing/processing efficiency, aid image, the surrounding environment and the overall quality of product whilst assisting in sales and marketing. Many firms realise that the old, run down premises, which are still too prevalent within the Assited Area, do nothing to impress the workforce, suppliers, customers or investors. Many small businesses see modern units as a distinct asset and a way to avoid costly renovations, repairs, space restrictions and wastage.

7J 3.4 In the foreseeable future, there will continue to be a place for local authority investment in industrial units which fill niches in the market not offering sufficient return for private investors, whether because of location or nature of enterprise.

7J 3.5 Highly innovative local authority schemes include the experimental Birmingham New Enterprise Workshops which started originally in one building with 12 small workplaces and some common service facilities: some 45 successful small businesses have left these workshops for larger premises. Building on this success, three further workshops have been opened, the last in September 1985. There are now 100 units and 190 new businesses have been created from Enterprise workshops, creating some 430 new jobs. Similar schemes are being introduced in Coventry, Sandwell, Dudley and Wolverhampton.

7J 3.6 By December 1985 some 16 local authority schemes had received European Regional Development Fund assistance of some £1.976m towards servicing and providing small industrial units. For example, in Wolverhampton, grants of £0.21 m and £0.064 m respectively have been given for infrastructure work for industrial units at a former Qualcast site and the conversion of the old Chubb factory building to provide advance unit acommodation; in Birmingham, the Camp Lane industrial redevelopment has provided 13 units. ERDF assistance has also been given for the development of venture units at Aston Science Park. Further schemes requesting grant aid of £8.370 m are with the Commission. These include the Hammond Business Centre and the Attleborough Fields Industrial Estate, Nuneaton for the construction of 24 small industrial workshop units and further infrastructure provision. Cannock are bidding to convert nine pit-head buildings into a New Enterprise Centre, and construct 10 small factory units at Delta Way. South Staffordshire have been granted infrastructure aid of £0.420 m to develop a business Park.

2. FINANCIAL ASSISTANCE TO INDUSTRY

CENTRAL GOVERNMENT

(i) Mandatory Grants

7J 3.7 The West Midlands Intermediate Area is not eligible for Regional Development Grants but is eligible for Regional Selective Assistence where capital expenditure on projects which create new jobs or protect existing ones and which would not go ahead without RSA.

(ii) Selective Financial Assistance

7J 3.8 Offers of Selective Financial Assistance in the Assisted Area between November 1984 and 1985, total over £21.0 m towards total project costs of over £186.0 m. It is estimated that 6,262 jobs were, or will be, created as a result of these projects and a further 7,400 jobs safeguarded. The Offices and Services Investment Scheme no longer exists but services sector projects can now qualify for aid under Section 7 of the Industrial Development Act. No separate figures are available to demonstrate the extent to which the Sector has benefited from aid in the West Midlands Assisted Area.

(iii) Innovation

7J 3.8 The Assisted Area has made good use of the Innovation grants available since November 1984. A total of 56 schemes have been awarded grant aid totalling £4.91M. These include the **Flexible Management Scheme** where three awards have been given to implement management systems and four awards under the **Microprocessor Application Programme** designed to bring electronic processes into manufacturing control systems. (Grant has been £132,400). This scheme runs out in 1986. The most successful scheme has been that of **Support for Innovation,** where 48 awards have been given, totalling £4.68M towards Research and Development projects primarily for the manufacturing industry. Most of the projects are conducted by industrial concerns themselves (£2.93m) but other awards have gone to Research Associations, for example, substantial grant to the Motor Industry Research Association, Industry Associations and to a Polytechnic. Currently, a sum of £5.0M is being offered to consultants to design schemes to encourage the use of **Advance Manufacturing Techniques,** and during the first six months that the scheme has been running, 18 applications have been received. When decisions are announced, grants of up to 25% of total costs will be given to install the plant and equipment.

LOCAL AUTHORITIES

7J 3.9 Over the past five years, local authorities have given priority to expenditure on industrial development, particularly for site preparation, improved road access to industrial estates and advanced factory buildings, as well as loans, grants to businesses and promotional work. The local authorities have been particularly active in providing comprehensive business advice and helping industry and services find sites as well as working with firms to tackle potential obstacles speedily. In spite of severe constraints on local financial resources, expenditure in these fields will continue to be a priority.

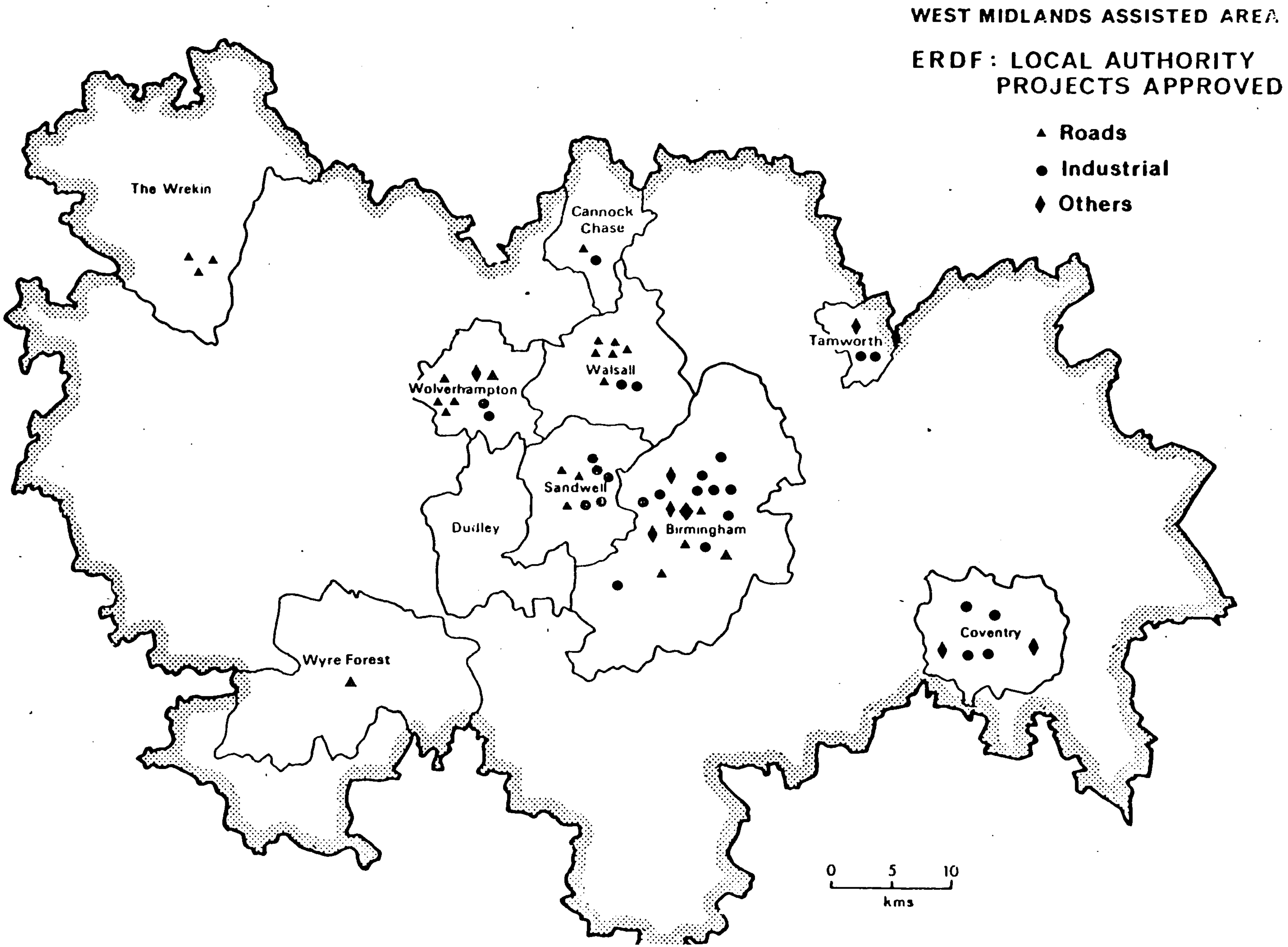
7J 3.10 **The West Midlands Enterprise Board** was established in 1982 to aid local industry in the Conurbation through the provision of equity capital and long-term loans to companies who satisfy the Board that they need such assistance. The Board is owned by the 7 metropolitan district councils and obtains its funds in the main from private sources, pension funds and merchant banks, although a small element is contributed from the general rate fund. To date 42 investments have been made in 31 separate companies totalling £9.5m.

EUROPEAN REGIONAL DEVELOPMENT FUND

7J 3.11 The Assisted Area has yet to take full advantage of the ERDF programme. Local authorities and public utilities are finding that because of budgetary considerations a number of worthwhile infrastructure schemes are having to be delayed, re-phased or dropped. Nevertheless, a total of 119 infrastructure projects (inclusive of the 1985 allocation) have been approved for ERDF aid, receiving grant assitance of £66.622m (see figs 4 and 5). In addition the Community has, under article 24 of the Fund Regulation, assisted a development study of the Foleshill site in Coventry, providing a total contribution of £25,000 towards costs of £50,000. Other potential feasibility studies, for example for Ironbridge Gorge Museum in the Wrekin and the Singing Cavern in Dudley, are currently being prepared.

3. PRIVATE INVESTMENT

7J 3.12 Despite the significant decline in private investment noted in Section 1, a number of larger industrial firms have continued with major investment plans. Jaguar Cars have announced a £400M 5 year investment programme; building of the £37M new engineering centre in Coventry will start in 1986. Cadbury Schweppes are investing £10M in Birmingham to provide new equipment, the latest phase in a £100M investment programme in the City. Massey-Fergusson is to invest a further £60M into its Coventry tractor plant over the next 5 years, in addition to a £22M programme of new investment to increase efficiency. Austin Rover


WEST MIDLANDS ASSISTED AREA
ERDF: LOCAL AUTHORITY PROJECTS APPROVED
Roads
Industrial
Others
The Wrekin
Cannock Chase
Tamworth
Walsall
Wolverhampton
Sandwell
Dudley
Birmingham
Coventry
Wyre Forest
0
5
10
kms

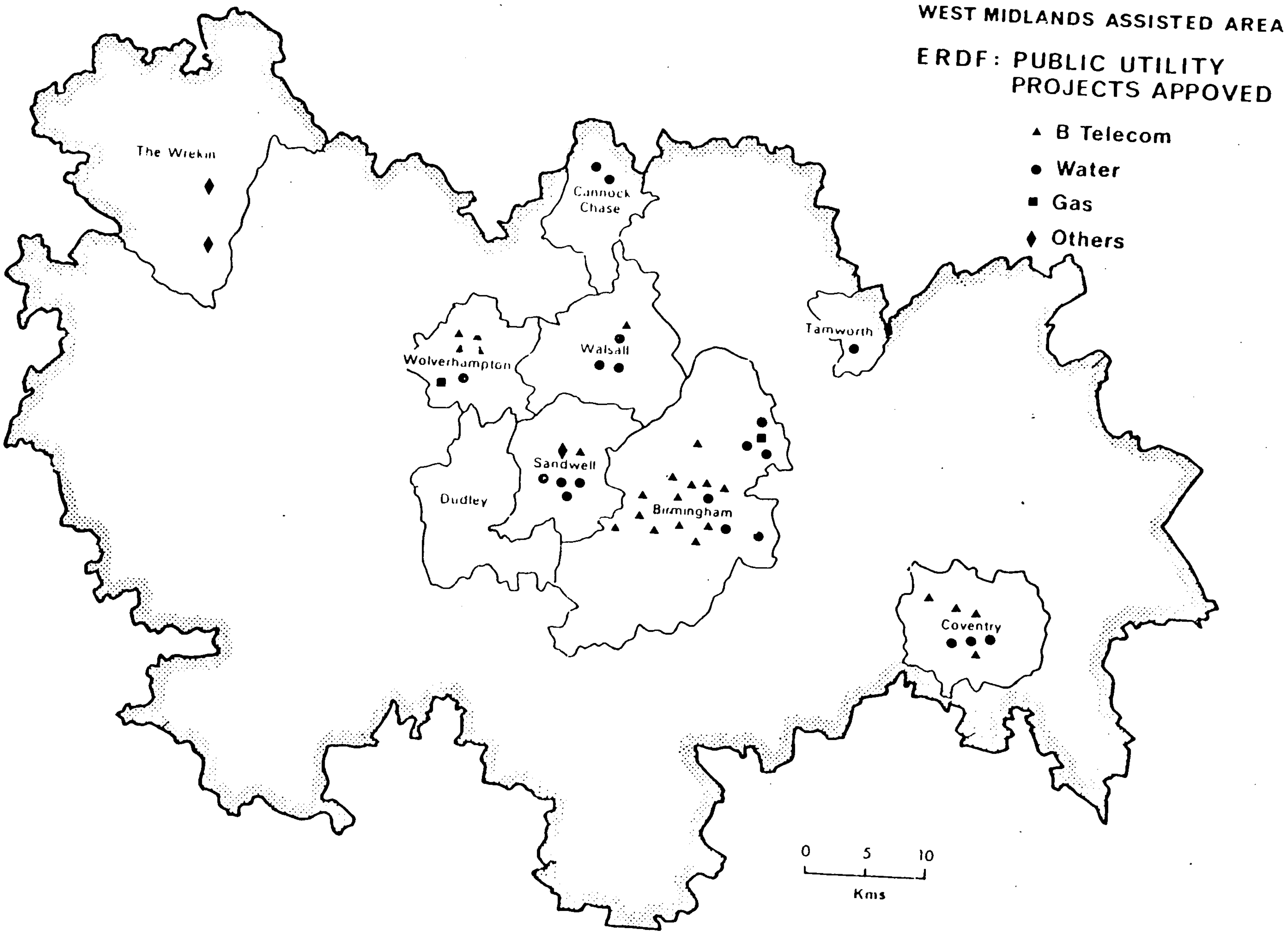

WEST MIDLANDS ASSISTED AREA
ERDF: PUBLIC UTILITY PROJECTS APPOVED
B Telecom
Water
Gas
Others
The Wrekin
Cannock Chase
Tamworth
Wolverhampton
Walsall
Sandwell
Dudley
Birmingham
Coventry
0 5 10
Kms

Fig 5

recently announced a three year plan to invest £80M in Birmingham to build new gearboxes under licence for Peugeot of France. Peugeot-Talbot are assembling the new Peugeot 309 model in Coventry.

7J 3.13 Most of the investments noted above will tend to secure existing jobs rather than create new ones. There are few major expansions within the Assisted Area which could lead to a significant increase in jobs. Some of the larger Urban Development Grant schemes such as Holford Park in Birmingham or the ERDF assisted Birmingham Convention Centre could lead to many more jobs, but the majority of developments of this kind have been, or will be, assisted directly or indirectly, by local and cental government and community funds. The supply of mobile industry is generally low. Inward investment from overseas tends to go to the other parts of the Assisted Area (Telford has had particular success with Japanese firms) although the West Midlands Industrial Development Association (WMIDA) has recently developed some promising links with firms from the North-East United States, where Inner City manufacturing locations are familar, and thus less forbidding.

7J 3.14 In general the Assisted Area will have to rely on the expansion of indigenous firms and new small business formation to increase the amount of private investment to levels required to make any major inroad into unemployment levels. The signs are poor. The office market is relatively stagnant; recent improvements in Birmingham and Solihull have been offset by losses elsewhere.

4. SMALL FIRMS

7J 3.15 Small firms have traditionally played a key role in the economy of the Assisted Area as suppliers or subcontractors to the staple industries of motor vehicles and the related metal and engineering trades. The structural decline of these key industrial sectors has painfully exposed many small firms who have failed to adapt to changing needs and markets, or lack the financial strength to find the new investments required. They have gone out of business.

7J 3.16 **The Small Firms Service** takes the Central Government lead in promoting good business practice in small firms and encouraging new businesses to survive and/or, grow. This activity is paralleled by Department of Employment and Manpower Services Commission initiatives on training and job creation. During the period 1982-mid 1984 the Small

Firms Service ran a sustained campaign to encourage small companies to diversify, improve efficiency and quality, make new products and look closely at supplying components to those already producing high technology equipment such as robotics. As a result, many completely new products are now being made in the West Midlands although the process of change and adaptation still has a long way to go. In addition manufacturing firms have, with the services and retail sectors benefited from targetted business advice, the Support for Innovation initiatives and the experimental Financial Management Advisory Service. This latter scheme was unique to the West Midlands in giving to small firms a package of financial, managerial technical advice as well as aid towards exporting, either to start exporting or to increase export markets. The Small Firms Service continues to promote the schemes available to small companies and help with putting together business plans and applications for loans, grants and equity investment.

7J 1.17 During the period since 1982, banks, institutions, local and central government have worked closely to encourage small business activities. At the grass roots level a number of **Enterprise Agencies** have been created to promote start-ups and aid small businesses. Advice and training are the main stays of this activity. Prominent enterprise agencies include Shropshire Enterprise Trust, Warwickshire Enterprise Agency, Sandwell Enterprise, Walsall Small Firms Advice Unit, Wolverhampton Enterprise (WELD), the Coventry Small Business Centre which works closely with the Coventry Innovation Centre, and Birmingham Venture which works in tandem with the Birmingham City Council. One example of the scale of activity of the typical enterprise agency is provided by Dudley Business Venture which has counselled 800 businesses in 2 years, created 600 jobs and been involved in 10 schemes with the British Steel Corporation. There are many others. All assist small business by way of grants, loans and consultancy services.

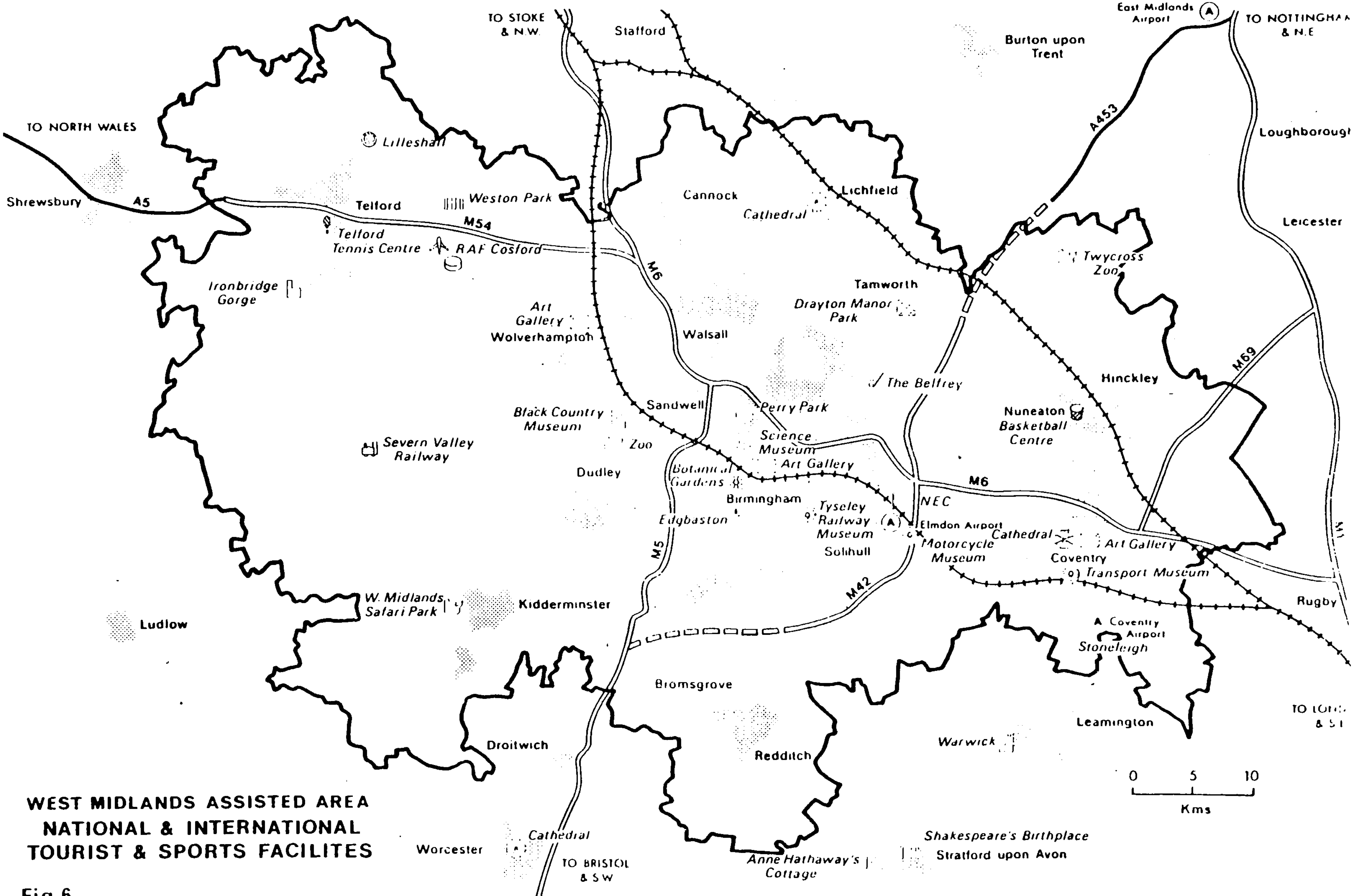
5. TOURISM

7J 3.18 The tourism potential of the Assisted Area remained dormant and largely unrealised during the long period of economic prosperity based on manufacturing industry. This has changed with the events of the last decade. Tourism is now an important component in the economy. Expenditure has increased fourfold in this period so that expenditure from 3 million visitors to the Assisted Area in 1984 amounted to £246M sustaining 26,400 jobs. 10% of the Visitors were from overseas whilst

28% of the tourist trips were for business and conference reasons, generating 24% of the expenditure. But it remains the case that lack of infrastructure facilities continues to hamper the latent, but excellent potential of the area.

7J 3.19 The Area's inherent strengths are local industrial heritage and culture interwoven with accessibility and centrality. The tourism growth points in the Assisted Areas are clearly defined (fig 6). There is (i) Christian Heritage based on the new cathedral of Coventry, and the Mediaeval Cathedral of Lichfield which between them attract 800,000 visitors per annum, 76% from outside the Assisted Area including 24% from the USA; (ii) Business Tourism generated by the National Exhibition Centre, Birmingham Airport and the area's prime manufacturing base; (iii) the unique canal system which links with industrial heritage throughout the Assisted Area, for example, glass in Stourbridge, the Black Country museum, the Jewellery Quarter and Gas Street Basin in Birmingham; (iv) Industrial museums which include the Ironbridge Gorge Museum, winner of the first European Museum of the Year Award in 1979, the Severn Valley River Heritage at Telford, the Birmingham Railway Museum, the Motor Transport Museum at Coventry, the National Motorcycle Museum at Solihull, and the museum of ancient and historic farm buildings at Bromsgrove; (v) The unique heritage attractions of Warwick Castle, Stratford-on-Avon and the Shakespeare country; (vi) The Severn Valley Steam Railway; and (vii) The leisure parks of the West Midlands Safari Park at Bewdley, and Drayton Manor Park near Tamworth, attracting over 400,000 and 900,000 visitors respectively per annum. In addition the Area contains sports facilities of national and international significance.

7J 3.20 The central aim of The Heart of England Tourist Board Strategy, "Tourism in the Heart of England: (1985-1990) a Strategy for Growth" (November 1985) is to (i) increase tourist expenditure by a further £75-120M and an increase of 8,000 in employment; (ii) gain a greater share of the UK and overseas market and thereby (iii) stimulate the provision of recreational amenities, environmental and infrastructure facilities for tourism will which in turn encourage industrial and residential investment. The principal market identified are the meetings and conference markets and the domestic/overseas short breaks. To achieve the market potential will require both the public and private sectors to put in capital investment of between £250m-£350m in all



WEST MIDLANDS ASSISTED AREA NATIONAL & INTERNATIONAL TOURIST & SPORTS FACILITES

Fig 6

aspects of the tourism product, but mainly infrastructure. The public sector will be expected to find approximately one third of this investment.

7J 3.21 As part of the overall strategy the local authorities are preparing local tourist action plans which concentrate on 3 issues - improving standards and information; improving and providing new facilities and service; improving marketing. The government has established an inter-departmental machinery to co-ordinate work on tourism in the region, under the Department of Employment leadership.

7J 3.22 The local authorities are building on the attractions of industrial heritage. The ERDF is currently giving grant aid of £53,700 to the Museum of British Road Transport in Coventry. Major schemes to be expanded or developed within the period to 1990 include the first phase of the Birmingham International Convention Centre with the assistance of £13.055m ERDF grant for phase I; the Canal system in Dudley (the subject of a possible Technical Execution Study) to expand visitor capacity at the Singing Cavern from 90,000 to 350,000; and the Low Level station at Wolverhampton which incorporate within a 2 hectare site the last surviving classical Victorian main line railway station in the region and representative objects from the Town's heritage. The Ironbridge Gorge Museum will come forward with a feasibility study to link the high and low level canals by way of the refurbished 'Hay inclined plane'. A feasibility study may also come forward to create a tourist attraction by linking the industrial heritage via the canal network for the whole Assisted Area. A proposal to develop the Chasewater area of Walsall and South Staffordshire as a major water sports centre may also be the subject of an ERDF grant application.

MEASURES TO IMPROVE THE OCCUPATIONAL MOBILITY OF THE WORKFORCE

a) MANPOWER TRAINING

7J 3.23 The Assisted Area has gained substantially from a wide range of training and re-training programmes administered by the Manpower Services Commission. During 1984/5, approximately £73.5M was spent on **the Youth Training Scheme,** allowing some 44,500 young school leavers to have job training. From 1 April 1986, the scheme is being developed into a two-year programme which will cost £76.6M with a planned entry of around 43,000. **The Community Programme** in March 1985 was providing jobs for 25,373 persons aged 18-24 who have been unemployed for at least 6 months in the last 9 months, and those aged 25 or over who have been unemployed for at least 12 months in the past 15 months. A sizeable expansion in the Programme is scheduled for completion by June 1986. **The Adult Training Programme,** with an expenditure of £18.75M in 1984/5 is a package of smaller schemes, providing some 6,909 adults with training. Some of this is conducted in Government Skill Centres (of which Birmingham Skillcentre (in Handsworth) is the country's biggest), Colleges of Higher and Further Education and on employers' own premises. The planned expenditure in 1985/6 on the Programme is £18.9M to give training to some 20,300 adults. **The Enterprise Allowance Scheme** helps unemployed people who want to start up in business but who may be deterred by the fact that they would lose their entitlement to unemployment or supplementary benefit, was giving allowances to 3,944 persons in March 1985. The target starts for April 1985-March 1986 is 6268. Most of these schemes currently in operation are likely to be continued in broadly their present format over the next few years, but the type of course and schemes will vary according to the needs of the local labour market.

b) EUROPEAN SOCIAL FUND

7J 3.24 The European Social fund (ESF), will contribute to the running costs of job creation and training schemes, and make a significant contribution to schemes connected with the improvement of training of both young people and adults. The West Midlands Region as a whole, most of which has assisted area status, accounts for over £22.0 m of the total national allocation (about 14%), of which almost £12.0 m is for Youth Training Schemes. In addition, almost £6m has been allocated to the Region for projects put forward by local authorities and private bodies supporting the costs of 134 projects benefiting a total of over 12,000 trainees. Private bodies account for just over £3m aiding 58 schemes involving 7,225 trainees. The local authority share of just under £3m supported 75 schemes but which benefitted 4,875 trainees. As an example of a private sector scheme in 1985 Jaguar Cars Limited received an ESF grant of £250,000 to train 200 young people under 25 years of age for higher degrees and apprenticeships, and a further £423,000 to train 400 persons over 25 for higher degree, technology computers and robotics. Wolverhampton MDC received grant aid toward 6 training schemes in 1985 including £28,000 to train 45 women for returning to work.

MEASURES TO AID AREAS AFFECTED BY INDUSTRIAL RATIONALISATION AND DECLINE

i. EUROPEAN COAL & STEEL COMMUNITY

7J 3.25 Since 1983 when ECSC loan finance first became available for industrial job creation projects in a large part of the Assisted Area (the West Midlands County Council and Staffordshire area), 40 loans worth in total £8.3M have been granted. ECSC finance has proved a highly valued incentive to a wide variety of firms in areas of high unemployment and the unexpected reduction in the allocation in 1985 has caused difficulties for job creation projects in an area that has been recognised by the EEC as in need of regeneration.

ii. URBAN PROGRAMME

7J 3.26 Under the Government's Urban Programme, certain designated areas of the Assisted Area will receive up to £42.74M of additional expenditure in 1985/6. This is of considerable benefit to those Inner Urban Areas affected by industrial rationalisation and decline, and their attendant acute social problems. A feature of the West Midlands Urban Programme authorities is the scale and intensity of their economic and social problems, which have manifested themselves on occasion (the last in the Autumn of 1985), in street disorders.

7J 3.27 Over the period 1979/80 to 1985/86, Urban Programme Expenditure in the Assisted Area has exceeded £207M. About 50% of this has been capital spending on industrial infrastructure and related economic schemes, and a further 20% on environmental improvement schemes to encourage industry to stay in, or be attracted to, the area. This is in addition to expenditure incurred by Local Authorities under their main programme towards the same end. Few Urban Programme projects have been supported by ERDF although this picture can be expected to change as future Inner Area programmes take account of the newly-designated Assisted Area provision.

7J 3.28 UP expenditure has been targeted on those areas within designated districts in greatest need; for example Handsworth in Birmingham has received some £26.0M of government funds in the period 1980-85 for the express purpose of improving the economy, environment and social cohesion of the area.

7J 3.29 Urban Programme resources are scarce and much sought after. The Government's priorities for UP expenditure in the Assisted Area over the next few years will continue to be orientated towards capital expenditure schemes which improve the economic competitiveness of the inner urban areas and their environmental appearance. It has been shown that by targeting public sector resources into certain inner city areas, for example, Industrial Improvement Areas such as the Jewellery Quarter in Birmingham, business confidence can be revived and stimulate of the private sector to invest. It is known from surveys that environmental appearance is a major factor influencing locational decisions of industry, commerce and particularly the growing tourism-related sector. Increasing emphasis will be placed in this field.

7J 3.30 To help co-ordinate action in the Birmingham Partnership Area a City Action Team of the Government Departments principally involved in economic regeneration was set up in April 1985 to work together to develop and implement policies and programmes in a coherent and cost effective manner. The CAT works closely with Birmingham City Council and the private sector to ensure that action is well related to local needs and opportunities.

(iii) URBAN DEVELOPMENT GRANT

7J 3.31 Under the Government's Urban Development Grant scheme, financial assistance is offered for urban development projects which have been jointly formulated by local authorities and the private sector. UDG provides financial assistance for projects which will assist regeneration helping to create a climate of confidence for the private sector, and thus make a demonstrable contribution to meeting the special social needs of the inner urban area. Urban Development Grant is intended to create opportunities for the private sector to carry out projects that would not otherwise go ahead and to encourage local authorities to take an active part in promoting such projects.

7J 3.32 The West Midlands local authorities invited to participate in the programme, are some of the most deprived urban areas in England. The UDG policy, which commenced in Autumn 1982, has met with considerable success, the Assisted Area, out-performing all other areas of the Country to date. The Assisted Area still has a legacy of private investor risk-taking from more buoyant days and evidence suggests that UDG is sustaining that tradition.

7J 3.33 Forty projects have been approved so far, worth £107.4M, of which £20.0M has been provided by central and local government in the form of grant (cental government provides 75% of the grant, the local authority the remaining 25%). The private sector contribution has been £87.4M. A notable feature is the size and range projects approved, which in the Assisted Areas' case have mainly been industrial in character. The Holford Park development in Birmingham (cost £28.0M, UDG £5.68M) will eventually release 210 acres of derelict industrial land for a high quality engineering park development. Already some units are let and in occupation. The Paradise Circus scheme in Birmingham (total cost £28.72M, UDG £4.68M) will re-vitalise the Birmingham Central Business Districts (CBD) by providing a major office complex and also looks to the future with a major hotel development and the enhancement of cultural facilities for music and literature. It lies adjacent to the site of the International Convention Centre on which construction starts in July.

7J 3.34 Evidence suggests that the UDG grant regime is popular with local industry and commerce and that the private sector will continue to bring forward schemes in future years. ERDF may be called upon to provide the public infrastructure necessary in order that the private sector can exploit opportunities on developable land.

(iv) ENTERPRISE ZONES

7J 3.35 There are currently three Enterprise Zones in the West Midlands Region, two at Dudley (designated in 1981 and 1984), and Telford New Town (designated in 1983).

7J 3.36 The Dudley Enterprise Zones in total extend to 253 hectares, and were almost entirely derelict on designation. The land in the Zone is all privately owned, and comprises a former steelworks site together with large tracts of undeveloped land adjoining existing industrial premises, many of which are themselves in need of modernisation. The Telford Zone covers 113ha on 5 individual sites close to the town centre; four of these sites are owned by Telford Development Corporation and one is in private ownership. The TDC land was all in a greenfield state on designation having been reclaimed some time previously from its earlier state of dereliction. The privately-owned site, a former steel rolling mill, is still largely in a state of dereliction and will require considerable expenditure to render it suitable for development.

7J 3.37 Progress on both EZs has been substantial. In Telford EZ, approximately £1.5M has been spent on infrastructure and more than 300,000 sq metres of floorspace has now been developed and occupied. Over 2000 new jobs have been created in the Zone. Overall the majority of land in Telford EZ is either occupied or under development and the local authority has submitted a case for an extension to the Zone.

7J 3.38 In Dudley EZ the pace of development was necessarily slower to begin with whilst land was prepared for development; approximately £0.6M of derelict land grant and £1.1M of public infrastructure investment has been spent to date in this process. A number of major industrial and commercial developments have now been completed. In September 1984, the latest date for which information is available, there were approximately 209 firms employing 3537 people in the Zone; of this number, 169 firms employing 2210 people had moved into the Zone since designation. Further significant developments are envisaged in the Dudley Enterprise Zones, some of which may came forward for future bids against ERDF.

2. MEASURES TO IMPROVE THE PHYSICAL QUALITY OF THE ENVIRONMENT

7J 3.39 Between the financial years 1982/83 and 1985/86 £29.389M was spent by the Government on land reclamation in the Assisted Area, the greater part of this in the Black Country and adjacent Southern Staffordshire. In addition there have been a number of private sector schemes. In spite of the amount of reclamation the scale of the problem in the Assisted Area is growing rapidly - with 42% more derelict land in 1982 than 1974. The progress in reclamation is not keeping pace with increasing dereliction and this is likely to be the case into the foreseeable future.

7J 3.40 Although in recent years the emphasis has been placed on reclamation within the urban areas, by a policy of 100% government grant to local authorities, this approach has been impeded because many of the potential sites, including a number of old, vacant, semi-derelict factories, have problems which make them especially difficult and expensive to prepare for industrial redevelopment. The Government is anxious that even greater priority shall be given to reclamation in the cities and towns, and that reclamation policy should be aimed at the release of land and an improved environment which will attract private investment and reduce the pressure for development on peripheral greenfield sites at the edge of the Assisted Area. Within the Derelict Land Clearance Areas, scarce financial resources are channelled to permit an enhanced level of activity in the Black Country.

7J 3.41 In areas like the Black Country with a legacy of extensive dereliction, consideration is being given to longer term reclamation in the form of a rolling programme. Should the Secretary of State for the Environment agree to a Black Country rolling programme, it will enable the Black Country Districts to proceed with a reasonable expectation of funding for specific schemes in that area for up to 3 years ahead.

7J 3.42 Industrial dereliction is a major blight on the landscape over very large areas, and has acted as a major disincentive to industrial re-investment, a point frequently made by "would-be investors". In choosing which scheme to support with derelict land grant the likelihood of economic and employment gain and value for money, are the principal considerations. The continuing decline in industry is exacerbating the problem. In addition to the priority for reclaiming sites, environmental improvement is required to encourage investment. A scheme known as the **Black Country Facelift,** aided by a Government grant of £0.25M in 1985/6, is designed to encourage private sector investment by making the area a more attractive place in which to work and live. This programme seeks to improve sites along primary road routes, key sites awaiting development, and non-developed sites in highly visible areas.

7J 3.43 Local authorities have recognised the importance of 'image' in persuading the private sector to invest and are placing increasing emphasis on programmes designed to regenerate substantial urban areas. The implementation of policies range from general improvement of the environment, for example, planting trees and greening over, to the restoration of individual properties which contribute to the overall activity and interest of the area. For example, Birmingham, in partnership with Central Government and the private sector, are restoring the Jewellery Quarter; St Paul's Square, a Georgian area in the City has been markedly uplifted by such a programme and is once more becoming a hive of private sector activity.

7J 3.44 The European Regional Development Fund is likely to be called upon to assist in this major programme of environmental improvements where it will trigger substantial economic benefits.

3. DIRECT INFRASTRUCTURE

Measures to improve communications and industrial infrastructure

(i) Roads

7J 3.45 As a land locked region the West Midlands is dependent on an effective system of communications. Road transport is the prime mover of the Assisted Areas' freight traffic. Transportation infrastructure improvements are essential to lower marginal costs to industry and trade and to underpin economic regeneration policies of the Assisted Area.

7J 3.46 There is a need to improve the motorway and trunk road system to the ports which, for the main thrust of the Assisted Areas exports, are incomplete. This will mean road improvements outside of Assisted Area. Although the completion within a few years of the M42/A42 between Bromsgrove (where it links with M5) and Nottingham will greatly improve links to the Humberside and Tyneside ports, the vital gap in the national network is the A1-M1 link, the lack of which severely restrains trade through the ports of Felixstowe and Ipswich. The construction of the M40 extension between Birmingham and Oxford is essential to provide an alternative route to the South East and channel ports and construction is programmed to begin in 1987. The United Kingdom Government will be investing approximately £125M per annum in completing the major routes within the region and providing links between the region and the ports during the period 1985-89.

7J 3.47 Road proposals are programmed which will develop a strategic network for the Black Country and support the major industrial centres of Birmingham, Wolverhampton and Coventry. The only fully grade separated routes within the conurbation remain the A38(M) Aston Expressway, linking the centre of Birmingham to the M6, and the Inner Ring Road drawn tightly around Birmingham City Centre. The Middle Ring Road in Birmingham, aided by ERDF grants, is partially complete and remaining sections have high priority. The high standard ring road around Wolverhampton, also helped by ERDF in 1985 with £1.98M, is nearing completion and work has started on the Black Country Route which will provide a much improved link from Wolverhampton to the M6. The first stage of this received ERDF grants of £3.93M in 1984 and 1985. In Coventry, a link road to open up the Foleshill Gasworks site and other sites in the North of the City is programmed. A feasibility study, aided by a grant from ERDF, is currently underway. There have been few major improvements to radial routes apart from the recently completed phases of the Small Heath By-pass of which Phase II received an ERDF grant of £1.59M in 1985. The final phase of this By-Pass was given ERDF grant of £3.055m in January 1986. Further bids can be expected to follow over the next few years to improve the inter-urban network and radial routes. Average annual expenditure on the strategic road network in the region between 1985 and 1989 will be approximately £37M per annum.

7J 3.48 The development of the national and regional strategic network needs to be supplemented by maintaining and improving local links to the network. Much of the infrastructure in the core industrial areas in Birmingham and the Black Country was built for 19th century industry. It is in these areas that industrial decline has been most severe. The roads are often inadequate for modern traffic in both width and alignment, and there are many bridges, particularly over canals, which are unable to cater for modern commercial vehicles. There is a programme of canal bridge replacement and minor road and junction improvements to alleviate the worst problems such as the Bull Lane Canal Bridge scheme which received an ERDF grant of £0.2M in 1985.

7J 3.49 A package of road schemes designed to open up industrial sites is programmed and financial assistance is being sought from central government through Industrial Development Act grants and from the ERDF in order to accelerate the progress of these schemes. Some, such as the Brickyard Road schemes in Walsall have already been the subject of ERDF and UK government assistance, and the Humber Road improvements in

Coventry has been granted European Regional Development Fund aid of £0.17M in 1985. Nevertheless, the programme over the next 4 years is such that many schemes will be undertaken and these will be the subject of bids to the EEC.

7J 3.50 The diversion of financial resources to other capital programmes has resulted in highway maintenance being restricted to the strategic routes to the detriment of inter-district and local roads. Some 30% of these latter 2 classes of road are now unsatisfactory and in some areas on the outer areas of the Assisted Area, this figure is as high as 70%. The decline in the condition of the existing highway infrastructure has been more rapid than in the rest of the United Kingdom and the condition of the Assisted Area's roads is significantly worse than the national average.

(ii) RAIL

7J 3.51 Birmingham is at the crossroads of the United Kingdom inter-city rail network (see fig 2b). However, the system is now ageing and considerable expenditure is required to maintain the network. The railway share of freight traffic has steadily declined as industry in the Assisted Areas has opted increasingly for the greater flexibility of road transport. The policy for rail freight is that, within the transportation system, users should have a free choice of transport mode but that rail freight facilities should be encouraged for suitable commodities. This is to be achieved through the provision of special freight parks, where there is potential for road/rail freight interchange and through the encouragement of private sidings and rail heads. To improve facilities for freight handling in the area and give a better service to industrial customers. Reorganisation costing some £820,000 of the Bescot freight park at Walsall is programmed and ERDF grant will be sought. Track and signalling modernisation is also programmed at Galton Junction to Stourbridge Junction (£2.5m), in the Lichfield area (£0.94m) and between Nuneaton to Coventry (£0.87m).

(iii) PASSENGER TRANSPORT

7J 3.52 Within the region rail passenger services are dominated by commuter journeys to and from the conurbation. Those between major centres are provided by inter-city services, supported by a network of local routes. A new station is under construction at Telford with the help of an ERDF grant of £1.125m. The rail passenger services policy has been aimed at helping to achieve an adequate and co-ordinated public transport network. Demand on local rail services is high and the Passenger Transport Authority have encouraged improvements to services and facilities to reduce pressure on the urban road network. The programme over the past 10 years has consisted of improving bus/rail and car/rail interchange facilities, co-ordinating bus and rail services, creating an integrated fare structure, improving station facilities, providing new stations and increased service levels.

7J 3.53 Investment in the electrification of the North-East/South-West inter-city route is planned. Electrification of the local rail network in the conurbation and between it and the satellite towns of Redditch and Kidderminster is also required in conjunction with a programme of re-investment in modern rolling stock.

(iv) WATER TRANSPORT

7J 3.54 The extensive network of nineteenth century canals in the Assisted Area is no longer viable for large volumes of industrial traffic. Its primary importance is as a leisure facility. There are proposals for developing the River Severn corridor as a major artery from the sea to the West Midlands. The main impact of the proposals will be outside the Assisted Area but their implementation could require consequential improvements on regional and local roads.

(v) AIRPORTS

7J 3.55 Trade and industry has been given a major boost by the expansion of Birmingham Airport with the help of an European Investment Bank loan of £21.5M. The new airport terminal opened in April 1984. Total capital expenditure on the Airport in the financial year 1983/4 was £20.12M. The Airport has 28 scheduled services (17 overseas) and is continuing to develop rapidly a network of international flights, particularly to major European industrial and commercial centres. An additional 5 routes are planned for 1985/6 (Stockholm, Stuttgart, Munich, Cyprus and Paris) and a further 7 being explored. The Airport also has 50 charter companies going to various destinations. In 1984 the Airport handled 1,754,300 passengers and 12,310 tonnes of freight.

Over the past decade the growth in passenger traffic at the Airport has increased at an annual rate of 20%; it is forecast that by 1990 the total number of passengers passing through the terminal will be 2,652,000.

7J 3.56 Cargo traffic through the airport declined in volume during the late 1970's and early 1980's. The pattern of decline is largely attributable to the policies of the major airlines who encourage local forwarding agents to transport air cargo by road to the key inter-continental airports at Heathrow and Gatwick. To redress this decline, part of the airport is designated as one of 6 sites selected by the Government as an experimental freeport into which goods can be imported, processed and exported, free of customs duty. This will be England's only inland freeport and combined with the simultaneous construction of a new Airport Cargo Centre, to replace the existing outdated facilities, will encourage air cargo and freight activity at the Airport and act as a stimulus to economic development and employment in the Region. The site now being developed is attracting considerable interest from the private sector. Support from the ERDF may be sought for some infrastructural work.

7J 3.57 Coventry Airport also serves the Region, catering for all types of passenger and freight aviation, but its facilities are limited and it is not used by large commercial airlines. The Airport's future is uncertain and the site may be re-developed for other purposes. In this event, ERDF support would be sought for the necessary infrastructure works.

(vi) ENERGY

COAL

7J 3.58 The main coalmining activity of the Assisted Area was during the 18th, 19th and early 20th centuries, the legacy of extraction is a significant negative feature of the landscape in the Black Country, South Staffordshire and parts of Shropshire and North Warwickshire. Currently, mining activity is concentrated on 7 collieries in Southern Staffordshire and North Warwickshire. The local authorities in these areas are investing in industrial development and land reclamation schemes for which ERDF assistance will be sought. The Warwickshire local authorities are pressing for European Coal and Steel Community status (and bringing them into line with the West Midlands County and Staffordshire) to further their efforts in the area.

7J 3.59 In July 1985 the National Coal Board announced a £450M investment plan to develop the largest pit in British mining history on 14^2 km of land south west of Coventry. The mine, which will be fully operational by 1996, will produce 3M tonnes of coal a year and create 1,800 jobs.

ELECTRICITY

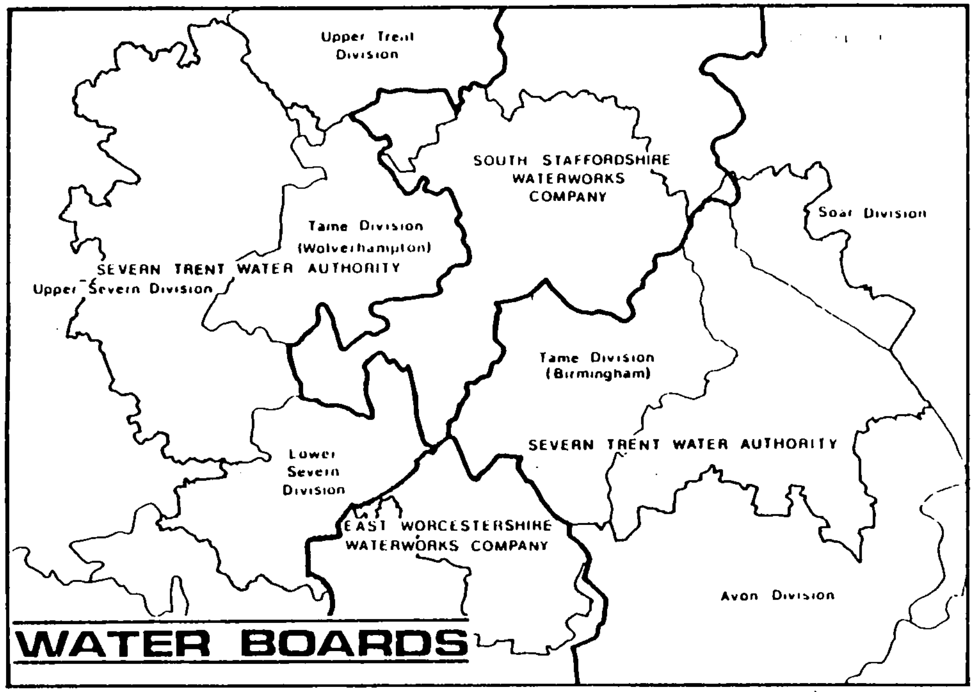
7J 3.60 The major bulk supply of electricity in the Assisted Area is provided by a strong inter-connected super grid network. The system is able to cope with considerable increase on the present level of electricity demand although some reinforcement may be necessary at individual supply points as and when the load develops. This should not present any major problems provided that the Electricity Boards (figure 8) are made aware of prospective electricity load growth soon enough to accommodate the lead time for commissioning any such reinforcements. On present schemes this is of the order of 3-4 years.

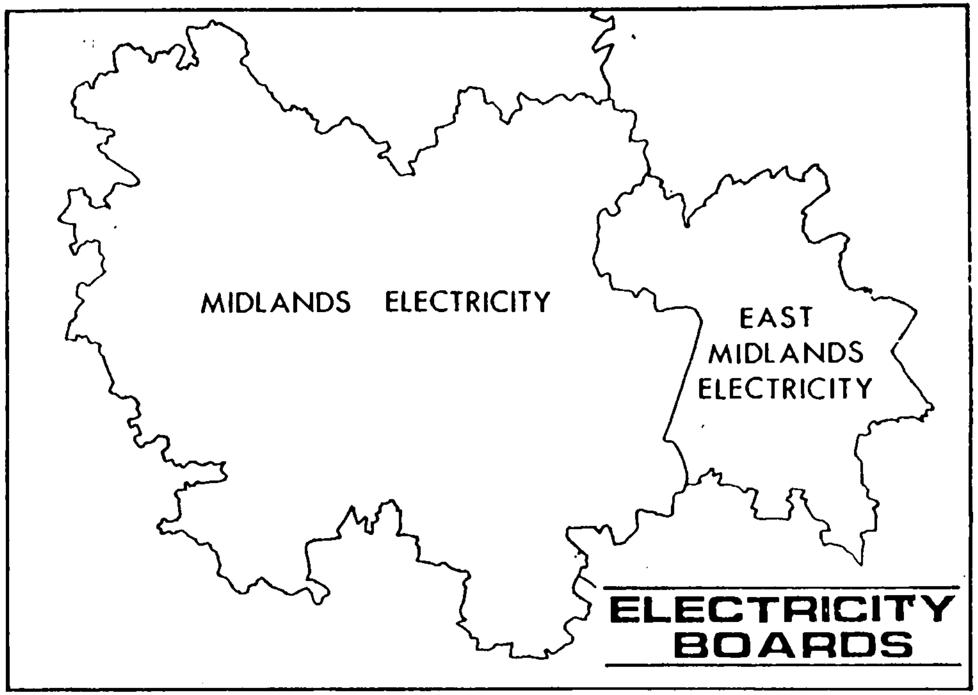
7J 3.61 Below the super-grid level there are electrical systems operating at various voltages to provide electricity supplies at varying load level. Within these networks there is adequate spare capacity in a large majority of supply points. This should cater for a high proportion of any developments on existing systems, in particular in the existing derelict areas previously occupied by industry and commerce.

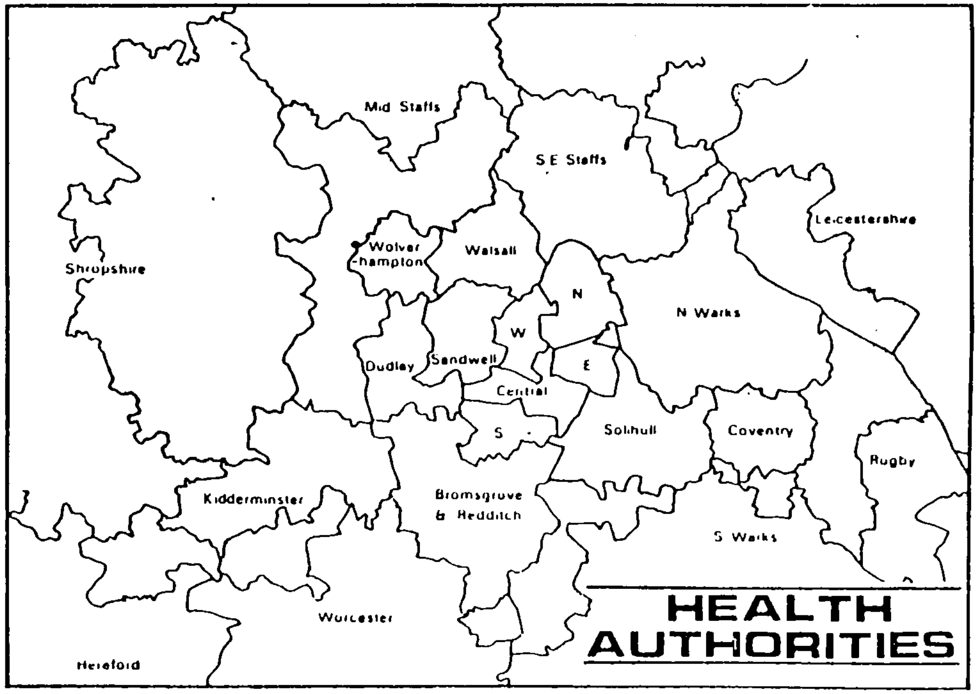
7J 3.62 However there may be individual areas where the introduction of large loads could require local system reinforcement. Dependent upon the location and size and type of the load the Electricity Boards would, in some cases, require advance notice of up to 3 years in order to cater for such loads. This could involve substantial cost to the developer or customer.

GAS

7J 3.63 It is not foreseen that major extensions of the gas supply systems within the Assisted Area will be required. But, over the medium







WEST MIDLANDS ASSISTED AREA

PUBLIC UTILITIES
ADMINISTRATIVE AREAS

Fig 7

term, there is an expected need for investment, in diverting supply mains to avoid the effects of mining subsidence and the risks from the collapse of limestone caverns, to maintain the integrity of the existing system. There are also development opportunities in connection with inner city sites which are no longer required as production or storage facilities.

(viii) WATER, SEWERAGE AND LAND DRAINAGE

7J 3.64 Water and Sewerage services in the Assisted Area are provided by 3 bodies - Severn Trent Water (STW) which covers most of the area, the South Staffs Water Works Co and the East Worcestershire Water Works Company (see fig 8). Overall, the basic infrastructure is not seen as a hindrance to development. No major industrial or commercial development has been delayed by inadequate basic facilities as the water undertakers give priority to satisfying these needs. Most development is localised and can be met in a reasonable time by expenditure on relatively small projects. The water authorities have had 25 projects approved for ERDF assistance totalling £3.683M grant aid, mainly for removing "bottle knecks" such as the Smestow Brook Drainage Improvement Scheme in 1985 (grant aid £510,000).

7J 3.65 The major project underway and scheduled for completion is the integrated Tame Valley scheme which is estimated to cost £73,8M and is planned to be completed in 1988. It is also the subject of a £40M loan from the EIB. This scheme is fundamental to the development of the Black Country and Tame Valley by giving greater flexibility to serve population and industrial development within the basin. This scheme provides not only a new inter-linked sewerage system for the Black Country by replacing 12 of the 14 dilapidated works, but also meets water quality objectives of the River Tame in dry weather. The project will release land on sites of abandoned reclamation works which will be used for other basin management purposes. Early phases of the project have already been successful in receiving ERDF grant aid.

7J 3.66 There are, however, a number of locally important infrastructure schemes. A water refurbishment scheme, estimated cost of £9.7M is being implemented in Wolverhampton and includes the development of new water sources, replacement of obsolete equipment to meet industrial demand (40% of supply) and to meet the significant development proposed on the Wolverhampton Gas Works site, Bilston Steelworks, Essington, Featherstone, and which may be the subject of ERDF bids within a few years.

(ix) Waste Disposal

7J 3.67 Waste disposal programmes are running at £2.5M per annum. Waste is disposed of by various methods including incineration, land fill, subterranean disposal and chemical treatment. Long-term solutions to the problems are continuously being sought. A waste derived fuel plant opened at Perry Barr in late 1985. However, because of resource constraints, the existing system of domestic waste disposal will remain basically unchanged during the 1980s, but emphasis will be given to recycling and use of waste materials. The ERDF gave grant in 1984 of £1.12M toward plant at Castle Bromwich, Birmingham to convert commercial trade and household waste into a fuel source. It is anticipated that approximately 1,000,000 tonnes of waste will require land fill disposal and that the Assisted Area will have a continuing land fill problem of around 1.250M^3 metres per year. Moreover, a number of the incinerators are nearing the end of their normal operational life and major refurbishment of plant and equipment will be necessary. To meet these waste disposal needs, a land fill site at Ryton is being further developed and 1986/87 and 1987/88 sees projects planned at Tyseley, and Queslett. Provisions for incinerators and land fill sites are at Stourport, Bromsgrove/Redditch and Hoobrook and Madeley Heath. These, and others planned, may seek ERDF assistance where they involve a substantial industrial/commercial content.

4. INDIRECT INFRASTRUCTURE

HEALTH

7J 3.68 The capital allocation for the West Midlands Health Authority for 1985/6 was £81.0m. Among major schemes under construction include the Bromsgrove/Redditch District General Hospital (£25m), Phase V of the Kidderminster (£3½m) and Phase I of the Telford District General Hospitals and an additional maternity unit facility at the Dudley Road Hospital, Birmingham. In addition to the total allocation for 1985/6, eight District Health Authorities in the Assisted Area received a total of £2.424m under Urban Programme. This allocation contributes to the funding of various projects considered to have special relevance to the residents of the inner urban area.

7J 3.69 The Assisted Area experiences particular health care problems with diseases leading to premature mortality. The area has deficiences in provision as well as being deprived in terms of quality and quantity of its capital stock. The ten year health strategy for the Region envisages continued restrained capital resource allocations, and therefore concentrates capital expenditure on high priority large developments. There is little possibility of replacing or bringing up to standard, existing capital stock and direct patient care related facilities in the Region which are unacceptable or are functionally inadequate. A continuous high level of revenue expenditure is, however, inevitable. Capital and revenue resource allocation 1985/6 was 6.7% below the target share of the national resources. This is a marginal improvement from 1977/78 when the shortfall was 7.5%. The figures should in the future continue to reduce to the point where the relative disadvantage experienced in resource provision by the West Midlands should be eliminated. It does not follow that equality of resource provision will necessarily lead to the resolution of the Region's health problems.

5. LEISURE AND ENTERTAINMENT

7J 3.70 The West Midlands provides opportunities for leisure and recreation across a wide spectrum.

7J 3.71 Sports facilities are well developed. Most towns within the Assisted Area have a sports centre providing a wide range of sports whilst private clubs and public facilities provide opportunities for such specialised pastimes as water sports, horse-riding and flying.

7J 3.72 The Assisted Area also has national sports centres at which national and international events are held on a regular basis (see figure 6). These include the National Golf Centre at The Belfry, the Equestrian and National Agricultural Show Centre at Stoneleigh, the Indoor Tennis and Racquets Centre at Telford, the English Basketball Association National Training Centre at Nuneaton, the indoor Athletics Stadium at Cosford, and the Alexander Stadium in Birmingham.

7J 3.73 The principal items of the Sports and Recreation Strategy for the Region are to (i) increase participation of all age groups, particularly the young and middle aged; (ii) provide further facilities in the inner urban areas to help the unemployed and ethnic minorities and disabled; (iii) provide a bridge between community participation and national competitions.

7J 3.74 Grant aid provided by the Sports Council in 1985/6 for running new and improved sports totalled £370,000. In addition approximately £1M of capital assistance has been given to projects, as for example the Coventry Athletic track (grant £100,000) and Telford Racket centre (grant £80,000). The grants given by the Sports Council in 1986/7 are expected to increase. Major sport schemes likely to be developed in the Region include the provision of an indoor Athletic Stadium at Perry Park, Birmingham and the possible construction of Olympic facilities, including a main stadium, if Birmingham is successful in the bid for the 1992 Olympic Games.

7J 3.75 Birmingham is emerging as the Region's Cultural Centre. Birmingham with Coventry and Wolverhampton all have first class theatres while Stratford-upon-Avon on the edge of the Assisted Area, is the home of the Royal Shakespeare Company. The City of Birmingham Symphony Orchestra is now world-renowned. Cultural festivals are held in various centres including Lichfield and Coventry associated with the cathedrals. In addition the Universities of Warwick, Aston and Birmingham provide excellent theatre, film and musical evenings on a regular basis. There are also a number of nationally significant art, science and cultural museums.

PROGRAMME IMPLEMENTATION OF MAJOR TRANSPORT, WATER AND SEWAGE TOURISM/RECREATION SCHEMES 1986/1990

7J 3.76 Annex A outlines the phasing of major investments in infrastructure and industrial support which are regarded as being of considerable importance to achieving the Assisted Areas economic objectives.

Section 4 : FINANCIAL RESOURCES

7J 4.1 Table VI provides a breakdown of the various public investments in economic and related infrastructure in the West Midlands Assisted Area for the period 1985/6-1989/90. Expenditure on a number of annual Government programmes is also recorded. Some of these figures reflect expenditure decisions and commitments made prior to the granting of Assisted Area status in November 1984. The impact on resource flows of assisted area status is unlikely to be seen infull before the 1987/8 financial year.

7J 4.2 Figures in Table VI have been derived from information provided for the Regional Development Programme purposes by public agencies. Some returns are incomplete, so that the Table under-represents the financial resources going toward infrastructure developments. Nevertheless the figures serve to demonstrate the increasing commitment to infrastructure provision by local authorities, public utilities and Central Government in the Assisted Area, particularly for serviced sites, land assembly and road and access improvements. This is against a background of severe overall capital expenditure discipline.

TABLE VI

WEST MIDLANDS ASSISTED AREA:
INVESTMENT IN ECONOMIC AND RELATED INFRASTRUCTURE 1982-87

(£M)

	1985/6	1986/7*	1987/8	1988/9	1989/9
1. Local Authorities					
a. Business Support	2.612	2.284	2.519	1.704	1.679
b. Serviced Sites	12.326	18.192	11.733	11.628	12.665
c. Land Assembly	5.135	10.372	19.099	16.483	11.065
d. Road and Access improvement	41.100	47.800	20.232	15.756	25.187
S13 industrial Development Act grants	1.685	2.536	N/A	N/A	N/A
e. Environment	0.991	1.078	1.495	1.470	1.525
f. Waste Disposal	1.641	0.783	0.469	0.376	N/A
g. Training Initiatives[1]	0.958	1.141	1.862	1.880	1.463
h. Tourism	7.990	26.250[2]	42.612[2]	40.909[2]	1.234
i. Others	0.327	0.200	3.520	4.420	5.620
2. Transport					
i. Road[3]	90.700	110.000	166.750	206.100	161.000
ii. Rail	4.410	N/A	3.156	1.543	N/A
iii. Passenger Transport[4]	14.962	-	N/A	N/A	N/A
iv. Airports	1.590	0.250	0.830	0.560	0.600
TOTAL [1+2]	186.427	220.886	[274.277][10]	[302.829][10]	[222.038][10]
3. Water and Sewerage	36.920	37.520	132.000	142.500	N/A
4. Electricity[5]	7.000	7.000	51.000	51.000	52.000
5. Gas6	40.700	49.600	N/A	N/A	N/A
TOTAL [3-5]	84.620	94.120	[183.000]10	[193.500]10	[52.000]10
6. Annual Programmes					
a. Urban Programme	42.740	39.240	39.290[12]	39.290[12]	39.290[12]
b. Urban Development Grant[7]	1.3	N/A	3.500[12]	3.500[12]	3.500[12]
c. Derelict Land Grant	8.603	12.600	14.700	15.500	15.500
d. Manpower[8]	104.600	104.600	N/A	N/A	N/A
e. Assistance to Industry[9]	N/A	N/A	N/A	N/A	N/A
TOTAL [7]	[157.243][10]	[56.440][10]	[57.490][10]	[58.290][10]	[58.290][10]
OVERALL TOTAL	[428.290][10]	[471.446][10]	[514.767][10]	[544.619][10]	[322.328][10]

NOTES

With the exception of Electricity, all figures are on a cash price basis for 1985/6.

* Most of the 1986/7 figures are provisional and a mixture of expected outturn and 1985/6 price basis.

1. Includes some revenue expenditure.
2. Includes early expenditure on the Birmingham International Convention Centre.
3. Comprises motorway, trunk roads construction and improvement.
4. County and PTE financed.
5. Average expenditure per annum on capital investment in the supply network.
6. The figures are for British Gas, West Midlands region including some replacement. A high proportion of the expenditure is within the Assisted Area.
7. Grant actually paid. The Programme is 'demand' led. The associated private sector investment was £4.5m in 1985/6 (up to 31 December 1985.)
8. Includes revenue support expenditure.
9. This is a 'demand' led programme. Figures for 1985/6 and estimates for 1986/7 are not yet available.
10. Excludes expenditure not yet available.
11. Partial figures only, some authorities unable to provide estimates.
12. Assumes contribution of present level of expenditure.

Section 5 : IMPLEMENTATION AND CO-ORDINATION OF INVESTMENTS

7J 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.

7J 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 7 Metropolitan Districts in the Assisted Area will also produce a 'unitary plan' which will replace the single West Midlands County Structure Plan, within the context of strategic guidance from the Government.

7J 5.3 Attempts to co-ordinate investments at sub-regional level are made in cases where the nature of issues has warranted a comprehensive approach. For example, in Southern Staffordshire the districts come together under the auspices of the County Council for some infrastructure programmes. In the 'Black Country Initiative' the Local Authorities work together on a joint Derelict Land Programme. Other areas of co-operation and co-ordination in the infrastructure field are currently being considered. From 1 April 1986, the Metropolitan districts will act through joint committees to co-ordinate some policies. An economic development committee will co-ordinate work on strategic funding issues.

7J 5.4 The West Midlands Regional Board, comprising senior representatives of major government departments, considers matters of regional concern and acts as a forum for the co-ordination of regional aspects of Government policy.

7J 5.5 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 Birmingham, 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 Birmingham City Council and the private sector to ensure that action is well related to local needs and opportunities.

7J 5.6 There are several non-executive agencies in the region which bring together the Private Sector and the Local Authorities. The West Midlands Industrial Development Association promotes the Region and encourages inward investment. The Black Country Forum is another body where the private Sector and Local Authority work together to promote the area. The West Midlands Forum of County Councils has an advocacy role on behalf of the West Midland Counties.

7J 5.7 Within the Regional Development Programme 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 those areas which have been most affected by economic decline.

EXAMPLES OF THE PROGRAMMED IMPLEMENTATION OF MAJOR TRANSPORT, WATER AND SEWERAGE SCHEMES 1986-1990

TRANSPORTATION

(a) Road

(i) TRUNK ROADS

L/A	PROJECT	TOTAL COST	START/COMPLETION DATE					
		£M	PRIOR 1986	1986	1987	1988	1989	1990
BIRMINGHAM	Small Health By Pass (Phase 3)	6.218	—	—	—	COMP		
BIRMINGHAM	West Boulevard	2.600	—	—	COMP			
BIRMINGHAM	Bristol Road Improvement	1.267			START	—	—	COMP
BIRMINGHAM	Thimblemill Lane (ICPP)	0.803		START	—	—	COMP	
BIRMINGHAM	Nechells Area Improvements	0.195		START	—	—	COMP	
SANDWELL	Newbury Lane/Portway Road Junction	0.300		START	—	COMP		
SANDWELL	Birchley Island	0.150		START	COMP			
SANDWELL	Rowley Hills and Dudley Motorway Feeder	10.000	START	—	—	—	—	POST
WALSALL	Shire Oak Crescent Brownhills	0.321			START	—	—	COMP
WOLVERHAMPTON	Wolverhampton Ring Road	6.060	START	—	—	COMP		
WOLVERHAMPTON	Stafford Road	3.390	START	—	—	—	COMP	
WOLVERHAMPTON	Dudley Road/Parkfield Road	0.420	START	—	COMP			
WOLVERHAMPTON	Birmingham Road/Parkfield Road	0.374	START	—	COMP			
WARKS CC	Nuneaton Inner Ring Road	3.189	START	COMP				
WARKS CC	Nuneaton Eastern Ring Road	1.537	START	COMP				
WARKS CC	Attleborough By-Pass	0.997	START	—	—	—	COMP	
WARKS CC	Merevale Lane Improvements	0.602	START	—	—	—	COMP	
WARKS CC	Vicarage Street)							
	Fillongley By-Pass)	2.5						ONGOING
	A444 Newtown Road)							
WARKS CC	Avenue Road Widening	0.308	START	—	—	COMP		
WARKS CC	Bedworth By-Pass	3.159			START			ONGOING
STAFFS CC	Himley By-Pass	1.300		START	—	COMP		
STAFFS CC	Cannock Eastern By-Pass	2.500				START	—	COMP
STAFFS CC	Burntwood Town Centre By-Pass	1.160		START	—	—	COMP	
STAFFS CC	Kettlebrook Diversion	0.600					START	COMP
STAFFS	A34 Cannock Inner Ring Road	-	START	COMP				

TRUNK ROADS

AGENCY	SCHEME	TOTAL COST	DATE					
		£'m	PRIOR 1986	1986	1987	1988	1989	1990
STAFFS	A5190 Elder Lane to Swan Island, Burntwood	-	START	COMP				
STAFFS	A5190 Sankeys Corner	-	START	COMP				
STAFFS	A460 East Cannock Bridges Roundabout			START	COMP			
STAFFS	A51 Improvement at Botany Bay			START	COMP			
STAFFS	A5190 Swan Island			START	COMP			
STAFFS	A51/5127 St John Street/Birmingham Road			START	COMP			
STAFFS	A51 Fox Corner			START	COMP			
HRFD & WORCS	M5/M42 Junction Northern Turn	24.200			START	———	COMP	
HRFD & WORCS	M5/M42 Junction Southern Turn	8.100	START	———	COMP			
HRFD & WORCS	A449 Hartlebury	0.300						
SHROPS	A518 Muxton-Honnington	0.400	START	COMP				
SHROPS	Stanmore Lane Bridgnorth	0.993	START	COMP				
SHROPS	A458 Much Wenlock By-Pass	2.000						ONGOING
LEICS	Hinckley Perimeter Road	1.440		START	———	———	———	ONGOING
TELFORD DC	Eastern District Road(s)	2.215		START	COMP			
TELFORD DC	A518 Phases 2 and 3	2.040		START COMP				
TELFORD DC	Railway Station Access	0.410		START COMP				
TELFORD DC	NW District Road Phase 3	0.045		START COMP				
TELFORD DC	Ironbridge By-Pass (Buildwas Link)	5.970				START	COMP	
TELFORD DC	Eastern District Road (North)	1.660				START COMP		
TELFORD DC	Eastern District Road (C)	2.610					START	COMP
TELFORD DC	Western District Road & West Town Centre Link	5.805					START	COMP
TELFORD DC	A4169 Improvements	1.310					START	COMP
TELFORD DC	A518 Phase 4	0.655						START COMP

TRUNK ROADS

AGENCY	SCHEME	TOTAL COST	DATE					
		£'m	PRIOR 1986	1987	1988	1989	1990	
TELFORD DC	Milners Lane, Dawley	0.150				START COMP		
TELFORD DC	Lion Street, Oakengates	0.125				START COMP		

INDUSTRIAL DEVELOPMENT PROJECTS

L/A	PROJECT	TOTAL COST	START/COMPLETION DATE					
		£M	PRIOR 1986	1986	1987	1988	1989	1990
BIRMINGHAM	Bordesley Green	0.080	COMP					
BIRMINGHAM	Cherrywood	0.310	—	—	COMP			
BIRMINGHAM	Clifton Road	0.240	—	—	COMP			
BIRMINGHAM	Bullock Street	0.065	COMP					
BIRMINGHAM	Grosvenor Street West Phase I	0.166	COMP					
BIRMINGHAM	Grosvenor Street West Phase II	0.250	COMP					
BIRMINGHAM	All Saints	0.041	COMP					
BIRMINGHAM	Clifton Road Phase IV	0.400	START	—	—	—	COMP	
BIRMINGHAM	Bayliss Brickworks	0.328	—	—	COMP			
BIRMINGHAM	Allcock Street	0.250	—	—	COMP			
BIRMINGHAM	Amington Road	0.067	—	—	COMP			
BIRMINGHAM	Landor Street	1.625	START	—	—	—	—	COMP
BIRMINGHAM	Talbot (Hay Mills)	0.985	START	—	—	COMP		
BIRMINGHAM	Aston/Nechells	0.300	START	—	—	—	—	ONGOING
BIRMINGHAM	Tyseley	0.300	START	—	—	—	—	ONGOING
BIRMINGHAM	Bromford	0.200				START	—	ONGOING
BIRMINGHAM	Thimblemill Lane	0.300				START	COMP	
BIRMINGHAM	Rocky Lane	0.530	—	—	—	COMP		
BIRMINGHAM	Bordesley Green (Phase I)	0.082	COMP					
BIRMINGHAM	Tyburn Road	0.064	START	—	COMP			
BIRMINGHAM	Solho Pool Wharf	0.500			START	—	COMP	
BIRMINGHAM	Woodgate Business Park (Phase I)	1.135	—	COMP				
BIRMINGHAM	Woodgate Business Park (Phase II)	0.960	—	COMP				
BIRMINGHAM	Woodgate Factory Units	1.650		START	—	—	COMP	
BIRMINGHAM	Vauxhall Industrial Park	0.100	—	COMP				
BIRMINGHAM	Minworth Greaves	0.400			START	—	COMP	
BIRMINGHAM	Pershore Road	0.098		START	—	COMP		
BIRMINGHAM	Aston Science Park Phase IIA	0.977	—	COMP				
BIRMINGHAM	Aston Science Park Phase IIB	1.084	—	COMP				

TRANSPORTATION
OTHER ROADS

L/A	PROJECT	TOTAL COST	START/COMPLETION DATE					
		£M	PRIOR 1986	1986	1987	1988	1989	1990
COVENTRY	Courdon Wedge Road	No Figures	Given					
COVENTRY	North/South Road (Phase II)	8.500						POST
COVENTRY	Foleshill Industrial Access Road	0.700		START	COMP			
COVENTRY	Binley Industrial Access Road	0.200		START	COMP			
COVENTRY	Red. Lane Industrial Access Road	0.600		START	COMP			
SANDWELL	Hawes Lane Improvement	0.500	START	COMP				
SANDWELL	Kelvin Way Improvement	0.827	START	COMP				
SANDWELL	Oldbury Road Stage I	0.651	START	COMP				
SANDWELL	Spon Lane/Mallin Street	0.552	START	COMP				
SANDWELL	Woodgreen Road/Myvod Road	1.500	START	COMP				
SANDWELL	Bromford Road/Fountain Lane	0.112	START	COMP				
SANDWELL	Brickhouse Lane Stage 2	0.296	START	COMP				
SANDWELL	Blackheath By-Pass (North)	1.616		START	COMP			
SANDWELL	Dudley Port/Sedgley Road	0.894		START	COMP			
SANDWELL	Holloway Bank Canal Bridge	0.259		START	COMP			
SANDWELL	Oldbury Road Stage II	0.875		START	———	COMP		
SANDWELL	Hagley Road West/College Road	0.689		START	———	COMP		
SANDWELL	Kenrick Way Improvement	0.854			START	COMP		
SANDWELL	Great Bridge Relief Road	4.042				START	———	ONGOING
SANDWELL	Halesowen Road/Reddal Hill Road	0.985				START	———	COMP
SANDWELL	Ocker Hill Roundabout	0.675				START	———	COMP
SANDWELL	Walsall Road/Newton Road	3.966				START	———	ONGOING
SANDWELL	Blackheath By-Pass (East)	1.325					START	ONGOING
SANDWELL	Old Hill Relief Road/By-Pass	1.700			START	COMP		
SANDWELL	Patent Shaft Southern Access (A41)	0.600		START	COMP			
SANDWELL	Patent Shaft Spine Road	0.800			START	COMP		
SANDWELL	Great Bridge B-Pass Completion	2.400					START	ONGOING
SANDWELL	Walsall Road	0.400			START	COMP		
SANDWELL	Walsall Road	0.200				START	COMP	
SANDWELL	Churchbridge Dualling	0.300			START	COMP		

TRANSPORTATION
OTHER ROADS

L/A	PROJECT	TOTAL COST	START/COMPLETION DATE					
		£M	PRIOR 1986	1986	1987	1988	1989	1990
SANDWELL	Oldbury Road (A457) (Crystall Drive to Spon Lane, Sandwell)	0.980		START	COMP			
SANDWELL	Improvement of Constrictions on Major Routes, eg canal, bridges and level crossings	0.500		START	—	—	—	COMP
WALSALL	Black Country Route Section 1	15.900			START	—	COMP	
WALSALL	Old Pleck Road Improvements	0.589		START	COMP			
WALSALL	Rushall Improvements (A461)	1.600				START	COMP	
WALSALL	Anchor Road By-Pass	1.090		START	COMP			
WALSALL	Edwards Bridge/Wood Lane	0.340		START	COMP			
WALSALL	Brickyard Road Improvements Phase II & III	0.480		START	COMP			
WALSALL	Green Lane (Town Centre to Hospital St)	4.800					START	ONGOING
WALSALL	High Bridges Pelsall (Phase II)	0.600		START	COMP			
WALSALL	Middlemore Lane West - Rail Bridge	3.500					START	ONGOING
WALSALL	Walsall Ring Road (Pleck Road to Blue Lane West	3.000					START	ONGOING
WALSALL	Bentley Lane Completion	1.200					START	COMP
WALSALL	Bentley Mill Way Improvement (Phase II)	0.470		START	COMP			
WALSALL	Becks Bridge/Lichfield Road	0.120						START ONGOING
WALSALL	Bentley Road South Rail Bridge	0.800		START	COMP			
WALSALL	Littleton Street Improvements	0.300						START
WALSALL	Shire Oak Crossroads	0.305						START
WOLVERHAMPTON	Parkfield Road/Manor Road	0.211	START	COMP				
WOLVERHAMPTON	Wednesfield Junction Improvements	0.950	START	—	—	—	COMP	
WOLVERHAMPTON	Cannock Road Highway Improvements	0.125	START	—	COMP			
WOLVERHAMPTON	Black Country Route Section 3	6.800		START	—	—	COMP	
WOLVERHAMPTON	Black Country Route Section 4	7.000			START	—	COMP	

TRANSPORTATION
OTHER ROADS

L/A	PROJECT	TOTAL COST £M	START/COMPLETION DATE PRIOR 1986	1986	1987	1988	1989	1990
WOLVERHAMPTON	Wednesfield Junction Improvements	1.100			START	COMP		
WOLVERHAMPTON	Stafford Road Section 3C	3.100			START	——	COMP	
WOLVERHAMPTON	Cannock Road Improvements	0.675					START	COMP
DUDLEY	Trindle Road Gyratory	1.200		START	COMP			
DUDLEY	Queens Cross Improvements	2.200			START	——	COMP	
DUDLEY	Lye By-Pass	3.600						START ONGOING
DUDLEY	Maypole Hill Improvements	0.750		START	COMP			
DUDLEY	High Street Amblecote Improvements	2.070						START ONGOING
DUDLEY	Brierley Hill Road/High Street	0.590		START	COMP			
DUDLEY	Himley Road/Bull Street	0.540		START	COMP			
STAFFS	B5000 Glascote Road	5.020		START	——	——	COMP	
STAFFS	C170 Station Road Four Ashes		START	COMP				
STAFFS	C370 Coton Lane		START	COMP				
STAFFS	Port Lane Codsall			START	COMP			
STAFFS	C108 Coven By-Pass			START	COMP			
STAFFS	C260 Histons Hill Codsall			START	COMP			
STAFFS	B5011 The Triangle Burntwood			START	COMP			
HRFD & WORCS	Hagley to Hayey Green A456	0.711	START	COMP				
HRFD & WORCS	Hartlebury, Crown Lane	1.096	START	——	COMP			
HRFD & WORCS	A451 Stourbridge Minster Road	0.588		START	COMP			
HRFD & WORCS	Bewdley By-Pass	8.270	START	——	COMP			
HRFD & WORCS	Alvechurch By-Pass	3.250				START	COMP	
HRFD & WORCS	Hoarwithy Bridge Re-decking	0.275					START COMP	
BROMSGROVE	Bldg Bridge to Wagon Works Site	0.900		START	——	——	COMP	

RAIL

L/A	PROJECT	TOTAL COST	START/COMPLETION DATE					
			PRIOR 1986	1986	1987	1988	1989	1990
STAFFS WORCS	Reopening of Walsall-Hednesford Railway Line to passenger transport	0.255						
BR	Galton Junction-Stourbridge Junction	2.054		START	———	COMP		
BR	Lichfield Improvements	0.940			START	COMP		
BR	Nuneaton-Coventry	0.870				START	COMP	
BR	Modernisation Bescott Freight Yard Walsall	0.820		START	COMP			

EXAMPLE OF INDUSTRIAL DEVELOPMENT PROJECTS

L/A	PROJECT	TOTAL COST	START/COMPLETION DATE					
		£M	PRIOR 1986	1986	1987	1988	1989	1990
WALSALL	Ezetiel Lane	0.055			START	———	COMP	
WALSALL	Ezetiel lane	0.070				START	COMP	
WALSALL	Croxstalls Road	0.250				START	———	COMP
WALSALL	Bridge at Resevoir Mace Darlaston	0.750				START	———	COMP
WALSALL	Coppice Lane Aldridge	0.180			START	———	———	COMP
WALSALL	The Flats Darlaston	0.030				START	———	COMP
WALSALL	Kendricks Road	0.070				START	———	COMP
WALSALL	Spine Road Westgate Aldridge	0.415				START	———	COMP
WALSALL	Hollyhedge Lane Access	0.125		START	COMP			
WALSALL	Ablewell Street	0.035		START	COMP			
WALSALL	Brindley Works	0.150				START	———	COMP
WALSALL	Aldridge Depot	0.073		START	COMP			
WALSALL	Richard Street	0.060			START	COMP		
WALSALL	Bentley Mill Way	1.010		START	———	———	———	COMP
WALSALL	Aldridge Depot	0.184		START	COMP			
WALSALL	West of Bentley Mill Way	0.437				START	———	COMP
WALSALL	Ashmore Lane	1.137		START	———	———	———	COMP
WALSALL	Leamore Lane	0.206		START	COMP			
WALSALL	Rubery Owen North Site	0.752				START	———	COMP
WALSALL	Brockhurst Crescent	0.400		START	COMP			
WALSALL	Midland Road/Tasler Street	0.365		START	———	———	———	COMP
WALSALL	Lichfield Road Brownhills	0.510				START	———	COMP
WALSALL	Bullows Road	0.243		START	———	COMP		
WALSALL	F H Lloyds	1.556		START	———	COMP		
WALSALL	Tarmac Vinculum	0.175					START	COMP

TRANSPORTATION
(ii) OTHER ROADS

L/A	PROJECT	TOTAL COST	START/COMPLETION DATE					
		£M	PRIOR 1986	1986	1987	1988	1989	1990
BIRMINGHAM	Middle Ring Road (Camp Hill Junction)	7.600		START	———	COMP		
BIRMINGHAM	Middle Ring Road (Coventry Road Junction)	12.500			START	———	———	COMP
BIRMINGHAM	Middle Ring Road (Sandy Lane Rail Bridges)	2.100		START	COMP			
BIRMINGHAM	Middle Ring Road (Lawley Street Viaducts)	5.900						START —
BIRMINGHAM	Middle Ring Road (Spring Hill)	1.300		START	COMP			
BIRMINGHAM	Warwick Road: Greet	2.300			START	COMP		
BIRMINGHAM	Dudley Road/Icknield Port Road	0.760		START	COMP			
BIRMINGHAM	Lichfield Road/Rocky Lane	0.800		START	COMP			
BIRMINGHAM	Middle Ring Road (New John Street West)	1.600				START	———	COMP
BIRMINGHAM	Parade/Newhall Hill (A457)	1.020			START	———	COMP	
BIRMINGHAM	Washwood Heath Road/High Street	1.990				START	COMP	
BIRMINGHAM	Lifford Lane/Broadmeadow Lane	1.300		START	———	COMP		
BIRMINGHAM	Rocky Lane/Thimble Lane	No Figures Given						
BIRMINGHAM	Lancaster Street widening	1.900				START	———	COMP
BIRMINGHAM	Middle Ring Road (Icknield Street)	1.900						START —
BIRMINGHAM	Bristol Road (Elliot Road to Canal)	1.500				START	COMP	
BIRMINGHAM	Sandpits Improvements (A457)	1.200					START	COMP
BIRMINGHAM	Middle Ring Road (Key Hill Link)	2.300						START —
BIRMINGHAM	Pershore Road (Cartland Road to Dogpole Lane)	2.500						POST —
BIRMINGHAM	Snow Hill Car Park and Rail Interchange	4.227	———	———	———	———	COMP	
BIRMINGHAM	New Transport Interchange	2.500			START	———	COMP	
BIRMINGHAM	Lowering of Paradise Circus, Queensway	2.980		START	———	———	COMP	
BIRMINGHAM	Brunel Street Car Park	1.100			START	———	———	COMP
BIRMINGHAM	Great Charles Street Car Park	1.216				START	———	COMP
COVENTRY	Far Gosford Street Relief Road	5.400			START	COMP		
COVENTRY	Foleshill/Holbrooks By-Pass	14.500			START	———	COMP	
COVENTRY	North/South Road (Phase I)	6.300				START	———	COMP

INDUSTRIAL DEVELOPMENT PROJECTS

L/A	PROJECT	TOTAL COST	START/COMPLETION DATE					
		£M	PRIOR 1986	1986	1987	1988	1989	1990
BIRMINGHAM	Aston Science Park Phase IIIA	1.000		START		COMP		
BIRMINGHAM	Aston Science Park Phase V	0.500				START		COMP
BIRMINGHAM	Birmingham University R&I Centre (Phase I)	0.387		COMP				
BIRMINGHAM	Birmingham University R&I Centre (PhaseII)	1.000			START			COMP
BIRMINGHAM	Birmingham Innovation & Devpt Centre	0.395	START			COMP		
BIRMINGHAM	Advanced Engineering & Materials Park	2.000			START			ONGOING
BIRMINGHAM	BNEW VI (Phase I)	0.800		START		COMP		
BIRMINGHAM	BNEW VI (Phase II)	1.000		START			COMP	
BIRMINGHAM	BNEW II (Refurbishment)	0.086	COMP					
BIRMINGHAM	BNEW III (Extension)	0.488				COMP		
BIRMINGHAM	BNEW IV	0.760		COMP				
BIRMINGHAM	BNEW VII	0.600		START		COMP		
BIRMINGHAM	Co-Op Development Agency	0.375			COMP			
BIRMINGHAM	Community Roots	0.775		START		COMP		
BIRMINGHAM	Riland Road Units (Phase I)	0.477		COMP				
BIRMINGHAM	Riland Road Units (Phase II)	0.138		COMP				
COVENTRY	Cannon Park Phase II	0.169	START		COMP			
COVENTRY	Business Park	4.060	START				COMP	
COVENTRY	Science Park	2.233	START				COMP	
COVENTRY	Binley Industrial Estate	1.550			START		COMP	
COVENTRY	Siskin Drive	0.232	START		COMP			
COVENTRY	Humber Road Phase II	0.261	START		COMP			
SANDWELL	Aston Street/Hackett Street	0.100	START		COMP			
SANDWELL	Centre for Industrial Problem Solving	0.100	START			COMP		
SANDWELL	Brickhouse Lane/Bagnall Street	1.000	START			COMP		
SANDWELL	Newtown Industrial Improvement Area	0.500	START					COMP
SANDWELL	New Firms Centre	0.750			START		COMP	
SANDWELL	Rolf Street/Rabone Lane Ind Imp Area	0.500	START					COMP
SANDWELL	Lee Howl	0.350		START		COMP		

INDUSTRIAL DEVELOPMENT PROJECTS

L/A	PROJECT	TOTAL COST	START/COMPLETION DATE					
		£M	PRIOR 1986	1986	1987	1988	1989	1990
SANDWELL	William Mills	0.265	START	———	———	COMP		
SANDWELL	Sandwell Park Colliery	0.330		START	———	COMP		
SANDWELL	Princes End Railway (Disused)	0.131		START	———	COMP		
SANDWELL	Bullers Engineering	0.324		START	———	COMP		
SANDWELL	Roway Lane	0.111		START	———	COMP		
SANDWELL	Brickhouse, Smethwick	0.320		START	———	COMP		
SANDWELL	Repton Foundry	0.250		START	———	COMP		
SANDWELL	Bagals Tip	0.100		START	———	COMP		
SANDWELL	Patent Shaft/Wiggins Alloy	6.500		START	———	———	COMP	
SANDWELL	Wattville Road Industrial Est	0.040		START COMP				
SANDWELL	Compounds	0.090		START	———	COMP		
SANDWELL	Industrial Resource Centre - Warley College of Technology	0.300		START	———	———	COMP	
SANDWELL	Ericcson Business Centre: Warley College of Technology	0.040		START	———	COMP		
SANDWELL	Downing Street Industrial Estate	0.050		START COMP				
SANDWELL	Harvills Hawthorne	0.050		START	COMP			
SANDWELL	Wood Road/Oldbury Road	0.050		START	COMP			
SANDWELL	Alberta Works	0.050		START	COMP			
SANDWELL	Victoria Workspace	0.252		START	———	COMP		
SANDWELL	Churchfields Enterprise Centre	0.190		START	———	COMP		
SANDWELL	Smethwick Enterprise Centre	0.400	START	———	———	———	———	COMP
WOLVERHAMPTON	Oxford Street, Bilstones I & II	0.166	START	COMP				
WOLVERHAMPTON	Well Lane, Wednesfield	0.070	START	COMP				
WOLVERHAMPTON	Bilston Steel Works		START	———	COMP			
WOLVERHAMPTON	Stafford Road	2.249	START	———	———	———	———	ONGOING
WOLVERHAMPTON	Neachells Lane	0.182	START	———	———	———	COMP	

INDUSTRIAL DEVELOPMENT PROJECTS

L/A	PROJECT	TOTAL COST	START/COMPLETION DATE					
		£M	PRIOR 1986	1986	1987	1988	1989	1990
WOLVERHAMPTON	Colliery Road	1.333	START	———	COMP			
WOLVERHAMPTON	Stowheath Industrial Estate	7.000	START	———	———	———	———	ONGOING
WOLVERHAMPTON	Pendeford Rise	0.600	START	———	COMP			
WOLVERHAMPTON	Landport Road Nursery Factory Units Phase 1 and 2	0.310	START	COMP				
WOLVERHAMPTON	Bushbury Lane 2nd Estate	0.139	START	———	COMP			
WOLVERHAMPTON	Broad Lane/Withy Road Industrial Estate	0.121	START	———	———	———	COMP	
WOLVERHAMPTON	Strawberry Lane Industrial Estate	0.073	START	COMP				
WOLVERHAMPTON	Tower and Fort Works	0.141	START	———	COMP			
WOLVERHAMPTON	Chillington Tool	0.702	START	———	———	———	COMP	
WOLVERHAMPTON	St Michaels Church Hall	0.065	START	COMP				
WOLVERHAMPTON	Greencroft Training Centre	0.030	START	———	COMP			
WOLVERHAMPTON	Cooper Street/Sutherland Avenue	0.070		START	COMP			
WOLVERHAMPTON	Spring Road	0.235	START	———	———	———	———	ONGOING
WOLVERHAMPTON	Dock Meadow Drive	0.040	START	———	COMP			
DUDLEY	Hill Street Lye	0.015		START	COMP			
DUDLEY	Attwood Street, Lye	0.150		START	COMP			
DUDLEY	Enterprise Workshops	0.227	START	COMP				
DUDLEY	Enterprise Offices	0.035	START	COMP				
DUDLEY	Tansey Green	0.300		START COMP				
DUDLEY	Washington Street	0.050		START COMP				
DUDLEY	Burton Street	0.050			START COMP			
DUDLEY	New Hawne Colliery	0.200			START COMP			
DUDLEY	Washington Street	0.080		START	COMP			
DUDLEY	Tansey Green	0.240			START	COMP		

INDUSTRIAL DEVELOPMENT PROJECTS

L/A	PROJECT	TOTAL COST	START/COMPLETION DATE					
		£M	PRIOR 1986	1986	1987	1988	1989	1990
DUDLEY	Burton Road	2.200			START	—	COMP	
DUDLEY	New Hawne Colliery	0.300				START	COMP	
WARKS CC	Attleborough Industrial Estate	0.537	START	—	COMP			
WARKS CC	Attleborough Pioneer Units	0.103	START COMP					
WARKS C	Attleborough Hammond Business Centre	0.366	START	—	COMP			
WARKS CC	Attleborough IE II	0.403	START	—	—	—	—	ONGOING
WARKS CC	Holly Lane IE	0.215	START	COMP				
WARKS CC	Rural Development Scheme I	0.171			START	COMP		
WARKS CC	Rural Development Scheme II	0.180					START	COMP
WARKS CC	Galey Common on-site services	0.350				START	COMP	
WARKS CC	Kinwarton Link Road	0.355		START	—	COMP		
WARKS CC	Bayton Road Improvements	0.246	START COMP					
WARKS CC	Haunchwood (Galey common)	0.725	START	COMP				
WARKS CC	Bayton Road	2.450	START	—	COMP			
NUN & PED	Trent Valley Railway Sidings	0.224		START	COMP			
NUN & BED	Tuttle Hill	0.418			START	—	COMP	
NUN & BED	Tenlons Road, Shale Tip	1.311					START	ONGOING
N WARKS	Holly Lane Industrial Estate	4.443	START	—	—	—	—	COMP
N WARKS	Former Kingsbury Colliery	1.050			START	—	—	COMP
STAFFS CC	South of Betty's Lane - Norton Canes	0.950	START	—	—	—	—	COMP
STAFFS CC	The Populars, Churchbridge							
STAFFS CC	North & South of Cannock Road, Burntwood	0.850				START	—	COMP
STAFFS CC	Fradley Airfield	1.100		START	—	—	—	COMP
STAFFS CC	Handsacre	0.350					START	COMP
STAFFS CC	Chasewater (Staffs Part)	2.950				START	—	COMP
STAFFS CC	Stoneydelph	2.950	START	—	—	COMP		
STAFFS CC	Bitterscote	1.470				START	—	COMP

INDUSTRIAL DEVELOPMENT PROJECTS

L/A	PROJECT	TOTAL COST	START/COMPLETION DATE					
		£M	PRIOR 1986	1986	1987	1988	1989	1990
STAFFS CC	Wombourne Depot Conversion	0.100		START	—	—	—	COMP
STAFFS CC	Lodge Lane Units (35000 sq ft)	0.700			START	—	—	COMP
STAFFS CC	Delta Way Cannock Phases I & II	0.500	START	—	—	—	—	COMP
STAFFS CC	Cannock Chase New Enterprise Centre P I	1.20	START	—	—	—	—	COMP
STAFFS CC	Cannock Road/Station Road	0.065	START	COMP				
STAFFS CC	Hednesford Goods Yard	0.180	START	—	—	—	—	COMP
STAFFS CC	Managed Workshops	0.375						
STAFFS CC	Grove Colliery	0.280	START	—	COMP			
STAFFS CC	Valley Colliery	0.570	START	—	—	—	COMP	
STAFFS CC	Church Street North Chasetown	0.030		START	COMP			
STAFFS CC	Union Street Chasetown	0.038	START	COMP				
STAFFS CC	Operation South Cannock	0.130	START	—	—	—	—	COMP
S STAFFS	Four Ashes Industrial Estate	1.519	START	—	—	COMP		
S STAFFS	South Staffs Business Park P I	1.013	START	COMP				
S STAFFS	South Staffs Business Park P II	0.200	START	COMP				
S STAFFS	Rowty Boulton Paul - Pendeford	0.200			START	—	COMP	
S STAFFS	Land at Churchbridge	0.150					START	COMP
S STAFFS	Industrial Units, Wombourne	0.050		START	COMP			
S STAFFS	South Staffs Business Park Units	0.400			START	—	COMP	
S STAFFS	Four Ashes Units	0.400				START	—	COMP
S STAFFS	Holly Lane, Great Wyney	0.500		START	—	—	COMP	
S STAFFS	Kingswinford Railway Walk	0.120	START	—	—	—	COMP	
S STAFFS	Wyrley/Essington Canal Open Space	0.241	START	—	—	—	—	COMP
S STAFFS	Station Road, Great Wyrley	0.037		START	COMP			
S STAFFS	Small Reclamation and Enhancement Schemes	0.160	START	—	—	—	—	COMP
S STAFFS	Hatherton Branch Canal	0.249		START	—	COMP		
HRFD & WORCS	Factory Buildings	0.249		START	COMP			
HRFD & WORCS	Factory Buildings							
BROMSGROVE	Land & Infrastructure cost for Local Industrial Development	2.740		START	—	—	—	COMP

INDUSTRIAL DEVELOPMENT PROJECTS

L/A	PROJECT	TOTAL COST	START/COMPLETION DATE					
		£M	PRIOR 1986	1986	1987	1988	1989	1990
SHROPS	Swan Farm Little Wenlock	0.438		START	———	———	COMP	
SHROPS	Stanmore Camp Bridgnorth	0.233	START	———	———	———	COMP	
SHREWSBURY	Nil							
BRIDGNORTH	Stanley Lane Construction	0.060		START	———	COMP		
BRIDGNORTH	Workshops Alveley Industrial Estate	0.120		START	———	COMP		
BRIDGNORTH	Workshops & Site Servicing Broseley	0.140				START	———	COMP
LEICS	Hinckley: Dodwells Bridge IE Phase 4	0.240	START COMP					
LEICS	Hinckley: Dodwells Bridge IE Phases 4&5	0.400	START	———	COMP			
LEICS	Hinckley: New Building Wood Street	0.600		START	COMP			
LEICS	Hinckley Industrial Unit Scheme	0.500			START	COMP		
WREKIN	Workshop: Hadley Park Road	0.070	START	COMP				
WREKIN	South Telford Starter W/S	0.210		START	———	———	COMP	
WREKIN	Granville Colliery	10.000	START	———	———	———	———	ONGOING
WREKIN	Central Hall, Donnington	0.140		START	COMP			
WREKIN	Ketley Hill, Ketley	0.190		START	COMP			
WREKIN	Oakengates - Rubery Owen	0.080		START	COMP			
WREKIN	Newport Tip	0.060		START	COMP			
WREKIN	Gower Street, St Georges	0.120		START	———	COMP		
WREKIN	Pool Hill, Dawley	0.190		START	———	COMP		
WREKIN	New Whitchurch Road, Ketley	0.165		START	———	COMP		
WREKIN	A B Cranes, Horsehay	0.480		START	———	———	COMP	
WREKIN	Whittingham Bridge, Donnington	0.155			START	———	COMP	
WREKIN	Dawley Road, Lawley	0.065			START			
WREKIN	Wellington Gas Works	0.060			START	———	COMP	
WREKIN	Flather Bright, Hadley	0.255			START	———	COMP	
WREKIN	Red Lake, Ketley	0.140				START	COMP	

INDUSTRIAL DEVELOPMENT PROJECTS

L/A	PROJECT	TOTAL COST	START/COMPLETION DATE					
		£M	PRIOR 1986	1986	1987	1988	1989	1990
TELFORD DC	Town Centre Footbridge	0.140			START COMP			
TELFORD DC	Granville Infrastructure	1.162			START	—	—	COMP
TELFORD DC	New factories Provision (several locations)	5.470			START	—	—	COMP
TELFORD DC	Hortonwood 4 (industrial)	3.220			START	COMP		
TELFORD DC	Town Centre III (commercial)	5.070				START	COMP	
TELFORD DC	Town Centre 2B (commercial)	0.920		START	COMP			
TELFORD DC	Hortonwood 3	2.765		START	COMP			
TELFORD DC	Madeley Block G	0.240			START			
TELFORD DC	Other Factory Extensions	1.385		START COMP				
TELFORD DC	Offices/TC2A	0.315		START COMP				
TELFORD DC	Land Reclamation Granville	3.490					START	COMP
BR	Nil							

EXAMPLE OF TOURISM AND RECREATION

L/A	PROJECT	TOTAL COST	START/COMPLETION DATE					
		£M	PRIOR 1986	1986	1987	1988	1989	1990
HRFD & WORCS	Clent Hills Country Park Rangers House	0.061		START	COMP			
HRFD & WORCS	Clent Hills Country Park Visitors Centre	0.179			START	COMP		
HRFD & WORCS	Waseley Hills Country Park Machinery Store	0.038			START COMP			
HRFD & WORCS	Goodrich Castle Operations Base	0.033				START COMP		
BRIDGNORTH	Footbridge from Severn Valley Railway Station to New Road	0.060				START	———	COMP
BRIDGNORTH	Footbridge across River Severn from Severn Park to Bridgnorth	0.120						POST
WREKIN	Environmental Improvements: Key sites	0.300	START	———	———	———	COMP	
WREKIN	Ironbridge Gorge Museum Enhancements	-	START	———	———	———	COMP	
WREKIN	Ironbridge Wharfage	-			START	———	———	ONGOING
WREKIN	Tourist Centre, Lightmoor	-			START	———	———	ONGOING
LEICS	Bosworth Centre	0.125	START	COMP				
BIRMINGHAM	National Exhibition Centre - Expansion	30.000			START	———	COMP	
BIRMINGHAM	International Convention Centre	106.000	———	———	———	———	———	COMP
BIRMINGHAM	Birmingham Railway Museum	1.489	———	COMP				
BIRMINGHAM	Witton Lane Tram Depot	0.250		START	———	COMP		
BIRMINGHAM	Canals Refurbishment	0.961	———	———	———	COMP		
BIRMINGHAM	Central Museum Visitor Facilities	0.280		START	———	COMP		
BIRMINGHAM	Castle Bromwich Hall & Gardens (Phase I)	0.600	———	———	———	COMP		
BIRMINGHAM	Botanical Gardens	0.970	———	———	———	COMP		

TOURISM AND RECREATION

L/A	PROJECT	TOTAL COST	START/COMPLETION DATE					
		£M	PRIOR 1986	1986	1987	1988	1989	1990
SANDWELL	Research Co-ordination & Development of Facilities	0.570		START	—	—	—	COMP
SANDWELL	Forge Mill Farm Interpretation & Visitors Centre	0.200		START	—	—	—	COMP
SANDWELL	Galton Valley Canals & Visitors CNT	0.290	START	—	—	—	—	COMP
SANDWELL	Ray Hall Rural Crafts Visitors CNT	0.220		START	—	—	—	COMP
WALSALL	Walsall Astrodome	9.21						
WALSALL	Chasewater Project (phased)	7.193			START	—	—	ONGOING
WOLVERHAMPTON	Wolverhampton Heritage Area	2.424	START	—	—	—	—	ONGOING
WOLVERHAMPTON	Northycote Farm	0.197	START	—	—	—	—	ONGOING
DUDLEY	Black Country Museum	1.000	START	—	—	—	—	ONGOING
DUDLEY	Castle Hill					START	—	ONGOING
DUDLEY	Glass Industry	1.500	START	—	—	—	—	ONGOING
DUDLEY	Zoo/Castle Restoration	0.200	START	—	COMP			
DUDLEY	Halesowen Abbey/Dudley Prior	0.500			START	—	COMP	
DUDLEY	Blackbrook Valley Project	0.080	START	—	—	—	—	ONGOING
DUDLEY	Wrens Nest	0.050	START	—	—	—	—	ONGOING
DUDLEY	Bonded Warehouse	0.062	START	—	COMP			
N WARKS	Specialist Hatting Museum Atherstone	0.250					START	COMP
STAFFS	Lichfield Tourist Information Office	0.031	START	—	COMP			
STAFFS	Saxon Mill Village	0.100		START	COMP			

EXAMPLES OF WASTE DISPOSAL

L/A	PROJECT	TOTAL COST	START/COMPLETION DATE					
		£M	PRIOR 1986	1986	1987	1988	1989	1990
WOLVERHAMPTON	Wolverhampton Energy Recovery Scheme	3.000			START	———	———	ONGOING
WOLVERHAMPTON	Improvement Works to Crown Street Incinerator	0.350		START	———	COMP		
DUDLEY	Birmingham Street	0.060		START	———	COMP		
DUDLEY	Mucklow Hill	0.050			START	COMP		
DUDLEY	Lister Road	0.200			START	———	COMP	
DUDLEY	Oak Lane	0.440			START	———	———	ONGOING
DUDLEY	Mucklow Hill	0.200				START	COMP	
SOLIHULL	Nil							
WARKS CC	Ryton Landfill Site 1	0.241	START	———	———	———	COMP	
WARKS CC	Ryton Landfill Extension	0.221	START COMP					
WARKS CC	Judkins Quarry	0.188						
HRFD & WORCS	Shirley Quarry Tip Extension Phase 2	0.044			START COMP			
HRFD & WORCS	Madeley Heath Commissioning	0.066			START COMP			
HRFD & WORCS	Bromsgrove/Redditch Landfill Tip	0.370			START COMP			
HRFD & WORCS	Stourport Bonemill Household Waste Tip Extension	0.036			START COMP			
HRFD & WORCS	Madely Heath Tip Reinstatement	0.050			START COMP			
HRFD & WORCS	Frankley Household Waste Site	0.068				START COMP		
HRFD & WORCS	Bromsgrove/Redditch Land Fill Tip	0.285				START	COMP	
HRFD & WORCS	Frankley Waste Site	0.068				START COMP		

WASTE DISPOSAL

L/A	PROJECT	TOTAL COST	START/COMPLETION DATE					
		£M	PRIOR 1986	1986	1987	1988	1989	1990
WALSALL	Composting Plant Castle Bromwich	0.850		START	———	———	COMP	
WALSALL	Metal Cleaning Facility	1.010		START	———	———	———	COMP
WALSALL	Further WDF Plant - Lifford Lane	4.590		START	———	———	———	COMP
WALSALL	Third Water Tube Boiler - Coventry	1.000		START	———	COMP		
WALSALL	Alternative Heat Users - Coventry (study)	0.015		START	COMP			
WALSALL	Tyseley Energy Recovery	3.030			START	———	———	ONGOING
WALSALL	Wolverhampton Energy Recovery Scheme	3.000			START	———	———	COMP

EXAMPLES OF WATER AND SEWERAGE AND LAND DRAINAGE SCHEMES

L/A	PROJECT	TOTAL COST	START/COMPLETION DATE					
		£M	PRIOR 1986	1986	1987	1988	1989	1990
SANDWELL	Leabrook Improvement	0.058		START COMP				
SANDWELL	Hobnail Brook Phase II	0.172		START COMP				
SANDWELL	Brandhall Brook Phase II	0.390		START	COMP			
SANDWELL	Roebuck Lane Phase II	0.230			START COMP			
SANDWELL	Brades Hall Brook	0.060				START COMP		
SANDWELL	Whiteheath Brook	0.060				START COMP		
SANDWELL	Dudley Port Brook	0.087				START COMP		
SANDWELL	Furnace Brook	0.172			START	COMP		
SANDWELL	Tipton Brook Phase II	0.290				START	COMP	
SANDWELL	Swan Brook Phase II	0.201				START	COMP	
SANDWELL	Coneygre Brook Phase II	0.115					START COMP	
SANDWELL	Tividale FWS Phase I	1.000	START	COMP				
SANDWELL	Toll End to Ray Hall - Trunk Sewer Ph 2	1.600		START COMP				
SANDWELL	Wednesbury North FWS Phase 2			START				
		0.260	START	COMP				
SANDWELL	Crankhall Lane F&S WS Phase 2			START COMP				
SANDWELL	Gorse Farm FWS	0.400		START	COMP			
SANDWELL	Unketts Road FWS	0.230		START	COMP			
SANDWELL	Tividale FWS Phase 2	0.500		START	COMP			
SANDWELL	Guns Village FWS	0.210		START	COMP			

WATER AND SEWERAGE

L/A	PROJECT	TOTAL COST	START/COMPLETION DATE					
		£M	PRIOR 1986	1986	1987	1988	1989	1990
SANDWELL	Great Bridge SWS Phase 2	0.156		START	COMP			
SANDWELL	Great Bridge SWS Phase 3	0.243			START COMP			
SANDWELL	Holloway Bank/BCTS Link	0.050			START COMP			
SANDWELL	Allerton Lane FWS	0.315			START COMP			
SANDWELL	Wednesbury Low Level/BCTS Link	0.130			START COMP			
SANDWELL	Great Bridge/BCTS Link			START COMP				
SANDWELL	Gospel Oak FWS Phase 2	0.600			START	COMP		
SANDWELL	Wednesbury North Sewers Phase 3	0.360			START COMP			
SANDWELL	Canterbury Road FWS	0.213			START COMP			
SANDWEFL	Clent Road FWS	0.120			START COMP			
SANDWELL	Wednesbury South SWS	0.750				START COMP		
SANDWELL	Hateley Heath Syphon	0.570				START COMP		
SANDWELL	West Bromwich High Street FWS	0.250				START COMP		
SANDWELL	Ashes Road SWS	0.400					START COMP	
SANDWELL	Church Lane FWS	0.300					START COMP	
SANDWELL	Pumping Stations	0.470					START	

WATER AND SEWERAGE

L/A	PROJECT	TOTAL COST	START/COMPLETION DATE					
		£M	PRIOR 1986	1986	1987	1988	1989	1990
SANDWELL	Throne Road/York Road Phase 2	0.200					START COMP	
SANDWELL	Bunns Lane Sewers	0.300					START COMP	
SANDWELL	Rounds Green FWS	0.500					START	COMP
SANDWELL	Golds Hill FWS	0.500					START	COMP
SANDWELL	Izons Lane/Bromford Road FWS	1.320						START COMP
SANDWELL	Great Bridge/Albion Road FWS	1.220						START COMP
SANDWELL	Corngreaves Road Sewers	0.300						START COMP
WOLVERHAMPTON	North East Interceptor Sewer	1.057	START	—	—	—	—	ONGOING
WOLVERHAMPTON	Dixon Street Foul & Surface Water Sewer	1.671	START	—	—	—	—	ONGOING
WOLVERHAMPTON	Vulcan Road Foul Water Sewer and Pumping Station Abandonment	0.170	START	—	—	COMP		
WOLVERHAMPTON	Lunt Pumping station Abandonment	0.115	START	—	—	COMP		
WOLVERHAMPTON	Commercial Road Foul and Surface Water Sewer	1.454	START	—	—	—	—	ONGOING
WOLVERHAMPTON	Anchor Lane Foul Water Sewer	1.105	START	—	—	—	—	ONGOING
WOLVERHAMPTON	Wolverhampton Road Foul and Surface Water Sewer	1.549			START	—	—	ONGOING
WOLVERHAMPTON	Parkfield Road Surface Water Sewer	1.898						FUTURE
WOLVERHAMPTON	Goldthorn Park Surface Water Sewer	0.548	START	—	COMP			
S STAFFS D.C.	Sewerage Huntington	0.200		START	---	COMP		
STWA	Coventry & Bedworth Spur	0.917	START	—	—	COMP		
STWA	Draycote-Coventry Link	1.852	START	—	—	COMP		
STWA	Stoke Heath Flood Relief	0.440	START	—	—	COMP		

WATER AND SEWERAGE

L/A	PROJECT	TOTAL COST	START/COMPLETION DATE					
		£M	PRIOR 1986	1986	1987	1988	1989	1990
STWA	Swan Lane Street 3C	0.512	START	—	—	COMP		
STWA	Red Lane Sewerage	0.106				START	—	COMP
STWA	Finham North Act Sludge	0.068	START	—	COMP			
STWA	Dodlington Booster	0.174	START	—	—	—	—	COMP
STWA	Telford Supplies St 2	0.560			START	COMP		
STWA	Telford Mains	0.440		START	—	—	COMP	
STWA	Albrighton SNS	0.273	START	—	—	COMP		
STWA	SW Dawley Reservoir	0.371	START	—	—	COMP		
STWA	SW Dawley Phase 2	0.113					START	COMP
STWA	Albrighton WRW	0.150			START			
					COMP			
STWA	Four Ashes Resewerage	0.210			START	—	COMP	
STWA	Dosthill Sewers	0.351		START	—	COMP		
STWA	Twogates Flooding	0.123		START	—	COMP		
STWA	<u>Elan Aqueduct</u>							
	New Studley Tunnel	2.677	START	—	—	COMP		
	Rea Crossing	0.247	START	COMP				
	Hagley Crossing	0.155	START	COMP				
	Additional Works	0.770				START	—	ONGOING
STWA	GIA's Birmingham	0.925		START	—	—	COMP	
STWA	Urban Renewal Birmingham	1.085		START	—	—	—	COMP
STWA	Bilston Steelworks Site	0.159				START	COMP	
STWA	Shakespear Drive	0.642						ONGOING
STWA	Dog Kennel Lane	0.453						ONGOING
STWA	Cranmore Widney Booster	0.115			START	COMP		
STWA	Bradley Development	0.453						ONGOING
STWA	Walsall Townend	0.506	START	—	—	COMP		
STWA	Freehold WRW Imps	0.979			START	—	—	ONGOING
STWA	S4P4 McKean-Flash Road	0.521	START	—	COMP			

WATER AND SEWERAGE

L/A	PROJECT	TOTAL COST	START/COMPLETION DATE					
		£M	PRIOR 1986	1986	1987	1988	1989	1990
STWA	S4P7 Canal Park	1.549	START	———	———	COMP		
STWA	S4P8 Park Street	0.246	START	———	———	COMP		
STWA	P4P1 Wolverhampton Road	0.084	START	———	COMP			
STWA	Holloway - Toll End	2.201	START	———	COMP			
STWA	Toll End - Tividale	2.672	START	———	———	COMP		
STWA	Tividale - Roway Lane	1.602	START	———	———	COMP		
STWA	Alexandra Road - Fox Yard	1.353	START	———	———	COMP		
STWA	Foxyards Gorge/Upper Gornal	1.744	START	———	———	———	———	COMP
STWA	Rayhall Trunk FNS (2)	1.785	START	COMP				

European Regional Development Fund

UK REGIONAL DEVELOPMENT PROGRAMME 1986-90

Section 7K: England – Corby

BDBAAF

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 7K.

SECTIONS 1 TO 6 - UNITED KINGDOM: GENERAL

SECTION 7 - ENGLAND

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 concide 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 administerative 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.

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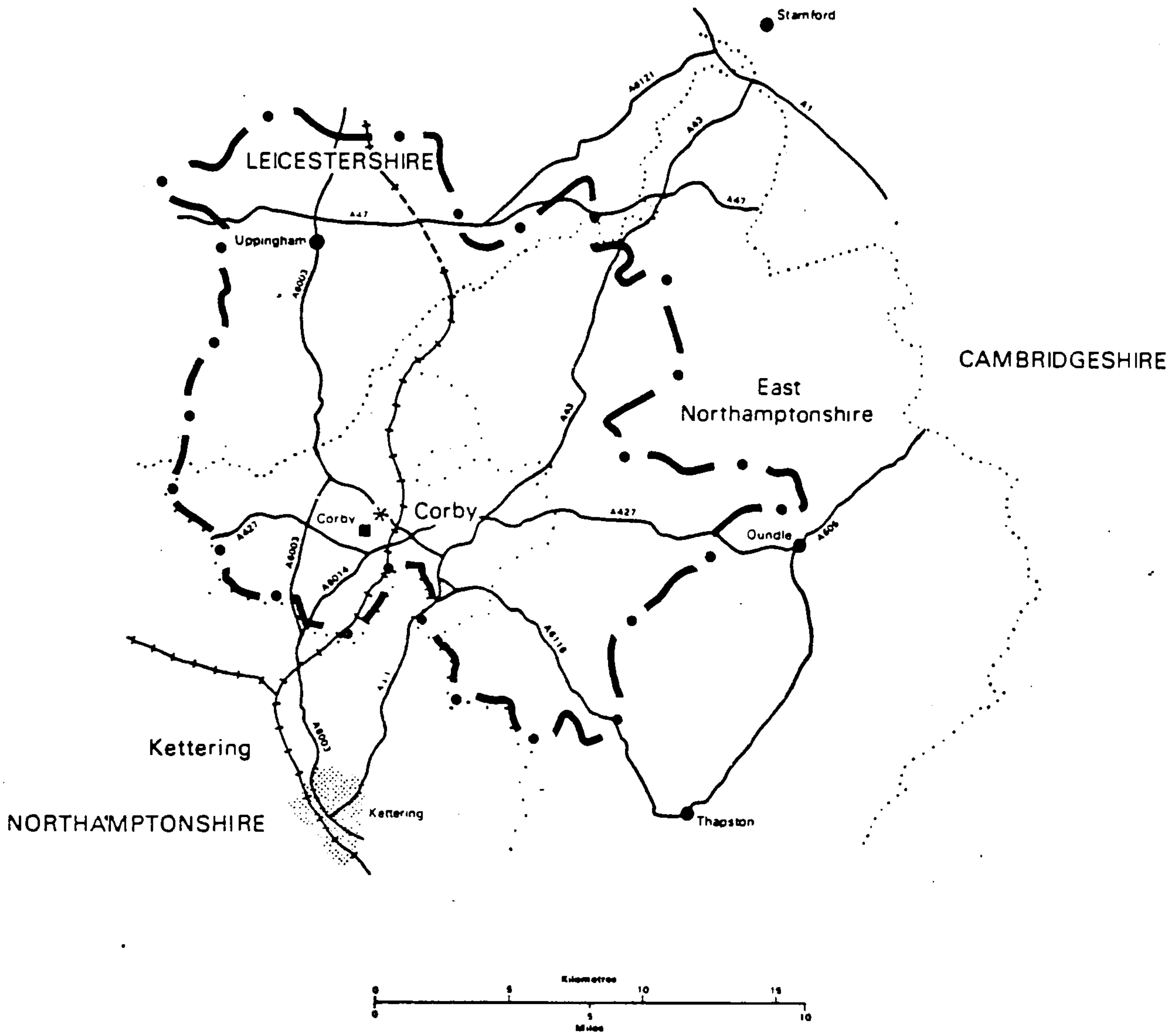
CORBY PROFILE

CONTENTS PARAGRAPH

THE CORBY ASSISTED AREA

THE CORBY PROFILE AREA



Main Urban Areas

New Towns

Major Roads

Main Railways

County Boundaries

District Boundaries

Profile Area Boundary

Enterprise Zone

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CORBY ASSISTED AREA PROFILE

1. Statistical Summary

Total Population [1]	(000)	61.4
Area [1]	(Km^2)	311
Density	(persons/Km^2)	197
Unemployment:	000	%
Total [2]	5.1	22.0
Long-term [3]	2.0	8.5
Youth [4]	1.8	8.0
Employment Distribution [1]	000	%
Agriculture	0.4	1.7
Energy and Water	0.1	0.4
Manufacturing	10.0	43.9
Construction	1.6	7.0
Distribution and Catering	4.2	18.4
Transport	1.0	4.4
Other Services	5.5	24.1
TOTAL	22.8	100.0

2. Area Definition

Travel to Work Area	Status (Development/ Intermediate Area)	Equivalent Local Administrative Area Whole District	Part District
Corby	DA	Corby	Harborough, Rutland E Northamptonshire

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

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REGIONAL DEVELOPMENT PROGRAMME

ENGLAND - CORBY

SECTION 1. SOCIAL AND ECONOMIC ANALYSIS

A. DESCRIPTION

General Background

7K.1.1 Corby is located in north-east Northamptonshire close to the County's border with Leicestershire (see map). The Travel to Work area which came into effect in August 1984 covers an area of 31,177 hectares and has a population of 61,361. The Corby Development Area which was re-designated in November 1984 follows the same boundaries as the new Travel To Work Area (TTWA) and comprises Corby District and part of East Northamptonshire District in Northamptonshire, together with parts of Harborough and Rutland Districts in Leicestershire, predominently the small market town of Uppingham.

7K.1.2 Corby's growth since the 1930s has been largely dominated by the Stewarts and Lloyds' steelworks (which was nationalised in 1967). The cumulative effect of this, the town's location, its poor transport links, its migration patterns (with a large influx of Scottish workers) and the social composition of its population has resulted in Corby remaining poorly integrated with and largely isolated from its surrounding region, whose general prosperity it has not shared.

7K.1.3 In 1950, in order to support the continuing investment in iron and steel, Corby was designated as a New Town with a Development Corporation to initiate a large scale housing programme and the development of town infrastructure. Realising the underlying dangers inherent in Corby's remaining a one-industry town, the Development Corporation later extended its role and from the late 1960s pursued industrial diversification in order to provide additional employment opportunities for the steadily expanding labour force and to broaden the town's narrow economic base. Despite some success in attracting new manufacturing industry to Corby (especially during the 1970s) the basic problems was exacerbated in the mis 1960s when expansion of employment at the steelworks ceased and then started to decline. The growing labour force, continuing steel redundancies and labour shedding and closures among the new firms caused unemployment to grow steadily during the 1970s and Corby's major problem of over-dependence on one industry still remained.

7K.1.4 The Development Corporation was wound-up on 31 March 1980 and its industrial and commercial assets handed over to the Commission for the New Towns. The Corporation's housing assets were transferred to Corby District Council in April 1978.

Industrial Structure

7K.5. The cessation of steel production at the British Steel Corporation (BSC) works was announced on 1 November 1979. In 1978, prior to the closure about 27,500 people were employed in Corby Employment Office Area. Some 56% of these were employed in manufacturing and 38% in services. At the time BSC, with 11,350 employees, accounted for 73% of manufacturing employment in the area. Table 1 below, which relates to 1981, clearly shows how the unbalanced nature of Corby's industrial structure continued with an over-dependence on manufacturing (and one firm in particular) and a serious under-provision of service employment. At that time B.S.C. still employed 4,500 workers.

Table 1 INDUSTRIAL STRUCTURE CORBY, EAST MIDLANDS & GB 1981

Sector	Corby		East Midlands	Great Britain
	Employees in employment	%	%	%
Extractive	592	3.0	7.0	4.0
Manufacturing	8,803	46.0	36.0	28.0
Construction	608	3.0	5.0	6.0
Services	938	48.0	52.0	62.0
TOTAL	19,384	100	100	100

7K.1.6 Other industries represented include clothing and footwear and general engineering (all in decline nationally) and food products. Employment had been falling for some time at BSC, but the closure of the steelworks and rationalisation of the tubeworks has meant that overall some 6,000 jobs were lost at BSC between 1979 and 1981 and a further 1,500 over the three subsequent years, making a total loss of 10,000 since peak employment at B.S.C.

7K.1.7 The impact of the closure on Corby has been severe. In recognition of this, Corby Employment Office Area was granted Development Area status in December 1979. In addition, Corby acquired an Enterprise Zone in June 1981. The benefits that firms developing in the Zone receive from this include rates exemption, Development Land Tax exemption, enhanced allowances on buildings, and a relaxed and fast-moving planning regime.

7K.1.8 The Enterprise Zone will be filled during the early part of the programme period. Most new developments will take place on the reclaimed former B.S.C. land, some of which is already available. There should be sufficient land in the period up to 1990 to provide a wide range and choice of sites for developers. The physical problems likely to be encountered include the removal of outdated plant and buildings, unstable ground conditions and toxic materials.

Current State of Physical Infrastructure

7K.1.9 Corby has substantial urban infrastructure. Although the central shopping area is relatively modern it is in need of improvement. Despite significant local road improvements the major deficiency remains the poor links with the national road network. The critical sewage disposal problems have now largely been overcome but the current system is now operating to capacity. It seems certain that during the programme period Phase 2 of the Sewage Treatment Works extension will be required to meet the demand from new industry and additional water supply facilities will be needed.

B. PROBLEMS OF THE AREA

7K.1.10 Corby's major problem is the continuing high level of male and female unemployment. The period 1971 to 1981 saw net outward migration and negligible population growth. Since 1981 the population has declined still further. Given Corby's relatively young age structure and above average level of natural increase, the problem of outward migration still remains. Some of the deficiencies in physical infrastructure remain.

Unemployment

Table 2 UNEMPLOYMENT IN CORBY 1979 to 1986

Date	Males			Females			Total		
	No	%	Index	No	%	Index	No	%	Index
Sept 79	1,193	5.9	97	839	8.0	211	2,032	6.6	127
80	4,134	19.8	220	1,544	14.4	257	5,678	18.0	237
81	5,097	24.4	178	1,798	16.7	298	6,895	21.8	195
82	5,126	24.6	159	1,588	14.8	172	6,714	21.3	168
83	4,008	20.4	132	1,535	14.6	151	5,543	18.4	140
84	3,596	18.3	116	1,480	14.1	138	5,076	16.8	125
New TTWA									
Sept 84	3,689	25.9	164	1,511	15.2	149	5,200	22.5	160
Sept 85	3,394	25.9	162	1,803	17.9	172	5,197	22.4	165
Jan 86	3,528	26.9	163	1,696	16.8	163	5,244	22.5	162

Index: GB = 100

Note: Percentages for Sept 1985 and Jan 1986 refer to revised figures for the employed population.

7K.1.11 Even before the steelworks closed unemployment ran at a high rate in Corby. Table 2 above shows that in September 1979 while male unemployment was about the national level, female unemployment was more than double the national average and total unemployment in the Corby Employment Office Area was 127% of the G.B. rate. The overall unemployment rate for the new TTWA stood at 22.5% in January 1986, 162% of the GB rate, while both male and female unemployment rates (26.9% and 16.8% respectively) represented 163% of the GB rate.

7K.1.12 Unemployment rose steadily throughout 1980 and reached a peak in July 1981 when there were nearly 7,000 people out of work in the Corby Employment Office Area. The total rate of 21.8% was nearly double the national average and male unemployment was only just below 25%. Unemployment in the Corby EOA fell slowly but steadily thereafter and in September 1984 had reduced to 16.8%, still 25% above the national average. However, the population and characteristics of the old Development Area tended to mask the concentration of unemployment in Corby itself. The new Development Area/T.T.W.A. gives greater emphasis to Corby and highlights the continuing unemployment problem in the town. Although the actual difference in numbers of men unemployed is less than 100 this represents a much higher percentage in the new area. The gradual decline in unemployment has been mirrored by a modest increase in the total number of jobs in Corby. Most of the new jobs have been created on the new industrial estates at Earlestrees, Weldon and Oakley Hay.

Transport Problems

7K.1.13 Corby's position some 23 miles from the nearest motorway (M1), the absence of a rail passenger service, and its poor transport links with the national road network have all affected the relative accessibility of the town and limited its prospects for industrial development. In the northern part of the Assisted Area, east-west communications are provided by the A47 trunk road, which allows reasonably good access to Leicester to the west, and eastwards to Stamford, A1, Peterborough and the East Coast ports.

7K.1.14 The proposed M1-A1 link road, which would pass about 8 miles to the south of Corby, will have tremendous importance for the future industrial development of the town. The 10 month long Public Inquiry into the M1-A1 link ended in June 1985. Subject to confirmation of the draft Statutory Orders construction could begin in 1986/87.

7K.1.15 The County Council's comprehensive strategy for improving roads linking Corby to the national road network is nearing completion. Substantial improvements have been carried out on the A427, and A6003 (which connects Corby with the A6 and A43 trunk roads at Kettering) the A6116 to Thrapston and the construction of the Weldon Bypass. The A605 Oundle Bypass has been completed and further improvements to the A427 and A6116 are planned.

7K.1.16 In addition to these County Council road schemes, Corby will also benefit from the Department of Transport's improvements to the A43 trunk road, which include the Bulwick Bypass under conjunction and the Kettering Northern Bypass which will connect up with the M1-A1 Link Road.

7K.1.17 Another major transport deficiency in Corby is the absence of a passenger rail service. Corby lies on the freight-only Kettering to Oakham railway line. The nearest passenger station is 8 miles away at Kettering, which provides Inter-City services to London (St Pancras) and the East Midlands. The National Bus Company operates a coach service, via Corby and Oundle, between Kettering and Peterborough where connections are available to East Anglia, the North East and Scotland.

7K.1.18 British Rail has included the extension of electrification of the Midland Main Line from Bedford to Kettering in its corporate plan. The County and District Councils had been involved with the evaluation of the feasibility of extending electrification from Kettering to Corby and there is some optimism for the re-opening of this section of line to passenger trains especially if the Wonderworld Theme Park proceeds as planned.

Sewage Disposal

7K.1.19 Industrial development in Corby has necessitated major improvements to the sewage disposal system in the town. The Anglian Water Authority (AWA) has completed a major sewer on the Earlstrees Enterprise Zone and a large extension to Corby's main sewage works has also been provided. In addition, the AWA (in conjunction with the District Council) constructed a new sewer in the south of the town (the South Valley sewer), and the Middleton Sewage Treatment Works has been reconstructed with a 100% increase in capacity. With continuing industrial development during the programme period it is likely that Phase 2 of the Sewage Treatment Works extension will be required.

General

7K.1.20 Although the problems facing Corby are daunting, industrial development is continuing apace. Considerable progress has been made in land clearance, the development of industrial estates (especially the 3 Enterprise Zone estates) and the attraction of new industry. Figures from the District Council indicate that a substantial number of new jobs has been brought to Corby by companies moving to the town in the 5 years from January 1980. Of these a remarkable 7,825 were still in existence by December 1984. For comparison, the Department of Industry estimates that since the steelworks closure 1,200 new jobs have been brought into Corby and about another 3,000 are projected.

7K.1.21 Corby's main economic potential lies in its attractiveness to new industry as a result of the complete package of financial incentives that it can offer. As a Development Area Corby has access to Regional Development Grants from the Department of Industry (since designation these have totalled £5.1 million, of which £0.88 million comprised ERDF aid) as well as ERDF finance. In addition, as a steel closure area, Corby also attracts grants from the European Coal and Steel Community.

7K.1.22 The incentives offered by the Enterprise Zone have played a very important part in attracting firms and jobs to the town. Now that the Zone is nearly full these incentives will no longer be available and the promotional efforts to attract firms will have to be increased during the programme if Corby is to compete effectively.

7K.1.23 The town has a substantial modern infrastructure which is a primary resource. The shopping centre has served the town well but is becoming outdated and will need considerable improvement if it is to withstand competition from other nearby shopping centres. The employment potential of the central area, both in shops and offices, the service provided to local residents and its contribution towards enhancing the attractiveness of the town should not be underestimated.

7K.1.24 The large and growing labour force is an important resource of the town. With steelworkers declining in dominance, the flexibility of the labour force and range of skills has increased. Support is provided by basic training facilities but these are capable of further expansion and development to service the needs of incoming industries. Furthermore, Corby has a co-ordinated system of responsible authorities with a common sense of commitment.

7K.1.25 The Steelworks closure had a devastating effect on the local economy but great strides have been made towards recovery. The priority for the programme period remains a substantial reduction in the high level of unemployment. The successes of the last few years must be seen in perspective and there can be no room for complacency in the current economic climate.

7K.1.26 In the northern part of the Assisted Area, Uppingham, a small but pleasant market town, could offer an attractive location for some small scale industries.

Section 2. DEVELOPMENT OBJECTIVES

7K.2.1 The Corby Joint Industrial Development Committee was formed in 1980. This consists of members (with a counterpart officer group) of Corby District Council Northamptonshire County Council and the Commission for the New Towns. In April 1980 the Committee produced a non-statutory strategy document putting forward a package of suggested measures ("The Strategy for Corby - a Community Plan"), which was revised and updated in September 1984. The revised document identifies aims and objectives and lists development measures required. The main objective of the Community Plan is:

"A massive reduction of unemployment and the retention of the resident population of Corby and its inbuilt natural growth based upon a rebuilding of the local economy to provide local employment, an attractive and buoyant housing market and appropriate educational, social and environmental services".

The essential aims are:-

i) to reduce long term structural unemployment;

ii) to halt net outward migration;

iii) to contain social problems (truancy, vandalism etc.);

iv) to avoid wastage of the town's modern substantial urban infrastructure;

v) to reclaim and put to beneficial use derelict land;

vi) to improve Corby's links to the national transportation network.

7K.2.2 The Strategy looks to the existing resources of the town to assist in achieving stability and producing successful investment. Success will be measured in terms of job creation and a requirement for 25,970 jobs by 1989 is identified. With 19,730 in Corby in 1984, there will be a need to create at least 6,240 new jobs during the programme period.

7K.2.3 The Draft Corby Town and Weldon Local Plan assumes that 80% of new jobs will require new land and that a density of 30 workers per hectare will be achieved. On this basis 166 hectares of employment land will be needed during the programme period.

7K.2.4 Current projections foresee an increase in Corby District's population (about 85% of the Development Area population), from 51,100 in 1984 to 54,300 in 1991. This would be achieved by natural increase alone with no net inward or outward migration.

7K.2.5 A substantial area of derelict land, around 500 hectares, remains in the vicinity of the B.S.C. Works. Much of this land has been purchased by the District Council and will require reclamation for appropriate uses.

7K.2.6 In Uppingham a limited amount of future employment growth, including tourism development, would be supported by the County and District Council, provided it was consistent with the wider conservation policies which apply in Rutland District.

Section 3: DEVELOPMENT MEASURES

7K.3.1 The main thrust of the Draft Corby Town and Weldon Local Plan was in identifying land for employment purposes but the need for improvement of transportation links and the town's sewerage, sewage disposal and water supply systems was also identified. Many of the Plan's proposals have now been implemented and much progress has been made in factory building and job creation. ERDF Grant Aid has given an important stimulus to industrial development in Corby. The main industrial areas and the measures to be undertaken in the programme period are as follows:-

Industrial Developments

i) The Enterprise Zone

7K.3.2 The Zone came into operation on 22 June 1981 based on land owned by the Commission for the New Towns. The Table below shows that only a small area of land remains available for development.

Enterprise Zone	Total Area Ha.	Floor Space mid 1985 sq.m.	Undeveloped Land mid 1985 ha
Earlstress	44.1	132,000	1.4
Weldon North	53.4	138,000	5.5
Weldon South	15.6	36,000	1.1
Total	113.1	306,000	8.0

ii) Oakley Hay

7K.3.3 About one third of the 27.3 hectares owned by the Council has been developed and about 30,000 sq.m. of floor space has been provided. The remainder, together with 9.6 hectares owned by the Commission for the New Towns (CNT), will be available for development in the programme period. The provision of roads and services has been undertaken by the Council with ERDF Grant Aid.

iii) South of Earlstrees

7K.3.4 The CNT owns an 8.6 hectares industrial site immediately south of the Earlstrees Enterprise Zone. Roads and services will be provided and the land will be made available for development during the programme period.

iv) The former Steelworks Site

7K.3.5 The District Council owns the 56 hectare site which has now been cleared and is ready for industrial development. Basic road and other infrastructure has been provided including Phoenix Parkway which links the area with Earlstrees and Weldon. Development of a 'Superstore' and other shopping and commercial development on a 14 hectare site commenced in January 1986.

v) Willowbrook

7K.3.6 Willowbrook East is a 32.9 hectare site owned by the CNT who have provided roads and other infrastructure to service the area. Two phases of advance factory units have been constructed together with the completion of an owner-occupied development. Adjoining this site is Willowbrook West which occupies 46.8 hectares and is owned by the District Council. Some grading has been carried out but a considerable amount of reclamation work will be required during the programme period including the removal or neutralisation of toxic materials. Following reclamation the provision of basic infrastructure will be required.

vi) South of Steel Road

7K.3.7 The District Council has acquired further land south of Steel Road which at the time the Draft Local Plan was prepared it was considered would be retained by BSC. The area comprises the former BOS Plant (16.2 hectares) and the former Heavy Rolling Mills (17.5 hectares). The BOS Plant has been cleared and reclaimed and part (6.2 hectares) has been developed for a large plastics factory. Demolition of the Heavy Rolling Mills and reclamation of the site will continue during the programme period and this will be followed by the provision of access and services.

vii) East of Gretton Road

7K.3.8 A site of 47 hectares, east of Gretton Road, Weldon, is allocated for employment purposes in the Draft Local Plan. The land is owned by Group Five Holdings Ltd. and forms part of a larger site with planning permission for the Wonderworld Themepark.

viii) The Headway, Great Oakley

7K.3.9 About half of the 18 hectares site has been developed by British American Tobacco Ltd as a tobacco processing plant. The Company has an option on the remainder of the site.

7K.3.10 Other land, not currently allocated for industrial development, has been acquired by the District Council with the aid of derelict land grant. This will require considerable investment during the programme period, and probably beyond, if it is to be reclaimed and brought into a suitable beneficial use.

7K.3.11 A project due to commence in the early part of the programme period is the Corby Combined Heat and Power Station. This will be fuelled by domestic and industrial waste and will supply heat and electricity to local enterprises. It will be located on a 5.7 hectares site at the former steelworks.

7K.3.12 The Enterprise Zone has made a great contribution towards containing unemployment in Corby. By the end of 1984, over 4,800 jobs had been provided. Even so, unemployment remains at an unacceptably high level and it is recognised that the development of further industrial sites will be vital to the strategy for recovery. The promotion and marketing of the sites, which are unlikely to enjoy the benefits of Enterprise Zone status, will also be of critical importance in the period up to 1990.

7K.3.13 A local plan for Uppingham is being prepared by the District Council which will allocate provision for new industrial areas not exceeding 8 hectares.

Transport Improvements

7K.3.14 Considerable progress has been made in improving local road links with the construction of the Weldon Bypass, dualling of the A6003 between Corby and Kettering, bypasses and improvements on the A6116 between Corby and Thrapston and improvements to the A427 west of Corby. The A605 Oundle Bypass has been completed at a cost of £5.2m. Other County Council improvement schemes to take place in the period up to 1990 are as follows:-

a) The A6116 Brigstock Bypass is under construction and due to be completed in October 1986 at a total cost of £3.6m. Further improvements between Belle Vue and Sudborough are due for completion in December 1987 at a cost of £500,000.

b) The A427 The Scott's Hollow improvement is programmed to commence in 1986 at a April cost of £840,000.

7K.3.15 Corby will also benefit from the Department of Transport's improvements to the A43 Trunk Road which include the Bulwick Bypass (costing £1.9m, now under construction and due for completion December 1986), the Kettering Northern Bypass. (scheduled to begin after 1986) connecting with the M1-A1 link and the Laxton Lodge Bends improvement costing £0.750m. An A43 bypass of Geddington is also under construction. The A47 Trunk Road improvement at Wardley Hill in Rutland, costing £1.8m and programmed to start in 1986/87, will improve east-west communications in the northern part of the Assisted Area.

7K.3.16 ERDF grant aid has played a significant role in funding much needed road improvement schemes in the Corby area. Although the road improvement schemes outlined above will greatly improve Corby's links with the national road network, the most critical of the future road proposals is the M1-A1 link road. This will be of tremendous importance for the future industrial development of the area since the improved accessibility would make Corby much more attractive to prospective new industrial developers.

7K.3.17 Leicestershire County Council plans further improvements to A6003 between Uppingham and the County boundary during the programme period in order to improve accessibility to Uppingham from the south.

7K.3.18 British Rail have indicated their intention to continue the electrification of the St Pancras line northwards from Bedford to Kettering. At a cost of £3.5 million the electrification could be continued to Corby and a new station at Corby constructed. A £6 million rail link to the Wonderworld development has been proposed, which would also serve the new Willowbrook industrial area. The capital cost of a bus link between the Corby station and Wonderworld has been estimated to be £3 m. Improved rail freight facilities are also a priority, including the provision of private sidings. "Speedlink" facilities operated by British Rail in Northampton could also be provided in Corby.

Improvements to the Sewage System

7K.3.19 Major improvements have already been made by Anglian Water Authority to Corby's sewerage and sewage disposal systems and ERDF. Grant Aid has played a major role. A new sewer on the Earlstrees Enterprize Zone was completed in 1982 and the South Valley Sewer in 1984. Also in 1984 a major extension of the Corby Sewage Treatment Works was completed with more than £1m ERDF. Grant Aid, and the Middleton Sewage Treatment Works was reconstructed to provide a 100% increase in capacity.

7K.3.20 With continuing industrial development the system is again approaching capacity and it seems very likely that Phase 2 of the Sewage Treatment Works extension will be required during the programme period at a cost of £2m. The improvement of 2 km of foul sewer at Uppingham to provide for new industrial development and population growth will be undertaken by AWA in 1986/87 at an estimated cost of £0.571m.

Water Supply

7K.2.21 Major improvements to water supply facilities are planned by AWA to provide for further industrial and residential developments, including the planned Wonderworld Theme Park.

Meeting the Objectives

7K.3.22 The main development priorities are the reclamation of the former BSC land and the construction of the M1-A1 link road. The development measures outlined above are mainly aimed at releasing land for jobs. By providing a range of sites and ensuring a continuous supply of land the demand from developers should be met. The creation of new jobs should reduce unemployment which is seen as a major factor affecting migration and the level of social problems in the town. The planned industrial development will take place mainly on reclaimed land and will thus considerably improve the town's environment. Population growth coupled with new development will ensure that the town's infrastructure is fully utilised.

7K.3.23 The annexed schedule outlines the phasing of major investments in infrastructure projects which are regarded as being of considerable importance to achieving Corby's fundamental economic objectives.

Section 4: FINANCIAL RESOURCES 1986-1990

7K.4.1 Unfortunately, only partial information is available for financial resources over the 5 year period. The District Council intends to continue spending on reclamation and redevelopment at about the current level of £3.5m per year, giving a total of £17.5m over the programme period. The costs of major infrastructure works have not yet been finalised and so the District Council is not in a position to determine the level of any contributions that may be required.

7K.4.2 The remaining County Council road improvements are all due for completion by the end of 1986 and, at present, the County Council does not foresee any additional expenditure during the programme period. The major road expenditure will be due to the M1-A1 link and the Kettering Northern Bypass, both Department of Transport trunk road schemes costing £110m.

7K.4.3 The cost of Phase 2 of the extension to Corby Sewage Treatment Works is estimated at £2.243m. Major improvements to water supply facilities are planned by Anglian Water Authority to provide for future industrial and residential developments and will cost an estimated £1.674m.

7K.4.4 The Commission for the New Towns is unlikely to construct further advance factory units but will wish to provide roads and sewers on its site south of Earlstrees.

Section 5. IMPLEMENTATION AND CO-ORDINATION OF INVESTMENT

(a) Corby

7K.5.1 The main agencies responsible for implementing the programme in Corby are:

i) Corby District Council

The Council, as Local Planning Authority, allocates land for industrial development with the aim of creating employment. Through the Industrial Development Centre it contributes to the promotion and marketing of industrial land and buildings and, as owner of much former B.S.C. land, the Council has made a major contribution in land clearance and provision of infrastrúcture.

ii) Northamptonshire County Council

The County Council, as Local Highway Authority, is responsible for all County road improvements.

iii) Government Departments

The Department of Transport is responsible for all Trunk Road Schemes, the Department of Industry provides Regional Development Grants; and the Department of the Environment approved Derelict Land Grants.

iv) The Commission for the New Towns

The Commission has been mainly concerned with land clearance, infrastructure provision and advance factory building on their own land. Now that much of the land has been developed the Commission's role in Corby will decline. Their main interest will be the development of Willowbrook East, Oakley Hay and the land south of Earlstrees.

v) Public Utilities

East Midlands Electricity, East Midlands Gas, British Telecom and the Anglian Water Authority will be responsible for the provision of their particular services. The Corby District Council act as agents for the A.W.A. in some drainage matters.

vi) Joint Industrial Development Committee

7K.5.2 The main co-ordinating function in Corby is undertaken by the Joint Industrial Development Committee which was set up shortly after the steelworks closure was announced and has been a vital part of the organisational arrangements. It has representatives from Corby District Council, Northamptonshire County Council and the Commission for the New Towns and is able to discuss and co-ordinate both local policy and the actions of the various agencies involved.

7K.5.3 Within the town, the Corby Industrial Development Centre has been set up and jointly financed by Corby District Council and the Commission for the New Towns, with responsibility for promotional and marketing activities on behalf of both authorities. The centre also houses the Corby Business Advisory Bureau and its aim is to provide a comprehensive service to interest and secure both new and existing employers to come to Corby.

7K.5.4 Progress with marketing and industrial development has been kept under continuous review. This has enabled the Commission for the New Towns to provide a greater range of types and size of accommodation to meet the demands which were seen to be arising, and also to move the marketing strategy from an initial general approach of making Corby and its attractions more widely known, into more specific and direct approaches in order to increase positive enquiries. Despite the recession this has produced encouraging results.

(b) Uppingham

7K.5.6 The experience gained through the Commission and the Industrial Development Centre should prove invaluable during the programme period when the Enterprise Zone incentives will not generally be available, particularly if the recession continues through this period.

7K.5.7 Although neither Leicestershire County Council nor Rutland District Council own industrial land within the Assisted Area, both local authorities are concerned to encourage limited industrial development in Uppingham, and to promote its tourism potential, provided that such developments are consistent with the wider conservation policies which apply in the Rutland District.

APPENDIX A

Schedule of Development Measures, Phasing and Costs, - 1986 to 1990

Scheme	Timing	Cost
Industrial Estates		
i) C.N.T. Industrial Estate south of Earlstrees E.Z. (8.6 ha.)	Dependent on suitable alterations to existing storm drainage system. Could be available 1987/88.	To be determined when form of development is finalised.
ii) Phoenix Park (former steelworks) (56 ha.)	Basic infrastructure provided, industrial estate roads etc. required. Available for development.	
iii) Willowbrook West (46.8 ha.)	Completion of reclamation and provision of infra-structure required before development can commence. Could be available 1987/88.	
iv) Ex-BOS Plant/Heavy Rolling Mills (33.7 ha.)	BOS Plant cleared. Demolition and reclamation of Heavy Rolling Mills and provision of infrastructure required. Could be available 1987/88.	
v) Land south of Gretton Brook Road (area not yet defined)	Removal/neutralisation of contaminated soil and Water Could be avialable 1986/87.	
vi) East of Gretton Road (47 ha.) Group Five Holdings Ltd.	Land currently in agricultural use and forms part of the location for the proposed Wonderworld Themepark. Otherwise likely to be available for industrial development in the longer term, if required.	
Transport Proposals		
Trunk Roads		
i) M1-A1 Link Road	1987 Start	£107m
ii) A43 Bulwick Bypass	Under construction, complete December 1986.	£1.9m
iii) A43 Kettering Northern Bypass	1986/87.	£3.3m
iv) A43 Laxton Lodge Bends	Under construction	£0.75m
v) A47 Wardley Hill	1986/87	£1.8m

	Scheme	Timing	Cost
Northamptonshire County Council Road Schemes			
i)	A6116 improvements: Brigstock-Bypass	Under construction, completion in October 1986.	£3.6m
	Belle Vue - Sudborough	Start January 1987 for completion December 1987.	£0.5m
ii)	A427 Scotts Hollow	Start April 1986, complete December 1986	£0.84m
Leicestershire County Council Road Schemes			
i)	A6003 improvement south of Uppingham	During programme period.	£0.25m
British Rail Schemes			
i)	Extension of electrification Kettering to Corby	1986/89	£3.0m
ii)	Construction of Station		£0.5m
Anglian Water Authority Proposals			
i)	Corby Sewage Treatment Works, Extension Phase 2	1988/91	£2.24m
ii)	Improvements to Great Oakley Pumping Station	1986/88	£0.1m
iii)	Uppingham Sewerage Scheme	1985/87	£0.57m
iv)	Beanfield Service Reservoir	1988/89	£0.97m
v)	Beanfield to Weldon Pipeline	1987/88	£0.70m
East Midlands Gas			
i)	New infrastructure systems for gas supply	Mid-end programme period as required to serve additional land at Weldon	
East Midlands Electricity			
i)	Combined Heat and Power Station	1986/90	£56.9m

European Regional Development Fund

UK REGIONAL DEVELOPMENT PROGRAMME 1986-90

Section 7L: England – South West

BDBAAF

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 7L.

SECTION 8 - WALES

SECTION 9 - SCOTLAND

SECTION 10 - NORTHERN IRELAND

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 concide 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 administerative 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.

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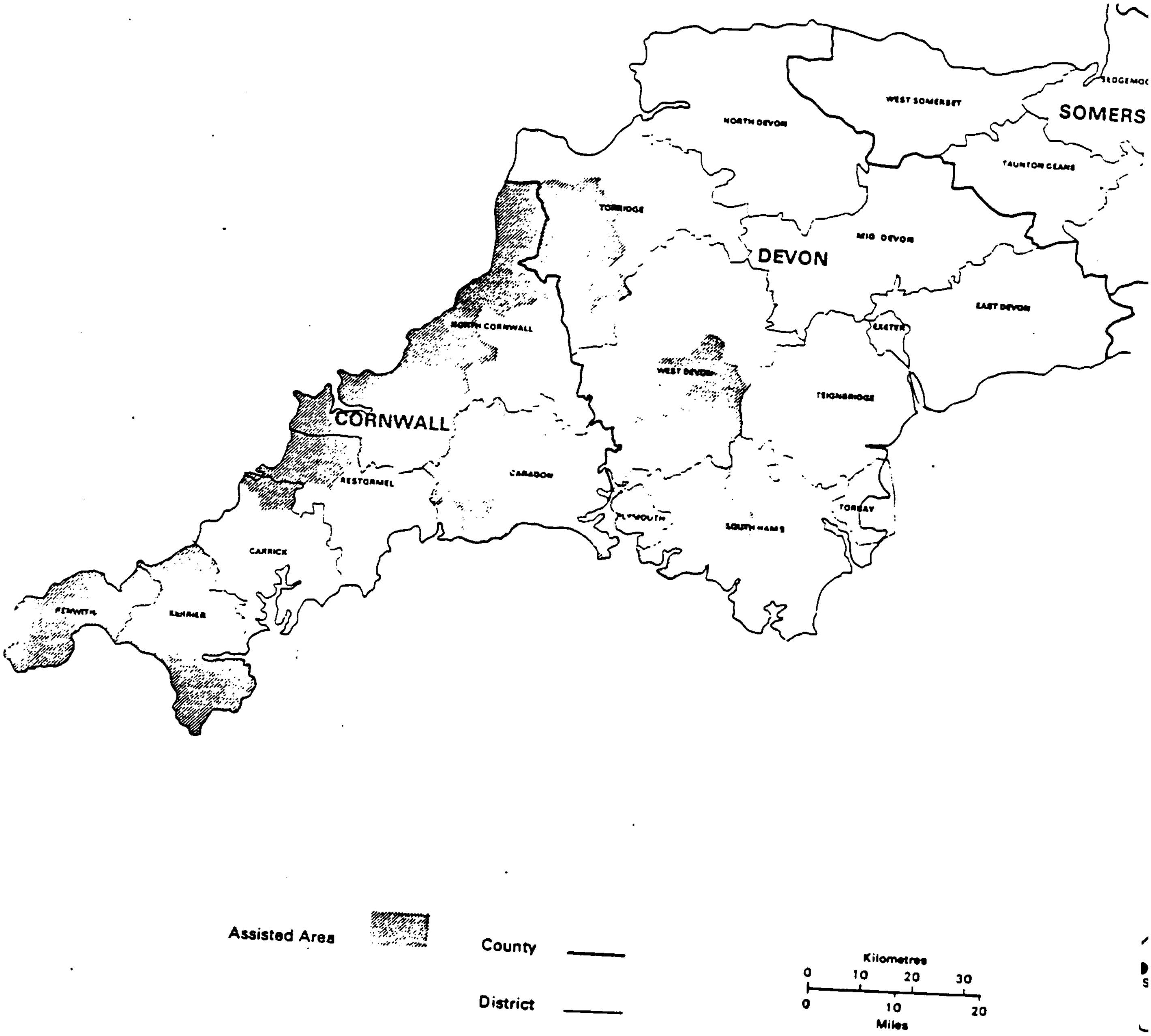
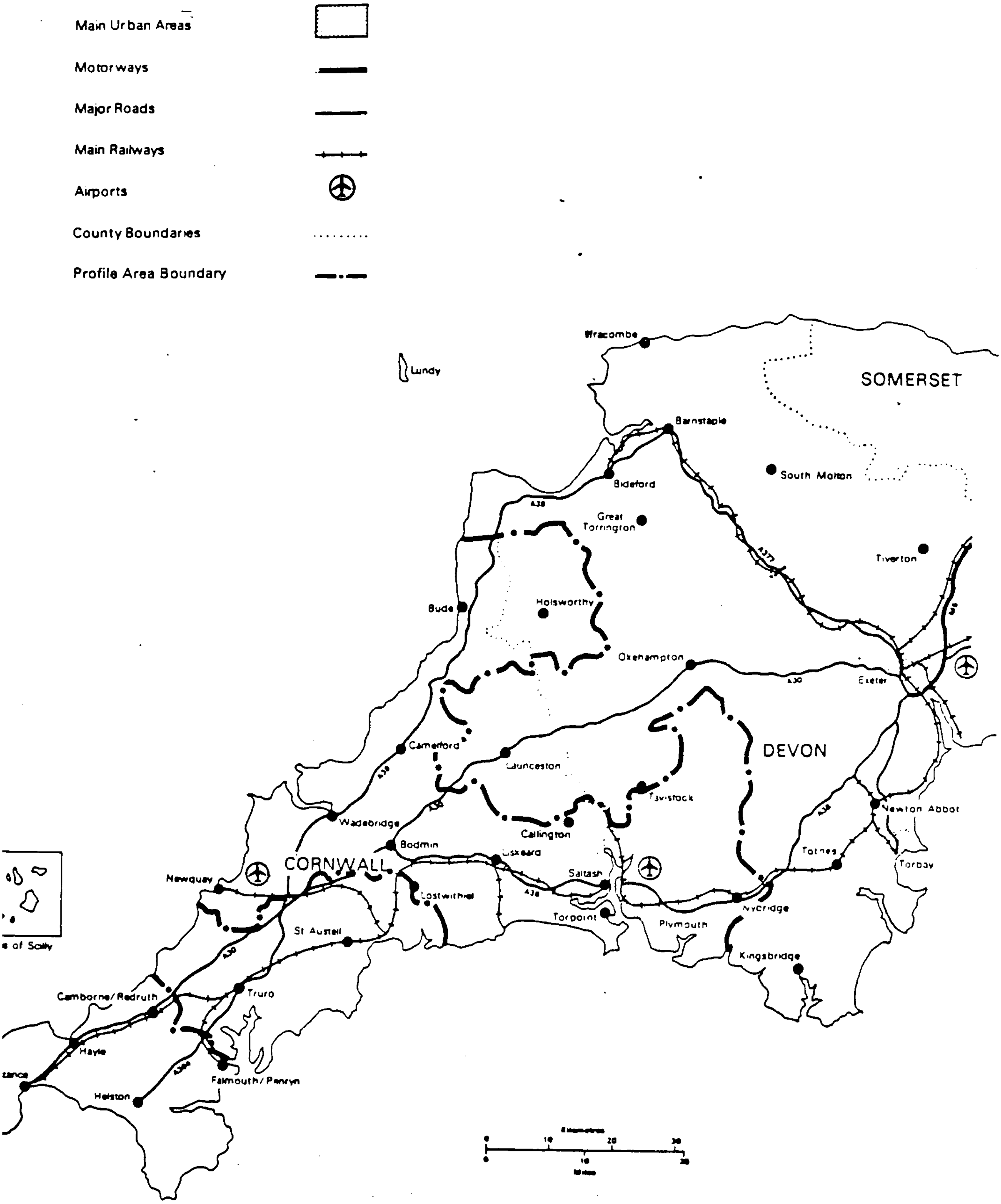
SOUTH WEST PROFILE

CONTENTS | PARAGRAPH

THE SOUTH WEST ASSISTED AREA



THE SOUTH WEST PROFILE AREA



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SOUTH WEST ASSISTED AREA PROFILE

1. Statistical Summary

Total Population (1)	(000)	584.9
Area (1)	(Km^2)	3454
Density	(persons/Km^2)	169
Unemployment:	000	%
Total (2)	35.8	17.1
Long-term (3)	12.9	6.2
Youth (4)	14.6	7.0
Employment Distribution (1)	000	%
Agriculture	10.7	4.8
Energy and Water	4.2	1.9
Manufacturing	41.4	18.6
Construction	15.9	7.1
Distribution and Catering	49.8	22.4
Transport	11.6	5.2
Other Services	88.8	39.9
TOTAL	222.4	100.0

2. Area Definition

Travel to Work Area	Status (Development/ Intermediate Area)	Equivalent Local Whole District	Administrative Area Part District
Penzance & St Ives	DA	Scilly Isles	Penwith
Falmouth	DA	-	Carrick, Kerrier
Helston	DA	-	Kerrier
Redruth & Cambourne	DA	-	Kerrier, Penwith
Newquay	DA	-	Carrick, Restormel
Bodmin & Liskeard	IA	-	Caradon, N Cornwall
Bude	IA	-	N Cornwall, Torridge
Plymouth	IA	Plymouth	Caradon, S Hams, West Devon

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

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REGIONAL DEVELOPMENT PROGRAMME

ENGLAND - SOUTH WEST

Section 1: SOCIAL AND ECONOMIC ANALYSIS

A. General Background

7L.1.1 Devon and Cornwall contain the Assisted Areas in the South West and share many common features. Both Counties have a cultural blend and geographical regional consciousness, emphasised by the maritime position and relative proximity to Wales, Brittany and Ireland. They also share problems of severe unemployment, peripherality, employment structure, low wage levels and infrastructure deficiencies. The broken topography, an indented coastline and distances between population centres have important consequences on social life. The entire area is also at some distance from the principal centres of economic activity in the rest of the United Kingdom, the problem of remoteness being especially acute in the Isles of Scilly. For instance, Plymouth, which is near the centre of the region, is 190 km from Bristol and 340 km from London (a time distance of over 3 hours by train). The principal ports of the area, Falmouth and Plymouth, are respectively 570 and 510 km from Rotterdam and 430 and 390 km from Calais. The remoteness of the area is often seen as a significant disadvantage to economic development; even within the Counties many rural areas are remote from the main towns and this is an added disadvantage for economic development.

7L.1.2 Devon and Cornwall are famous for scenic beauty, varied physical characteristics including high bleak moorlands and rolling countryside steep sided river valeys and rugged coastlines with numerous rias. The topography of the area offers few flat sites suitable for industry and difficult communications, with long, slow journeys between centres except where modern improved routes exist. Many of the main roads are inadequate to serve industry and the summer time tourist traffic.

7L.1.3 The total population of Devon and Cornwall is approximately 1.4m with a workforce of 0.58m. In recent years population growth has been above the regional and national average and in Cornwall the growth rate has been twice that of the region as a whole. Net in-migration has provided the major impetus for ths growth in population. This includes a significant element of in-migration by those at or nearing retirement age. As a result those over 65 are disproportionately more numerous and now account for 19% of the total population of this area, compared with 17% for the South West Region and 15% for the United Kingdom. If official projections are realised the total population of this region will increase by a furthr 3% over the next five years.

7L.1.4 In addition to the remoteness of the two counties, the settlement pattern and distribution of job opportunities in the far South West are dispersed and, with the exceptions of Plymouth, Exeter and Torbay, the towns in the area are small and isolated. For instance, in 1981, Cornwall had a census population of 430,000 but only ten settlements had a population of over 10,000 people, and of these the largest Camborne-Redruth, had a population of under 47,000. In fact, the ten largest towns in Cornwall account for less than half of the County's total population, whilst 25% of the population lived in communities of under 1,000 people. The dispersed nature of both settlements and employment opportunities necessitates some long distance commuting. It also means that the major infrastructure providers are in many cases forced into a relatively piecemeal approach when providing facilities and are unable to take full advantage of the economies of scale associated with serving large concentrations of population.

B Employment Structure

7L.1.5 The prosperity of the South West Standard Region as a whole disguises the chronic economic problems in the Assisted Areas, and throughout the remainder of the two Counties. These problems stem from a combination of the industrial structure, peripheral location and employment decline of existing industries. Nevertheless, over the period 1971-81 the numbers in employment have increased as shown in Table 1.

7L.1.6 Table 2 shows the 1981 industrial structure of employment for Devon and Cornwall and highlights the structural problems of the far South West. Employment has traditionally been dependent on the primary industries where labour requirements have declined in recent years (between 1976 and 1981) and are likely to continue to do so. This trend has been apparent in agriculture and has also affected employment in the china clay industry, which has been declining; there is little hope of an early reversal of this trend. Fishing is also a long established industry providing an important supplement to the incomes of those with other occupations, especially on the Isles of Scilly. The Scillies have a particular problem of escalating freight and transport costs which are resulting in a decline in the competitiveness of agriculture and horticulture.

7L.1.7 Manufacturing employment tends to be concentrated in small firms, especially those employing under 10 people, and is also in total a much smaller sector in employment terms than nationally; only 13.3% of the Devon and Cornwall workforce, as compared with 28.6% for Great Britain. In addition to the low proportion of employment offered by the manufacturing sector, it has also been declining in recent years; for instance in Cornwall, manufacturing employment has decreased by 3,100 jobs in 1976-81, with further major impending job losses at CompAir in West Cornwall.

7L.1.8 The largest concentration of manufacturing jobs is located at Plymouth but despite substantial efforts to diversify the manufacturing base, the city still remains heavily dependent on employment in the Naval Dockyard. Proposals by Central Government to sell the management of this operation to the private sector envisage options for redundancies of about 2,000, with consequent far reaching effects in the Plymouth sub-region and throughout the region. The problem of being overdependent upon one source of employment was also illustrated in Falmouth in 1979 when the ship repair yard reduced its workforce from 1200 to 300. As a result, the male unemployment rate in this area rose to over 20% and, as a consequence, the UK Government raised the area's Assisted Area status to that of Special Development Area. Current employment in the ship repair yard stands at 500 but faces a very uncertain future. British Shipbuilders have also recently announced 95 redundancies at its Appledore shipyard in Devon due to the decline in the world-wide market for merchant ships.

7L.1.9 Construction employment is affected by the general economic situation and is one of the service sector industries losing jobs, along with public administration. The economic recession has depressed employment opportunities and there are no signs of any immediate upturn. More importantly, this has proved to be the sector where mobile labour plays a significant role, and any increase in building activity is no guarantee of new jobs in the local workforce.

Table 1 Economically Active

CORNWALL			Increase	
	1971	1981	Number	%
SELF EMPLOYED	29900	31500	1600	5.4
EMPLOYEES	117640	124900	7260	6.2
IN EMPLOYMENT	147520	156400	8880	6.0
SEEKING WORK	7600	18500	10900	143.0
ECONOMICALLY ACTIVE	157000	176600	19600	12.5
DEVON			Increase	
	1971	1981	Number	%
SELF EMPLOYED	50610	58050	7440	14.7
EMPLOYEES	302810	314230	11420	3.8
IN EMPLOYMENT	353420	372280	18860	5.3
SEEKING WORK	15610	33190	17580	126.2
ECONOMICALLY ACTIVE	373720	410570	36850	9.9

Table 2 Employment - Industrial Structure

INDUSTRIAL STRUCTURE 1981: RESIDENTS IN EMPLOYMENT

			CORNWALL & DEVON REGION		
	CORNWALL	DEVON	NUMBER	%	%
PRIMARY	19100	38640	57740	11.0	3.3
MANUFACTURING	20700	49440	70140	13.3	28.6
CONSTRUCTION	13000	27850	40850	7.8	5.3
SERVICES	98460	237270	335730	63.7	60.0
ARMED FORCES	7120	15130	22250	4.2	2.8
ALL INDUSTRIES	158380	368330	526710	100.0	100.0

7L.1.10 Devon and Cornwall are greatly dependent upon service employment (Table 1) and, the exception of the tourist industry, this sector is mainly geared to local needs, although Exeter and Plymouth have attracted some mobile office-employment. The tourist industry is of special importance as the far South West includes the largest concentration of places for summer holidays in Great Britain. However the tourist industry enjoys a short peak ie. July/August, giving rise to a pronounced seasonal employment pattern, while in recent years the trend towards self catering and caravanning holidays has reduced job opportunities because of the decline in the more traditional sections of the industry.

C Income and Unemployment Problems

7L.1.11 The intensity of the economic problems of the far South West, whether measured by incomes or unemployment levels is considerable: For instance in 1984, average male earnings for the South West Region as a whole were about 7% below the national average. In Cornwall it was about 17% below, in Devon 13%. In the "synthetic index" produced by the European Commission to assess the intensity of regional problems in the European Community, out of 131 regions listed in this index, the Devon and Cornwall region ranks 20th from the bottom.

7L.1.12 Unemployment, as illustrated in Table 3, is much higher in both Devon and Cornwall compared to other parts of the South West region and Great Britain. The table also demonstrates the way the underlying unemployment problem is exacerbated by the seasonal nature of employment opportunities in the Assisted Areas. The unemployment postion of Devon and Cornwall and the Assisted Areas has been deteriorating. In June 1985, the total number unemployed had reached 67,567 for both counties with 32,889 in the Assisted Areas. Long term male unemployment (ie men registered as being continuously out of work for periods in excess of six months) has increased about eight times during the last 15 years from 1971, and now accounts for about half of all the unemployed. While in 1971 the majority of these men were over the age of 55, by 1985 most were under 55. Both these aspects are illustrated in Table 4.

7L.1.13 The unemployment averages for the Assisted Areas alone do not fully reflect the intensity of the problems in specific areas. For instance, in the Development Areas of Falmouth, Redruth and Camborne, Penzance, St Ives and Newquay, unemployment rates are well above average. Also because many of the job opportunities are related to tourism, the unemployment pattern is distinctly seasonal, in some cases spectacularly so eg Newquay with 20%, well above the average.

D Problems of Infrastructure

7L.1.14 If the economic problems of this sub-region are to be alleviated and new firms attracted into the area, one of the major infrastructure problems to be overcome must be the continuing lack of serviced industrial land. The high cost of land acquisition and subsequent services has made investment by the local authorities essential. A number of advance factories and smaller workshops have also been provided by UK Government agencies and local authorities.

7L.1.15 The problem of attracting new and mobile industry into this area is heightened by the geographical remoteness of Devon, Cornwall and the Isles of Scilly from the major markets of both the UK and Europe. The UK government has accepted the problems that stem from this peripheral location and recognised the overriding need for a high quality spine road down the

Table 3 Unemployment Rates 1979, 1981, 1983, 1985

	Cornwall	Devon	Assisted Areas of Devon and Cornwall	Remainder of SW Region	Great Britain
1979					
March	11.0	8.0	9.5	5.2	5.7
June	8.9	6.8	7.9	4.7	5.4
Sept	8.8	6.8	7.8	4.8	5.6
Dec	10.9	7.4	9.1	4.6	5.5
1981					
March	14.7	11.4	13.3	8.1	10.1
June	13.3	11.4	12.8	8.6	10.9
Sept	13.9	12.7	14.0	9.5	12.2
Dec	16.6	13.5	15.5	9.5	12.0
1983					
March	17.1	14.1	16.1	10.8	13.5
June	13.7	12.0	13.2	9.6	12.3
Sept	14.0	12.7	13.8	10.5	13.1
Dec	16.9	13.4	15.5	10.3	12.7
1985					
March	18.4	14.1	17.5	11.6	13.3
June	15.9	12.8	15.9	10.7	13.0

Note: From October 1982 statistics based on the number of claimants.

From April 1983 figures reflect the effects of the provision in the Budget for some men ged 60 and over who no longer have to sign at an unemployment benefit office.

From September 1984 onwards the figures reflect revisions to the Assisted Areas.

Table 4 A. Long-term unemployed January 1985

	Devon		Cornwall	
	No	% of all unemployed	No	% of all unemployed
Males				
No out of work for six months or more	16583	50.3	8514	48.0
No out of work for twelve months or more	11328	34.4	5768	32.5
Females				
No out of work for six months or more	8070	44.6	3633	39.6
No out of work for twelve months or more	4682	25.9	2137	23.3
Total				
No out of work for six months or more	24653	48.3	12147	45.2
No out of work for twelve months or more	16010	31.4	7905	29.4

B. Youth unemployment January 1985

	Devon		Cornwall		GB
	No	% of all unemployed	No	% of all unemployed	% of all unemployed
Unemployed					
- aged under 20	8666	14.0	4309	16.0	17.2
- aged 20-24	11081	21.7	5308	19.7	21.3
Total under 25	19747	38.7	9617	35.8	38.5

South West Peninsula in order to remove a major obstacle to industrial and commercial development. The completion of the M5 and improvements to the A30 and A38 trunk roads have gone some way to securing this objective. Whilst the A38 is improved as far as Plymouth, on the A30 which is improved in parts, much still remains to be done, particularly to the A30, east of Exeter as well as in the vicinity of Okehampton and Westwards. Only a short section of the North Devon Link M5 to Bideford has yet been completed. If the maximum economic benefit is to be obtained from these improvements it is essential also that an adequate supporting county road network be established. At present the existing roads in this network are often of poor quality and incapable of coping with the volume of traffic and types of vehicles which now use them.

7L.1.16 Another major area of concern relates to the provision of water, sewerage and sewage disposal infrastructure. In some areas existing water services deficiencies will not allow for the full development and economic potential of the area to be realised without additional investment. Peak demands created by tourists exacerbate these deficiencies. Further, the dispersed settlement pattern of the Region means that water services schemes cannot often benefit from the economies of scale offered by the concentration of population in urban areas.

7L.1.17 The South West Water (SWW) policy to seek, where appropriate, contributions from developers in order to overcome water supply and drainage difficulties can, in the Assisted Areas, work against other incentives designed to encourage industrial development. In some parts of Cornwall eg Penzance and St Austell areas, industrial development is currently limited to industries having minimal water requirements as firms requiring large water supply or disposal facilities cannot be accommodated prior to the completion of programmed SWW schemes unless the industries are prepared to contribute to the costs of the necessary improvements.

7L.1.18 On the Isles of Scilly, which do not come within the area of SWW, St Mary's the main inhabited island, has only limited water and sewerage facilities and this acts as an absolute constraint on some types of development. On two of the other inhabited islands there is no mains water or sewerage. However, all four of the "off islands" are currently being connected to mains electricity supply although the cost of connection to the supply are considerable.

E Potential for Development

7L.1.19 The potential for substantial economic expansion in the primary sector looks extremely limited. Cornish tin mining has shown some signs of revival but high production costs seem likely to make production marginal, it is also particularly vulnerable to price fluctuation and the recent problems experienced by the International Tin Council have put the industry problems experienced by the International Tin Council have put the industry at risk. Recent events at Geevor Tin Mines in Pendeen have highlighted the susceptibility of the tin markets to falling prices. Some 350 redundancies have been announced by the company and the Government has announced a scheme of assistance to promote the development of small firms in the immediate area (see 7L.3.17).

7L.1.20 The long term prospects for fishing and fish processing depend upon the evolution and enforcement of the EEC Common Fisheries Policies. The ports of Falmouth and Plymouth are well placed to serve as bases for the support of any offshore oil development in the Western Approaches.

7L.1.21 The substantial efforts made within the area to increase an diversify the job opportunities within the manufacturing sector have met with some success. Despite the overall job losses described in paragraph 7L.1.7 this masks an increase of 1,000 manufacturing jobs created in that period in Cornwall. Nevertheless, this important industrial sector is still relatively under-represented in the economy as a whole and much of the need for further diversification or expansion will have to be met by the generation and attraction of new and mobile industry not affected by the area's peripheral location. This in turn will be affected by the ability of the area to offer a choice of reasonably priced, serviced industrial sites. As indicated above, the ports of Falmouth and Plymouth could benefit from any offshore oil development in the Western Approaches. Furthermore, the rundown of the docks at Falmouth in 1979 has left the area with land of great potential for marine-based industry, be it an oil-based industry, or as is now being proposed, a container terminal. It is hoped to obtain financial assistance from the EIB, and possibly ERDF, for this latter project.

7L.1.22 The tourist industry is an essential element in the economy of the Assisted Area and there is potential for further development. However, the successful exploitation of this potential will require concomitant investment in additional infrastructure ie roads, water supply etc. The quality of the tourist accommodation will have to be kept in step with people's changing requirements. The services and entertainment facilities offered will also have to be extended and improved if larger numbers of foreign and domestic holiday makers are to be attracted and the season extended. Not only will it be necessary to invest in the physical infrastructure required for a successful tourist industry but it will also be necessary to improve the personal skills related to the industry.

7L.1.23 The ability of the area to attract mobile office jobs has been limited in the past. However, given a continued improvement in communications - by road, rail, air and telecommunications - the outstanding environmental attractions of this area may gradually begin to attract more office-based jobs.

7L.1.24 There are therefore some grounds for optimism about the future economic development of the Assisted Areas of the South West. The potential for growth does exist but to exploit it fully will require substantial amounts of infrastructure investment. The magnitude of the task is considerable as it must be recognised that as a result of the area's attractive environment the population is likely to increase substantially in the future.

Section 2: DEVELOPMENT OBJECTIVES

7L.2.1 The overriding objective is the reduction of the adverse differential rates of unemployment and income that presently exist in Devon and Cornwall and the Assisted Areas, when compared to both the South West and national averages. This can only be achieved by expanding and diversifying the existing economic base while at the same time safeguarding existing jobs whenever practical. It will be necessary both in towns and rural areas to increase the proportion of jobs in more stable and higher paying sectors of the economy. The dimensions of this task may be judged by the fact that in global terms the County Councils responsible envisage the need for an additional 50,000 jobs over the period to 1991. This figure is now being reviewed and in Devon alone it is envisaged in the Structure Plan alteration that the need will be for 90,000 new jobs between 1981 and 1996 if full employment is to be achieved. Both Devon and Cornwall Structure Plans are currently under review. It would appear that in Cornwall as well as Devon the forecast number of jobs, particularly those in manufacturing, may be amended downwards. However, on the basis of current industrial land takeup industrial land requirements are anticipated to be similar to those experienced over the past 10 years.

7L.2.2 Within the general objective stated above are a number of more specific goals.

i) to encourage and assist the expansion of the service sector through the provision of services designed to meet the needs of the far South West's increasing population and through the attraction of new office jobs servicing "an out of County" market. A growth of some 3,800 jobs in the service sector can be expected according to structure Plan forecast rates in Cornwall, 1986 to 1991. The Devon County Structure Plan Alteration, 1981-1996, indicates the need for an additional 50,000 jobs in the service sector including office and tourist development.

ii) to encourage and assist the development of the tourist industry eg through providing for future needs of domestic and foreign visitors. This includes encouragement of higher standards of accommodation, providing a greater range and better quality of holiday facilities and extending the tourist season. In addition a growth of 1,400 jobs in tourism in Cornwall is expected 1986-91 on current Structure Plan forecast rates.

iii) to encourage and assist the expansion of the manufacturing sector while providing for the modernisation and improvement of existing industries. This will entail the attraction of new and mobile manufacturing industry as well as fostering the development of the existing manufacturing base.

iv) to encourage and assist the development of agriculture, forestry and fishing where there is potential for development which could provide jobs and add value to production. However, a current Structure Plan forecast indicates that a loss of about 300 jobs can be expected in 1986-1991 in Cornwall, whilst in Devon little variation is anticipated to 1996.

v) to remedy known deficiencies in the existing infrastructure while maintaining and improving the standard of service offered to existing users. As and when resources become available, priority will be given to providing the infrastructure necessary for additional development. The main elements of the infrastructure development programme comprise highway schemes, drainage and water supply, telecommunications, electricity supply and industrial land developments. In the projects for the Assisted Areas which have been identified as priorities for the next

5 years, expenditure on those schemes would amount to £55m on highways, £76m on drainage and water supply over £2m on industrial land/sites, over £33m on telecommunications £15m for electricity supply, and £1.9m for railway improvements.

7L.2.3 Given the limited financial resources available and the fact that the existence of need does not necessarily imply a reasonable prospect of improvement, a balance will have to be struck between needs and the prospect of potential benefit. Where possible, resources will therefore be concentrated in those areas of need where the greatest potential is seen to exist for future development.

Section 3: DEVELOPMENT MEASURES

Roads

7L.3.1 The various problems stemming from the area's peripheral location have already been noted and although the UK Government is giving priority to improving the trunk roads into the area there continues to be a need for improvement in the distributor road network. Progress is taking place, eg the Plymouth embankment Road scheme has received ERDF aid as has the Marazion Bypass in Cornwall. The former scheme will act as a primary distributor road within Plymouth and, as the major centre of population and employment in the Assisted Areas, the City will continue to need road improvements both within and through the Plymouth Area, especially access to the docks from the A38. This will not only improve the development potential of the City but will make the western parts of the Assisted Areas more accessible. In Cornwall many of the County roads are in need of improvement if the full development capabilities of some areas are to be realised eg the major roads in the Falmouth area, the A39 and A394 are in need of improvement if the dock area and existing industrial sites are to be fully utilised. Cornwall County Council intends to draw up a Falmouth/Penryn Area Programme under Article 15 of the ERDF regulations which will focus on all aspects of economic development in that area but particularly road improvements.

Ports and Airports

7L.3.2 The geographical remoteness of the sub-region may also be reduced by means other than road improvements eg the existing ferry links between Plymouth and Roscoff in Brittany and Santander in Spain. Proposals have also been made to establish a ferry service between Falmouth and Roscoff. The case for a freight ferry service, coupled with cars and passengers in the holiday season, seems sound given Falmouth's favourable location relative to South West France and Spain. There is also evidence to suggest that in the Plymouth area some domestic and overseas companies have been deterred from locating in the area because of the lack of good air communications to both London and the Continent. Exeter Airport which fulfils a regional role for a large part of the Assisted Areas acts as the main tourism and commercial link with other EC regions - EIB loans have already been used for improvements and extensions. There would thus appear to be scope for development of the existing airports at Plymouth and Exeter while Newquay airport has already received financial assistance from the ERDF for the construction of a new terminal building.

Railways

7L.3.3 The introduction by British Rail of a high speed train service between Plymouth and London and the Midlands/North East/Scotland has greatly improved rail communications to the assisted Areas. Proposals for track and signalling improvements, and station modernisation schemes, will enhance the quality of the service offered to passengers, especially in connection with tourist and holiday traffic. As well as attracting visitors to the Region, the improvements will also encourage holidaymakers and local residents to travel around the area, thus improving the employment prospects in the tourist industry and associated activities.

Water Supply and Sewerage

7L.3.4 South West Water has a general responsibility for water supply, sewerage, sewage disposal and certain aspects of land drainage/sea defences in the region apart from the Isles of Scilly where responsibility lies with the Isles of Scilly Council. The activities of South West Water are pursued recognising infrastructure needs in the context of the associated social, commercial, industrial and environmental problems of the Region. Deficiencies in service, growth in population, the need to serve new development, both industrial and domestic, the impact of tourism and the improvement of the quality of the environment are all factors in determining the priorities for its capital investment programme.

7L.3.5 It is SWW's policy to give priority in expenditure to overcoming deficiencies in the level of service to existing customers whilst at the same time, where possible, serving new development. The Authority's main priority in the period 1986-90 is to complete its water resources strategy by the building of the Roadford Reservoir and associated works. This will then fill the gap in its main reservoir resources and safeguard water supplies to Plymouth, the Bude Assisted Area of Cornwall and North Devon. The severe drought conditions during the summer of 1984 highlighted the urgent need for the scheme, which is considered essential if the economic strategy of the Devon and Cornwall Structure Plans for the regions which the Roadford scheme serves is to be fulfilled.

7L.3.6 In determining the priorities in its capital investment programme, the South West Water Authority takes into account the overall requirements of a settlement or area, so that all deficiencies in service can be rectified. In many areas there is insufficient capacity within the existing system to allow new development to take place and new jobs to be created. Applications for ERDF Grant assistance will be presented as grouped schemes for each settlement, which once completed, will assist in the removal of infrastructure restrictions on new development.

7L.3.7 Tourism has a major impact on the Water Authority's capital programme. additional demand created by the large influx of tourists during the summer months puts severe strains on the capacity of water services infrastructure. The Water Authority has a number of schemes in its programme that will assist the general tourist environment in the region. However, there are other schemes in the Authority's programme, which although outside the Assisted Areas serve major tourist centres and therefore, by assisting the tourist industry in general, will help enhance the economy of the region as a whole. These include Torbay Sewerage, Teignmouth Sewerage, Bideford/Northam Sewerage and Sewage Disposal and South West Devon Sub-Regional Water Supply.

7L.3.8 The quality of the environment, both on the coast and inland is an important factor in relation to tourist industry. The Authority takes into consideration such factors as the need for cleaner water courses, the need to prevent pollution of bathing beaches, and the protection of the aquatic environment when determining the priority of its capital investment programme. Vital improvements to the water supply, sewerage and sewage treatment infrastructure in Devon and Cornwall are essential if new industries are to be encouraged and tourist facilities improved. Grant assistance from the ERDF provides a significant part of the South West Water's financial resource, enabling it to carry out its current capital programme. In recent years the Authority has received considerable help from the ERDF. Among the larger schemes currently aided by the Fund are Colliford Reservoir and Spine Main, Plymouth Sewerage and Sewage Treatment, Torbay Sewerage, South Hams Water Supply, North Devon Interim Water Supply, SW Cornwall Water Supply and Plymouth Hinterland Water Distribution. These schemes play an essential part in realising the expectations of the Devon and Cornwall County Councils' respective Structure Plans and further support for new water services infrastructure schemes from the ERDF will be important for the future realisation of such Plans.

Employment sites

7L.3.9 A major problem encountered when attempting to expand the employment potential of the area has been the lack of serviced industrial land. The basic problem has been that the often high infrastructure costs would, if fully reflected in rental charges etc, result in an uncompetitive scheme. Grant aid from the UK Government and the European Regional Development Fund has been and will remain crucial if new industrial sites are to be provided and additional jobs created.

7L.3.10 In recent years at least 18 industrial estates located in the Assisted Areas have received ERDF financial support. In some cases the actual schemes have been initially small. This however, is not a reflection of their importance but a result of the dispersed nature of population and employment in this sub-region. It should also be noted that some of these schemes have received continuing support from the Fund as and when the industrial estate in question has been extended eg the Cardrew Industrial Estate in Redruth. Not all of the schemes to receive aid have been modest in size. The Roborough Industrial Estate, now developed in Plymouth, stands on a 18 hectare site with an estimated capacity of 1,000 jobs. This scheme has already received ERDF support. The development of Langage, also at Plymouth, will also require continuing ERDF funding to provide another much needed employment site.

7L.3.11 Local Authority serviced industrial sites will continue to make an important contribution to the diversification of the local economies.

7L.3.12 In addition, Cornwall County Coucil intends to submit an "Aid to Industry" Programme under Article 15 of the new ERDF Regulation.

Tourism

7L.3.13 The important position of the tourism industry in the local economy underlines the potential for further development and growth through improvements to the basic tourism structure such as wet weather provision, major indoor leisure and developments provision, major indoor leisure and developments to open up rural areas. These changes are likely to extend the season as they will be attractive for short break holidays, conference and leisure business and for foreign visitors. However the tourist industry is mainly characterised by relatively small business units; capital investment schemes are thus variable in scale and in keeping with the nature of the location. A notable exception to this has been the construction of the Plymouth Civic Theatre. This scheme, aided by the Fund, now offers a wide range of high quality entertainment and conference facilities in the City of Plymouth. A similar conference/exhibition/leisure centre is now proceeding at Torbay and this scheme will also be partly funded by the ERDF. It is expected that both the Plymouth and Torbay schemes will increase the area's attractions for tourists, while the conference facilities should increase substantially the year round attractions of both towns. The Cornwall Tourist Board has prepared a Programme under Article 15 of the new ERDF Regulation for tourism promotion.

7L.3.14 In addition it should be noted that an Integrated Development Operations Study of the Isles of Scilly has been undertaken by a firm of consultants. This study, which was funded by the EC, identifies and considers possible development and environmental projects for the Isles and sets out an integrated package of priority rated projects requiring funding. The final report was produced in November 1984.

Energy

7L.3.15 Industry's need for access to a low cost, reliable energy supply is a vital consideration when attempting to attract new industry into the sub-region. To this end South West Gas have undertaken projects in recent years which have been financially assisted by the ERDF. In total these schemes have cost £3 million.

7L.3.16 A small but important energy project which has received ERDF assistance and is currently in progress, is the connection of the off Islands of the Isles of Scilly to mains electricity supply - until now only St Mary's (the main island) has been connected.

Measures for small firms

7L.3.17 The UK government introduced on 1 July 1986 a range of schemes on the lines of the existing Business Improvement Services to promote the establishment and/or development of small firms with up to 200 employees in the Penzance and St. Ives travel to work areas; such schemes are necessary to alleviate the worsening unemployment situation in the areas following the closure of Geevor Tin Mine at Pendeen. The UK Government will make £1 million available over a four year period. 50% grants towards consultancy advice to set up or expand and 15% grants for capital investment will be made available although the latter will only be available to firms with 25 or fewer employees.

Section 4: FINANCIAL RESOURCES 1986-90

Roads and Communications

7L.4.1 Anticipated capital expenditure in Devon and Cornwall for 1985 to 1990 includes highway infrastructure works by the Department of Transport of approximately £244m for Trunk Road construction and improvement. The Cornwall and Devon County Councils have earmarked £100m for road improvements in addition to the above. Capital investments of around £2m from 1986-1990 are anticipated by British Rail to modernize track and signalling and to refurbish key stations to modern standards. The expectation is that these investments will increase accessibility and will act as the essential spur to further economic development both for Industry and Tourism in the Assisted Areas of the Far South West.

Water and Energy Infrastructure

7L.4.2 The 1986-90 Five Year Capital Programme of South West Water includes an estimated £77 million to be spent on water and sewerage schemes located in the Assisted Areas including £38m in Cornwall. Capital expenditure by British Gas in the Assisted Area as a whole is estimated at £3m for 1986-90, with a similar amount estimated for replacement expenditure. Over the same period the South West Electricity Board's planned capital expenditure in the Assisted Areas for major projects is estimated in excess of £15 million. In addition a large number of small developments of a housing, commercial and industrial nature are planned for the period 1986-90.

Industrial Land and Sites

7L.4.3 Local authority capital expenditure on infrastructure work directly associated with the development of industrial land located in the Assisted Areas is estimated at almost £2 million for the financial year. Estimates of the future level of investment in such work are more tentative but provisional proposals indicate that the current level of spending may be more than doubled within the next four years.

Section 5: IMPLEMENTATION AND CO-ORDINATION OF INVESTMENT

7L.5.1 Devon and Cornwall and the Isles of Scilly have County Structure Plans approved by the Secretary of State for the Environment in 1981. These statutory documents look forward to 1991 setting out the land use policies of the two County Councils and Isles of Scilly Council, and identify priority settlements where available resources can be concentrated to the greatest effect, see Table 5. They also represent the general framework against which land use proposals from both public and private sectors are considered. During the preparation of these plans the Councils sought, amongst others the opinions of the other local authorities in the Assisted Areas, as well as the views of the major infrastructure providers, in order to ensure that the proposals of the plans were realisable. The policies and proposals of the approved Structure Plans therefore form an important input into the planning processes of the other infrastructure providers. Both Councils are now reviewing the provision of the Structure Plans. In Devon the County Structure Plan 1st Alteration has been submitted to the Secretary of State. In Cornwall Structure Plan Policies and requirements will be rolled forward to 2001. This process is in an early state at present, but it is intended to complete the review process by 1988.

7L.5.2 In their capacity as the relevant planning authorities, all the local authorities of the Assisted Areas have an important role in ensuring that development is correctly phased and co-ordinated. This is achieved by regular liaison with the main infrastructure providers, for instance in areas where the water or sewerage infrastructure is likely to become inadequate the Water Authority recommend the local authority the degree to which future development needs to be restricted.

7L.5.3 The two County Councils have established a Joint Committee to monitor the economic situation in their Assisted Areas and to advise on what additional steps can be taken to improve their position. Moreover, in Cornwall, 3 Enterprise Trusts exist which can help firms in the Assisted Areas. The West Cornwall Enterprise Trust, a joint local authority/private sector funded Trust, promotes and advises firms located in West Cornwall. The Restormel Enterprise Trust provides advice and help in fields such as company formation, marketing and finance and government regulations. The North and East Cornwall Enterprise Trust provides workshops, display and sales facilities, as well as advice for small firms, operates from Launceston and covers North and East Cornwall and also parts of West Devon. Similar Enterprise Trusts operate in Devon with Local Authority assistance.

7L.5.4 The need to provide more industrial land is vital to the future economic performance of the area. However, without the concomitant investment in the associated infrastructure any efforts in this direction will be frustrated, with the result that deficiencies in infrastructure could continue to be a major constraint to industrial development in the sub-region.

7L.5.5 The County Councils assisted by District Councils publish annual reports concerned with the economy and employment in each County. Detailed summaries are shown of the policies and programmes of the various bodies responsible for economic activity. The reports also monitor changes and indicate the progress achieved over the year, within a convenient framework (copies are made available to the Commission).

7L.5.6 Co-ordination of the activities of the various Government Departments within the South West Region is the purpose of the South West Regional Board. The Board consists of senior representatives from within the Government's Regional Offices and provides for interdepartmental discussion on strategic issues and matters of common concern.

7L.5.7 A list of both current and contemplated major infrastructure projects within the Assisted Areas, showing estimated start and completion dates is contained in the attached schedule. The list is not exhaustive and is subject to future alteration.

TABLE 5

SETTLEMENTS IDENTIFIED BY THE DEVON AND CORNWALL STRUCTURE PLAN AS PRIORITY SETTLEMENTS FOR FUTURE DEVELOPMENTS OF HOUSES AND JOBS

	Devon		Cornwall
*	Plymouth	*	Penzance
	Exeter	*	Hayle
	Barnstaple	*	Camborne-Redruth
	Torbay/Newton Abbot	*	Helston
	Bovey Tracey	*	Falmouth/Penryn
	Tiverton		
	Axminster	*	Newquay
	Cullompton	*	Liskeard
	Honiton	*	Bude
	South Molton	*	Saltash
	Bideford		St Austell
	Great Torrington		Launceston
*	Holsworthy		Truro
	Okehampton		
	Kingsbridge		
	Exmouth		
	Sidmouth		
	Seaton		
*	Tavistock		
*	Ivybridge		
	Totnes		

Settlements in Assisted Areas are identified by an asterisk (*)

REGIONAL DEVELOPMENT PROGRAMME

South West Assisted Area Sub-Region
Major Infrastructure Investments Anticipated 1986-1990

I. INDUSTRIAL ESTATES	1986/87	1987/88	1988/89	1989/90	1990 +
(a) Local Authority					
Long Rock, Penzance	START (1984/85)				
Crowlas	START				
Marsh Lane, Hayle					
Bickland Road, Falmouth					
United Downs, Phase 2	(1985/86)				
Water Ma Trout Extension	START (1985/86)				
Water Ma Trout Service road, drainage	START				
Cardrew	START (1985/86)				
Pool, Barncoose extension	START (1985/86)				
Camborne, Redruth	START	COMPLETE			

	1986/87	1987/88	1988/89	1989/90	1990 +
Liskeard, Phase I	START				
Doublebois	START (1985/86)				
Cooksland, Bodmin II		START			
Carminow Road, II	START (1984/85)				
Walker Lines	START (1985/86)				
Trecerus, Padstow	START (1985/86)				
Trenant, Wadebridge	START (1983-84)				
Camelford	(1985/86)				
Dobles Lane, Holsworthy				COMPLETE	
Halwill Junction	START				
Pitts Cleave	START				
Estover, Plymouth					

	1986/87	1987/88	1988/89	1989/90	1990 +
Roborough					
Langage					COMPLETE
Lee Mill, Extension Infrast	START				COMPLETE
Lee Mill, Construction	START (1985/86)		COMPLETE		
Penbeagle, St Ives - acces Improvements	START				
United Downs (with EE)	START				
Islington Wharf, Penryn	START (1985/86)				
Yealmpton		COMPLETE			
Dobles Lane, Holsworthy					
Phase 1			COMPLETE		
Phase 2				START	
Tavistock		START			

	1986/87	1987/88	1988/89	1989/90	1990 +
Ivybridge				START	
Cligga	START				
Wheal Kitty	START (1985-86)				
(b) English Estates					
Long Rock, Penzance	START (1985-86)				
Penbeagle, St Ives	START (1985-86)				
Tregeseal, St Ives					
Guildford Road, Hayle	START				
Falmouth Docks Sports Ground (Business Park)					
Kernick Road, Falmouth	START (1985-86)				
Falmouth/Ponsharden	START (1985-86)				

	1986/87	1987/88	1988/89	1989/90	1990 +
Water-Ma-Trout, Helston	START (1985/86)				
Culdrose, Helston	START				
Doublebois, Liskeard			START		
Heathlands Road, Liskeard	START				
Barbican, Looe	START (1985/86)				
Helford	START (1985/86)				
Portkellis	START				
Mullion	START				
Kings Hill	START (1985/86)				
Kilkhampton		START			
Whitstone	START (1985/86)				
St Issey		START			

	1986/87	1987/88	1988/89	1989/90	1990 +
Trenant	START				
Camelford	START (1985/86)				
Delabole		START			
Warbstow	START				
Halwill Junction		START			
Princetown			START		
Treleigh					
Pool Ind Estate					
Cardrew					
Treloggan, Newquay					
(c) Duchy of Cornwall					
Callington - Stokeclimsland	START (1985/86)				

II. English Estates

Notional area of factory floor space provision 1986/90 (000M^2 approx)

Penzance, Long Rock	1.0 (+2.2 from 1985-86)	
Treleigh	?	
Pool	1.6	
Cardrew	2.0	
Treloggan	1.8	
Penbeagle		1.0 from 1985-86
Tregeseal	?	
Hayle	0.5	
Kernick Road	?	
Falmouth/Ponsharden	0.9 from 1985-86	
Water Ma Trout	0.5 from 1985-86	
Culdrose	0.5	
Doublebois	0.3	
Heathlands Road	?	
Barbican, Looe	0.4 from 85-86	
Helford	0.15 from 1985-86	
Portkellis	0.5	
Mullion	0.5	

III. TRANSPORT	1986/87	1987/88	1988/89	1989/90	1990 +
(a) ROADS:					
(i) Department of Transport					
A30 Long Rock Bypass	START 1985/86)				
A38 Saltash Bypass	START (1985/86)				
A39 Bodmin-Liskeard improvements	START (1983/84)				
A30 Okehampton Bypass (non Assisted Area)		START			
A30, A38, A39, TR improvements					
Wadebridge Bypass					
(ii) Other authorities					
Penzance Primary Distributor	START				
St-Ives-Trenwith Link Road, St Ives	START (1985/86)				
St Ives, other improvements	START (1985/86)				

	1986/87	1987/88	1988/89	1989/90	1990 +
St Erth improvements, Hayle	START (1985/86)				
Helston A394 Improvements	START (1982/83)				
Falmouth Access Roads (to industrial estates and docks)					
A39 Penryn-Truro improvements	START (1984-85)				
Mabe Bypass	START				
Kernick-Bickland Waterlink					START (1990-91)
Falmouth/Penryn other improvements	START (1985/87)				
Treluswell-A30 feasibility study	START (post 1985)				
A394 Helston-Falmouth improvements	(82/83)				

	1986/87	1987/88	1988/89	1989/90	1990 +
Camborne-Redruth:Sandy -Redruth					START (1990-91)
Camborne-Redruth; other improvements	START				
Liskeard Eastern relief road		START			
Liskeard other improvements	START (1985-87)				
Callington A390 southern bypass	START (1985-86)				
A388 Paynters Cross, Saltash		START			
A392 Gannel link road, Newquay		START			
Newquay other improvements		START			
A389 link to Wadebridge bypass		START			
Wadebridge, other improvements	START				

	1986/87	1987/88	1988/89	1989/90	1990 +
Plymouth/Longbridge dualling		COMPLETE			
St Budeaux bypass		START		COMPLETE	
Outland Road dualling				COMPLETE	
Western Approach, Union Street, Plymouth				COMPLETE	
Hoe Approach Road, Plymouth					COMPLETE
Cattedown Road, Phase 1					COMPLETE 1991
Millbay Docks improvements					COMPLETE
(b) RAILWAYS					
Track and signalling modernisation schemes:					
Newquay Branch ('electronic' signalling)	START				
Cornwall Main Line (various stages)					START
Major Station modernisation schemes:					

	1986/87	1987/88	1988/89	1989/90	1990 +
Penzance (improvements to the exterior)	START				
Camborne (new booking office)	START				
Hayle (new booking office)		START			
Plymouth (Travel Centre modernisation)		START			
St Erth (new booking office)			START		

	1986/87	1987/88	1988/89	1989/90	1990 +
IV. WATER SUPPLY AND SEWERAGE					
Penzance sewerage improvements	START				
Penzance sewage treatment scheme			START		COMPLETE
St Ives sewerage improvements and sewage treatment scheme	(1985-86)				COMPLETE
St Just sewerage improvements	COMPLETE (1985-86)				
Hayle Flood alleviation scheme	COMPLETE (1985-86)				
United Downs Lanner Hill Reservoir. St Day water main	COMPLETE				
Falmouth sewerage scheme	COMPLETE (1985-86)				
College Water Treatment Works - scheme to eliminate pollution	COMPLETE				

	1986/87	1987/88	1988/89	1989/90	1990 +
Carland Cross Service Reservoir				COMPLETE	
Helston re-sewerage scheme				COMPLETE	
Redruth resewerage	COMPLETE				
Camborne Sewerage phase 2		START		COMPLETE	
Liskeard Water Supply and Sewerage scheme		COMPLETE			
Liskeard Sewage Treatment Works improvements	COMPLETE				
Callington - Water supply and sewage treatment improvements	START				COMPLETE
Water supply improvements, St Cleer-Tamar main			START	COMPLETE	
St Columb Minor sewerage improvements			COMPLETE		
Kelly - Liftongate Water main	COMPLETE				

	1986/87	1987/88	1988/89	1989/90	1990 +
Water supply improvements, Indian Queens - Cosworth water main	COMPLETE (1985-86)				
Bude, sewage treatment works improvements	COMPLETE				
Padstow, improvements to sewerage system	COMPLETE				
Padstow - water supply mains completion					
Camelford, sewage treatment facility improvements					
Restormel Water Treatment works, Stage 3		START			COMPLETE
St Cleer Water Treatment works				START	
St Cleer raw water main to SE Cornwall			COMPLETE		
Cornwall Spine main augmentation to increase water supplies W Cornwall	COMPLETE				

	1986/87	1987/88	1988/89	1989/90	1990 +
Plymouth Water Supply Stage 2			COMPLETE		
Dousland Inlet and Outlet mains					
Plymouth improvements to Plympton (Marsh Mills) STW				COMPLETE	
Plymouth Sewerage and sewerage treatment scheme Stage 2					COMPLETE
Improvements to Camels Head STW Stage 1	COMPLETE				
Camels Head Sewerage Stage II	COMPLETE				
Improvements to Billacombe STW				COMPLETE	
Tamar Outfall Elimination scheme			COMPLETE		
Hyde Park Sewer duplication			COMPLETE		
Peverell Park Sewer Replacement		COMPLETE			

	1986/87	1987/88	1988/89	1989/90	1990 +
Crownhill Service Reservoir			COMPLETE		
Crownhill Water Treatment Works	COMPLETE (1985-86)				
Ivybridge, phased STW improvements	COMPLETE				
Ivybridge STW extension		COMPLETE			
Holsworthy Service Reservoir	COMPLETE				
Holsworthy Water Supply and sewage treatment		COMPLETE			
Tavistock Reconstruction of storm overflows		COMPLETE			
Roadford Reservoir (Non-assisted area)					COMPLETE
V ENERGY					
<u>Electricity Supply</u> South Western Electricity Board					
Computer based tele-control and data requisition system					COMPLETE 1992
Langage reinforcement - new 33/11kv sub-station		START		COMPLETE	

	1986/87	1987/88	1988/89	1989/90	1990 +
Southway reinforcement third transformer 33/11kv substation	(1985-86)				
St Tudy BSP - Polzeath substation - new 33kV O/H line for reinforcement				START	COMPLETE
Hemerdon - new 33/11kV substation			START		
Callington - 33/11kV substation augmentation			START		

	1986/87	1987/88	1988/89	1989/90	1990 +
VI. OTHER SERVICES					
(a) Ports and Harbours					
Penzance Harbour dredging new toilets, plant and mach, fish market					
Hayle Harbour access improvements					
Looe new fish market and harbour improvements	START (1985-86)				
Millbay Docks improvements					COMPLETE
(b) Tourist Related/ Leisure					
Penzance Swimming Pool redevelopment					
Car Parking, Penzance					
Tourist Information Centre relocation					

	1986/87	1987/88	1988/89	1989/90	1990 +
Newlyn Orion Art Gallery extension					
St Day Country Park					
Brea Valley))) reclamation Carn Brea Mine))) Tresavean)	START (1985-86)				
Newquay Sun Centre tourist facility	START				
Millbay Station Site, Plymouth		START			
Hoe Interpretation Centre					COMPLETE 1991
Ivybridge Leisure Commercial Centre	COMPLETE				
Stolport air-strip, Penzance					
Wheal Busy, Chasewater	START				

	1986/87	1987/88	1988/89	1989/90	1990 +
North Coast Project Restoration, St Agnes	START (1985-86)				
(c) Shopping Centres/ Markets					
Penzance Cattle Market relocation	START (1985-86)				
Penzance Fish Market (also under ports and harbours)					
Looe Fish Market (also under ports and harbours)	START (1985-86)				
Liskeard Cattle Market relocation	START (1985-86)				
Ivybridge Shopping/ Leisure	COMPLETE				
(d) Business/Commercial					
Advance Business Centre, Falmouth	START (1985-86)				

	1986/87	1987/88	1988/89	1989/90	1990 +
Rural Development Strategy Study					
Economic Impact of Arts and Crafts Study					
Business Park/Science Park Feasibility Study					
(e) Educational					
European boatbuilding course, Falmouth	START (1985-86)				
Lizard Area - Access to job opportunities	START				

European Regional Development Fund

UK REGIONAL DEVELOPMENT PROGRAMME 1986-90

Section 7M: England – Cinderford

BDBAAF

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 7/4.

SECTION 8 - WALES

SECTION 9 - SCOTLAND

SECTION 10 - NORTHERN IRELAND

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 concide 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 administerative 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

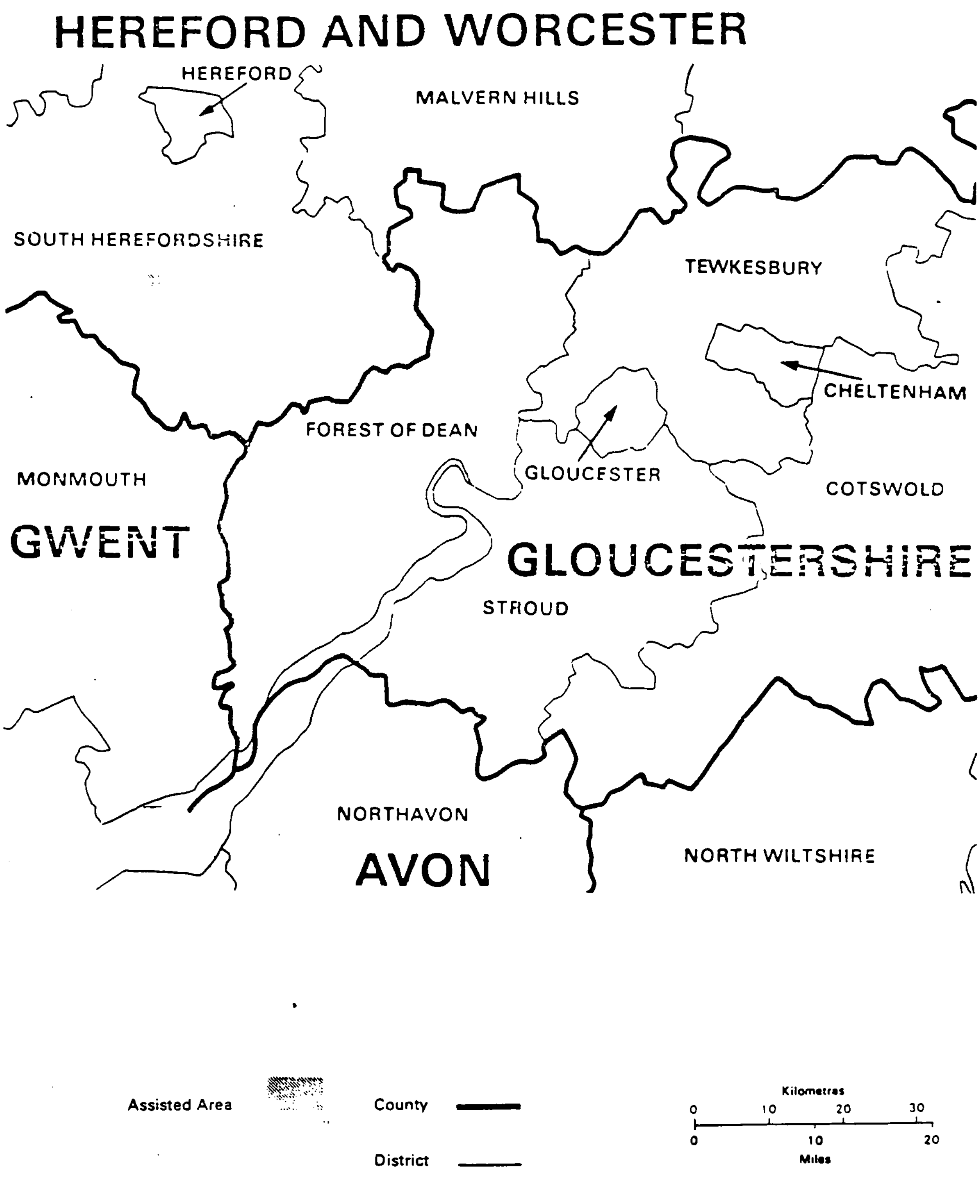
other public authorities has been essential in the preparation of Profiles. Local authorities in Northern Ireland have not however been involved in the preparation of Section 10 of the Programme.

RP(B)1P9851D3

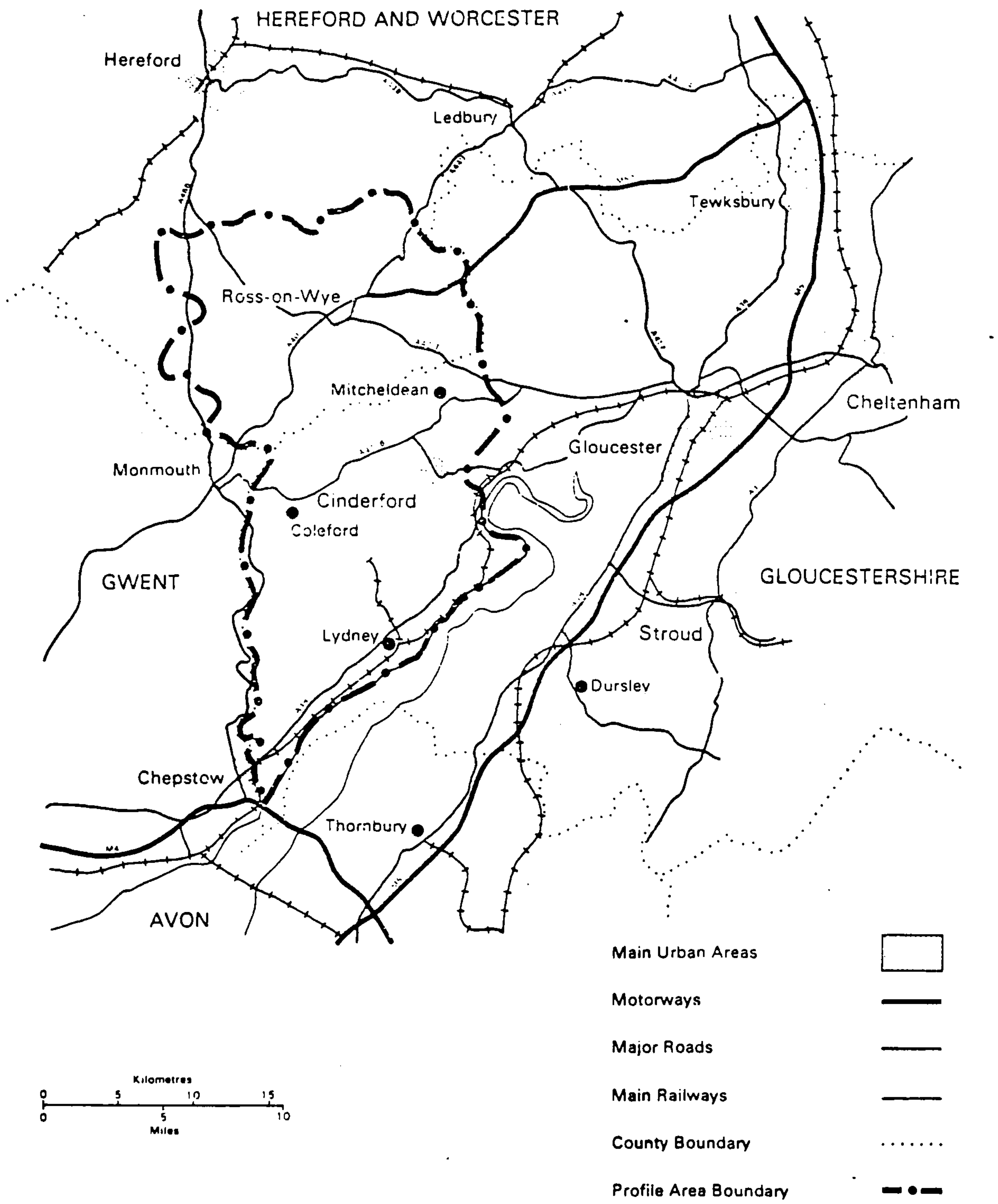
CINDERFORD/ROSS-ON-WYE PROFILE

CONTENTS PARAGRAPH

THE CINDERFORD AND ROSS-ON-WYE ASSISTED AREA



THE CINDERFORD AND ROSS-ON-WYE PROFILE AREA



CINDERFORD & ROSS-ON-WYE PROFILE AREA

1. Statistical Summary

Total Population (1)	(000)	75.2
Area (1)	(Km^2)	543
Density	(persons/Km^2)	138
Unemployment:	000	%
Total (2)	4.4	17.0
Long-term (3)	1.8	7.0
Youth (4)	1.6	6.3
Employment Distribution (1)	000	%
Agriculture	1.8	5.8
Energy and Water	0.3	1.0
Manufacturing	12.2	39.1
Construction	2.0	6.4
Distribution and Catering	6.3	20.2
Transport	1.4	4.5
Other Services	7.2	23.0
TOTAL	31.2	100.0

2. Area Definition

Travel to Work Area	Status (Development/ Intermediate Area)	Equivalent Local Administrative Area Whole District	Part District
Cinderford and Ross-on-Wye	IA	-	Forest of Dean, S Herefordshire

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

RP(B)1P985 ID3

REGIONAL DEVELOPMENT PROGRAMME

ENGLAND - CINDERFORD/ROSS-ON-WYE

Section 1: SOCIAL AND ECONOMIC ANALYSIS

Introduction

7M.1.1 The Cinderford and Ross-on-Wye Travel to Work Area was designated an Assisted Area in November 1984 in recognition of the area's economic problems. The Assisted Area, some 54,000 ha in extent, straddles the boundary between the two Counties of Gloucestershire and Hereford and Worcester. It comprises the southern half of the Forest of Dean District and the adjoining south-eastern quadrant of South Herefordshire District, respectively. As such the Area also falls within two Economic Planning Regions - the larger part in the South West Region and the remaining northern section in the West Midlands.

7M.1.2 The Forest of Dean is a predominantly wooded plateau between the Rivers Severn (to the east) and Wye (to the west). The confluence of the two rivers to the south of Chepstow (in Gwent) marks the southern extremity of the Area. The settlement pattern is characterised by numerous, generally small settlements located around the coal outcrop of the Central Forest. The Forest is geographically a natural extension of the coalfields of South Wales, separated from them by the purely administrative boundary along the Wye, which is far less of a physical barrier than the River Severn. The industrial histories of the two areas are similar and, therefore, many of the problems arising from that tradition are common.

7M.1.3 South Herefordshire centres on the small market town of Ross-on-Wye. The town, established as an early crossing point on the meandering River Wye, serves a large rural hinterland of small scattered settlements. The quality of the environment in both the Forest and Ross is high, includes the Wye Valley Area of Outstanding Natural Beauty. This, coupled with the fact that much of the rest of the countryside is either designated as Forest Park or Areas of Great Landscape Value, makes the Area an attractive one for tourism.

7M.1.4 Total population of the Profile areas is in excess of 75,000 people, some 80% of whom reside in the Forest of Dean area. There are four principal settlements - Cinderford (population 7,300), Lydney (7,300), Ross-on-Wye (6,500) and Coleford (4,400). The main centres of employment are at Gloucester (25 km), Newport (50 km) and Hereford (35 km) whilst the regional centre, Bristol, lies 30 miles (48 km) to the south across the Severn Bridge. The Profile area has a total workforce of 25,750 and 1 in 5 are currently unemployed. Again the majority of the workforce (over 20,000) live in the Forest of Dean area.

Industrial Structure

7M.1.5 The Area has an enviable tradition of industrial enterprise from ironworking and smelting in Roman times through to the heavy engineering and coalmining of the Industrial Revolution. The Area continues to have a higher than average share of its employment in quarrying, forestry and metal industries. The post-war decline in deep coalmines and their final closure by 1965 has caused an overdependence upon the manufacturing industries that replaced them. Unfortunately, these firms have proved to be highly vulnerable to changing economic conditions and in recent years have been forced to reduce their workforces substantially. Manufacturing employment accounted, in 1981, for 50% of all jobs in the Profile Area, compared with 27% for the South West Region and 28% nationally. Apart from that serving purely, local needs and tourism (notably at Ross-on-Wye) service employment, particularly in offices, is negligible.

7M.1.6 The Profile Area in recent years has been dependent upon one or two large firms. In the late 1970's the Area's main employer, whose rapid expansion at Mitcheldean during the previous decade had been welcomed to compensate for the end of deep coalmining, provided approximately 20% of all jobs. In the area around Cinderford, including Mitcheldean, one company provides employment for almost one out of every two people, when account is taken of other firms in the area reliant upon it for much of their work. Since 1981 that firm has dramatically reduced the number of employees at Mitcheldean and closed completely its branch factories at Lydney and Cinderford. The workforce has been reduced to a quarter of its previous level, involving the loss of over 3,500 jobs.

7M.1.7 A similar over-dependence on large employers occurs elsewhere in the Area. In the Coleford and Lydbrook area 35% of all employment is provided by two firms, and the closure of three factories at Lydney and Whitecroft, which had previously provided almost 1,300 jobs, has led to a dramatic reduction in local job opportunities. The Ross-on-Wye, also affected by the massive redundancies at Mitcheldean, is now particularly dependent upon the fortunes of the two dominant firms. Despite its location at the end of the M50 motorway spur, Ross-on-Wye suffers because of its relative isolation from the major markets of South Wales and the West Midlands.

Tourism

7M.1.8 In terms of tourism there is a distinction to be drawn between the Lower Wye Valley and the Forest of Dean - the tourism industry is well developed in the Lower Wye Valley focussing primarily on Ross-on-Wye and Symonds Yat. These locations contain the bulk of hotel accommodation in the area. The Wye Valley is intensively used for hiking, fishing and canoeing. The Forest on the other hand is a major regional centre for camping and caravanning where the stock of other types of accommodation is low. One of the main markets is day visitors.

The Problems

7M.1.9 Over-dependence on declining manufacturing firms has resulted in a dramatic rise in unemployment from a low of 3.9% in 1979 to 18.2% at the beginning of 1986. The Profile Area experienced the highest proportioned increase in unemployment between 1983 and 1984 and it was partly in recognition of the dramatic escalation of unemployment that led to Government granting Assisted Area status in November 1984.

7M.1.10 Unemployment has continued to rise though at a decreasing rate as many of the major employers in the Area have now shed a large proportion of their labour force or have closed down completely. The current unemployment rate is almost a third higher than the national rate (18.2% compared to 13.9% respectively). Almost 4,700 of the Area's employees are wholly unemployed and the ratio of male to female jobless is approximately 3 to 2. Unlike many of the assisted areas in the South West Region the seasonal fluctuations within the Profile Area are minimal and those out of work are now faced with long term unemployment problems. In July 1985 over one third of the unemployed had been without work for more than one year, and over half of them for in excess of two years.

7M.1.11 The employment prospects for women and the young are of particular concern. The effects of recent local redundancies have further emphasised the general lack of opportunity. Female unemployment rate within the Area is amongst the worst in the Country, approaching almost double the comparable national figure. Opportunities for school leavers - both male and female - are also limited with few of the major industries now offering apprenticeships. Young people, without access to their own transport, are unable to look for work in the main centres of employment outside of the Profile Area - eg Gloucester, Hereford and Newport - because of the length, difficulty and cost of the journey by public transport. The number of young people under (25) unemployed amounts to one third of all those registered for benefit. This same group accounts for almost a quarter of the total who have been unemployed for over a year. With a shortage of job vacancies - a ratio in the Area of one job for every 50 people registered as seeking work - it is hardly surprising that the problems facing the unemployed, the non-working married women and the school leavers are daunting. There is an urgent need both for light, modern industry and an influx of service employment (particularly in tourism) to meet the requirements of these disadvantaged groups.

7M.1.12 Efforts to combat the rise in unemployment have been especially hampered by poor communications. The construction of the Severn Bridge, the M4 Motorway and the M50 spur have resulted in the further isolation of the Area. Access to the national motorway network, particularly to the south and west is made difficult both by weight restrictions on all the bridges across the lower part of the River Wye and by the severe horizontal and vertical limitations on the primary routes through the Area - the A40, A48 and A4136. This is particularly so on the A48 which follows the eastern boundary of the Forest and was the main route between England and Wales when Gloucester was the lowest crossing point of the Severn. Traffic movement problems within the towns of the Area and the generally poor accessibility of the employment sites have further hindered the promotion of new industrial development in the past.

Prospects

7M.1.13 The depressed economy of the Profile Area is possibly influencing population change in the area. Prior to 1981 the rate of population growth was faster than that for the South West Region as a whole, but since that date the reverse has been true. Only a marginal increase in population is

Section 3: DEVELOPMENT MEASURES

Employment

7M.3.1 All four Local Authorities are committed to encouraging the development of new employment, reducing the Area's over-dependence on declining manufacturing industries and creating opportunities for local people. The Forest of Dean District Council has commenced an effective programme of industrial land development, servicing and factory construction, both at Cinderford on the 100 acre (40 ha) Forest Vale Industrial Estate to the west of the town, and on the 17 acre (7 ha) Mushet Park Industrial Estate to the south of Coleford. Gloucestershire County Council's principal contributions have been, and will continue to be, in support of the construction of industrial spine roads and improved access onto the estates from the County highway. Central Government assistance has been provided through the Traditional Urban Programme, and from the Development Commission with the provision of some 30 small factor units either built or under construction. A number of private companies have taken out options to purchase sites on both estates, following the successful development of the first phase at Cinderford. At least one local Company, expanding into a new unit, has benefitted from a UK Regional Selective Assistance grant. Cinderford's largest employer has also invested in a £2 million expansion onto part of the Forest Vale Industrial Estate. A European Regional Development Fund grant has already been agreed for road improvements at the main access onto the industrial land at Cinderford, and three further applications have been submitted for on-site works required on the two estates. Both Gloucestershire County Council and the Forest of Dean District Council are committed to further development at these sites.

7M.3.2 Economic development in Lydney is hampered by poor accessibility. A large amount of industrial land, both current and potential, is on partly reclaimed floodplain to the south of the town. Access to the site is by a narrow lane which crosses the main Gloucester/Cardiff railway via a level crossing and involves an unsatisfactory route through residential areas to its junction with the A48 trunk road. A line for a bypass to the town, through land to the north of the railway, has been safeguarded and this could open up a considerable amount of new industrial land to the west of Lydney. The need to determine the appropriate development options has become more urgent in recent years, following the closure of three of Lydney's largest manufacturing establishments, and an important feasibility

3. Develop policies and a programme for expanding service employment, particularly retailing and tourism.

4. Provide advice, support and training facilities for businesses, particularly start-up firms.

5. Provide opportunities, encouragement and support for employment creation outside the main towns.

B. HIGHWAYS

1. To press for improved access from all parts of the Profile Area to the national motorway network.

2. To improve the primary roads within the Area, particularly between the main towns.

3. To improve access to existing industrial estates, and to facilitate the opening up of new industrial land.

4. To relieve traffic movement problems in the main towns.

5. Assess the highway network in the TTWA as a basis for a future industrial/tourist strategy.

C. TOURISM

1. Identify resources and opportunities for tourism.

2. Develop a strategy and programme of provision and support for tourism.

3. Carry out environmental improvement schemes to stimulate a broad range of investment, and improve the amenity of the Area for both residents and visitors.

Section 2: DEVELOPMENT OBJECTIVES

7M.2.1 The principal objective is to develop the economic potential of the Area and create new employment for the resident workforce. This can best be achieved initially through the release of additional land and buildings for industrial use in order to increase flexibility of choice for existing and new enterprises, and as a base to attract employment to the Area. A complementary strand of the strategy is to expand the range of job opportunities through the development of tourism, commerce and service employment, and to improve the range and quality of facilities available for the benefit of the Area as a whole. The need to carry out environmental improvements as an integral part of this approach is recognised.

7M.2.2 An important element of the strategy is to increase accessibility by road, both to and within the Area, if its economic potential is to be raised. Similarly highway improvements are required to overcome existing traffic movement problems and to facilitate the release of industrial land. The water and energy infrastructure authorities will continue to expand and improve their services to supply housing and industrial development needs throughout the Area, subject both to the economic viability of individual projects and the availability of the necessary financial resources.

7M.2.3 The strategy aims to concentrate new employment principally at the four main centres of Cinderford, Coleford, Lydney and Ross-on-Wye, while encouraging more limited development at appropriate locations elsewhere. Both existing and new enterprises will be supported through the provision of business advice, information services and training opportunities. Identifying and providing for the training needs of the Area are seen as important elements of the overall objective.

7M.2.4 Priorities:

A. EMPLOYMENT

1. Increase the supply of serviced land and buildings to provide for existing and new firms.

2. Concentrate on developing existing public sector investment at Cinderford, Coleford and Ross-on-Wye, and to identify the opportunities for opening up new industrial land at Lydney.

forecast up to 1990. At the same time the number of persons seeking work will continue to increase. The Area will have more youngsters leaving full-time education over the next few years than the national average - a reflection of the age structure of the population. It has been estimated that in order to meet the Profile Area's job needs there needs to be an increase of some 6,000 new manufacturing jobs.

7M.1.14 Although the number of large scale redundancies have appeared to slow down in the last couple of years, the pattern of declining job opportunities in existing firms in the area has not ended. In December 1985 a company in Cinderford employing 150 workers closed completely and it is anticipated that further redundancies will occur elsewhere.

7M.1.15 The rural character, relative isolation and industrial legacy of the Area can be viewed, however, as positive assets for the development of tourism - rather than the disadvantages these same attributes pose for attraction of new manufacturing industries. There is considerable unrealised potential for the further growth in tourism with its known implications for job and income creation, particularly in the fields of short break holidays and overseas visitors. Tourism offers the best opportunity to establish a presence in the growing service sector (a sector that is very poorly represented in the Area at present) and is recognised as offering employment opportunities to women and young job seekers. Tourism policies will need to build upon the existing established framework having regard to the pressure on places such as Symonds Yat and the potential of the rest of the area.

study into the provision of relief roads for the town and the consequent opening up of industrial land has now been commenced by the Forest of Dean District and Gloucestershire County Councils. The outcome of this study is likely to lead to a major submission to the European Community for European Regional Development funding. The private sector has invested money in Lydney and the present owners of the industrial land to the south of the railway have not only built new nursery units but are also in the process of converting the 200,000 sq ft (18,000 sq m) of buildings, vacated by Lydney's former largest employer, into small workshops. This work has been grant aided by the Development Commission.

7M.3.3 In the town of Ross-on-Wye, the South Herefordshire District Council has identified a need for further industrial land. With assistance from the Development Commission the Council has developed the Ashburton Industrial Estate, and considers that any remaining opportunities on this estate should be brought forward for factory development when the necessary finance can be found. However, little land now remains available for development and the Council has selected a new site for future industrial development in order to attract further businesses into the town. To this end a site of some 20 acres (8 ha) has been allocated for development at Overross, adjoining the new junction of the Ross-on-Wye Relief Road and the A449. As an initial step a feasibility study is proposed to study and assess the problems and costs associated with this development. Hereford and Worcester County Council have agreed, as part of their factory building programme, to allocate resources for the assisted areas (including those parts of the County in the West Midlands Assisted Area).

7M.3.4 The Local Authorities recognise the need to encourage employment development in smaller settlements within the Profile Area at an appropriate scale. The provision of small workshops/nursery units, particularly for newly started business ventures, has been promoted and is attracting both public and private investment. A significant example is to be found at the Mitcheldean Enterprise Workshops, which have been created by the Rank Xerox Company through the refurbishment of redundant former brewery buildings on their Mitcheldean site. Over 80 small units have been established and currently some 70 are let to over 40 companies, employing nearly 200 people. Rank Xerox are also preparing proposals to develop the Mitcheldean complex as a Business Park, making available the considerable amount of building space vacated by the rationalisation of their operations. One or two companies that have so far occupied space, or are in the process of doing so, have attracted UK financial support, both in terms of Innovation Support and Regional Selective Assistance. The Business Park has already gained a fairly unique achievement for the TTWA in attracting, at least on a temporary basis, a major office-based firm.

7M.3.5 Both County Councils, Gloucestershire and Hereford and Worcester, support the more direct industrial development roles of their respective District Councils, by the provision of complementary countywide business promotion services. To back up its promotion, Gloucestershire County Council has established itself as an important source of information to industrialists, developers and their agents. This service is particularly aimed at supporting existing firms in the County both large and small, helping companies from outside seeking expansion or relocation, and providing aid and advice for those about to start up in business. Similarly, Hereford and Worcester County Council has established a Business Promotion Centre to give aid and advice to firms. The Centre provides a wide range of services, including assistance with marketing, exporting, finance and accountancy. The County Council has also established a Small Loans Scheme to provide facilities of up to £2,500 where banks are not interested in providing finance. Both County Councils have actively promoted the case for the small business, and seminars on starting up in business have been held in a number of venues throughout the TTWA.

7M.3.6 The provision of training and retraining opportunities is an essential component of the principal objective of improving the economic potential of the Area and creating new employment. The main needs are to identify training requirements of the local economy, assess the skills of the labour force and co-ordinate and develop a programme of provision. In the Forest of Dean area a formally constituted group - the Forest of Dean Enterprise and Development Group - has been established to co-ordinate training initiatives, with administrative services provided by the Forest of Dean District Council. This body has sponsored a major bid for project funding by the MSC, and has submitted applications for European Social Fund assistance. Other initiatives in the area include a Development Commission study of rural youth unemployment, the preparation of Business Registers and a Gloucestershire County Council sponsored European Social Fund bid to obtain money for an adult independent learning project.

Roads and Communications

7M.3.7 Programmed highway investment will contribute to overcoming the present access difficulties, and to the release of industrial land. However, a continued programme over an extended period is required to overcome the severe deficiencies that exist. The Area's poor accessibility to the national motorway network, particularly southwards to the M4 and the Severn Bridge, will be significantly improved by the UK Government's imminent investment on a replacement bridge at Chepstow on the A48 trunk road (see Area Profile for South Wales Assisted Areas). The new road will remove a 24 ton weight limit, bypass the residential areas of Sedbury/Tutshill and improve substantially the vertical and horizontal alignments of this section of the A48. The recent trunk road investment on the Gloucester Northern Bypass (1983/84) and Ross-on-Wye relief road (1984/85) have also benefitted the northern parts of the Profile Area. In the longer term it is proposed to de-trunk the existing A40 between Gloucester and Ross-on-Wye by improving the B4215/B4221 roads via Newent, to joint the M50 at the Gorsley interchange. The improvement of this strategic route, although largely outside the boundary of the TTWA, will further improve the general accessibility of the Ross area.

7M.3.8 Like the existing A40 most of the primary routes through the Area, and between the main towns, are substandard. It is likely that the main emphasis in the next few years will be on the A48 and on the provision of the Lydney Relief Roads. Although a trunk road, this scheme will be financed as a County highway proposal. The A4136, which Gloucestershire County Council has asked to be upgraded to primary road status, will continue to be improved. The A4136 is the main lorry route between Gloucester and Monmouth and serves industrial development at Mitcheldean, Cinderford and Coleford. Improvements will include Nailbridge Causeway (1985/86) which has the support of the European Regional Development Fund. The Lydney Relief Roads and the now completed Ross-on-Wye Relief Road have the added advantages of easing traffic movements through their respective towns and opening up new land for industrial development. Future road improvements in the area will include other schemes for removing industrial traffic from the town centres and for better access to the industrial estates - notably at Cinderford and Coleford. A scheme to improve Mitcheldean High Street (funded via ERDF) has direct benefits for the enterprise workshop development by Rank Xerox. Improved access for industrial development into the Area also benefits tourists. However, one or two schemes have particular significance for the future realisation of the tourism potential of the Area - access to the Central Forest area from Chepstow and movements along and across the Wye Valley. The current improvements to Brockweir Bridge, which again have attracted European funding, is one example; the Hoarwithy Bridge re-decking is another.

7M.3.9 British Rail have no major schemes for the Area, but they are considering plans to develop a new £2 million station at Gloucester which may have as yet unquantifiable benefit for the Profile Area.

Water Authority Infrastructure

7M.3.10 Responsibility for the provision of water, sewerage and sewage treatment infrastructure is divided between the Severn-Trent Water Authority (Lower Severn Division) and the Welsh Water Authority. The boundary between these two Regional Water Authorities varies according to their different functions. Principally the Severn Trent RWA administers the central area of the Forest of Dean and the eastern fringes of the Ross-on-Wye area; the Welsh Water Authority being primarily responsible for the Wye Valley area throughout the Profile Area.

7M.3.11 The final phase of a long-standing scheme to provide first time sewerage to the southern parishes of the Forest is programmed for 1986/87. Areas to be sewered include parts of Sling, Milkwall and Ellwood. Both Cinderford and Coleford have been identified as main centres for early industrial and residential development and partly for this reason, and also because of present overloading, improvements are planned for the Cinderford Valley sewer (Severn Trent 1989/90) and Newland Sewage Treatment Works (Welsh Water 1988/90), respectively. Other schemes in the programme provide for the redrainage of Newnham, improvements to part of the Lydney system (to accommodate future development proposals), and the elimination of flooding at Alvington. Tidal flood defences between Newnham and Broadoak will be improved in 1986/88, to bring them up to the standards generally adopted for the river estuary below Gloucester.

Energy

7M.3.12 There has already been substantial investment in the Profile Area by South West Gas to support housing and industrial development. Obviously this does not imply an unlimited supply of gas but there is scope for growth and future extension of supply provided the economic viability of individual projects is clearly evident. To-date reinforcement main-laying has been completed in the Ross-on-Wye and Pontshill areas, and the current programme includes extending this between Pontshill and Cinderford (5 km). It is likely that some future reinforcement work will take place during the latter part of the decade, provisionally 1987, which will substantially improve supplies to most of the Forest of Dean portion of the Profile Area. Beyond that date further work may be necessary specifically to provide support for the Coleford area.

7M.3.13 The Midlands Electricity Board, which serves virtually the whole of the Area, has no major plans for improvements in the Profile Area, and subject to the same criteria identified by South West Gas, will respond to development needs as and when required.

Tourism

7M.3.14 While there is significant potential to develop tourism in the area it is anticipated that progress on implementation will not be easy. There will need to be important shifts in the structure of tourism as it presently exists, a long term deployment of scarce public resources to develop tourism infrastructure, and a climate of confidence will need to be created to encourage private investment. The quality of the Area's environment has already been noted and offers considerable scope for field study activity, special interest holidays and informal recreation. The potential for exploiting the industrial history and unique cultural traditions of the TTWA is enormous - mine and quarry workings, furnaces, harbours and railways, forestry and fishing crafts. It is noteworthy that the Forest of Dean and Wye Valley are increasingly gaining importance as a national venue for outdoor activities. A proposal to designate parts of the Area as a Less Favoured Area (in agricultural terms), if successful, could substantially increase resources to promote activities such as farm tourism (European Agricultural Guidance and Guarantee Fund).

7M.3.15 Considerable groundwork has been laid for a broad range of tourism initiatives. For example there are plans to develop Lydney Harbour, currently owned by the Severn-Trent Water Authority, as a water based recreation/tourist centre. This has the potential to become a major visitor attraction. There are major issues to be tackled, however, to successfully capitalise on the potential of the Area. As a first step, it is proposed to adopt in the Forest of Dean a Tourism Development Action Programme, to provide a focus for activity at a local level and to promote improved co-ordination of the various agencies involved. This has the support of the Development Commission and the English Tourist Board. There are proposals to extend tourism information services in the area, to improve marketing, and provide better visitors' facilities. It is intended that these should form the basis of a tourism programme which will be submitted for funding under Article 15 of the European Regional Development Fund.

7M.3.16 There has been an increasing awareness that the successful promotion of the Area must have regard to the need to carry out environmental improvements. This applies particularly to areas affected by industrial dereliction, and also should have regard to the opportunities to enhance other areas which will add to the amenity of the Area.

Section 4: FINANCIAL RESOURCES

7M.4.1 The present financial constraints imposed on capital and revenue expenditure have limited the ability of the Local Authorities to provide and support local industrial and employment initiatives. Similar controls apply to the infrastructure providers, as well as competition for their scarce resources between the needs of the Assisted Areas and the demands elsewhere. Much, therefore, rests on the shoulders of the private sector, but the Area has generally found it difficult to attract the major funding necessary to regenerate the local economy. The problem can only be overcome if incentives in the form of UK Government assistance and European funding continue to be made available to "pump prime" the efforts and investments of the local public and private sectors.

Industrial Sites

7M.4.2 The Forest of Dean District Council has committed almost £600,000 over the next few years for spine road and other on-site development costs to bring forward further land for industrial use at their estates in Coleford and Cinderford. Hereford and Worcester County Council have budgetted a total of £680,000 (split between 1986 and 1988) for their factory building programme in the assisted areas, although it is likely that only a proportion of this will be spent in the Ross area. The Development Commission are committed over the next two years (1985/87) to some £700,000 of expenditure on 100% funded workshops at Coleford and Cinderford, and on

25% redundant building grants in Lydney and Longhope. A further 100% funded factory project is hoped for in 1988/89. So far the Area has attracted over £730,000 in Regional Selective Assistance. This figure is likely to have supported approximately £5m to £6m of private sector investment in job creation or safeguarding projects. All four Local Authorities budget annually for employment promotion initiatives (eg Gloucershire County Council estimate £175,000 for 1986/87), although this money is spent County/District-wide and not solely within the Profile Area.

Roads and Other Communication Improvements

7M.4.3 Gloucestershire County Council's Transport Policies and Programme 1986/87 allocates a £5m programme of capital schemes on major and minor road improvements in the Forest of Dean part of the Profile Area up to and including 1989/90 and beyond. The major item of expenditure would be over £3.5m on Lydney Relief Roads. The major expenditure in the Ross area in Hereford and Worcester County Council's programme is the £275,000 re-decking of Hoarwithy Bridge (1989). In both Counties the capital roads programmes are under severe pressure over the period up to 1989 due to the existence of major road schemes scheduled elsewhere in their administrative areas. Central Government expenditure on the two trunk road schemes in the Capital Programme - Chepstow Bridge and the A40 replacement - is estimated at £15m.

Water and Energy Infrastructure

7M.4.4 The current (1985) Corporate Plan for the Severn-Trent Water Authority outlines its Medium Term Capital Programme (up to 1990). A £2m sewerage programme is included for the Forest of Dean, and the tidal flood defences between Newnham and Broadoak will be improved at a cost of £470,000 (1986/88). The improvements to the Newland Sewage treatment works are costed at £800,000 by the Welsh Water Authority.

Section 5: IMPLEMENTATION AND CO-ORDINATION OF INVESTMENT

7M.5.1 The general framework for the implementation of the strategy for the Profile Area rests with the County Structure Plans. The review of the Hereford and Worcester County Structure Plan was approved by the Secretary of State for the Department of the Environment in September 1985 and now provides the broad guide to the policies and proposals that will control development in the Ross-on-Wye area up to 1991. The first County Structure Plan for Gloucestershire was approved in September 1981 and the County Council is in the process of a formal Review, with Draft Alterations due for publication in early 1987. This Review will roll forward the Plan's horizon from 1996 to 2001. The broad strategic context is detailed by the respective District Councils through the preparation of their Local Plans. These latter Plans have an important role in ensuring the proper location, scale and phasing of development and co-ordinating the infrastructure provision. Local Plans have been prepared for the towns of Ross-on-Wye and Cinderford and are in preparation for Lydney and the remainder of the Ross area. A plan for Coleford should commence this year (1986). An informal Settlement Appraisal for the Forest of Dean provides guidance for future development outside of the main towns.

7M.5.2 These statutory plans are an important input into the planng processes of the infrastructure providers. Regular liaison between the Local Authorities and the other public agencies attempts to ensure that the service requirements for future industrial development - eg water, sewerage, energy - can be met and the relevant investment programmes co-ordinated. Discussions with the Statutory Bodies during the plan making process would indicate any major constraints on the future economic growth of the Area. The Structure and Local Plans also present the land use proposals against which private sector investment is channelled.

7M.5.3 The proper implementation of the development measures outlined above depends, to a large extent, on establising an effective means for joint action by all the public bodies involved. A highly successful collaborative machinery already operates within the Forest of Dean area with respect to the management of the Rural Development designated by the Development Commission in June 1984. There are five principal partners, including Gloucestershire County Council, the Forest of Dean District Council and agents of the Development Commission. The extent of the co-ordination and co-operation beyond this core group can be measured by the fact that a total of thirty six different public and private bodies have contributed resources to the projects identified in the current Rural Development Programme. The effectiveness of the organisation may be judged against a better than 90% success rate in implementing projects listed in the first (1985/86) programme.

7M.5.4 As yet an equivalent level of co-operation between public agencies in Gloucestershire and Hereford and Worcester does not exist. To begin with the Ross area, except for its western and northern fringes, is no longer a Rural Development Area. The problems are further exacerbated by the division of the two parts between different Economic Planning Regions, and the overlapping of the Profile Area into the spheres of influence of adjoining but separate statutory undertakers - eg two Regional Water Authorities. Liaison between the two Counties, and between the two District Councils, is improving and common interests in boosting the economic performance of the Profile Area now recognised. It is suggested that, in line with the experience gained in managing the Forest Rural Development Area, joint arrangements be established by the relevant authorities to monitor progress on the programme of development measures, and to advise on what additional steps may need to be taken over time.

7M.5.5 A list is appended to this profile outlining the major schemes provisionally programmed for 1986 to 1990. The projects currently identified are considered to be important in contributing to the economic development of the Profile Area, although not all schemes (particularly in the latter part of the programme) have yet been fully committed.

MAJOR SCHEMES PROVISIONALLY PROGRAMMED FOR 1986-1990

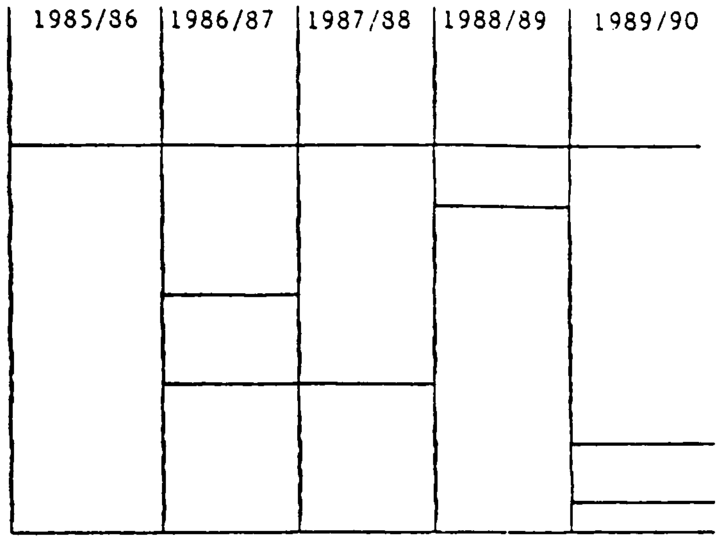
	1985/86	1986/87	1987/88	1988/89	1989/90
INDUSTRIAL DEVELOPMENT					
(a) Local Authority					
- Forest Vale Industrial Estate, Cinderford - Further development	—	—	—	—	—
- Mushet Park Industrial Estate Coleford - Further development	—	—	—	—	—
- Ashburton Industrial Estate, Ross-on-Wye - Further development	—	—	—	—	—
- Overcross - Promotion of new industrial site		—	—	—	—
- Factory building, Ross-on-Wye area		—		—	
- Lydney - Identification and promotion of new industrial sites			—	—	—
Small Units					
- Former bus depot, Ross-on-Wye	—				
- Former Whitecross School, Lydney			—		
(b) English Estates					
Development Commission Workshop Schemes					
- Forest Vale Industrial Estate, Cinderford	—	—			
- Mushet Park Industrial Estate, Coleford	—	—			
- Forest of Dean area			—		
TRANSPORT					
(a) Trunk Roads					
- A48 Wye Bridge, Chepstow		—	—		
- B4215/B4221 Highnam to Jays Green Improvement (A40(T) replacement)				—	
(b) Other Roads					
- A48 Lydney Relief Roads			—	—	
- A48 Tutshill Crossroads				—	
- A4136 Nailbridge Causeway	—				
- B4224 Mitcheldean High Street	—				

	1985/86	1986/87	1987/88	1988/89	1989/90
- B422 Cinderford Bridge Junction					
- B4228 Park Hall - Madgett Lane					
- Valley Road, Cinderford					
- Littledean Hill, Cinderford					
- Steam Mills, Cinderford					
- Brockweir Bridge (Structure improvements)					
- Hoarwithy Bridge (Re-decking)					
(c) <u>Rail</u>					
- New Station, Gloucester					
<u>WATER SUPPLY AND SEWERAGE</u>					
- Newland Sewage Treatment Works Improvements					
- Newnham Redrainage					
- Cinderford Valley Redrainage					
- Southern Forest of Dean, First time sewerage					
- Newnham/Littledean Outfall					
- Lydney Sewerage					
- Alvington Flood Relief					
- Severn Tidal Defences, Newnham/Broadoak					
- Ross Sewerage					
<u>ENERGY</u>					
(a) <u>Gas</u>					
Reinforcement of mains					
- Pontshill to Cinderford					
- Central Forest of Dean					
- Coleford (?)					
<u>OTHER</u> <u>Waste Disposal</u>					
- Strangford Tip Reinstatement and Extension					

TOURISM

- Tourism Marketing and Promotion
- Goodrich Castle - Operations Base
- Visitor Information Centre/Car Park Redbrook
- Visitor Viewpoint/Car-Park/ Environmental Improvement, Newnham
- Lydney Dock - Maintenance(*)
- Beachley Slipway(*)

(*) Severn-Trent Water Authority



European Communities — Commission

European regional development fund
UK regional development programme 1986-90
Section 7J: England — West Midlands
Section 7K: England — Corby
Section 7L: England — South West
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