

EUROPEAN REGIONAL DEVELOPMENT FUND

**UK REGIONAL DEVELOPMENT PROGRAMME
1986-90**

Section 7A: England — North East

Section 7B: England — Whitby

Section 7C: England — Bradford

Section 7D: England — Humberside



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European Regional Development Fund

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European Regional Development Fund

UK REGIONAL DEVELOPMENT PROGRAMME 1986-90



Section 7A: England – North East

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 7A.

SECTIONS 1 TO 6 - UNITED KINGDOM: GENERAL

Section 1	Introduction
2	Economic and Social Analysis
3	Development objectives
4	Measures for Development
5	Financial Resources
6	Co-ordination of Government Activities in the Regions
Annex 1	UK Government Departments with an Interest in the Programme
Annex 2	Maps of Planning Regions
Annex 3	Central Government Funds
Annex 4	The Assisted Areas
Annex 5	Assistance for Industry and Tourism
Annex 6	Infrastructure Authorities and Programmes
Annex 7	Declining Industries
Annex 8	UK Regional Job Deficiency Projections

STATISTICAL TABLES (1 TO 40): Index precedes tables

SECTION 7 - ENGLAND

7A	North East
7B	Whitby
7C	Bradford
7D	Humberside

- 7E South Yorkshire
- 7F Workington
- 7G Greater Manchester
- 7H Greater Merseyside
- 7J West Midlands
- 7K Corby
- 7L South West
- 7M Cinderford and Ross-on-Wye

SECTION 8 - WALES

- 8A Overview
- 8B North East Wales
- 8C North West Wales
- 8D South West Wales
- 8E Industrial South Wales
- 8F Mid Wales

SECTION 9 - SCOTLAND

- 9A Overview
- 9B Scotland-Highlands and Islands
- 9C Scotland-East Central
- 9D Scotland-West Central
- 9E Scotland-South West

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 Programme (official journal No C69/2 of 24 March 1976). Each profile is preceded by a summary table and map which together define the area covered and an index to the contents.

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

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

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

NORTH EAST PROFILE

CONTENTS	PARAGRAPH
Maps of the Profile Area	
Statistical Summary and Area Definition	
Section 1: SOCIAL AND ECONOMIC ANALYSIS	
Area	7A.1.1
Population	7A.1.2
Economy	7A.1.5
Social Characteristics	7A.1.19
Infrastructure	7A.1.24
Environment	7A.1.26
Summary of Main Problems	7A.1.30
Prospects	7A.1.31
Section 2: DEVELOPMENT OBJECTIVES	7A.2.1
Section 3: DEVELOPMENT MEASURES	
Economic	
Industrial Sites and Premises	7A.3.3
Business Support	7A.3.13
Training	7A.3.22
Tourism Development	7A.3.29
Special Areas	7A.3.40
ERDF Non Quota Measures	7A.3.41
ERDF National Programmes	7A.3.44
Urban Programme	7A.3.46
Enterprise Zone	7A.3.48
Support for Rural Areas	7A.3.50
E.C.S.C	7A.3.53

Environment

Derelict land	7A.3.56
Environmental Improvements	7A.3.63
Coastal Pollution	7A.3.65

Direct Infrastructure

Communications	7A.3.66
Roads	7A.3.67
Rail	7A.3.78
Passenger Transport	7A.3.81
Airports	7A.3.88
Ports	7A.3.90
Telecommunications	7A.3.96

Energy and Other Basic Services

Coal	7A.3.102
Gas	7A.3.104
Electricity	7A.3.105
Water, Sewerage and Land Drainage	7A.3.106
Waste Disposal	7A.3.109

Section 4: FINANCIAL RESOURCES	7A.4.1
--------------------------------	--------

Section 5: CO-ORDINATION AND IMPLEMENTATION OF INVESTMENT	7A.5.1
--------------------------------------------------------------	--------

APPENDIX A Examples of Major Infrastructure Schemes to be implemented over the Programme Period 1986-90

APPENDIX B Examples of Specialised Regional Business Support Agencies in the North East Assisted Area

APPENDIX C Examples of MSC Adult Training Schemes

THE NORTH EAST ASSISTED AREA



Assisted Area



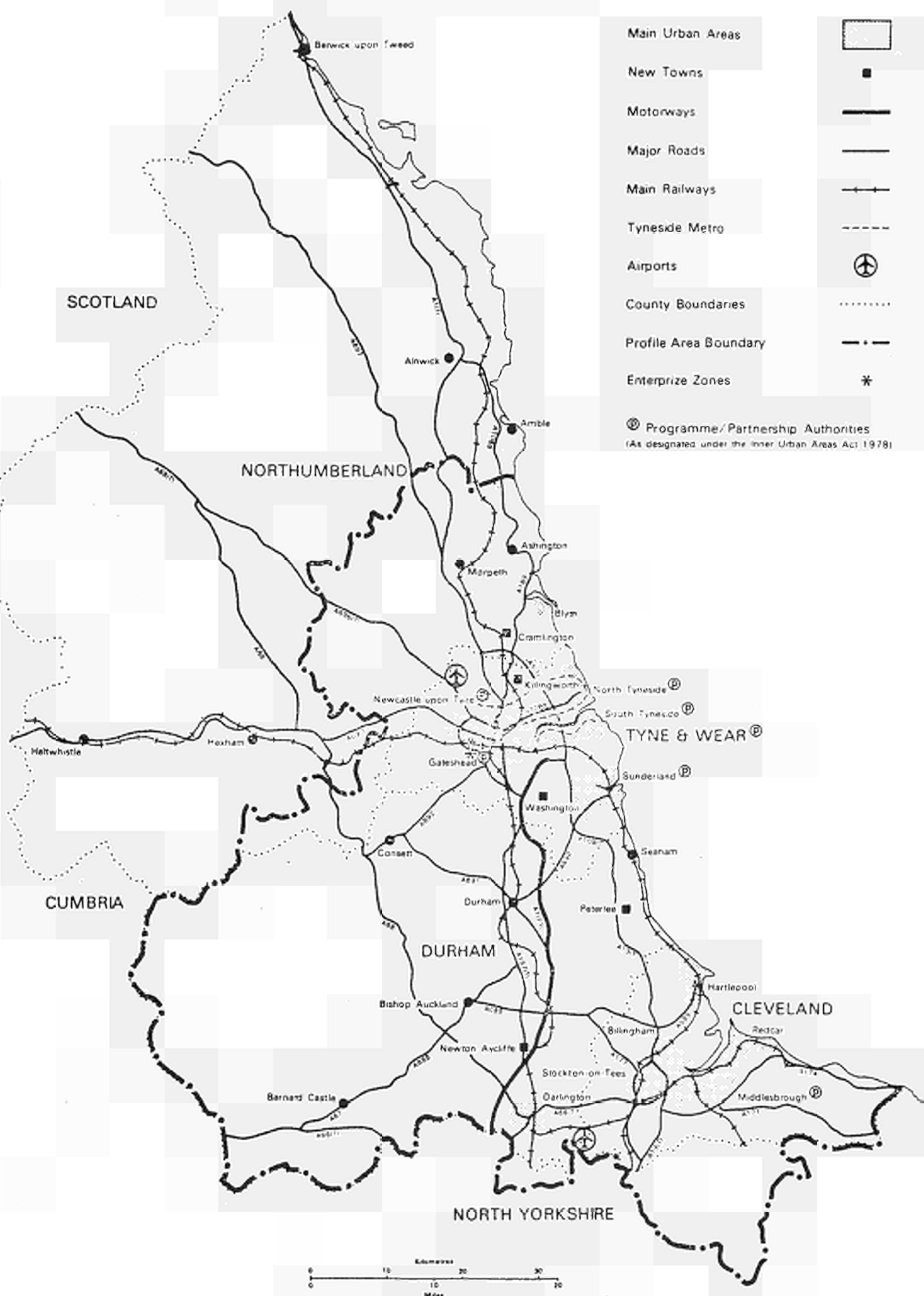
County



District



NORTH EAST PROFILE AREA



RPD212P386 - D1
 NORTH EAST ASSISTED AREA PROFILE

1. Statistical Summary

Total Population (1)	(000)	2384.0
Area (1)	(Km ²)	4215
Density	(persons /Km ²)	565
Unemployment :	000	%
Total (2)	210.9	20.2
Long-term (3)	99.4	9.5
Youth (4)	79.3	7.6
Employment Distribution (1)	000	%
Agriculture	9.0	1.0
Energy and Water	49.7	5.3
Manufacturing	275.5	29.3
Construction	71.5	7.6
Distribution and Catering	172.6	18.4
Transport	55.7	5.9
Other Services	305.8	32.5
TOTAL		939.8 100.0

2. Area Definition

Travel to Work Area	Status (Development/ Intermediate Area)	Equivalent Local Whole District	Administrative Area Part District
Newcastle upon Tyne	DA	Newcastle upon Tyne North Tyneside	Gateshead, Chester- le-Street, Derwentside, Blyth Valley, Castle Morpeth, Tynedale
South Tyneside	DA	South Tyneside	-
Sunderland	DA	Sunderland	Gateshead, Chester- le-Street, Easington
Bishop Auckland	DA	Wear Valley	Darlington, Sedge- field, Teesdale
Hartlepool	DA	Hartlepool	Easington
Stockton-on-Tees	DA	Stockton-on- Tees	-
Middlesbrough	DA	Middlesbrough, Langbaugh	Hambleton
Morpeth & Ashington	IA	Wansbeck	Blyth Valley, Castle Morpeth

Travel to Work Area	Status (Development/ Intermediate Area)	Equivalent Local Whole District	Administrative Area Part District
Darlington	IA	-	Darlington, Teesdale, Richmondshire
Durham	IA	Durham	Chester-le-Street, Denwentside, Easington, Sedgefield

Notes:

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

REGIONAL DEVELOPMENT PROGRAMME
ENGLAND - NORTH EAST

Section 1: ECONOMIC AND SOCIAL ANALYSIS

A. Description

Area

7A.1.1. The North East Assisted Area includes the Counties of Cleveland, and Durham, the Tyneside/Wearside conurbation, the travel to work areas of Newcastle, and Morpeth and Ashington in Northumberland County and part of the Districts of Hambleton and Richmondshire in North Yorkshire. It covers an area of more than 420,000 hectares.

Population

7A.1.2. This is the most northerly and heavily populated assisted area in England with a population of 2.5 million and a workforce of 1.1 million. The population is concentrated to the east of the area near the estuaries of the Tyne, Wear and Tees. More than 2/3 of the population live in the two main conurbations of Tyneside/Wearside, and Cleveland. In Northumberland, the population is concentrated in the South East of the County, but in Durham the wider extent of the coalfield is reflected in a more dispersed population.

7A.1.3. There has been a general movement of people away from the area for the past 20 years but recently this has increased as the economic problems of the North East have become more severe. Since 1977 the average rate of net outward migration has been about 9,000 people a year, and it is projected to continue at about 10,000 people a year at least until 1990. These migrants tend to be the younger and better qualified residents and this has important consequences for the social characteristics of the region.⁽¹⁾

(1) The term region is synonymous with the North East Assisted Area throughout the profile document

7A.1.4. Within the area there has been a redistribution of population from the inner cities to the outer suburbs, and from the large towns to the smaller towns and villages. For example, between 1971 and 1981 the population of the Tyneside/Wearside conurbation fell by 69,000 people (5.7%) and there was a 21% loss from the inner city area. Some small villages doubled in size during this period.

Economy

7A.1.5. The North East developed into a major industrial area over a period of about 30 years in the late 19th century. This rapid expansion was based on the local deposits of coal, iron, and minerals. The region became renowned for its shipbuilding, coal mining, iron and steel and other heavy industries.

7A.1.6. The structure of the economy has changed substantially over the last 20 to 30 years. Many traditional industries particularly coal, steel and shipbuilding have declined dramatically while some new industries have been attracted to the area, particularly to the New Towns at Washington, Killingworth, Peterlee Aycliffe and Cramlington. Elsewhere serviced sites and buildings have been made available by the local authorities and central government agencies. These have proved attractive to many firms from outside the region as well as to firms which are locally based. A recent major success is the Nissan car plant which is being built at Washington. The region has also been attractive to the pharmaceutical industry. The basic structure of the economy, however, remains weak with too few growth industries and a high concentration of declining industries.

7A.1.7. The proportion of employment in primary and manufacturing industry is still higher than the national average and there remains a high proportion of traditional heavy industries. Ship building, metal manufacture, chemicals and engineering provide 62% of manufacturing jobs in the North East compared with 40% nationally. In 1984, coal mining provided 5% of total male employment in the Region compared with 1.9% nationally; in some locations, such as Easington district, 50% of male employment is in coal mining. The service industries account for only 53% of total employment, compared to 59% in Great Britain. This under representation is particularly noticeable in the key financial, professional and scientific industries.

7A.1.8. The North East remains deficient relative to the rest of the country in terms of an independent small firm sector and in terms of conditions conducive to private investment and the development of new enterprises. Some progress has been made, however, with self-employment 60% up on 1979 and new firms registering for VAT at an annual rate of nearly 6500 in 1985 compared to 5,800 in 1980. Despite this, the North East has the lowest "net" rate of new firm formation in the UK.

7A.1.9. The Region is also deficient in new, high technology industries, a fact reflected in the relatively low take-up of the various national aid schemes to support innovation. The position is, however, improving and the North East has a solid base in some of the newer industries such as pharmaceuticals and electronics and is carving for itself some important niches in areas such as biotechnology, opto-electronics and advanced materials. These efforts are also buttressed by some important institutional developments and by the promotion of sites for science parks.

7A.1.10. The North East also has a relatively under-developed tourism industry, an important growth sector nationally recognised as a significant future source of new employment. Whilst the Region's tourism base is still relatively small, the prospects for its further development are encouraging, particularly in view of recent trends in the British tourism market towards short-break, theme holidays which the North East is well placed to exploit. There are also clear indications of an increased awareness amongst a wide range of public authorities in the Region of the opportunities for developing tourism in the North East and of greater coordination of efforts to exploit the Region's considerable tourism potential.

7A.1.11. The fundamental weakness of the area's economy is clearly illustrated by the effects of the current economic recession. Since 1978, about 200,000 jobs have been lost, representing almost 1 in 5 of the work force. In the manufacturing industries there are 120,000 fewer jobs (1 in 3 of the workforce). Most of these losses (70%) have been in the traditional manufacturing industries. The decline in the world market for merchant shipping has led to a recent announcement by British Ship builders of a further 3495 redundancies, 2580 of which are in the North East. Swan Hunters shipyard at Wallsend has also announced 825 redundancies.

7A.1.12. The worst years recently were 1980 and 1981 when more than 66,000 redundancies occurred in the assisted area. Most of these were in the

manufacturing sector. There has been some reduction recently although the rate of redundancies is still more than twice the national average. The impact of the recession is also evident in the rapid decline of manufacturing investment in the region. Since 1977 investment has fallen by 65% - almost twice the national rate, and the Northern Region now accounts for only 6% of the country's investment. In 1976 the equivalent figure was almost 15%.

7A.1.13. Nationally there are signs of a gradual recovery in the economy, but this is not the case in the North East. The decline in manufacturing jobs continues to be greater than the gains elsewhere in the economy. The decline in coal mining employment from over 40,000 in 1977 to under 25,000 in 1984 has seriously weakened the area's economic base. Current closure proposals could lead to a further 4,000 or more jobs being lost in the industry. In addition, it is estimated that the introduction of new technology into the Region's remaining collieries could reduce employment to half its 1984 level with serious consequences for unemployment in East Durham and parts of South East Northumberland.

7A.1.14. The loss of jobs during the past few years has occurred at a time when the labour force has been declining slowly but despite this there has been a substantial increase in unemployment from 9% in 1978 to 20% in 1985. The comparative national rates are 6% and 13%. These figures exclude people on MSC schemes, and the unregistered unemployed.

7A.1.15. In the European context, the Northern Region is one of the most disadvantaged regions within the Community. On the basis of GDP and unemployment levels (the Synthetic index), out of 150 regions Tyne and Wear and Northumberland were ranked 10th worst, and Cleveland and Durham were 12th.

7A.1.16. Local unemployment rates are higher still. In 1985 Cleveland had the highest unemployment rate (23%) of all Counties in Great Britain, and the former Tyne and Wear County had the third highest. Five travel to work areas had the highest unemployment rates in England (South Tyneside 25%, Hartlepool 24%, Middlesbrough 23%, Bishop Auckland 22%, Sunderland 22%) and South Tyneside had the highest rate in Great Britain. The North East is in the unenviable position of having the worst combination of unemployment blackspots in the country.

7A.1.17. Two aspects of unemployment which are of particular concern are the large number of young unemployed and the increasing number who remain unemployed for more than a year. Despite the emphasis on the Government's Youth Training Schemes, the employment rate for the under 18's is about 20%, and more than 30% of males in the 18-24 age group are unemployed. Long term unemployment has also become a serious problem. Almost half of those unemployed have been without work for more than a year and more than a quarter have not worked for more than two years.

7A.1.18. The chances of an unemployed person obtaining a job are much lower in the North East than the national average and the likelihood of someone in work becoming unemployed is much higher. In 1985, this was the worst combination of circumstances in Great Britain. The competition for jobs in the area is intense. On average there are almost 30 unemployed people for every vacancy, but for general labouring jobs there are more than 500 people for each vacancy.

Social Characteristics

7A.1.19. Much of the North East shows all the signs that might be expected of a depressed region which has experienced a long and continuing economic recession and outward migration. It has below national average earnings and incomes, skill levels, educational achievement and health standards; high unemployment and some poor housing.

7A.1.20. The area has the highest percentage of households in the non professional socio-economic groups in the country, and the highest proportion of unskilled workers. Average weekly earnings for both males and females are below the national average and the gap is widening. About a third of the people working full time are low paid.

7A.1.21. Various measures of educational achievement indicate a generally poor performance compared with other UK regions. Participation in higher education in the region is below the national average and has actually declined since the early 1970's. The North continues to have the lowest proportion of school leavers going on to full time further education. Examination results are also significantly below the national average and the region has the highest percentage of residents without a degree.

7A.1.22. It has been recognised for some time that the health standards in the region are below the national average, and that insufficient resources

have been allocated to the health service. This remains the case, though the situation has improved in recent years. Infant and perinatal mortality rates have fallen rapidly and are now close to the national average, though for other age groups the death rate is up to 17% above the UK average. Compared with other English regions the area has the highest level of per capita expenditure on Social Security benefits for sickness and invalidity, disablement and injury. Twice as many work days per person are lost due to sickness in this region than nationally. This reflects the heavily industrialised nature of the region and the inadequate resources available to cater for the people's health problems.

7A.1.23. Recent information indicates that parts of the North East continue to be particularly disadvantaged in terms of health standards. Of 192 Health Districts in the UK six of the worst twenty five most disadvantaged are in the North East Assisted Area (Gateshead, Hartlepool, SW Durham, N Tees, S Tees and S Tyneside).

Infrastructure

7A.1.24. The emergence of the North East as a major industrial area about 100 years ago was followed by a period during which the basic infrastructure remained virtually unchanged. This failure to modernise meant that the infrastructure of the area was inadequate for the needs of new industries and this has been a major impediment to economic growth. Massive investment was needed to bring the infrastructure up to the standards of other regions, to cope with the problems of industrial decline, to reduce disadvantages associated with peripherality and to attract new industry.

7A.1.25. Some of this investment has already been carried out, much with aid from the European Regional Development Fund and the results are clearly apparent in the region's road network, the new towns, the region's water supply system, the modern industrial estates and the commercial developments in some of the main towns. However, it is equally apparent that much more needs to be done.

(a) Communications - Considerable progress has been made on the improvement of the region's external road links in recent years but a number of schemes have yet to start. Improvements are needed to routes to the major sea ports and airports, to intra-urban roads, to public transport networks and to port facilities.

(b) Water Supply, Sewerage and Land Drainage - Although water supplies in the Region are now secure with the construction of the Kielder water scheme inadequate sewerage and land drainage facilities are constraining the location of new industrial developments. Sewers are becoming derelict and flooding through under capacity is also a problem in some areas. Reduction of pollution in rivers and coastal waters continues to be a major priority and new coastal works are also required. Both will permit construction and development of an improved industrial infrastructure by preventing flooding and preserving tourist amenity.

(c) Gas - Some new industrial sites do not have a gas supply and in the older urban areas many of the main gas pipes need renewing.

(d) Waste Disposal - There is a limited number of disposal sites so more investment is required in treatment plant and land fill sites, particularly for complex industrial waste.

(e) Telecommunications - More investment is required in order to meet forecast demand, and to reduce regional disadvantage.

Environment

7A.1.26. The decline of the basic industries has left a legacy of dereliction which has contributed to the area's poor image. There are still some abandoned mines and spoil heaps in County Durham, south east Northumberland and the Tyneside and Wearside conurbation. The more recent economic recession has exacerbated the problem and there are large areas of industrial dereliction in the main urban areas, particularly along the banks of the Tyne, Wear, and Tees. Although almost 4,000 ha of derelict land have been reclaimed in the past 10 years this has not even contained the problem and the total area of derelict land actually increased during the period. Restoration can be difficult and expensive, particularly for the urban sites, due to types of dereliction with the remains of large foundations. Some sites, however, cannot be restored for further industrial development because of toxic wastes which cannot be economically removed or treated.

7A.1.27. The environment of the region's inner urban areas needs to be improved. Some of the buildings are reaching the end of their useful life and must be demolished. In other cases they can be satisfactorily renovated

if resources are available. Alternative uses must be found for many of these buildings as the original industrial users have moved to better premises elsewhere. Housing in these areas is usually at a very high density with very little public open space. This can only be improved by a policy of selected demolition and renovation.

7A.1.28. The Durham coast, recently described as 'probably the worst example of a wasted coastline in England', has been badly despoiled by the tipping of colliery waste from coastal pits. This problem is compounded by the discharge of untreated sewage direct to the sea.

7A.1.29. Air pollution in the North East has been significantly reduced in recent years and it is now better than the UK average, but water pollution is still a problem in the Region's major industrial estuaries.

B. Summary of Main Problems

7A.1.30. The most important problem facing the area is unemployment. The present high levels of unemployment are unacceptable, but the situation will not improve until a number of other more fundamental problems are resolved.

- (1) A weak economic structure, in particular:-
 - (a) An over representation of industries where employment is declining.
 - (b) Under representation of service industries.
 - (c) Too few new growth industries.
 - (d) A relatively undeveloped small business sector.

- (2) An inadequate infrastructure - more investment in particular is needed in:-
 - (a) Communications.
 - (b) Water supply and land drainage.
 - (c) Gas
 - (d) Waste Disposal.
 - (e) Telecommunications.
 - (f) Serviced industrial land and modern industrial floorspace.

- (3) An excess of unqualified manual workers and shortage of qualified people.

- (4) Environmental dereliction; particular problems are:-
- (a) the legacy of the coal, steel and shipbuilding industries.
 - (b) dereliction caused by general industrial decline.
 - (c) the unsightly coastal area.
 - (d) the rundown appearance of some inner areas.
- (5) Social deprivation; particular problems occur in the inner urban areas but improvements are needed throughout the region particularly in two general areas:-
- (a) more education and training facilities.
 - (b) better health facilities.

(C) Prospects

7A.1.31. Despite signs of a continuing upturn in the UK economy, there are few indications of recovery in the North East where employment continues to decline contrary to the national trend. The prospects for the regional economy in the short term are likely to be affected by a number of constraining factors, notably:

- i) an unfavourable industrial structure and a continuing loss of employment in the Region's basic industries (particularly coalmining);
- ii) a limited amount of footloose industry as a result of low economic growth and high unemployment nationally and internationally;
- iii) a poor image of the North East amongst industrialists, developers and investors;
- iv) continuing restraint on public expenditure restricting direct employment in public services and indirect employment arising from public investment.

7A.1.32. All these factors will affect the Region's ability to respond to an upturn in the national economy, and reduce the likelihood of any significant increase in the overall level of employment in the North East in the short term. Much of the Region's progress over the next few years will depend on the ability of local firms and entrepreneurs to generate new sources of employment, and the efforts of local and other public authorities to create the right conditions for growth in the indigenous sector and the

attraction of mobile industry. It will be particularly important in this context for the Region to exploit its full potential in the promotion of high technology industries and other important growth sectors such as tourism, and to ensure continued improvement in the rate of new firm formation.

Section 2: DEVELOPMENT OBJECTIVES

7A.2.1. Despite the gloomy prognostication for the regional economy during the Programme period, it is of critical importance that long term strategic objectives for the North East's economic development are maintained. In overall terms these are:-

- (i) to create a more diverse and stable industrial structure capable of generating self-sustaining economic growth, and thereby
- (ii) to reduce both the level of unemployment in the region and the rate of unemployment in the North relative to the national average.

7A.2..2. Within this framework, the main development objectives for the region can be summarised as follows:-

- a) to continue to encourage the attraction of mobile industrial projects from other parts of the United Kingdom and overseas;
- b) to improve the efficiency and competitiveness of North East industry by encouraging greater innovative activity, the adoption of new technology and business methods and by reducing the constraints on the efficient expansion and relocation of indigenous firms;
- c) to encourage the formation and growth of new enterprises;
- d) to stimulate a higher level of private investment in the Region;
- e) to ensure that manpower skills match the needs of local industry;
- f) to alleviate the particular problems of the young, and long term, unemployed;
- g) to exploit more fully the employment potential of tourism;
- h) to provide selective measures appropriate to the particular problems of local or sub-regional economies;

i) to enhance the image of the Region by improving the quality of the physical environment particularly in those areas where industrial dereliction has acted as a disincentive to new industrial development;

j) to alleviate the most serious environmental problems especially those arising from river and coastal pollution;

k) to develop coordinated transportation facilities to increase the geographical mobility of the workforce;

l) to improve intra-urban communications, road and rail linkages especially between the east and west of the Region, and to raise the standard of communications with other UK regions and overseas countries;

m) to upgrade the general standard of essential industrial infrastructure;

n) to improve access to and within industrial areas and links to major air and sea ports.

Section 3: DEVELOPMENT MEASURES

7A.3.1. The economic regeneration of the North East Assisted Area is a formidable and complex task requiring a wide range of policy measures and initiatives and involving a large number of agencies operating at national, regional and local level. This process will require continuing support from European sources including the major structural funds (ERDF and ESF), EIB, ECSC and a wide range of other forms of aid particularly in the areas of support for new technology and innovation.

7A.3.2. Measures appropriate to the objectives established in Section 2 of the Profile are described under various broad categories of activity set out below. Each sub-section gives a general account of the nature and scale of activity of the agencies involved, describes how this activity relates to the development objectives for the Region and where appropriate gives an indication of current priorities for action. Examples of individual projects planned for the Programme period are provided in the various schedules included in Appendix A.

1) ECONOMIC MEASURES.

Industrial Sites and Premises

7A.3.3. The preparation and servicing of industrial sites and the provision of factory space (both bespoke and in advance of demand) is a longstanding and centrally important component of policy to regenerate the North East's economy. Continued investment in this process over the Programme period is essential in order to maintain the Region's ability to compete for mobile industry (objective a); to assist the efficient expansion and relocation of indigenous industry (objective b) and to encourage the formation and growth of new enterprises (objective c).

7A.3.4. Because of the low level of private investment in this field, major responsibility for providing serviced sites and advance factories in the Region will continue to lie with public sector agencies principally the local authorities, English Estates, the Development Commission and the New Town Development Corporations. Whilst the specific priorities of individual agencies may vary, the broad objective of all is to provide sites and premises in areas of need and of the appropriate type, size and price to reflect market requirements.

7A.3.5. Local authorities have provided a very high proportion of serviced land developed or available for industry in the Region (holdings in 1983 estimated at 545 hectares) and will continue to play a major role in ensuring an adequate supply of industrial sites over the Programme period. (see Schedule 2 in Appendix A for examples of specific schemes).

7A.3.6. Success in attracting the Nissan development to the Region has highlighted the importance of local authorities' efforts to identify and develop 'strategic' sites suitable for large-scale mobile industrial projects. Because of the intense competition for mobile industry, (both national and international), and the preference of many companies for a 'parkland' setting, the preparation of such sites often requires a significant element of high quality landscaping and environmental improvement work.

7A.3.7. In many instances, particularly in urban areas, industrial site preparation is linked to the reclamation of derelict land (objective 1) in Section 2 thus removing areas of unsightly appearance and reducing the need to use 'greenfield' sites. Again, quality landscaping work is often crucial to the successful development of such sites particularly in relation to the attraction of High Technology enterprises.

7A.3.8. Advance factory provision by local authorities has averaged about 15,000 sq metres pa over the past years. It is difficult to predict whether this level of activity will be maintained throughout the Programme period as this will largely be determined by market requirements and availability of finance. In general terms, however, provision of factory space in advance of demand is likely to remain a key element of local authority economic development policy at least in the short term (see Schedule 1 in Appendix A for examples of proposed schemes). The main priority will continue to be provision for small and new firms requiring units up to 300 sq metres in area. The recent emphasis on more innovative advance factory developments, such as those incorporating facilities for common business and technical support services, is likely to continue. Whilst the majority of advance factory developments will be new build schemes, there will continue to be a significant number of projects involving the conversion of redundant buildings particularly in urban locations and areas most seriously affected by the rapid decline of basic industries.

7A.1.9. English Estates (EE) develops and manages industrial and commercial property in the North East Assisted Area on behalf of the Department of Trade and Industry (DTI) and in support of government regional policy. EE hold more than 250ha of land available for development in the Region as well as a stock of over 1800 units comprising a total floorspace of 1.2 million sq metres. Current employment in EE factory units in the Region exceeds 20,000.

7A.3.10. The level of EE activity over the Programme period will be determined by market requirements and available capital resources although, in general terms, the main policy emphasis will focus on the needs of smaller enterprises with a particular view to encouraging the development of high technology business. English Estates also build and manage developments in rural areas on behalf of the Development Commission (para 7A.3.52).

7A.3.11. The Region's New Towns are major providers of industrial land and factory space. The designated New Towns of Washington, Aycliffe and Peterlee, together with the local authority New Town of Cramlington, are important foci for economic growth and have made a substantial contribution to the Region's efforts to attract new industry and, in particular, to compete for large scale mobile projects.

7A.3.12. Although the New Town Development Corporations are in the process of being wound up, they will continue to carry out industrial development work until 1988. Arrangements for the transfer of these functions to successor authorities after this date are still under consideration. The New Towns will, however, continue to play a strategic role in the regeneration of the regional economy over the Programme period.

Business Support

7A.3.13. Industry in the North East benefits from a wide range of financial and advisory support services provided by central government departments, local authorities and a large number of specialised agencies. Whilst the nature of this support varies between agencies, most schemes are concerned to encourage new investment, especially that which creates or maintains jobs, (objective d in Section 2), to improve efficiency and competitiveness by encouraging greater awareness and adoption of new technology and business methods (objective b) and/or to encourage the formation and growth of new enterprises (objective c).

7A.3.14. The Department of Trade and Industry operates a number of business support schemes, both regionally specific and available nationally. The Regional Development Grant scheme (RDG) forms the major part of assistance to industry in the Region. Under this scheme, grant is payable, either at 15% or as a fixed sum for each job created, on eligible capital expenditure in Development Areas. Revisions to the scheme in November 1984 were designed to lay greater emphasis on job creation, improve cost effectiveness and extend the range of eligible sectors to include some non-local service activities. In the year ending 31 March 1985, RDG paid to companies in the Region totalled £89 million.

7A.3.15. Regional Selective Assistance (RSA) is a discretionary aid scheme under which grant is negotiable for industrial and commercial investment projects which bring regional and national benefits and create or safeguard employment. RSA grant totalling £51m was offered to 147 schemes in the Region in the financial year 1984/5. These schemes were expected to provide or safeguard 12,000 jobs.

7A.3.16. DTI also operates a number of national schemes, which also benefit the Region, in support of R and D projects leading to new products and processes, longer term applied research and investment projects and feasibility studies involving the exploitation of new technologies. The relatively small regional take up of these forms of aid (£3½ million in 1984/85) reflects the continuing structural weaknesses of the North East's economy, particularly the predominance of production only branch plants and the dominance of traditional industries. There are, however, some signs of improvement (para 7A.1.8) which, allied to the development of a number of important technological support agencies (para 7A.3.20) will hopefully result in an increased level of take-up of grant under innovation schemes both national and European over the next few years.

7A.3.17. Apart from the various national schemes to encourage technological innovation, DTI also administers a Business Improvement Services scheme (BIS) which is part-funded under the special programme of ERDF aid for areas affected by steelmaking and shipbuilding decline (para 7A.3.42).

7A.3.18. Responsibility for the government's Small Firms Service (SFS) now rests with the Manpower Services Commission. The main thrust of SFS activities is towards helping new and existing small businesses create and maintain jobs and assisting those exploring avenues into self employment.

It provides 3 major support services : an information service to all those seeking advice on developing small businesses; expert counselling in business discipline and the development of business skills, and sponsorship where the role is to encourage and support local initiatives working closely with enterprise agencies, small business clubs, local authorities and educational institutions. The SFS has also established strong links with MSC training provision directed at new and existing small businesses.

7A.3.19. Local authorities in the Region play a vital role in providing a wide range of business advisory and support services at the local level to complement the various national and regional schemes operated by government Departments. Most authorities operate financial assistance schemes (see Schedule 14 in Appendix A for examples) Whilst these schemes may vary in detail, they all seek to provide financial assistance which is not generally available through the commercial market or under central government grant regimes. Most schemes are targetted on small businesses and linked to the creation of jobs. Several authorities make use of aid from the European Social Fund to generate new employment whilst at the same time encouraging the recruitment of unemployed people.

7A.3.20. Apart from providing direct financial support, local authorities, often in association with other public bodies or the private sector, have become increasingly involved in setting up specialised agencies engaged in business support (see appendix B). These include enterprise agencies and trusts as well as a wide range of agencies to encourage innovation generally and the development and adaptation of new technology in specific sectors, often linked to the activities of the Region's universities, polytechnics and technical colleges.

7A.3.21. The role of specialised support agencies of this kind has become especially important over recent years insofar as they have created a considerable body of expertise relevant to the problems and potential of particular areas or sectors of the Regional Economy. This role is likely to assume even greater priority over the programme period.

Training

7A.3.22. Training Provision is central to the Region's efforts to improve its economic performance and tackle the fundamental problem of unemployment. There is a long established and effective partnership between

industry/commerce and the Region's further education colleges and polytechnics. Over 125,000 students benefit from this provision annually. More recently the Manpower Services Commission has been given the overall responsibility for generating a much higher level of training activity and for administering a wide range of training, re-training and job creation programmes throughout the Region. In broad terms, MSC's role is to match manpower skills to the needs of local industry (Section 2, objective E), to ensure that the Region's work force can adapt readily to the requirements of new technology (objective B), to provide an opportunity for young people to gain the experience and qualifications relevant to employment and to alleviate particular problems of the longer term unemployed (objective F). The MSC delivers its programmes through a combination of private employers, public authorities, further education colleges and its own training facilities.

7A.3.23. The cornerstone of MSC's programme for young people is the Youth Training Scheme (YTS). This scheme is to be substantially developed over the next few years and from April 1986 will be expanded to provide high quality training and work experience for all 16 and 17 year old school leavers with 2 year programme for 16 year olds and the opportunity for all to work towards vocational qualifications. In 1985/86, 25,600 YTS places have been provided in the Region at a cost of £49 million. In 1986/7 the number of entrants will rise to 35,000 (at an estimated expenditure £55 million). A major feature of this new development is the attempt to develop working arrangements which bring together the experience and resources of both the public and private sectors.

7A.3.24. Other training programmes operated by MSC include the Community Industry Scheme (CIS) and the Technical and Vocational Educational Initiative (TVEI). CIS aims to improve the job prospects and help the personal development of young disadvantaged people by providing temporary work of benefit to the community. TVEI is an important initiative aimed at stimulating provision of technical and vocational education for 14-18 year olds within the framework of general education. The scheme is funded through MSC and embraces both work in schools and colleges in collaboration with Local Education Authorities.

7A.3.25. Innovation and adaptation have been key elements in the recent developments in the work of further education colleges. Colleges were able to respond immediately to the challenge of YTS, the great emphasis being

placed on information technology, and the major changes associated with advances in manufacturing technologies. These changes have involved considerable investment from both local and central government sources. Much further investment is required to provide up to date facilities and equipment to ensure that the training provision fully meets the needs of industry and commerce. These major changes are reflected across the whole spectrum of course provision. In addition to its non-advanced further education provision the region possess three polytechnics which have each established a national and international reputation for the quality of their training. Both colleges and polytechnics will play an increasingly important role as the Region trains both those in work and the unemployed to be better able to meet the challenge of the contemporary economy.

7A.3.26. A major expansion is required, both in facilities and course provision, for adult training over the programme period. MSC will act as a catalyst to encourage closer co-operation between employers and training providers, particularly the colleges, by improving the flow of information on local training needs and provision. MSC also proposes to restructure its own substantial training provision to concentrate on 2 main areas:

- i) job related training based on known employment needs and the encouragement of small businesses;
- ii) training to improve the basic skill levels of the unemployed.

7A.3.27. Examples of the main adult training schemes to be operated by MSC over the programme period are described in Appendix C. With the fall in the number of school leavers it is also expected that training provision within the colleges will see a much greater emphasis placed on adult training during the programme period.

7A.3.28. Local authorities in the North East have become involved in training initiatives and measures to help the unemployed. In the youth training field, a variety of schemes have been launched including special job subsidy schemes, support for redundant apprentices, vocational training and a wide range of workshop schemes. The main emphasis of these schemes is on the needs of the long-term unemployed and disadvantaged groups. Building bridges to longer term training and continuing education is a major goal of these schemes. For adults and young people some authorities operate wage subsidy schemes and provide business support in local firms and agencies.

Formal training provision is becoming an increasingly important aspect of all of these approaches. In several of these ventures, local authorities receive assistance from the European Social Fund. Collaboration with the private sector as well as MSC is an increasing feature of this area of work. Over the programme period, investment from a wide variety of sources will be required to increase and update the existing training facilities within the public and private sectors.

Tourism Development

7A.3.29. The Region's efforts to generate new employment are being focussed increasingly, on the development of its tourism industry (objective g in Section 2). Tourism is a major national growth sector currently creating jobs at the rate of 50,000 pa. It is highly labour intensive, with limited scope for capital substitution, and is a vitally important source of new employment in the long term.

7A.3.30. Although currently providing an estimated 65,000 jobs, the tourism industry in the North East is still at a very early stage in its development (accounting for less than 3% of national tourism turnover,) and has enormous potential for growth.

7A.3.31. The Region has substantial, largely underexploited tourism assets especially in its natural and heritage resources. The full potential of these resources has been highlighted by recent changes in the pattern of British tourism particularly the growth in the short-break, special interest holiday market. Realisation of this potential is, however, constrained by a number of inhibiting factors notably: the Region's poor external 'image', a fragmented and variable marketing effort, a generally low level of awareness of the commercial opportunities of tourism (especially in the rural areas), a number of deficiencies in the Region's basic tourism infrastructure and inadequate 'development' of key tourist attractions.

7A.3.32. Efforts to overcome these constraints involve a large number of agencies. Although based on the activities of the commercial sector, the Region's tourism industry operates within a complex framework of public sector support, both direct and indirect, from a variety of sources including local authorities, government departments, the Northumbrian Tourist Board, The English Tourist Board, The British Tourist Authority, The European Community and a wide range of other government and non-government agencies.

7A.3.33. It is generally accepted that greater coordination of the activities of all these agencies is essential if the full tourism potential of the North East is to be realised. One of the first steps in this process has been the preparation of a context statement for tourism development in the Region to establish a broad development framework for the industry and to provide a context for the formulation of more detailed, sub-regional strategies⁽¹⁾. This was a regionally-based cooperative initiative involving the Regional Offices of DOE, DTI and MSC, the Northumbria Tourist Board and all local authorities in the region. The document establishes key objectives for increasing the volume and value of tourism in the Region and identifies a wide range of measures appropriate to their achievement. These development measures fall into the following broad categories of activity.

- i) Measures to strengthen the North East's tourism image through co greater rdination of the Region's tourism marketing efforts, the an development promotion of holiday themes and the promotion of events.
- ii) Measures to upgrade basic tourism infrastructure and amenities including transport links and services, information centres and services and tourist facilities for sport, recreation and the arts.
- iii) Measures to develop key tourist attractions.
- iv) Measures to promote tourism skills through a wide variety of training initiatives and programmes.
- v) Measures to improve the range and quality of tourist accommodation in the Region.
- vi) Measures to promote high value tourism particularly the business/conference market and tourism by overseas visitors.

7A.3.34. Progress towards greater coordination of all agencies involved in tourism development in the Region is being made at various levels. Nationally the Government has recently taken steps to improve coordination of tourism policies by improving liaison between the Department of

(1) Tourism in North East England : A context statement.

Employment (which has overall responsibility for tourism at the national level), other government departments and the National Tourist Boards. These arrangements are being replicated at the regional level, on a less formal basis, involving the Regional Directors of DTI, DOE, MSC, and the Northumbria Tourist Board.

7A.3.35. Other initiatives have been taken at the local level including the introduction of a Tourism Development Action Programme (TDAP) for the Tyne and Wear area. TDAPs focus attention on the needs of sub-regional areas and seek to coordinate and stimulate the development of tourism facilities and marketing.

7A.3.36. The TDAP for the Tyne & Wear area is a partnership involving the ETB, NTB, District Councils and the Newcastle/Gateshead City Action Team (CAT) which is a mechanism for coordinating the activities of central government departments at the local level. CAT is also seeking to develop a strategy for tourism development in the inner city areas of Newcastle and Gateshead.

7A.3.37. A number of other coordinative initiatives are being taken by local authorities in the Region. Local authorities play a vital role in tourism development in the Region, through the development of key attractions and tourist amenities, promotion, development of tourism related activities such as crafts and the funding of studies to identify specific areas of tourism potential, in addition to their wide ranging statutory functions related to tourism development. This role is expected to increase over the Programme period as the employment potential of tourism becomes more widely recognised. The first development plans for work related non-advanced further education drawn up by the Education Authorities clearly identify training in tourism as a major priority for the programme period. This involves not only an increase in the basic training of staff for the industry, but also to support specific groups eg guest house owners and tourist site operators. The quality of senior management also needs improvement and the establishment of the only full-time degree course in tourism in the country within the northern region reflects the forward thinking and priority given to this sector of development.

7A.3.38. A substantial element of local authority investment in tourism is assisted by the European Regional Development Fund which has already contributed more than £2.8 million in grant aid towards tourism

infrastructure schemes and studies in the Region. It is hoped that ERDF will continue to make a major contribution to tourism development over the Programme period.

7A.3.39. A number of important local authority tourism projects are currently in progress or under active consideration (schedule 12) including 2 major schemes, the Gateshead Garden Festival and the redevelopment of the Newcastle Theatre Royal. Many of these projects have been submitted, or are likely to be put forward, for ERDF aid.

Special Areas

7A.3.40. The majority of the development measures described in this Profile apply throughout the North East Assisted Area. In certain parts of the Region, however, these measures are supplemented by special programmes of assistance designed to tackle the particular problems of local or sub-regional economies (Section 2, objective h).

These additional measures are described below.

ERDF Non-Quota Measures

7A.3.41. Most of the Region (Tyneside and Wearside, Cleveland, Durham and a small part of Northumberland) benefits from assistance under the special ERDF Programmes to alleviate the problems caused by rationalisation of the steel and shipbuilding industries.

7A.3.42. A total of £6.4 million has been allocated to these areas under the 2nd round of Non-Quota measures covering the period 1985-9. Most of this money has gone toward setting up the Business Improvement Services scheme (BIS) which is supplemented and operated by DTI and which is targetted specifically at small firms. Included in this scheme are grants for consultancy advice and common services, help on technical innovation, access to risk capital and the establishment and extension of counselling services and promotion agencies.

7A.3.43. In addition to BIS, approximately £2 million has been allocated for infrastructure measures under the 2nd round programmes, mainly for the conversion of disused buildings for industrial use, and a range of access and environmental improvement work.

ERDF National Programmes of Community Interest

7A.3.44. The Region has been quick to benefit from the introduction of programme financing under the new ERDF Regulation. A £36 million programme for the Shildon, Bishop Auckland and Newton Aycliffe area was one of the first national programmes to be approved for aid by the Commission. The programme incorporates a wide range of infrastructure and industrial aid measures to tackle the problems arising from the closure of the Shildon Wagon Works. Co-ordinating machinery for the implementation of this programme, which involve a variety of authorities and agencies, is currently being established.

7A.3.45. A programme for part of the Cleveland area is currently being considered by the Commission. This comprises a substantial programme of roads and major land reclamation schemes together with a range of infrastructure and other measures to deal with the serious physical and economic problems of the Cleveland area. Other possible programme submissions are being considered in the Region including a range of measures to assist the regeneration of part of the Tyne corridor.

Urban Programme

7A.3.46. Under the Government's Urban Programme, certain local authorities in Tyneside, Wearside and Cleveland receive additional aid to revitalise the economies of defined urban areas both directly, by provision of employment generating facilities, and, indirectly, through programmes of environmental and social improvements. Over the past 3 years, Urban Programme expenditure in the North East has exceeded £96 million. Roughly a third of this expenditure has been on capital spending on industrial infrastructure including several schemes which have also been supported by ERDF. Similar joint funding arrangements will be important over the next few years in order to secure the industrial or commercial regeneration of regionally significant sites, support a wide range of training and employment generating initiatives, and promote tourism. UP expenditure up to £35.5 million has been allocated to the North East for 1985/6.

7A.3.47. Urban Development Grant (UDG) is an increasingly important part of the Government's programme to revive the economies of urban areas. Its specific aim is to 'lever' private investment into these areas by grant

aiding up to 50% of the cost of construction projects. To date, UDG has contributed £12 million to 26 schemes which have started or been completed in the Region costing a total of more than £70 million.

Enterprise Zones

7A.3.48. The aim of Enterprise Zones is to stimulate industrial and commercial activity in certain defined, economically disadvantaged localities through the provision of financial support and the relaxation of certain planning and other controls. The 3 Zones in the North East in Tyneside (445 ha), Middlesbrough (79 ha) and Hartlepool (109 ha), have stimulated a significant level of private investment in a variety of schemes. The Tyneside Zone, which is the largest in the country, has been particularly successful in attracting 2 major projects both providing a mixture of retail, industrial and tourism/leisure facilities.

7A.3.49. Further development of the Region's Enterprise Zones over the Programme period will require continuing public sector investment in site preparation work, access and basic infrastructure. Much of this work will be undertaken with the aid of Urban Programme and ERDF support.

Support for Rural Areas

7A.3.50. Many of the Region's rural areas face particular problems arising from depopulation, unbalanced social structure, lack of services and isolation. Major responsibility for tackling these problems rests with the Development Commission and local authorities. Whilst the Commission's remit is to help and promote economic and social development in all rural areas of England, the major part of its resources will be concentrated in the recently designated Rural Development Areas (RDAs).

7A.3.51. The North East contains 4 RDA's, in Northumberland, Durham and East Cleveland. In each of these areas, the various bodies responsible for rural development, including local authorities, have drawn up Rural Development Programmes (RDP). These programmes identify the specific problems and opportunities facing each RDA and provide a framework within which the various bodies can implement their initiatives. Each RDP comprises a broad-brush strategy for the area as well as a detailed work programme concerned with specific projects and their implementation. Each work programme covers a 3 year period and is rolled forward annually.

7A.3.52. The Development Commission and its principal agent the Council for Small Industries in Rural Areas (CoSIRA), offer wide-ranging support including advice and financial aid for small businesses, assistance for tourism schemes, factory building (through English Estates) and building conversions, help for local training initiatives and various forms of aid to improve local service provision.

European Coal and Steel Community

7A.3.53. ECSC assistance to the Region's coalmining and steelmaking areas exceeded £250 million in the 10 year period up to the end of 1983. Most of this aid was in the form of loans to finance specific projects related to the coal and steel industries or conversion loans for projects creating new employment for redundant workers from these sectors. Assistance was also provided in the form of readaptation and retraining grants for coal and steel workers affected by rationalisation.

7A.3.54. Access to ECSC funds will be increasingly important over the Programme period, especially in those areas most seriously affected by decline in coalmining. Efforts to market and promote the availability of ECSC conversion loans will be particularly important in East Durham and South East Northumberland.

(2) ENVIRONMENT

7A.3.55. Environmental improvements, reclamation, and small scale infrastructure works, can not only contribute directly to economic development but also make a tangible contribution to the improvement of the region's overall image and attraction (Section 2, objective i). Continued investment in these measures over the Programme period is essential in order to improve the quality of the physical environment, particularly in those areas where industrial dereliction has acted as a disincentive to new industrial development (objective (i)).

Derelict land

7A.3.56. The general quality of the region's environment is critical to its image and its ability to attract new economic investment. A great deal has been achieved mainly by local authorities funded under the Derelict Land Programme, to reclaim and improve land affected by industrial dereliction.

More than 4,000 ha of land has been reclaimed under this programme over the past 10 years, much of it within the coal fields of Durham and Northumberland and along the main transport corridors. However, the emphasis has changed considerably over the last few years with a concentration of resources on inner urban areas, particularly the main conurbation along the Rivers Tyne, Wear and Tees.

7A.3.57. The overall amount of derelict land in the region declined between 1974 and 1982 from 10,319 ha to 8,911 ha. Over that period some 4,916 ha were reclaimed. However, since the last survey in 1982 there have been a large number of major industrial closures in the Region, particularly along the river corridors, which have increased the amount of dereliction substantially.

7A.3.58. The overall strategy within the Region is to reclaim land with a view to improving the environment so as to attract industry and encourage private investment. There are 5 priority areas for reclamation:-

- Riverside Corridors of the Tyne and the Wear
- River Tees Corridor in Cleveland
- National Garden Festival Site in Gateshead
- Former BSC Works in Consett
- Colliery reclamation in Northumberland and County Durham

7A.3.59. Within the Region's urban areas, the scale of dereliction has shown a dramatic increase. Tyneside and Wearside have been hit by major industrial closures and contraction in their basic shipbuilding and heavy engineering industries which has caused a concentration of derelict land and buildings in the two river corridors. The technical problems and costs in dealing with this are high due to differing levels, mass retaining structures, difficult access and contamination. Cleveland in terms of scale and intensity, contains some of the worst industrial dereliction in Europe. Although the County represents only 3.8% of the regions land area, it contains over 20% of the regions derelict land. For the Tyne and Tees corridors, National Programmes of Community Interest are being prepared in view of the scale of the economic and environmental problems in these areas.

7A.3.60. The derelict land programme includes special allocations for coalfield dereliction and the reclamation of major steel closure areas like

Consett. The Local Authorities are making substantial progress in these areas through the development of programmes of land release, reclamation and redevelopment jointly agreed with the National Coal Board and British Steel Corporation.

7A.3.61. The site chosen for the site of the 1990 National Garden Festival at Gateshead contains several extensive areas of severe dereliction including a former gas works and coke works, both of which are heavily contaminated. The Festival will dramatically improve the environment of the former industrial land along the River Tyne and generate substantial commercial and tourist activity.

7A.3.62. The priority in the reclamation programme for the inner urban areas has had the effect of restricting resources for schemes on the urban fringe, where management schemes to improve the environment and develop the recreation and tourism potential of the urban edge are being pursued.

Environmental Improvements in Industrial/Urban Areas

7A.3.63. Major reclamation schemes apart, much is being done in the urban areas to improve the quality of the built environment through the Urban Programme and the designation of Industrial and Commercial Improvement Areas. There is considerable scope for further environmental improvement along transport corridors and the main points of entry to the region. General smartening up and small scale environmental work in and around main line railway stations, along main rail and road corridors and at ferry and bus stations will be highly effective in improving the perception of the region as a whole. There are many examples of these programmes within the region, mainly carried out by local authorities in co-operation with private firms and other public agencies. One example of this approach is the Darlington Railside Revival Scheme which over the next five years will effect major improvements along a 3 mile section of the main line railway within the town.

7A.3.64. There are many signs that the concentration of resources on small scale infrastructure and environmental improvement schemes within designated Industrial and Commercial Improvement Areas (IIAs and CIAs) has been successful. These schemes increase the confidence of firms operating within these older industrial areas. Existing jobs have, therefore, been saved and

new jobs created. Local Authorities have also sought to sustain these areas through the refurbishment and restoration of individual properties which enhance the visual image of the area and assist the promotion of its economic potential.

7A.3.65. Individual reclamation and environmental/industrial improvement projects planned for the Programme period are provided in schedules 3, 4 and 5 of Appendix A.

Coastal Pollution

7A.3.65. As a further step towards resolving the severe pollution problems of the Durham coast, consultants have carried out an evaluation of all realistic alternatives to the tipping of colliery waste on the beaches. These include barging out to sea and disposal at inland quarries. Durham County council and Easington District Council are discussing the results of this exercise with the Environment Minister to agree a preferred solution. ERDF assistance will be sought to implement this.

(3) DIRECT INFRASTRUCTURE

Communications

7A.3.66. Many of the fundamental problems facing the region are geographical in origin. A peripheral location in relation to the main centres of economic activity, both in the UK and Europe, imposes cost penalties on firms and inhibits personal contacts. General improvements in transport and telecommunications have eased many of the problems associated with distance but such improvements have not necessarily reduced the relative inaccessibility of the North East region as other areas have also benefited from similar improvements. The development of more direct overseas links from within the region must therefore go hand in hand with improvements in communications between the region and other parts of Britain. Continued investment in this process over the programme period is essential in order to encourage the attraction of mobile industrial projects (Section 2, objective a); improve the efficiency and competitiveness of indigenous industry (objective b); increase the geographical mobility of the workforce (objective k); raise the standard of communications with other UK

regions and overseas countries (objective l); upgrade the general standard of essential industrial infrastructure (objective m) and improve access to and within industrial areas and links to major air and sea ports (objective n).

Roads

7A.3.67. The North East possesses first class north-south links and a good basic network of inter urban roads. The A1 is constructed to motorway standards from Tyneside to the regional boundary, although improvements to the A1 in North Yorkshire (outside the Assisted Area) will improve road links to the Midlands and South East. Improvements to the A158/A19 have provided a second high standard north-south route within the regional boundary to the south.

7A.3.68. The main priorities during the Programme Period in terms of the strategic road network, are related to the improvement of the two main east-west routes A66 and A69; the improvement of the A1 north of Newcastle and the construction of the Newcastle Western Bypass and Improved Tyne Crossing. The Department of Transport's investment programme for the Programme period is provided at Schedule 6a in Appendix A.

7A.3.69. Road access to airports and seaports need to be improved within the region. On Wearside, access to the Port of Sunderland is totally inadequate. A number of access improvements in the immediate vicinity of the Port are under way or programmed, and there are major schemes to dual Wessington Way (a major artery between Washington, the Airport Industrial Site and the Port) and to construct a new southern access involving, inter alia, heavy investment in sea defence works. In Teesside, pipe bridges make economic road transportation of abnormal loads from heavy engineering firms in Darlington, Stockton and Middlesbrough to Teesport virtually impossible. Indeed in Cleveland generally there are significant gaps in the principal road network which are only gradually being eliminated. ERDF support is to be sought for key road schemes in Cleveland costing in total more than £40m over the period 1985-90. A National Programme of Community Interest, comprising the first stage of this programme (1985-87) has been submitted. Important individual projects include the remaining stages of the South Bank and Grangetown Bypass and the Middlesbrough Bypass, the South Bank Link Road, South Stockton Spine Road and the improvement of the A1046 Portrack Lane in Stockton.

7A.3.70. The North East's most urgent need for new road construction, however, probably lies in the access improvements which are required at various strategic industrial sites throughout the region. On Tyneside, the most obvious examples lie within the EZ at Elswick, Cross Lane and Dunston and the Boldon and Hadrian Business Parks where the local authorities are currently implementing a major programme of improvements. In Cleveland, inadequate primary road access to the Tees Corridor area and poor road access within it severely limit the area's industrial development potential. Development of the area adjacent to the A1046 Portrack Lane in Stockton has been similarly constrained. Road improvements necessary to allow further industrial expansion have been identified.

7A.3.71. In Durham there is a continuing need to improve the primary route network, the A1(M) and trunk roads and those secondary routes which have an important local function in providing access for new and existing industrial development. In Durham this includes access not only for factory development but also for quarries and opencast coal mining.

7A.3.72. Following the closure of the Consett Steelworks and other associated industries several new road improvements (which have received ERDF grant) are nearing completion.

7A.3.73. A similar circumstance now exists in South West Durham where the unemployment situation has been worsened by the closure of the British Rail Wagon Works at Shildon. Accordingly, a new package of road schemes designed to open up industrial sites and improve communications is to be implemented and financial assistance has been approved by central government and the European Regional Development Fund in order to accelerate the commencement of these schemes. This package includes bypasses of Shildon and Coundon and a new bridge across the River Wear at Bishop Auckland as well as improvements to other strategic routes.

7A.3.74. Furthermore, because of the uncertain prospects for employment in the East Coast collieries it is imperative that consideration be given to creating new job opportunities. Accordingly a number of important road schemes need to be implemented which will provide good access from the motorway and trunk road networks to the east coast area of Durham, these schemes include a bypass at Wheatley Hill and a new link road from the east

to the A1(M). These road schemes, together with other remedial measures, are being considered for eventual submission to central government and the European Community.

7A.3.75. Finally there are a number of individual road improvement projects needed in other parts of Durham County to complete the basic major road network and ERDF support is to be sought for the completion of the Inner Ring Road in Darlington, for bypasses at Witton Gilbert on the A691, Consett on the A692 which also opens up sites for development and at Middleton St. George on the A67, for improvement to the A692 at Consett (The Grove) and on the A690 between Brancepeth and Scription, for a new bridge over the River Wear at Willington, and for the completion of the improvement from Thinford to Coxhoe on the B6271. Several other schemes may be added to this list as local changes in circumstances may dictate.

7A.3.76. In Northumberland, several major schemes have received ERDF assistance in recent years including the Blyth Inner Relief Road, the Southern Link Road in Alnwick, the Ashington Northern Relief Road, and the Red Row to Amble Diversion. During the programme period, a number of new schemes will be commenced to improve access to major industrial areas, and to remove traffic from residential areas and town centres. These include; bypasses for the communities of Ellington and East Sleekburn; the South Newsham Diversion, a new road which will provide a strategic connection to the Port of Blyth; the Prudhoe Northern Relief Road, to bypass the town centre and provide direct access to the Low Prudhoe industrial area; the Callerton Lane Link Road, which will improve the strategic route between the Tyne Valley and South East Northumberland; and a replacement for Ovingham Bridge linking the A69 trunk road and the South Bank of the River Tyne.

7A.3.77. Individual road projects planned for the programme period are in schedule of Appendix A.

Rail

7A.3.78. Rail services between the North East and London have improved dramatically in recent years with the introduction of "High Speed Train" (HST) services. Electrification of the main east coast line at a cost of over £300m commenced in 1985 with completion to Edinburgh due in 1991. The general aim of this investment is to modernise the main link between London and Eastern England and Scotland, to provide an enhanced high speed

passenger service and allow greater flexibility of freight movements, especially between major industrial areas and the ports. This will improve traffic flows and communications between the UK and other member states of the EEC and significantly expand the market potential for industries in the North East region. Improved communications between the North East area and the capital cities of Scotland and England will enhance the image of the area and encourage industrial/commercial investment and tourism, whilst providing a better service to existing industries and the local population.

7A.3.79. British Rail will continue its regional investment programme in the North East assisted area, including track and signalling modernisation schemes, modernisation of freight handling facilities and major station improvement schemes. Capital spending over the period 1986-90 will increase from £3.6 million in 1986 to £18.5 million in 1988 and £31.6 million in 1989. Details of individual projects planned for the programme period are in schedule 19 of Appendix A.

7A.3.80. Durham County Council is in discussion with British Rail to produce schemes to ensure that car and bus access at Darlington and Durham stations is adequate to meet the growing levels of passenger traffic. Capital expenditure is expected to total £1m and the work to be completed by 1989.

Passenger Transport

7A.3.81. Expenditure by local authorities in the region has in recent years been concentrated on the completion of the Tyne and Wear Metro System. The Metro is now complemented by a fully integrated bus network serving special interchange stations removing those parts of routes which would have duplicated Metro. Community financial assistance may be required to implement improvements and modifications to the bus/metro interchanges.

7A.3.82. The new integrated system has improved travel times throughout Tyneside, uses fewer resources, is cheaper to operate and carries more passengers than the previously unco-ordinated bus and rail services. Consideration is now being given to the extension of the metro to other parts of Tyneside. In particular, having improved the links within Tyneside, an extension from Bank Foot to the Newcastle Airport, a distance of 3.3km would considerably improve inter-regional and international travel opportunities. Viability of this extension is currently being assessed based on the findings of the Metro Monitoring Study.

7A.3.83. The new Metro System, with its improvements to mobility within the area will continue to do much to revitalise the industrial and commercial potential of Tyneside. Metro routes, stations and interchanges and the new bus network, have been designed to minimise the difficulties of access from and to industrial, commercial and residential areas throughout the County and to create entirely new travel opportunities. It has, therefore, considerably enhanced labour force mobility and accessibility to jobs for the Tyneside population, especially in the inner areas where there are particular concentrations of longer-term unemployed.

7A.3.84. The Metro system has contributed to the attractiveness of the region and given confidence in attracting new external investment in industry and commerce. Consideration should continue to be given to monitoring this impact and other regional multiplier effects as a component of viability studies for its future development and extension.

7A.3.85. In association with British Rail, Durham County Council has invested in the promotion of local rail services and invested in new or improved stations. Revenue support has been used to improve local rail passenger services to ensure adequate headways. Applications have been made for grant aid under the ERDF programme submission for South West Durham. Application will also be made for schemes associated with the problems of the East Durham Coalfield.

7A.3.86. In Cleveland, Wearside and other parts of the assisted area, in the absence of local railway systems comparable to that on Tyneside, efforts have concentrated on improving bus services, the provision of new roads and the introduction of traffic management schemes. New bus stations are key elements in these systems to enhance employee mobility. The gains in operational efficiency which such investments offer are crucial for passenger transport enterprises throughout the region which already need heavy subsidies to counter-act the combined effects of inflation, rural depopulation and the redistribution of population consequent upon the decline of central area and traditional heavy industries.

7A.3.87. Further schemes to enhance passenger access to bus services may be needed as a result of the Transport Act 1985. The Government envisages that this will increase competition and bus stations and town centre on-street bus interchanges may not be adequate.

Airports

7A.3.88. The region's airports play a vital role in providing for the needs of business and tourist traffic, and in forwarding air freight. The North East Regional Airport Committee has pursued a policy of continued improvement at Newcastle Airport that has resulted in and catered for a dramatic increase in passenger throughput. Between 1973 and 1985 passenger movements increased by 90% from 659,000 to 1,250,000. Scheduled flights are now available to Scandinavia, Paris and Amsterdam, with a growing number of passengers using Amsterdam airport for transfers to other international destinations. With the potential for further growth, there is a growing need for improved runway and other associated safety and passenger handling facilities. An application for ERDF support for additional passenger and baggage handling facilities was submitted in 1985. The development of a parallel taxi-way is a high priority which would greatly improve operating efficiency at the airport.

7A.3.89. Teesside Airport handled 330,000 passengers in 1983, a record figure which represented a 13% increase over the previous year. The main business at Teesside is in scheduled domestic services, but the Airport also serves Europe. Improvements to Terminal facilities commenced in 1984 at a cost of £0.75 million and are the subject of an application for ERDF aid. Considerable progress has been made in strengthening the access track and apron at a cost of £0.5million with the final section due for completion in 1987 (estimated cost £0.2m).

Ports

7A.3.90. Most ports in the region are at a critical phase in their history, involving the transition from heavy dependence on coal and other basic materials to a much wider range of commodities. The volume of container and roll on-roll off (ro/ro) traffic is still small in comparison to the South East and East Anglia and continued investment in improved cargo handling facilities of this nature will be important in improving direct links with Scandinavia and Europe.

7A.3.91. Tees and Hartlepool Port Authority (THPA) has become one of the major ports in the country. THPA's success as both a port and conservancy authority has been assisted by the overall development of the Teesport area based largely upon modern steel, petro-chemical and other oil based

industries. A major factor in this expansion has been the ability to provide deep water facilities adjacent to large areas of flat (often reclaimed) land capable of dealing with the largest ships and their cargoes. There has also been a significant impact from North Sea Oil and natural gas developments while, in addition the Tees acts as the terminal for some Norwegian oil installations in the North Sea. ERDF aid has been given to a number of important port development projects at both Teesport and, more recently, Hartlepool. In particular, at Hartlepool, the development of ro/ro terminals and other facilities for motor vehicles and forest products have brought much benefit.

7A.3.92. The Port of Tyne, with the help of ERDF, has invested heavily in recent years to modernise their port operations. In particular, they have constructed a new £12m coal handling terminal, carried out major development works at Riverside Quay including grain exporting facilities and further developed their ro/ro facilities at Albert Edward Dock. This continuing pattern of modernisation to overcome the decline in traditional business is common to most of the north east ports.

7A.3.93. Coal and coke comprise the main traffic of the other east coast ports of Sunderland, Blyth and Seaham, but all three have invested in new facilities to handle a wider range of commodities. Trade has doubled from 4 million tonnes in 1978 to 8.5 million tonnes in 1982.

7A.3.94. Blyth is a major port for the shipment of coal. In recent years the coal conveyors have been renewed and in 1985 facilities at Bates Wharf have been developed to accommodate the new large colliers. Efforts to diversify the port's trade have been successful with over £1million tonnes of non coal cargo handled in 1984. Further development proposals during the programme period amounting to £33.3 million and including new road and quay construction, new warehouse facilities and cargo handling plant, are provided in Schedule 8 in Appendix A. The Blyth Valley District Council have proposals for a heliport at Blyth Harbour to build upon the port's success in attracting North Sea supply base services. Community assistance over recent years has brought about major improvements to the small port of Seaham. Further development over the programme period will concentrate on the provision of new warehouse facilities and cargo handling plant. Again the detailed programme appears in Appendix A.

7A.3.95. Sunderland is a good example of a port which has lost much of its traditional business; the port authority has a continuing investment programme aimed at restoring the port's competitiveness. Plans to deepen the approach channel, extend corporation Quay and improve facilities are in hand. The continued dredging of the River Wear is also important to the local shipbuilding industry. Although the Port will lose a substantial part of its coal traffic to Jarrow, the development of the Nissan car plant and related component industries, the renewal of oil and gas exploration activity in the ninth allocation of North Sea drilling rights and the excellent prospects of private sector investment in a variety of new bulk cargo handling activities have created the opportunity for the complete regeneration of the Port.

Telecommunications

7A.3.96. Advances in telecommunications infrastructure and services offer the potential to substantially reduce the locational disadvantages of the North. Unfortunately improvements in telecommunications tend to be introduced first in the more central regions, reinforcing their existing advantage.

7A.3.97. The Telecommunication Study promoted by the North of England County Councils Association, and funded under Article 12 of the old ERDF regulation, has now been completed. Its proposals include the setting up of a regional body to monitor, co-ordinate and take action on telecommunications and to concentrate on improving available levels of skills in utilising telecommunications to help solve business problems and stimulate demand for all types of telecommunications in the region. It also proposes:-

- i) using national and local government offices for projects to demonstrate modern telecommunications at work
- ii) utilising regional aid to improve data telecommunication services and encourage cable TV.
- iii) seeking a review of British Telecom's local call areas and an increase in the number of low-cost routes to other regions.

iv) attracting foreign telecommunications manufacturing plants to the region.

7A.3.98. The study is currently being considered by the Department of Trade and Industry.

7A.3.99. British Telecom's investment in new electronic exchanges and its digital exchange programme will provide a reliable basis for the innovative information technologies which will add a new dimension to North East business communications in the next decade.

7A.3.100. Whilst the BBC have postponed the implementation of proposals for Direct Broadcasting by Satellite there is a possibility that these plans will involve a major development at a site in Fenham, Newcastle where new BBC regional studios are currently under construction.

(4) ENERGY AND OTHER BASIC SERVICES

7A.3.101. Continued investment in essential industrial infrastructure and basic services (Section 2, Objective m) is essential during the Programme period.

Coal

7A.3.102. The National Coal Board has recently announced plans to close two deep mine collieries at Horden (County Durham) and Bates (Northumberland) with serious employment consequences for the Districts of Easington and Elyth Valley (paras 7A.1.13 and 7A.5.7). Although there may be further closures of uneconomic deep mines, the NCB has in recent years invested more than £50m to exploit substantial undersea reserves off the North East Coast. Further investment is planned, hopefully with ECSC support. Development of opencast mining is also continuing. There are now 21 open cast coal sites in County Durham (16 private and 5 NCB) with 1 further private site to come into operation in 1986.

7A.3.103. An annual output of 3 million tons is expected to be maintained.

Gas

7A.3.104. Supplies to the region have been substantially improved by the commissioning of the Morecaube Bay gas field. The upgrading of the Kirriemuir Compressor station (north of the border) will further improve availability. Two major projects are currently being supported by ERDF grant aid. The North West Durham Reinforcement will improve supplies to Consett and Stanley whilst the East Cleveland Reinforcement will meet the projected growth in demand in the East Cleveland area. A vital consideration when attempting to attract new industry into the sub-region is industry's need for access to a low cost reliable energy supply. The British Gas Corporation and its successor company will continue to look for opportunities to expand the sale of gas to industry and commerce where it is economical to do so. To this end the British Gas Corporation and its successor company will have a continuing programme of expansion, reinforcement and renewal to maintain supplies to existing consumers and provide for load growth.

Electricity

7A.3.105. Electricity supplies are generally adequate to meet regional needs. Investment is being channelled into more efficient generating capacity, the replacement of obsolete switchgear and reinforcement of the network to cater for anticipated industrial expansion in particular areas. Individual projects currently planned for the Programme period are provided in schedule 17 at Appendix A.

Water, Sewerage and Land Drainage

7A.3.106. Water and sewerage services in the assisted area are provided by the Northumbrian Water Authority. The Authority's capital investment plans are based upon the following objectives:-

- i) to maintain acceptable levels of service in respect of water supply and sewerage to existing and future consumers;
- ii) to improve the environmental quality of inland and coastal waters;

iii) to ensure that no future committed industrial or housing development in the region is constrained by lack of water services;

7A.3.107. The Authority has secured water resources well into the next century by constructing the Kielder Water Scheme. Investment will therefore be aimed at renewing assets such as water mains to ensure the efficient distribution of these resources to areas of future committed development and improving their security and quality where necessary. In addition provision, will be made for the development of leisure facilities to encourage the growth of tourism.

7A.3.108. Investment in sewerage will be directed towards maintaining and renewing the existing network of sewers, extending these where necessary to committed new developments and reinforcing systems to maintain an acceptable service to consumers. The Authority has an ongoing programme of work to improve the quality of inland and coastal waters which includes schemes to improve the River Tyne, Wear and Tees and the beaches immediately adjacent to them. The improvement in the standard of tidal waters has been achieved as a result of the large-scale capital investment in the interception and treatment of existing sewage discharges before they flow into rivers and coastal waters. The Tyneside Sewerage and Sewage Disposal scheme is the largest of these environmental schemes and construction will continue until about 1990. The River Tees remains the most polluted stretch of tidal water in the North East but as with the Tyneside Scheme, further substantial capital investment on the Teesside Sewerage and Sewage Disposal Scheme has been made and is programmed for the next five years. Both schemes have received financial support from ERDF. Further works are planned to continue the improvement of recognised bathing waters in the region and generally to ensure that the region is attractive to existing consumers and its water environment is no deterrent to potential new developers. There is an urgent need in some areas for new sea defence works to preserve local industry and protect tourist amenity. This need has been particularly pronounced at Amble and the Port of Sunderland. Individual projects planned for the Programme period are provided in schedule 18 at Appendix A. These schemes are fundamental to the achievement of the regions economic objectives, by eliminating the environmental and physical constraints which inadequate water and sewerage facilities can impose on industrial development.

Waste Disposal

7A.3.109. Waste disposal is a problem of growing concern in many parts of the region. In Tyneside and Wearside, there is capacity for domestic waste at existing landfill sites to last another five years but there are only two facilities for the disposal of hazardous solid waste in the conurbation. There are no facilities for dealing with hazardous liquid waste. Long term solutions to the problems of waste disposal are therefore being sought. A new landfill opportunity has been identified in the reclamation scheme for Pelaw Quarry. The devolution of responsibility for waste disposal matters in Tyne and Wear to District Councils from 1 April 1986 will require a review of existing facilities.

7A.3.110. In Cleveland existing landfill sites will provide sufficient capacity for domestic waste for the next 5 years. However, there are no sites for liquid waste generally available (although some major industrialists do have sites for their own exclusive use).

7A.3.111. Within the Assisted Area of Northumberland county three new landfill waste disposal schemes have been identified - at Butterwell, near Morpeth, Babside and Seghill. At least one site will be developed during the programme period and will provide for the disposal of commercial, industrial and domestic wastes.

7A.3.112. In County Durham during the next five years it will be necessary to replace the existing locally available landfill sites serving the Darlington/Newton Aycliffe area and the Derwentside/Chester le Street area. In accordance with the County Council's Waste Disposal Plan, it is proposed to establish a Transfer/Treatment Plant at Heighington Lane to meet the long term needs of the Darlington/Aycliffe area. This facility is required by early 1987 and will be the second to be developed in the County (the first is at Thornley Station). A similar facility is proposed for Morrison Busty, near Annfield Plain for use by early 1990 to meet the needs of the disposal of domestic waste in the Derwentside/Chester le Street area.

Section 4: FINANCIAL RESOURCES

7A.4.1. The following table provides a breakdown of the various public investments in economic infrastructure in the North East assisted area. Additional expenditure on various annual programmes is also recorded.

North East Assisted Area : Investment 1985-1990

	1985/86	1986/87	1987/88	1988/89	1989/90
1. Advance Factories and Industrial Sites (1)					
a) EE and Development Commission	12.5	N/A	N/A	N/A	N/A
b) Local Authorities (including grants and loans)	20	20	20	20	20
2. New Towns	7.8	N/A	N/A	N/A	N/A
3. Transport					
a) Road (2)	65.5	80.2	112.1	24.9	31.1
b) Rail	7.5	9.6	8.9	22.0	22.1
c) Airports	2.1	1.7	3.3	1.0	1.9
d) Ports	6.5	11.4	13.8	11.5	10.6
Total					
4. Water and Sewerage	35.1	34.3	29.3	27.1	26.7
5. Electricity, (NEEB)	1.2	0.9	0.2	0.1	0.7
6. Gas	N/A	N/A	N/A	N/A	N/A

Annual Programmes

1. Urban Programme	35.0	34.0	N/A	N/A	N/A
2. Derelict Land	11.2	13.0	N/A	N/A	N/A
3. Manpower Services Commission (Training Programmes)	118.0	193.2	N/A	N/A	N/A

(1) Excludes New Towns and Urban Programmes

(2) Comprises trunk roads, other roads and public transport (roads)

Section 5: COORDINATION AND IMPLEMENTATION OF INVESTMENT

7A.5.1. The principal statutory framework for strategic infrastructure provision is the county structure plan. All counties in the North East Assisted Area have approved structure plans which cover their areas. It is against the background of these plans, and the associated local plans, that infrastructure agencies take decisions about longer term provision of facilities. Before being approved each structure plan has to be shown to be compatible with plans for neighbouring areas.

7A.5.2. There are a number of bodies which, to varying degrees, assist in coordinating activities at the regional level. To date, the principal local authority coordinating body in the Region has been the North of England County Councils Association (NECCA). However, as a result of the abolition of Tyne and Wear County Council in March 1986, arrangements have been made to establish a new body to be known as the Northern Regional Councils Association (NRCA) to represent all local authorities both District and County Councils in the North East and Cumbria. The future of NECCA following the setting up of NRCA has yet to be determined.

7A.5.3. The Northern Region Board, comprising senior representatives of major government departments, considers matters of regional concern and acts as a forum for the coordination of Government policy at the regional level.

7A.5.4. The North of England Development Council (NEDC) is jointly funded by the Department of Trade and Industry and the County Councils and is involved in a wide range of promotional activities to encourage inward investment and to promote overseas exports by regional companies.

7A.5.5. The main responsibility for the coordination and promotion of tourism development at the regional level rests with the Northumbria Tourist Board (NTB). The Board draws its funding from local authorities and commercial tourist operators within the Region as well as the English Tourist Board. Its functions include the administration of grant under Section 4 of the Development of Tourism Act, provision of advisory services and a wide range of promotional activities.

7A.5.6. The Government has recently taken steps to increase coordination of tourism policies at the national level by improving liaison between the

Department of Employment, other Government Departments and the National Tourist Boards. These arrangements are replicated at the regional level, on a less formal basis, and involve the Regional Directors of MSC, DTI, DOE and the Northumbria Tourist Board.

7A.5.7. Efforts to coordinate investment at the sub-regional level are being made in several parts of the region where the diversity of problems has warranted a comprehensive approach to redevelopment. Reference has already been made to those areas for which National Programmes of Community Interest have been approved or are being considered (paras 7A.3.44 and 7A.3.45). These apart, attempts to draw together coordinated development programmes are also being made in other parts of the Region including the East Durham Coalfield area, the problems and potential which will shortly be the subject of a joint study by appropriate local authorities and other agencies for which Article 24 assistance would be sought. Similar aid may also be sought for a study to identify measures to deal with the problems of coalmining decline in South East Northumberland.

7A.5.8. A number of special initiatives are being taken to coordinate efforts to address the problems of the Region's urban areas. The City Action Team (CAT) has been established to coordinate the activities of Government Departments in the inner city area of Newcastle and Gateshead. A similar body, known as the Cleveland Coordinating Team, has recently been set up as part of the 'Cleveland Initiative' which seeks to encourage an integrated approach to the major physical and economic problems of the Cleveland area.

7A.5.9. Various efforts are being made to coordinate tourism development at the sub-regional level including the preparation of a Tourist Development Action Programme for the Tyneside and Wearside area (paras 7A.3.35 and 7A.3.36).

Examples of Major Infrastructure Schemes to be implemented over the Programme Period 1986-1990

Schedules:

1. Industrial Site Preparation
2. Industrial Premises (New and Conversion Schemes)
Environmental Improvement
3. a) DLG schemes
4. b) Industrial/Commercial Improvement Areas
5. c) Other Environment Schemes
Roads
6. a) Trunk Roads
7. b) Other Roads
8. Ports
9. Airports
10. Waste Disposal
11. Manpower Training Facilities
12. Tourism
13. Passenger Transport Facilities
14. Loans and Grants to Industry/Business Advice etc
15. Innovation/Technology and Enterprise Centre
16. Gas
17. Electricity
18. Water, Sewerage and Land Drainage
19. Railways
20. Coast Protection
21. PTE Projects

SCHEDULE 1

CATEGORY: Industrial Site Preparation

<u>PROJECT</u>	<u>ESTIMATED COST</u> <u>WHERE KNOWN</u> <u>£000s</u>	<u>1986</u>	<u>1987</u>	<u>1988</u>	<u>1989</u>	<u>1990</u>
Helghington Lane IE Infrastructure Works, Aycliffe	450	S		C		
Britannia Enterprise Zone, Middlesbrough				continuing		
Cargo Fleet Master Plan Area, Middlesbrough			S			
Cargo Fleet Riverside, Middlesbrough					S	
Middlesbrough Dock					S	
Hemlington Industrial Estate, Middlesbrough				S		
Central Ironmasters IIA, Middlesbrough		S				C
Vulcan Street IIA, Middlesbrough		C				
Low East Street IIA, Middlesbrough		S		C		
Snowdon Road IIA, Middlesbrough		S		C		
Central Middlesbrough ICIA			S			C
Stonehouse Street IIA, Middlesbrough		S		C		
Saltwells Road (future) IIA, Middlesbrough					S	
East Middlesbrough Industrial Estate (future) IIA					S	
North Ormesby Road IIA, Middlesbrough					S	
Warronby Industrial Estate, Redcar	205		C			
Clay Lane Commercial Park Phase III, South Bank	440			C		
Imperial Park, South Bank Phase II	128			continuing		
Kitty Brewster Industrial Estate, Blyth		S		?		
Cranlington High Tech Advance Factory Site	134	S	NK			
Cowpen Road, Blyth - Infrastructure Works		S		?		
Blyth Quayside/Hellport		S		?		
West Sieakburn IE Access Road	167	S		?		
North Lintonville IE, Ashington	250	S		?		
Cargo Fleet Wharf, South Bank	1,360		C			
Malleable Works, Stockton	2,311				C	
Union Insulation, Thornaby	1,770			S		C
BSC, Stockton Works, Stockton	806			S	C	
Clarence Distillation Works, Stockton	3,100				S	C
Stokesley (preparation of 3.4 ha site)		NK				
Kingsway Sidings, South Bank	90	S	C			
Conversion of former Courtauld's Factory, Ashington	331	S				NK
Conversion of former Ashington Central Hall for managed workshops						

<u>PROJECT</u>	<u>£000s</u>	<u>1986</u>	<u>1987</u>	<u>1988</u>	<u>1989</u>	<u>1990</u>
Former Consett Steelworks Plate Mill Site- Access Road	360					S
Former Consett Steelworks Gatehouse Site-Servicing	1,057		C			
Industrial Site Grove Consett-Servicing	996			C		
Cambols Farm Industrial Area - access/drainage				S		
Barrington IIE Wansbeck	90			S		
Doxford Park/Airport, Sunderland - Site development	3,260			C		
Castletwon, Sunderland - Site development	170		C			
Cornhill Dock/Thirlwell Bank, Sunderland	300		C			
Pann's Bank Riverside, Sunderland	1,095		C			
Wellington Lane, Sunderland - Site preparation	126	S	C			
Silksworth Row, Sunderland - Site preparation	25	S	C			
Houghton Market Place, Sunderland	350	S		C		
Ayres Quay/Hillfield Terrace, Sunderland - Site preparation	100	S		C		
South Ryhope - Site preparation	920		S			C
Derwenthaugh Staithes Phase II - Clearance/Recreation Development	250			S	C	
West of River Derwent - Clearance and Access	500	S		C		
Blaydon IIA - Entrance Improvement etc						continuing
Palaw IIA Access Improvement		S		C		
Dunston IIA - Colliery Road/Gas Works Bridge Road	680	S		C		
Bridges IIA, Gateshead - Entrance Improvement etc			S			
Bridges IIA - Site Preparation		NK				
Bridges IIA, Gateshead - Access Improvement		S				C
Low Teams IIA, Gateshead - Entrance Improvement etc	206	S			C	
Baltic Road, Gateshead (4.6 acres)			S		C	
Dunston/Raines, Gateshead Compound Development etc		S			C	
Reyrolle New Town Works, Hebburn				S		
Hebburn Shipyard - Expansion of Brit. Shipbuilders (TES) Ltd		S				C
Elswick Riverside: Forth Banks to Armstrong Centre		NK				
Blackett Street IIA, Jarrow						continuing
Curlew Road IIA, Jarrow						continuing
Shell Oil Terminal, South Tyneside					C	
South Shields Riverside IIA Nos 1 and 2						continuing
Garwood Street Infrastructure, South Shields		S			S	
Portberry Street, Infrastructure, South Shields					C	
Boldon Busines Park, South Tyneside					C	
Boldon Colliery Pit Head Site, South Tyneside		S				C
Clendon Lane IIA, East Boldon						continuing
Armstrong Centre, Elswick Riverside, Newcastle upon Tyne					C	
Walker Naval Yard, Newcastle upon Tyne		S				C

<u>PROJECT</u>	<u>£000s</u>	<u>1986</u>	<u>1987</u>	<u>1988</u>	<u>1989</u>	<u>1990</u>
Factory Extensions, Aycliffe	300		S	C		
Factory Extensions, Peterlee	400	S	C			
EZ Industrial Units (Middlesbrough Enterprise Partnership Ltd)		S				
Former Consett Steelworks Plate Mill Conversion Phase II & III	4,500				S	
EZ Industrial Units (Pilkington), Middlesbrough			C			
EZ Managed Workshop & Training Centre, Middlesbrough		S		C		
Co-operative Managed Workshops, Middlesbrough			C			
Women's Training Centre, Middlesbrough			C			
EZ CAD-CAM Centre Extension, Middlesbrough		S		C		
Workshop Conversion Scheme, Warrenby	70		C			
Blyth Quayside/Hellport		S				
Rainton Bridge Phase I, Sunderland (2 units)	230	C				
Lombard Street Phase III, Sunderland (8 units)	457	C				
Salterfen, Phase III, Sunderland (2 units)	136	C				
Milburn's Premises, Sunderland - Adaptations	79	C				
Pallion Residents Enterprises, Sunderland	413	C				
Warrenby Workshops, Redcar	198	S	C			
Villiers Street School, Sunderland	74	C				
Rainton Bridge Phase II, Sunderland (2 units)	215		C			
Webster's Ropery Conversion, Sunderland	825		C			
Mary Street Phase III, Sunderland - Revitalisation	426			C		
Sunderland Enterprise Workshops Conversion	360			C		
Ayres Quay Compound Development, Sunderland	170	S	C			
Wearmouth Colliery Scheme, Sunderland (2 units)	220	S	C			
Home Based Workshops, Sunderland	60	S	C			
Fisherman's Huts, Sunderland	55	S	C			
Sunderland Youth Enterprise Centre	25	S	C			
Queen Alexandra Bridge, Sunderland - repairs of arches	140	S		C		
Sheepfolds, Sunderland - Construction of 7 units	270		S		C	
Wessington North Factory Constr Phase III, Sunderland	300		S		C	
Rainton Bridge Phase III, Sunderland	240		S		C	
Thirlwell Bank Phase I, Sunderland (2 units)	160		S		C	
Rainton Bridge Phase IV, Sunderland (2 units)	240			S		C
Blaydon Workshop (10 units)	450	S			C	
Toans Workshop, Gateshead (10 units)	400		S		C	
Stonehills Conversion, Gateshead			C			
Hebburn Shipyard/Expansion of Brit Shipbuilders (TES) Ltd		S		C		
Royal Industrial Estate Phase III, Jarrow			C			
Plossay Factory No.2, South Shields			C			

<u>PROJECT</u>	<u>£000s</u>	<u>1986</u>	<u>1987</u>	<u>1988</u>	<u>1989</u>	<u>1990</u>
Longbenton, Newcastle upon Tyne				S		C
Little Benton, Newcastle upon Tyne					S	
Greatham Tioxide - Provision of electrical supply	1,000	S		C		
Middlesbrough Dockside - Provision of electrical supply	153		S		C	
Aycliffe Industrial Estates - Reinforcement of electrical supplies	506	S	C			
Morpeth - Increase in transfer capacity	421	S		C		
Potterhouse, Co Durham - system reinforcement	847				S	
Provision and Servicing of Industrial Land, Co Durham				C		
Low Prudhoe Industrial Estate, Prudhoe	166	S	C			
Pelaw IIA - Stonehills Site Preparation, Tyne and Wear	1,305		C			
Diversion of Brusselton Lane Access, Co Durham	500		S	C		
Rail Disposal Point and Access, Co Durham	2,500		S	C		
South Church Industrial Estate Access Road, Co Durham	360		S		C	
Aycliffe IE (Additional Infrastructure) Co Durham	675	S		C		
Shildon Wagon Works Redevelopment (New Roads & Services)	645		C			
South Church IE, Bishop Auckland - Phases II and III	820			S		
Aycliffe IE (Sewage Works Improvement etc) Co Durham	95		C			
Drum IE Chester Le Street (Supply of Gas)	250					
Forge Site, Cleveland Street, Darlington		NK				
Land North of John Dixon Street, Darlington		NK				
Faverdale IE, Darlington		NK				
Graythorpe Road and Brenda Road, Hartlepool		NK				
Provision of Infrastructure, Hartlepool Street IE, Thornley	150			S	C	
Deneside IE, Seaham (Infrastructure)	200			S		
Horden Colliery - Reclamation and Development	1,750			S		
Greencroft Industrial Park, Co Durham Phase I	1,735			C		
Seaham Grange Industrial Estate, Co Durham Phase I	1,120		C			
Dyson Industrial Estate - Infrastructure	500			S	NK	?
Cut Road, Willington Quay IIA, Wallsend	123	S	C			
Marine Park, Hadrian Road, Wallsend	200	S		C		
Tanners Bank, Riverside IIA, North Shields	100	S	C			
Hadrian Business Park, Drainage	1,000			S		
Hadrian Business Park Roads	500			S		
Brenkley Colliery - site preparation	150		S		C	
Tanners Bank, North Shields - site preparation	100			S		C
Hadrian Road, Wallsend - site preparation				S		C
Fenwick Yard, Barkworth - site preparation	135		S		C	
Smiths Dock, North Shields - site preparation					S	

Schedule 2

<u>PROJECT</u>	<u>£000s</u>	<u>1986</u>	<u>1987</u>	<u>1988</u>	<u>1989</u>	<u>1990</u>
CATEGORY: Industrial Premises (New and Conversion Schemes)						
Advance Factories, Peterlee	2,080	-----	C			
Advance Factories, Aycliffe	1,770	-----	C			
High Tech Units, Aycliffe (Phases I and II)	1,260	-----	C			
Conversions to existing factories, Aycliffe	700	-----		C		
Factory conversion/Managed Workshops, Peterlee	200	-----	C			
Purpose-built Factory Unit, Peterlee		-----	C			
Small Warehouse, Aycliffe	450	S-----	C			
Former McNulty Premises, Victoria Road, South Shields		-----		C		
Gregson's Building, Commercial Road, South Shields		S-----			C	
Ouseburn Warehouse: Lime Street	180		S-----	C		
Princess Buildings Quayside	2,000		S-----		C	
Armstrong Centre Development, Elswick, Newcastle upon Tyne			S-----			C
Noble Street, Newcastle upon Tyne		S-----	C			
Whitehouse Enterprise Centre, Newcastle upon Tyne		S-----				C
Advance Factories in Rural Development Areas, Co Durham		S-----			C	
Low Prudhoe Industrial Estate, Prudhoe (Workshops)	180	S-----		C		
Fish Quay, North Shields	250	S-----				C
Shildon Wagon Works Redevelopment (East)	1,205	-----		C		
Small Factory Unit Development, Sedgefield	2,020	-----			C	
Sedgefield Enterprise Centre	2,500	-----			C	
Small Workshops at Stella Gill, Chester le Street	350		NK			
Large Units at Stella Gill, Chester le Street	200		NK			
Training Workshops, Darlington			NK			
High Tech. Advance Factories, Cramlington	500	S-----		NK		
Training Workshops, Hartlepool			NK			
Development of Workshop units, Oldgate, Morpeth	120		NK			
Wingate Grange IE Phase III - New Factory Units on	500	S-----				C
Blackhall IE - Infrastructure and Factory Units Phase II	970	S-----		C		
Seaham Grange IE - Factory Units Phase I and II	500	S-----		C		
Purpose Built Factory Units, Aycliffe		S-----	C			
Venturo Workshops, Blyth			S-----	C		
South Church IE - Factory Units	NK					
Enterprise Workshops - Wear Valley	NK					

<u>PROJECT</u>	<u>£000s</u>	<u>1986</u>	<u>1987</u>	<u>1988</u>	<u>1989</u>	<u>1990</u>
Fish Processing Units, North Shields	600	_____ C				
Workshop Units, Gut Road, Willington Quay, IIA, Wallsend	672	_____ S _____ C				
Workshop Retail Units, North Shields	200	_____ S _____ C				
Union Quay Refurbishments, North Shields	375	_____ C				
Brenkley Colliery - Conversion of Units		_____ S _____ C				
Brenkley Colliery - Advance units		_____ S _____ C				

SCHEDULE 3

CATEGORY: Environmental Improvement a) DGL schemes

Cargo Fleet Master Plan Area, Middlesbrough		_____ S _____ C				
Cargo Fleet Riverside, Middlesbrough		_____ S _____ C				
Middlesbrough Dock		NK _____				
Central Ironmasters IIA, Middlesbrough		_____ S _____ C				
Saitwells Road (future) IIA, Middlesbrough		_____ S _____ C				
South Bank Wharf Reclamation Phase I	35	_____ S _____				
Cargo Fleet Rolling Mills Reclamation	300	_____ S _____				
Greenwells Dock/Deptford Ballast Hill, Sunderland	520	_____ C				
Hendon Clifftop Phase II, Sunderland	73	_____ C				
Cornhill Dock, Sunderland	476	_____ C				
Philadelphia Junction, Sunderland	126	_____ C				
Penshaw/Pallion Roadway/Ford Papermill, Sunderland	176	_____ C				
Sheepfolds, Sunderland	595	_____ C				
Redhough Gas Works	2,765	_____ C				
Norwood Gas Works	2,726	_____ C				
Norwood Sidings	758	_____ S _____ C				
King Edward Wharf	450	_____ S _____ C				
West of River Team	1,400	_____ S _____ C				
Derwenthaugh Coke Works	2,500	_____ S _____ C				
Path Head/Bewes Hill Quarry	1,200	_____ S _____				
Blaydon Burn Phase IV	850	_____ S _____				
Ryhope Colliery Phase II, Sunderland	1,313	_____ C				
Ritchies Land, Hetton le Hole	55	_____ C				
Fulwell Quarries Phases I & II, Sunderland	258	_____ C				
Ayres Quay Phase II, Sunderland	247	_____ C				
Farringdon Row Phase I, Sunderland	150	_____ C				
North Hylton/Timber Beach, Sunderland	231	_____ C				
North Hylton Colliery Phase IIB, Sunderland	200	_____ C				

<u>PROJECT</u>	<u>£000s</u>	<u>1986</u>	<u>1987</u>	<u>1988</u>	<u>1989</u>	<u>1990</u>
Palmer's Hill Quay, Sunderland	335					C
Ayres Quay, Sunderland	280	C				
Deptford Terrace Phase IIB, Sunderland	316	C				
Farrington Row Phase II, Sunderland	745	S				C
Houghtonside, Sunderland	163	S				C
Hendon/Pallion Railway, Sunderland	410	S				C
Grange Town/South Dock Railway, Sunderland	275	S				C
North Hylton Colliery Phase II, Sunderland	865	S				C
North Sands Shipyard, Sunderland	1,350	S				C
Houghton Colliery, Sunderland	820	S				C
Philadelphia Dorethea Pit	231	S				C
Hetton Lyons Colliery	1,205	S				C
Lambton Coal Depot, Sunderland	240		S			C
Flint Mill Sewage Works, Sunderland	155		S			C
Cornhill Dock Extension, Sunderland	240		S			C
Elmore Colliery, Sunderland	1,600		S			
Herrington Burn, Sunderland	69			S		C
Middie Rainton, Sunderland	69			S		C
Wearmouth Riverside, Sunderland	845			S		
Springwell Colliery, Sunderland	550			S		
Glebe Sewage Works, Sunderland	250			S		
Herrington Colliery, Sunderland	1,628			S		
Fulwell Quarry Phase II, Sunderland	2,264			S		
Reyrolle's New Town Works, Hebburn				S		
Hebburn Shipyards		S				C
Autovation, Hebburn			S			C
Western Road/Bladen Street, Jarrow				S		C
British Steel, Blackett Street, Jarrow				S		
Mercantile Dry Dock, Jarrow				S		C
Shell Oil Terminal, South Tyneside						C
Laygate Street, South Shields						C
Redhead's Jetty, South Shields		S				C
Ballast Hill/River Drive, South Shields		S				C
Shipboard Maintenance Mound, South Shields			S			C
Baldon Colliery Pit Head Site						C
Millbank former Abattoir, South Shields				S		C
Pier Head Yard, Foreshore, South Shields					S	C

<u>PROJECT</u>	<u>£000s</u>	<u>1986</u>	<u>1987</u>	<u>1988</u>	<u>1989</u>	<u>1990</u>
Bearpark Colliery, Co Durham	762		S-----C			
Randolph Cokeworks, Evenwood	343	S-----C				
Horden Colliery Phase II and III, Co Durham	1,200	S-----C				
Sacrison, Co Durham			S-----C			
East Hetton, Co Durham			S-----C			
Shildon Spoil Heaps/Wagon Works/Shildon Env Imps	703	-----C				
Britannia EZ - Trafalgar House Land		NK				
Blackhall Colliery Reclamation Phase II		NK				
South Hetton Colliery Reclamation	150				S-----C	
Reclamation of Murton Pit Heaps	1,000	NK				
Reclamation of Former Mineral Line, Hawthorn Cokeworks to Seaham		NK				
Dowesfield Riverside Site		S-----C				
Blucher Colliery/Walbottle Wagonway	121	S-----C				
Hanover Street	190	S-----C				
Waverdale	50	S-----C				
Scotswood Railway Lane	109		S-----C			
Coxlodge Wagonway	60	S-----C				
Elswick Riverside: Forth Banks to Armstrong Centre						
Manors Station						
Heaton Goodsyards						
Walker Naval Yard						
Richard Colliery, Callerton	300		S			
Riverside Railway East City	30	S-----C				
Walker Riverside (Ex County)						
Percy Pit						
Warrenby Reclamation, Redcar	30	S-----C				
South Skelton Mine	35	S-----C				
East Cleveland Mine Schemes		S-----C				
Clay Lane Blast Furnace Site				S-----C		
Former Consett Branch Railway Line					S-----C	
Bomarsund, Colliery Heap	440	-----C				
Lynemouth/Ellington Colliery Railway	155	-----C				
Building Demolition nr Vald Birn, Cambols	9	-----C				
Air Raid Shelter, Bedlington Station Library	2	-----C				
Site Clearance, John Street, Blyth	6	-----C				
Ashington Colliery Phase II	800	S-----C				
Sughill Colliery Brickworks	330	S-----C				
Barrington Colliery Heap	55	S-----C				

<u>PROJECT</u>	<u>£000s</u>	<u>1986</u>	<u>1987</u>	<u>1988</u>	<u>1989</u>	<u>1990</u>
Site Clearance Millburn Terrace	22	S				C
Seaton Delaval Lynmouth Colliery North Heap	110		S			C
Prestwick Colliery, Ponteland	85		S			C
Ashington Colliery, Phase 3	600			S		C
Isabella Colliery Phase2, Blyth	110			S		C
Lynmouth/Ellington Colliery Railway	60				S	continuing
Newbiggin Branch Railway	75				S	continuing
Point Pleasant Park, Wallsend	500			C		
Ice Factory, North Shields	84		S			C
Smiths Dock, North Shields	73		S			C
Dolly Washer, Backworth	170,000	S		C		
Blyth & Tyne Coal Depot North Shields	250,000	S		C		
British Ropes, Canteen Site	70,000		S			C
Hadrian Road, Wallsend			S			C
Esso Land, North Shields					S	continuing
Tanners Bank Area, North Shields	350,000			S		C
BR Land & Hodges Brown, North Shields			S			C
Brenkley Colliery,			S			C
Eccles/Fenwick Colliery, Backworth	1,800,000	C				
Eccles Lagoons	130,000			S		C
Howden Spoil Heap	130,000				S	continuing
Smiths Dock, North Shields	473,000				S	continuing
Wætslade Colliery	3,360,000		S			C
Smiths Repair Yard/Factory, North Shields	300,000				S	continuing
Burradon Colliery						

SCHEDULE 4

CATEGORY: Environmental Improvement b) Industrial/Commercial Improvement Areas

NE Industrial Estate Revitalisation Programme, Peterlee		C				
Cargo Fleet Master Plan Area, Middlesbrough			S			C
Cargo Fleet Riverside, Middlesbrough				S		C
Central Ironmasters IIA, Middlesbrough		S		C		
Saltwells Road (future) IIA, Middlesbrough			S			C
South Bank Centre Improvements				C		
Improvement Areas, Langbaugh					continuing	
Business Development Schemes, Langbaugh					continuing	
Blyth Town Centre Redevelopment		S				

<u>PROJECT</u>	<u>£000s</u>	<u>1986</u>	<u>1987</u>	<u>1988</u>	<u>1989</u>	<u>1990</u>
Cowpen Road, Blyth - Landscaping		S				
Farringdon Row Redevelopment, Sunderland	300					C
Hetton and Houghton IIAs, Sunderland	125	S				C
Derwent Street/Vine Place CIA, Sunderland	150	S				C
Parking Schemes, Sunderland	201	S				C
Blackett Street IIA, Jarrow					continuing	
Curlew Road IIA, Jarrow					continuing	
Cleadon Lane IIA, East Boldon					continuing	
Gateshead Town Centre	225		S			C
Felling Town Centre	150	S				C
Riverside IIA, South Shields					continuing	
West of Central Station Car Park, Newcastle upon Tyne		S		C		
Stowell Street Access, Newcastle upon Tyne		S		C		
Underused Buildings Fund, Newcastle District		S				C
Minor Schemes Fund, Newcastle District		S				C
Theatre Royal, Newcastle upon Tyne - Improvement etc		S			C	
All Saints Churchyard, Newcastle upon Tyne		S		C		
All Saints Boundary Wall, Newcastle upon Tyne		S		C		
Improvements to Milk Market, Newcastle upon Tyne		S		C		
Car Parks at Broad Chare and Stockbridge, Newcastle upon Tyne		S				C

<u>PROJECT</u>	<u>£000s</u>	<u>1986</u>	<u>1987</u>	<u>1988</u>	<u>1989</u>	<u>1990</u>
Minor Schemes Fund, Newcastle District		S	-----	-----	-----	C
Quayside Wall Extension (Phase II) Newcastle upon Tyne			S	-----	-----	C
Multi-Storeyed Car Parks at Dean Street and Gallowgate, Newcastle upon Tyne			S	-----	-----	C
Monkwearmouth IIA, Sunderland		S	----- ?	-----	-----	
Bishop Auckland, Co Durham - Town Centre Improvements	326	C	-----	-----	-----	
Industrial Improvement Areas, Hartlepool				----- continuing	-----	
Riverside IIA, North Shields	500			-----	-----	C

SCHEDULE 5

CATEGORY: Environmental Improvement c) Other Environmental Schemes

Environmental Improvements in existing Industrial Areas, Sunderland	87					C
South Hylton Riverside, Sunderland	95					C
BR Corridors, Sunderland	33	S	-----	-----	-----	C
Southwick Metal Co, Sunderland	350	S	-----	-----	-----	C
North Hylton Colliery, Sunderland	40	S	-----	-----	-----	C
South Shields Foreshore				----- continuing	-----	
City Centre Fringe Improvements, Newcastle upon Tyne		S	-----	-----	-----	C
Transport Corridors Package, Newcastle District		S	-----	-----	-----	C
Regeneration of the River Tyne Riverside Areas		S	-----	-----	-----	
The Close/Quayside - Surtees Refurbishment, Newcastle upon Tyne	235			-----	-----	C
Newcastle upon Tyne Quayside Area II	300			-----	-----	C
Alderman Fenwick's House, Newcastle upon Tyne	400			-----	-----	C
28/30 The Close, Newcastle upon Tyne	300			-----	-----	C
North Shields Conservation Area (Improvement)	550	S	-----	-----	-----	C
New Quay Conservation Area, North Shields	450			----- continuing	-----	
South Shields Volunteer Life Brigade Building	66			-----	-----	C
Darlington Railway Corridor		NK	-----	-----	-----	
Removal of Industrial Crime from Buildings-Consett	200		S	-----	-----	C
Forge Site, Cleveland Street, Darlington		NK	-----	-----	-----	
Land North of John Dixon Lane, Darlington		NK	-----	-----	-----	
Faverdale IE, Darlington		NK	-----	-----	-----	
Hart/Haswell Railway, Hartlepool	65			-----	-----	C
Structural Landscaping Programme, Hartlepool				----- continuing	-----	
Eccles Colliery, Backworth	30	S	-----	-----	-----	C
Brenkley Colliery, Widsopen	30				S	-----
Landscaping Schemes Associated with DLG schemes	250	S	-----	-----	-----	C

PROJECT

£000s

1986

1987

1988

1989

1990

SCHEDULE 6

CATEGORY: Roads a) Trunk Roads

£millions

PROJECT	£000s	1986	1987	1988	1989	1990
A1 Alnwick Bypass Stage II, Northumberland	5.2	----- C				
A1 Clifton to Stannington Bridge, Northumberland	7.0	S----- C ?				
A19 Peterlee Grade Separated Junction, Co Durham	2.5	S----- ?				
A66 Darlington Bypass, Co Durham	8.1	----- C				
A66 Bowes Bypass - County Boundary Improvement	5.8		S----- ?			
A69 Elthton Lodge Junction Improvement	4.8	S----- ?				
A69 Newcastle upon Tyne Western Bypass	63.1		S----- ?			
A69 Horsley-Corbridge, Northumberland	2.8		S----- ?			
A69 Haltwhistle Relief Road, Northumberland	4.0			S----- ?		
A696 Koolsington & Kenton Bank Foot Bypass	5.0		S----- ?			
A696 Otterburn Bypass, Northumberland	0.9		S----- C			
A696 Belsay Bypass, Northumberland	0.8		S----- C			
A696 Pentlands Bypass, Northumberland	4.8		S----- C			

SCHEDULE 7

CATEGORY: Roads b) Other Roads

£000s

PROJECT	£000s	1986	1987	1988	1989	1990
Access road to North Blyth Industrial Sites	500			S-----		
Ashington Northern Relief Road	3.33m	-----			C	
A1068 Red Row to Amble Diversion	2.70m	----- C				
Ellington Bypass	1.466m		S----- C			
B6278 Ratchwood Ford Bridge	220	S----- C				
B6309 Wheelbirks Bridge	100			S----- C		
C254 Wylam - Ovington Improvements	80			S----- C		
East Sleekburn Bypass	510			S----- C		
B6323 Callerton Lane Link Road	913			S-----		
C255 Ovingham Bridge	312			S----- C		
Prudhoe Northern Relief Road	5.5m				S-----	
Farrington Row Footbridge	80		S----- C			
A1061 South Newsham Diversion	850					S-----
A19/A1290 Junction, Sunderland	1,500	S----- C				
Wessington Way, Sunderland	3,048	S----- C				

<u>PROJECT</u>	<u>£000s</u>	<u>1986</u>	<u>1987</u>	<u>1988</u>	<u>1989</u>	<u>1990</u>
Southwick Relief Road, Sunderland	902	S	C			
Sunderland Inner Ring Road	4,410	S			C	
Southern Radial/Ryhope Bypass, Sunderland	9,590		S			
Shiney Row/Houghton le Spring	1,050			S		C
A19/Washington Road Footbridge, Sunderland	290	S	C			
High Street West/Livingstone Road, Sunderland	214	S	C			
Hetton Centre Improvements, Sunderland	100	S	C			
Easington Lane, Sunderland	130	S	C			
Bridge Street Roundabout, Sunderland	630	S		C		
Eastern Relief Road (Centro Section), Sunderland	850	S	C			
North Sands, Sunderland	100	S	C			
A182 Washington Highway - Reconstruction	100	S	C			
A183 Roker Terrace, Seaham - Reconstruction	60	S	C			
C512 Springwell Road, Sunderland - Reconstruction	200	S	C			
General Programme, Sunderland - Recon Roads/Bridges	6,500	S				C
Bridge Structure Programme, Sunderland	550	S				C
South Docks Access, Sunderland	206	S		C		
High Street West, Sunderland - Pedestrianisation Phase II	401	S			C	
Athænaeum Street, Sunderland - Pedestrianisation	120	S		C		
Sheepfolds Access, Sunderland	250		S		C	
Pann's Bank Lane Improvement, Sunderland	210	S		C		
Farringdon Row Improvement, Sunderland	250	S	C			
Road Improvements in IIAs/CIAs, Sunderland	250	S				C
Ryton-Crawcrook Stage II	5,250		S			
Gateshead West - East Route	13,420			S		
Riverside Route, Gateshead	10,500				S	
Raines Access Stage II, Gateshead	350	S		C		
Dunston IIA Access Stage III	500	S		C		
Stonehills Access Stage II, Gateshead	375	S		C		
Clockmill Road, Gateshead	300	S			C	
Bridge IIA Access, Gateshead	814	S		C		
Newburn Bridge/A695 Gateshead	330		S			
Chowdene Bank Footbridge, Gateshead	110		S			
Stargate IIA Access, Gateshead	110		S			
Ellington Park Footbridge, Gateshead	250		S		C	
Split Crow Road/Old Durham Road, Gateshead	410		S		C	
Green Lane Improvement, Felling	110		S		C	

<u>PROJECT</u>	<u>£000s</u>	<u>1986</u>	<u>1987</u>	<u>1988</u>	<u>1989</u>	<u>1990</u>
Felling Bypass Improvement	210			S		
Fellbank Portsmead Improvement, Gateshead	300			S		
Fellside Road Improvement, Gateshead	100			S		
A692 Lobley Hill - Streetgate, Gateshead	320			S		
Pann's Bank, Low Street, Sunderland	100	C				
Western Approach, South Shields	5,140				C	
Riverside Road, South Tyneside				S		
Jarrow Slake Access	260	S		C		
Baker Perkins Factory Access, South Tyneside				S	C	
Boldon Colliery Pithead Site					C	
Boldon Business Park East - West Route	390		C			
Boldon Colliery Strategic Site and Spine Road (Stage III)			S		C	
Station Road Realignment, South Tyneside			C			
Millbank Industrial estate Roads, South Tyneside				S		C
Curlew Road Access, Jarrow				S		C
Harbour Drive, South Shields			C			
Cove Street/Commercial Street, South Shields		S		C		
Garwood Street, South Shields		S		C		
Commercial Road, South Tyneside		S		C		
Boldon Lane/Stanhope Road, Improvements, South Shields			S		C	
Tyne Tunnel Duplication, Jarrow					S	
Shields Road Bypass, Byker, Newcastle upon Tyne						C
New Cradlewell Bypass, Jesmond, Newcastle upon Tyne		S		C		
Nelson Street Paving Phase II, Newcastle		S		C		
Monument Paving (Phase II), Newcastle upon Tyne		S		C		
Westgate Road (Blenheim Street/Bath Lane) Newcastle upon Tyne		S		C		
Westgate Road (Bath Lane/Clayton Street) Newcastle upon Tyne		S		C		
Westgate Road (Clayton Street/Grainger Street) Newcastle upon Tyne			S		C	
South East Sector TM (Phase II) Newcastle upon Tyne		S		C		
New Bridge Street (Bridge Raising etc) Newcastle upon Tyne	540		S		C	
Blenheim Street Secondary Road Network (Stage I) Newcastle upon Tyne	200	S		C		
Charlotte Square and Blackfriars Improvement, Newcastle upon Tyne		S		C		
Shakespeare Street/High Bridge Street, Newcastle upon Tyne		S		C		
Clayton Street East, Newcastle upon Tyne	320	S		C		
Scotswood Road Dualing, Newcastle upon Tyne	550		S		C	
Walker Riverside Stage III (Ambrose Terrace) Newcastle upon Tyne		S		C		
Rosedale Terrace, Newcastle upon Tyne		S		C		

<u>PROJECT</u>	<u>£000s</u>	<u>1986</u>	<u>1987</u>	<u>1988</u>	<u>1989</u>	<u>1990</u>
Dunn Street, Scotswood, Newcastle upon Tyne	100	S	C			
New Bridge Street Secondary Road Network, Newcastle upon Tyne	270		C			
Walker Estate Road Stage III (Wharrier Street) Newcastle upon Tyne			C			
Blenheim Street Secondary Road Network (Stage II) Newcastle upon Tyne		S	C			
Scotswood Estate Stage I (Sedgemore Avenue) Newcastle upon Tyne				C		
Pottery Lane Access, Newcastle upon Tyne			S	C		
Shot Factory Lane/Redheugh Bridge, Newcastle upon Tyne			S	C		
Riverside East IIA, Newcastle upon Tyne			S	C		
Skinnerburn Road Stage II (Phase II) Newcastle upon Tyne			S	C		
Tamworth Road (Stage V) Newcastle upon Tyne			S	C		
Stepney Bank, Newcastle upon Tyne			S	C		
Northbourne Street, Newcastle upon Tyne			S	C		
New Shields Road Infrastructure (Stage V) Newcastle upon Tyne		S		C		
A688 Bishop Auckland Bypass	3,700			C		
A690 Annfield Plain Bypass	3,500		C			
A692 Leadgate Bypass	2,200	C				
B6291 Thinford - Metal Bridge - Coxhoe I to III	3,000			C		
Helghington Lane IE Access Road	600		C			
Mains Park Road, Chester le Street	180		C			
A6072 Shildon Bypass	2,500	S			C	
A689 Newton Cap (New Bridge)	1,900		S			C
A689 Coundon Bypass	2,400			S		C
B6283 Tindale Crescent (West Auckland Bypass I)	700				S	C
A6072 Swan House - Helghington	600				S	C
C40 Helghington Lane Improvement	600					S
Shildon - Aycliffe (New Road)	2,300					S
B6283 Improvement (North of Shildon Bypass)	600				S	C
A688 Canney Hill Bypass	900		S			C
Darlington Inner Ring Road (Stage V)	3,400	S				
A67 Barnard Castle (New Bridge)	1,500		S			
Darlington Cross Town Route	9,000					S
A181 Wheatley Hill - Bowburn (New Road)	3,400			S		
B6291 Thinford - Coxhoe IV	600					S
Low Hills Road, Peterlee	700		S		C	
A19/B1283 Junction Improvement, Co Durham	200		S	C		
A19/B1404 Junction Improvement, Co Durham	500	S		C		
A1019/B1283 Junction Improvement, Co Durham	600		S	C		

<u>PROJECT</u>	<u>£000s</u>	<u>1986</u>	<u>1987</u>	<u>1988</u>	<u>1989</u>	<u>1990</u>
A181 Wheatley Hill Bypass	2,400		S	-----	-----	C
U/C 27.12 Metal Bridge - Bowburn	1,100	S	-----	-----	C	
Burnhope Way - Passfield Way Junction, Peterlee	100	S	-----	C		
A590 Brancepeth - Scripton	1,100	-----	-----	C		
A693 East of Stanley	400	-----	-----	C		
Jubilee Bridge, Willington	250	-----	-----	C		
A691 Witton Gilbert Bypass	2,200		S	-----	-----	C
A67 Middleton-St-George Bypass	3,600					S
A692 The Grove Consett	700	S	-----	C		
A167/Salters Lane Junction Improvement	200	S	-----	C		
Middlesbrough Bypass Stage II		-----	-----	C		
Middlesbrough Bypass Stage III		S	-----	-----	-----	
Dockside Spine Road Phase I, Middlesbrough		-----	C			
Dockside Spine Road Phase II, Middlesbrough		-----	-----	-----	-----	C
South Bank & Grangetown Bypass Stage I, Middlesbrough		-----	C			
South Bank & Grangetown Bypass Stage II, Middlesbrough		-----	-----	-----	C	
South Bank & Grangetown Bypass Stage III, Middlesbrough		-----	-----	C		
A179 Hartlepool	1,100			S	-----	-----
A689 Brenda Road, Hartlepool	1,300					S
Guisborough Bypass	8,600		S	-----	-----	C
Teesdale Link	1,400			S	-----	C
Durham Road Bypass	7,000		S	-----	-----	-----
Walker Estate Stage 3 and 4, Newcastle	272	S	-----	C		
Northborne Street Stage 1 and 2, Newcastle	100	S	-----	C		
Scotswood Estate Stage 1 and 2 Newcastle	93		S	-----	C	
Welbeck Road	150		S	-----	-----	C
Tenworth Road Stage 5 and 6	75	S	-----	-----	-----	C
South Bank Link Road, Middlesbrough	4,900		S	-----	-----	C
Ironmasters Loop Road, Middlesbrough	1,000	-----	-----	C		
Portrack Lane Dualing, Stockton on Tees	3,400			S	-----	-----
South Stockton Spine Road Stage I	500	-----	C			
South Stockton Spine Road Stage II	17,000			S	-----	-----
Southwick Bypass, Sunderland	1,880	-----	-----	C		
Nelson Street Paving, Newcastle upon Tyne	100	-----	-----	C		
South East Sector TM Scheme, Newcastle upon Tyne	100	-----	-----	C		
Bigg Market Paving, Newcastle upon Tyne	100	S	-----	C		
A186/Park Lane Junction Improvement, North Shields	120	-----	-----	C		

<u>PROJECT</u>	<u>£000s</u>	<u>1986</u>	<u>1987</u>	<u>1988</u>	<u>1989</u>	<u>1990</u>
Harlow Green Footbridge, Gateshead	240	S—C				
A6115 Westgate Road, Newcastle upon Tyne	220	S—————C				
Scotswood Road West, Newcastle upon Tyne	250		S—————C			
Skinnerburn Road Stage II Phase III, Newcastle upon Tyne	220	—————C				
Inverness Road/Brisbane Avenue/Simonside, South Tyneside	170	—————C				
Westgate Road Junction, Newcastle upon Tyne	640	S—————C				
Westmorland Road Junction, Newcastle upon Tyne	420	S—————C				
Westgate Road/Corporation Street, Newcastle upon Tyne	380	S—————C				
Blenheim Street Widening, Newcastle upon Tyne	140	S—————C				
Clifford Street Stage II, Newcastle upon Tyne	110	—————C				
Ferguson's Lane Estate, Newcastle upon Tyne	110	—————C				
Blackfriars Improvement, Newcastle upon Tyne	100	—————C				
WallSEND High Street Pedestrianisation	110	S—————C				
Hadrian Road/Park Road, WallSEND	150	S—————C				
Tynemouth Road Junction Improvement, North Tyneside	112	S—————C				
South Docks Access Stage II, Sunderland	120	S—————C				
Saville Street Pavement Widening, North Shields	120	—————C				
Charlotte Street Junction, North Shields	112	S—————C				
Station Road/Hadrian Road, WallSEND	150	S—————C				
Colliery Road/Gas Works Bridge Road, Dunston	811	—————C				
Stonehill Access Improvement, Gateshead	580	—————C				
Sandy Lane, North Gosforth, Newcastle upon Tyne	4,200				S—————	
High Flatworth Extension, North Shields	330	S—————C				
Park Lane, Forest Hall, Newcastle upon Tyne	110	—————C				
Gainers Terrace Improvement, WallSEND	100	S—————C				
Riverside Site Access, Tyne and Wear	100	—————C				
Dunston IE Spine Road	550	—————C				
Dunston Power Station Road II	690	—————C				
Factory Road, Blaydon	100	—————C				
Fern Dene Road Improvement, Gateshead	100	—————C				
Station Road, St Hilda's, Tyne and Wear	170	—————C				
Keppel Street Bus Facility, South Shields	140	—————C				
Tyne Dock Railway Footbridge, South Shields	150	S—————C				
Livingstone Road Roundabout II, Sunderland	120	—————C				
Nissan Footbridge, Tyne and Wear	300	—————C				
Queen Alexandra Bridge Improvements, Sunderland	600	—————C				



European Regional Development Fund

UK REGIONAL DEVELOPMENT PROGRAMME 1986-90



Section 7B: England – Whitby

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 7B.

SECTIONS 1 TO 6 - UNITED KINGDOM: GENERAL

Section 1	Introduction
2	Economic and Social Analysis
3	Development objectives
4	Measures for Development
5	Financial Resources
6	Co-ordination of Government Activities in the Regions
Annex 1	- UK Government Departments with an Interest in the Programme
Annex 2	- Maps of Planning Regions
Annex 3	- Central Government Funds
Annex 4	- The Assisted Areas
Annex 5	- Assistance for Industry and Tourism
Annex 6	- Infrastructure Authorities and Programmes
Annex 7	- Declining Industries
Annex 8	- UK Regional Job Deficiency Projections

STATISTICAL TABLES (1 TO 40): Index precedes tables

SECTION 7 - ENGLAND

7A	North East
7B	Whitby
7C	Bradford
7D	Humberside

- 7E South Yorkshire
- 7F Workington
- 7G Greater Manchester
- 7H Greater Merseyside
- 7J West Midlands
- 7K Corby
- 7L South West
- 7M Cinderford and Ross-on-Wye

SECTION 8 - WALES

- 8A Overview
- 8B North East Wales
- 8C North West Wales
- 8D South West Wales
- 8E Industrial South Wales
- 8F Mid Wales

SECTION 9 - SCOTLAND

- 9A Overview
- 9B Scotland-Highlands and Islands
- 9C Scotland-East Central
- 9D Scotland-West Central
- 9E Scotland-South West

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 Programme (official journal No C69/2 of 24 March 1976). Each profile is preceded by a summary table and map which together define the area covered and an index to the contents.

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

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

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

WHITBY PROFILE

CONTENTS	PARAGRAPH
Maps of the Profile Area	
Statistical Summary and Area Definition	
Section 1: SOCIAL AND ECONOMIC ANALYSIS	
General Background	7B.1.1
Problems	
Economic	7B.1.5
Infrastructure	7B.1.8
Prospects	7B.1.9
Section 2: DEVELOPMENT OBJECTIVES	7B.2.1
Section 3: DEVELOPMENT MEASURES	
Whitby Economic Development Strategy	7B.3.1
Measures to Promote the Development of Tourism	7B.3.3
Measures to Promote Economic Expansion and Diversification	7B.3.5
Section 4: FINANCIAL RESOURCES	7B.4.1
Section 5: IMPLEMENTATION AND CO-ORDINATION OF INVESTMENT	7B.5.1
Schedule: Programmed Implementation of Major Schemes	

THE WHITBY ASSISTED AREA



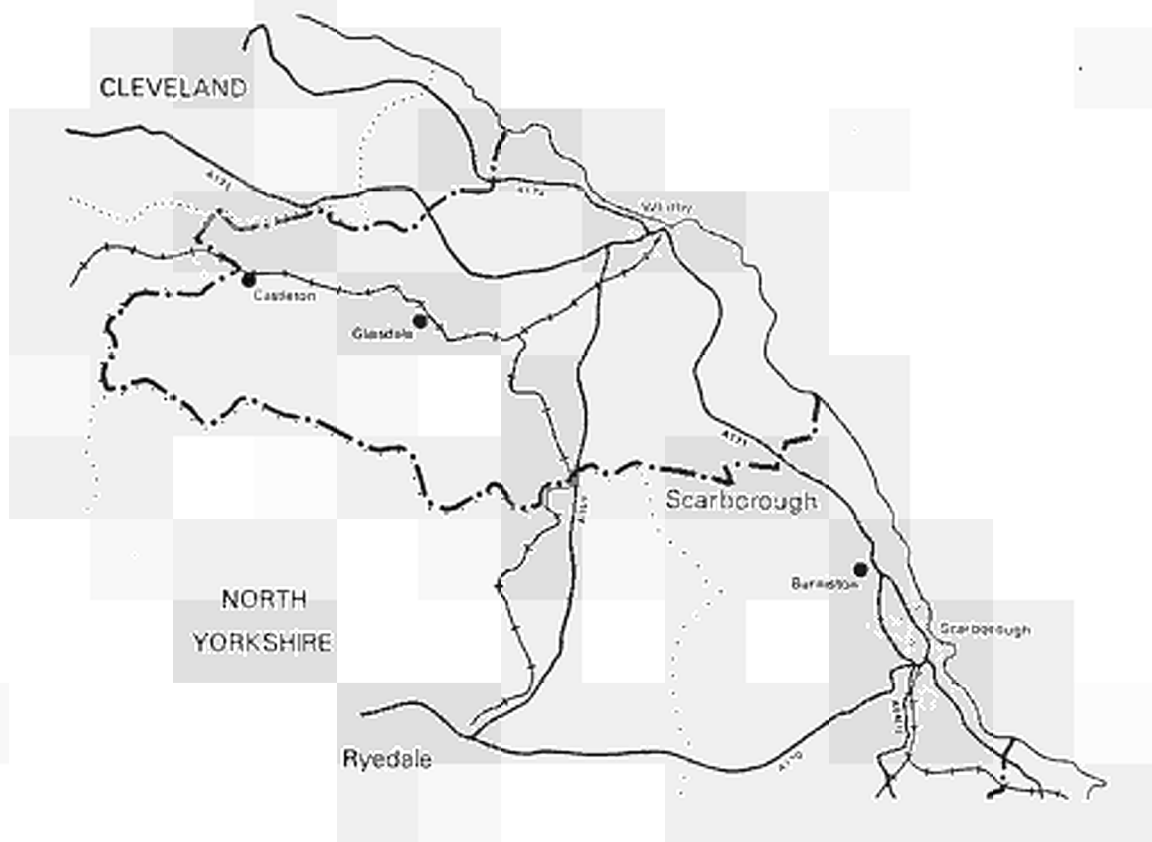
Assisted Area

County 

District 



WHITBY PROFILE AREA



Main Urban Areas



Major Roads



Main Railways



North York Moors Railway



County Boundaries



District Boundaries



Profile Area Boundary



WHITBY ASSISTED AREA PROFILE

1. Statistical Summary

Total Population (1)	(000)	25.5
Area (1)	(Km ²)	471
Density	(persons/Km ²)	54
Unemployment:	000	%
Total (2)	1.4	22.0
Long-term (3)	0.5	7.2
Youth (4)	0.5	7.2
Employment Distribution (1)	000	%
Agriculture	1.0	11.5
Energy and Water	0.2	2.3
Manufacturing	1.5	17.2
Construction	1.0	11.5
Distribution and Catering	2.2	25.3
Transport	0.5	5.7
Other Services	2.3	26.4
TOTAL		8.7 100.0

2. Area Definition

Travel to Work Area	Status (Development/ Intermediate Area)	Equivalent Local Administrative Area	
		Whole District	Part District
Whitby	DA	-	Scarborough

Notes:

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

REGIONAL DEVELOPMENT PROGRAMME

ENGLAND - WHITBY

Section 1: SOCIAL AND ECONOMIC ANALYSIS

A. General Background

7B.1.1 The Whitby Development Area comprises the northern part of Scarborough District. The area covers some 15 miles of coastline, centred on the town of Whitby, and extends inland to about 15 miles from the coast. It covers some 47,000 hectares, most of which lie within the North York Moors National Park. Much of the coastline is Heritage Coast and Whitby is an historical maritime town. It is a popular tourist area which relies on maintaining and improving landscape and townscape character and historic associations to attract visitors.

7B.1.2 The population of the area was an estimated 26,805 in 1983 giving an overall density for the area of less than one person per hectare. This population is not expected to grow substantially by 1990.

7B.1.3 In 1981 some 8,700 people in the area were in employment. Currently around 70% of the work-force are employed in service industries. The manufacturing sector, although small at around 15% of the work-force, has grown over the last 10 years. Whitby port has grown since the late 1950s and now handles imports of paper, timber and steel from Scandinavian and Baltic Ports.

7B.1.4 The area is relatively remote from main centre of population and is not served by any trunk roads or motorways. The main road linking the area to the A1 (the nearest motorway - standard road) suffers in places from considerable congestion, particularly in the summer season. There is a limited rail service to Middlesborough, which has been threatened with closure. This would be a severe blow to the area.

B. Problems

Economic Problems

7.B.1.5 The general inaccessibility of the area deters investment, and it has suffered from persistently high unemployment even during the summer season. At September 1985 the total unemployment rate was 20.2% (and 26.7% among males) compared with a national average of 13.6% and regional average of 15.6%. In winter months the position is even worse, and the total unemployment rate in Whitby has risen to 23.1% (and 29.8% among males) by January 1986.

7B.1.6 The area has an exceptionally high reliance on service employment, particularly related to tourism, and in recent times basic industries such as agriculture, forestry, fishing and potash mining have shed jobs. Long term unemployment has risen dramatically with numbers out of work for over 6 months forming 58% of all unemployment in July 1985.

7B.1.7 Because of low wage rates and the lack of local job opportunities for school leavers a great deal of young talent is lost to other areas. Despite this the number of unemployed young people remaining in the area has increased over the years to July 1985, when those aged under 20 constituted 1 in 7 of the total unemployed.

Infrastructure Problems

7B.1.8 Much of the infrastructure which could attract tourism, such as the Whitby Spa and harbour facilities, is in need of refurbishment. The seasonal nature of the tourist industry makes great demands on all public services and on certain facilities for parts of the years with under-use during the remainder. Infrastructure such as roads, car parks, electricity, water and sewerage must be geared to the demands of peak periods, at extra cost, without earning revenue. The absence of an efficient road link with the motorway system provides a constraint on the further development of the area's tourism and industrial potential. There is also a shortage of factory units to attract incoming companies, and the small units that have been constructed recently are now nearly fully occupied, demonstrating the high

demand for such premises. Sites for industrial development have been identified but will need to be serviced. The maintenance of an adequate supply of water to the Whitby area, and in particular meeting peak demands during the main holiday periods, remaining a major problem.

C. Prospects

7B.1.9 In general terms the economic strength of the area rests primarily on the quality of the area's environment and on the opportunities that this represents to attract modern growth industries and develop tourism. Low costs (housing, rents, rates, wages) also provide a major incentive for business development in the area and assist competitiveness.

7B.1.10 To be more specific, the economic strengths of the area include the built heritage of Whitby and the coastal and moorland villages; the high quality landscape character of the area; the history of the town and area and its associations with Captain Cook and Australasia; the rail link to Middlesbrough and its potential to connect with the North York Moors Railway; the port and its potential for development for cargo handling, the fishing fleet and for recreation; the reclaimed land within the Harbour and its potential for development as a major leisure resource; the present relatively sound industrial base and the opportunities to attract modern growth industries and generate new local businesses within the area.

7B.1.11 Against this the future unemployment problem will be exacerbated by the expected rise in the numbers of people of economically active age.

Section 2: DEVELOPMENT OBJECTIVES

7B.2.1 The objectives of public authorities in the area are primarily:

a. To increase the economic benefits of tourism. This involves lengthening the season, attracting higher spending visitors and achieving better bed space occupancy rates.

b. To broaden the economic base of the town and area and diversify employment opportunities. The area is capable of attracting relatively small business with good growth potential, particularly those firms for which environmental quality is more important than first class road access.

7B.2.2 In order to achieve these aims a number of more specific objectives have been formulated:

a. To increase the economic benefits of tourism:

(i) Encouraging off-season theme and activity holidays and special events.

(ii) Encouraging expansion and development of the conference trade.

(iii) Extending and upgrading facilities for visitors, including improved hotel accommodation and car parking facilities.

(iv) Provision and encouragement of a wider range of good quality wet weather facilities including sporting and entertainment facilities.

(v) Provision and encouragement of improved shopping facilities and historic, architectural and countryside facilities.

(vi) Environmental improvements to the built environment, to the cliffs around Whitby, and for coastal protection.

(vii) Provision and encouragement of facilities and attractions which have a maritime theme or have a basis in the moorland/coastal scene or natural heritage of the area. Strengthening the relationship between Whitby as a seaside resort and as a base for touring the North York Moors.

b. To broaden the economic base:

(i) Provision of a range of serviced industrial land and premises.

(ii) Improving infrastructure, including environmental works to improve the appearance of available land.

(iii) Provision of and encouragement for further diversification of the economy and the generation of new forms of employment opportunity related to the harbour and port, and in other service industries such as personal services and retailing.

7B.2.3 Objectives for tourism are supported by the Yorkshire and Humberside Tourist Board, who see great potential in Whitby.

Section 3: DEVELOPMENT MEASURES

A. Whitby Economic Development Strategy

7B.3.1 An ERDF grant of £9,300 has been given towards the cost of an Economic Development Study for Whitby commissioned by North Yorkshire County Council and Scarborough Borough Council and carried out by consultants. The study proposed the formulation of a "Whitby Project", comprising initiatives designed to re-open Whitehall Shipyard as a boat repairing facility; to upgrade and expand the port of Whitby; to promote hotel development and new tourism initiatives, including improved indoor facilities; to encourage the comprehensive development of the Marina site in central Whitby; to improve the industrial estate; and to form a new Business Development Agency to promote a Business Development Programme.

7B.3.2 Progress has already been made on a number of these proposed initiatives. The Business Development Agency has now been established with financial support from the County Council, Scarborough Borough Council, the Department of Trade and Industry and local companies. It has already had a significant impact in fostering new enterprises and has made a major contribution to the success in letting vacant industrial premises. The Whitby Industrial Estate has been landscaped to create a high quality landscape park effect and marketing materials have been produced. The study also proposed support for the scheme to construct a replica of Captain Cook's ship, endeavour, which has itself benefited from ERDF aid towards the cost of initial feasibility studies. Scarborough Borough Council has acquired the Whitehall Shipyard, a river side site which would provide a location for the Endeavour reconstruction work and a Riverside Park incorporating a visitor centre and other facilities. The project is financially supported by North Yorkshire County Council and Scarborough Borough Council in respect of a marketing programme designed to attract private sector support for the project under the aegis of the Endeavour Trust.

B. Measures to Promote the Development of Tourism

7B.3.3 The Endeavour Project, calculated to cost just over £3 million, will act as a major attraction to bring more visitors to Whitby, and stimulate hotel and guest-house improvements. In line with the aim of

extending the tourist season and increasing employment opportunities, emphasis is being placed on up-grading Whitby's appeal as a historic maritime town. The Pannet Park Museum and Art Gallery, which houses an important collection of Captain Cook memorabilia, has been refurbished and the Whitby Swing Bridge renovated. A major project to safeguard the tourist facilities of the town is the £2m scheme of cliff stabilisation. In addition, there are proposals for environmental improvements in Whitby and certain villages including the repaving of Church Street and Henrietta Street, renovation of the Piers, the establishment of schemes to conserve historic buildings, provision of visitor facilities and environmental improvements at railway stations along the Middlesbrough-Whitby railway line (the Esk Valley line) and environmental improvements at Staithes.

7B.3.4 The refurbishment of the Spa at Whitby would provide improved accommodation and facilities as an entertainments and conference complex. The expectation is that the present low level of conference business attracted to Whitby could be greatly enhanced by improvements to the Spa (as has happened at Scarborough) particularly for small and medium sized conferences. The building of an indoor sports centre to complement the adjoining indoor swimming pool at Whitby would provide an important additional wet weather facility for visitors. Other proposals include the provision and improvement of car parking facilities at Robin Hood's Bay, Runswick Bay and Whitby, a new touring caravan site on the southern side of Whitby, and the implementation of a package of measures to increase visitor use, enjoyment and awareness of the area including information material, creation and improvement of public footpaths, provision of picnic sites and signposting of facilities. The extension of the North York Moors Railway (which received ERDF grant of £100,000 in 1979) to Whitby would act as an additional focus for tourist activity and interest.

C. Measures to Promote Economic Expansion and Diversification

7B.3.5 In order to diversify the economic base of the area and reduce unemployment there are programmes providing serviced industrial land and premises. Land has been purchased to extend the Stainsacre Estate and the infrastructure has been provided. Further land is to be acquired to provide for the next phase of the development. Industrial premises are being provided through the agencies of the Development Commission and the Department of Trade and Industry. Workshops have been provided at Staithes,

Castleton and Whitby and more workshops are planned for Whitby, Staithes and Hinderwell and possibly also Castleton, Fylingthorpe and Glaisdale.

Provision of additional floorspace is particularly important in Whitby, where the existing floorspace which has been developed is let.

7B.3.6 English Estates have built 14 factories, totalling 27,000 sq ft in the area since 1977. The most recent development of 10 units totalling 8,900 sq ft was completed in January 1985 at a total cost of £294,000. Subject to Department of Trade and Industry funds being available, a further 6,000 sq ft of workshops may be developed in 1986/87 at a cost of £180,000, together with the purchase of a site in Whitby of approximately 2/3 acres at a cost of £80,000.

7B.3.7 Road improvements have been provided by the new A171 bridge at Whitby, which received £300,000 ERDF grant in 1979, and the improvement of Whitby swing bridge, £182,400 in 1984.

7B.3.8 Scarborough Borough Council propose to make improvements to the port facilities for cargo handling, the fishing fleet and leisure craft including the improvement and extension of Endeavour Wharf, and additional fishing and yachting berths. (£760,000 is included in the Council's Capital Programme.) These will build on the earlier improvements to the harbour which received ERDF grant of £60,000 in 1981. There are also proposals for the improvement of the facilities for marina users and the development of a comprehensive scheme for the reclaimed land in the harbour.

7B.3.9 To resolve the area's problems of water supply the Yorkshire Water Authority has updated the Esk water treatment works and plans to refurbish the Westerdale treatment works and source to restore the reliable yield from the source and improve water quality. A pumping station is to be built to import treated water from Northumbrian Water Authority to alleviate supply problems in the Esk Valley. Whitby is to have a new service reservoir at Smeaton Castle capable of meeting current and anticipated future demands.

Section 4: FINANCIAL RESOURCES

7B.4.1 Estimates are incomplete for the financial resources involved in the programme of measures to alleviate the area's problems of high unemployment, narrow employment structure and seasonal demands. Those currently available are:-

	1986/87 £M	1987/88 £M	1988/89 ONWARDS £M
INDUSTRIAL DEVELOPMENT			
Scarborough Borough Council		0.010	0.586
English Estates		0.260	
HARBOURS			
Whitby Harbour	0.113	0.050	1.795
ENVIRONMENT AND TOURISM			
Endeavour Project	- - -	- 3.0 -	- - -
Cliff Stabilisation	0.300	0.147	1.170
Works at Robin Hood's Bay	0.030	0.051	0.010
Whitby Spa	0.032	0.103	1.870
Coastal Protection at Staithes and Sandsend	0.115	0.075	
Caravan Site, acquisition and development			0.362
Whitby Sports Centre			1.000
Abbey Plain Car Park		0.005	0.049
ROADS			
Mayfield Junction	0.018		
Hawsker Bridge	0.100		
YORKSHIRE WATER AUTHORITY	0.468		

Section 5: IMPLEMENTATION AND CO-ORDINATION OF INVESTMENT

7B.5.1 If the economic future of the area is to be successful the development objectives described above (paras 7B.2.2 and 7B.2.3) must be achieved. There are certain key infrastructure investments, current and planned, which are needed to maintain the impetus to trigger off the development of a wider economic base and a more secure tourist industry. In this, the local authorities have a key role in planning, transport and economic development and in co-ordinating with other infrastructure agencies. The County Council Structure Plan provides a strategic framework for development, and plan preparation involves formal consultation with other organisations. An Examination in Public was held in October 1985 into the First Alteration to the North Yorkshire Structure Plan. More detailed planning guidance is provided by the local plan for Whitby, adopted in 1982. The intention of the policies in the Plan is: "to provide an atmosphere conducive to the creation of a prosperous Whitby retaining its distinctive character". The Whitby study put forward a development programme which is now partly under way.

7B.5.2 The following are examples of key infrastructure investments which are seen as significant for future development in the area:

facilities for the construction of the Endeavour and the surrounding riverside park, the refurbishment of Whitby spa, extensive cliff stabilisation, the building of an indoor sports centre, environmental improvements for tourism, the extension of the harbour berths and port facilities, the extension of marina pontoons to expand marina usage, the development of land based mooring facilities and ancillary amenities development of retailing and tourism facilities on the marina site, development of industrial land and improvements of the water supply.

WHITBY: PROGRAMMED IMPLEMENTATION OF MAJOR SCHEMES

SCHEMES	1986/87	1987/88	1988/89	1989/90
INDUSTRIAL DEVELOPMENT				
Stainsacre Industrial Estate English Estates' building programme	Continuing	Start	
HARBOURS				
Pier Renovation Under Harbour Development - Phase I	Start		Start	
- Phase II and III Floodlighting Bridge	Start/ Complete		Start	
ENVIRONMENT AND TOURISM				
Endeavour Project Cliff Stabilisation - Phase V - Phases VI - IX	Continuing		
Works at Robin Hood's Bay Coast Protection	Start Start/ Complete	Complete	Start	
Pubic Conveniences			Start/ Complete	
Bank Top Car Park	Start/ Complete			
Station Car Park Information Centre		Start Start/ Complete	Complete	
Whitby Spa Refurbishment	Start			
Coastal Protection Staithes Breakwater Sandsend Sea Wall Staithes Groynes	Start Complete	Complete Start/ Complete		
Caravan Site Whitby Sports Centre Abbey Plain Car Park Whitby Church Street Redevelopment		Start	Start Complete Start	Complete
ROADS				
Mayfield Junction	Start/ Complete			
Hawsker Bridge	Start/ Complete			
WATER				
Westerdale Treatment Works and Source	Start	Complete		



European Regional Development Fund

**UK REGIONAL DEVELOPMENT
PROGRAMME 1986-90**



Section 7C: England – Bradford

UK REGIONAL DEVELOPMENT PROGRAMME 1986-90

CONTENTS

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SECTIONS 1 TO 6 - UNITED KINGDOM: GENERAL

Section 1	Introduction
2	Economic and Social Analysis
3	Development objectives
4	Measures for Development
5	Financial Resources
6	Co-ordination of Government Activities in the Regions
Annex 1	- UK Government Departments with an Interest in the Programme
Annex 2	- Maps of Planning Regions
Annex 3	- Central Government Funds
Annex 4	- The Assisted Areas
Annex 5	- Assistance for Industry and Tourism
Annex 6	- Infrastructure Authorities and Programmes
Annex 7	- Declining Industries
Annex 8	- UK Regional Job Deficiency Projections

STATISTICAL TABLES (1 TO 40): Index precedes tables

SECTION 7 - ENGLAND

7A	North East
7B	Whitby
7C	Bradford
7D	Humberside

- 7E South Yorkshire
- 7F Workington
- 7G Greater Manchester
- 7H Greater Merseyside
- 7J West Midlands
- 7K Corby
- 7L South West
- 7M Cinderford and Ross-on-Wye

SECTION 8 - WALES

- 8A Overview
- 8B North East Wales
- 8C North West Wales
- 8D South West Wales
- 8E Industrial South Wales
- 8F Mid Wales

SECTION 9 - SCOTLAND

- 9A Overview
- 9B Scotland-Highlands and Islands
- 9C Scotland-East Central
- 9D Scotland-West Central
- 9E Scotland-South West

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 Programme (official journal No C69/2 of 24 March 1976). Each profile is preceded by a summary table and map which together define the area covered and an index to the contents.

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

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

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

BRADFORD PROFILE

CONTENTS	PARAGRAPH
Maps of the Profile Area	
Statistical Summary and Area Definition	
Section 1: SOCIAL AND ECONOMIC ANALYSIS	
General Background	7C.1.1
Problems	
Economic	7C.1.5
Infrastructure	7C.1.9
Prospects	7C.1.14
Section 2: DEVELOPMENT OBJECTIVES	7C.2.1
Section 3: DEVELOPMENT MEASURES	
Economic	
Industrial Sites and Premises	7C.3.1
Industrial Improvement Areas	7C.3.7
Tourism	7C.3.9
Central Government Assistance	7C.3.13
Local Government Assistance	7C.3.14
Infrastructure	
Roads	7C.3.18
Leeds/Bradford Airport	7C.3.21
Public Transport	7C.3.22

Water Supply and Sewerage	7C.3.23
Electricity Supply	7C.3.24
Gas Supply	7C.3.25

Section 4: FINANCIAL RESOURCES	7C.4.1
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Section 5: IMPLEMENTATION AND CO-ORDINATION OF INVESTMENT	7C.5.1
------------------------------------------------------------------	---------------

Schedule: Programmed Implementation of Major Schemes	
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THE BRADFORD ASSISTED AREA



Assisted Area



County



District

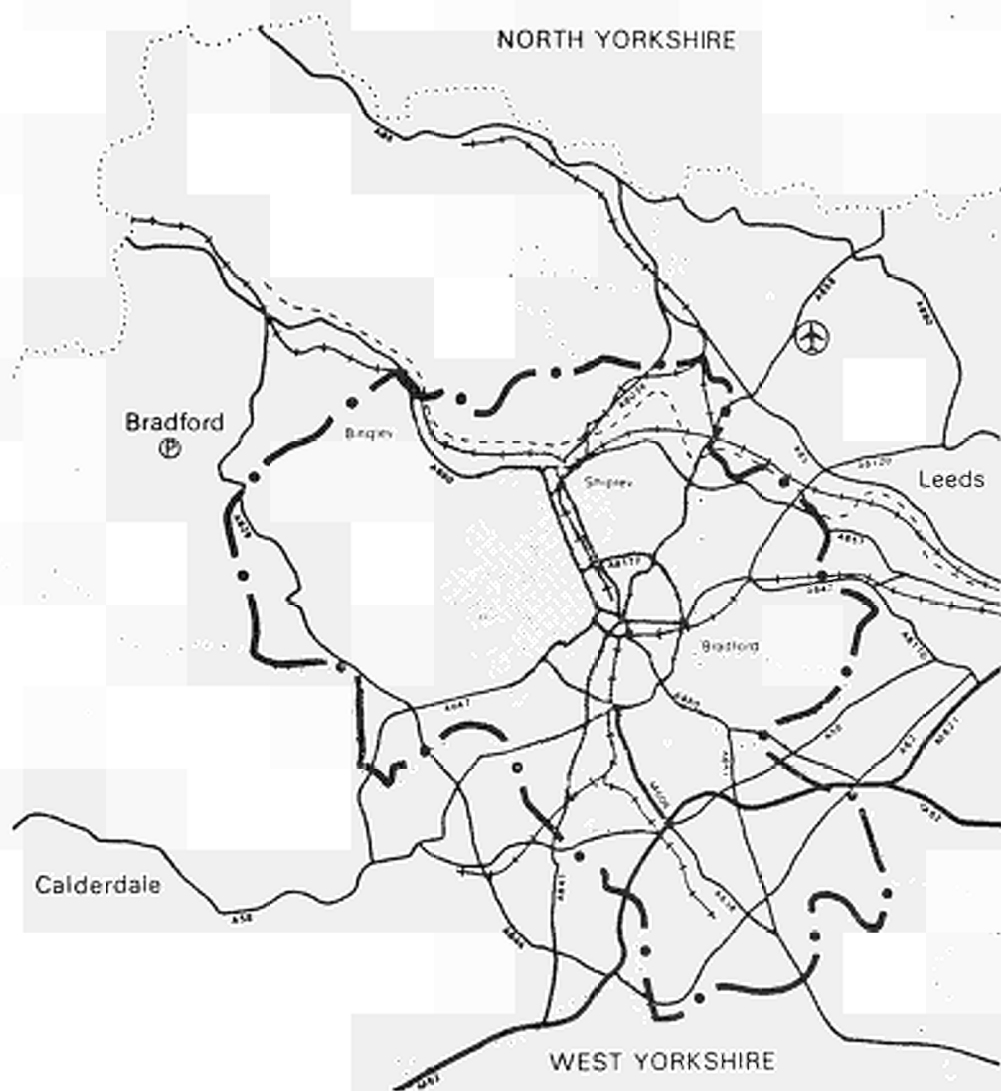


Kilometres



Miles

BRADFORD PROFILE AREA



Main Urban Areas



Motorways



Major Roads



Main Railways



Canals



Airports



County Boundaries




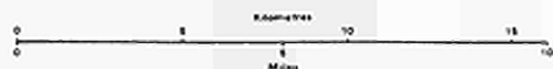
District Boundaries



Profile Area Boundary



 Programme Authority
(As designated under the Inner Urban Areas Act 1978)



BRADFORD ASSISTED AREA PROFILE

1. Statistical Summary

Total Population (1)	(000)	472.4
Area (1)	(Km ²)	241
Density	(persons/Km ²)	1960
Unemployment:	000	%
Total (2)	31.7	15.7
Long-term (3)	14.1	7.0
Youth (4)	11.4	5.6
Employment Distribution (1)	000	%
Agriculture	0.7	0.4
Energy and Water	2.8	1.4
Manufacturing	69.5	35.7
Construction	10.7	5.5
Distribution and Catering	42.1	21.6
Transport	10.7	5.5
Other Services	58.0	29.8
TOTAL		194.5 100.0

2. Area Definition

Travel to Work Area	Status (Development/ Intermediate Area)	Equivalent Local Administrative Area	
		Whole District	Part District
Bradford	IA	-	Bradford, Kirkless Leeds

Notes:

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

REGIONAL DEVELOPMENT PROGRAMME
ENGLAND - BRADFORD

Section 1: SOCIAL AND ECONOMIC ANALYSIS

A. General Background

7C.1.1. The Bradford intermediate area, defined as the Bradford travel-to-work area, comprises most of the eastern part of the Bradford District, the Western fringe of Leeds District and the northernmost part of Kirklees District, the latter comprising about half of the area known as the Heavy Woollen District. It has an area of around 24,000 hectares and a 1981 population of approximately 472,000 and includes the towns of Bradford, Shipley, Bingley, Pudsey, Cleckheaton, Heckmondwike and part of Batley. Located on the foothills of the Pennines, it has a strong multi-racial character with large Pakistani and Indian communities. The whole of Bradford and Leeds districts have designated "Programme" status under the Inner Urban Areas Act 1978 and the Councils prepare annual urban programmes, and most of the sub-region lies within the West Yorkshire Zone of the ERDF Non Quota Textile areas measure.

7C.1.2. In 1981 some 196,000 people in the area were in employment. The proportion of employment in the service sector (56%) was less than nationally (61%) but manufacturing was locally more important (35% compared to 27%). The textile and mechanical engineering industries account for a large proportion of manufacturing employment. Over the period 1977-81 GDP per employee for the whole county of West Yorkshire was 69% of the EEC average.

7C.1.3. Road communications to and from the area are good with the M62, to which Bradford is linked by the M606, passing through the southern part of the Intermediate Area. However, within the urban core of Bradford, only parts of the A650, A641, A6036, and A6177 (Bradford Ring Road) giving access from the inner area to the M606, have been improved to modern standards, whilst other arterial roads throughout the area remain deficient in both capacity and alignment. Inter-city rail services are available from Bradford, via Leeds, but because of the way in which the rail system

developed, there is no cross-city service. Good rail communications via the national and local networks are considered to be essential in order to assist in the broadening of the area's economic base - particularly in respect of the area's emerging tourist and conference centre potential. The nearest air services are found at the Leeds/Bradford Airport, situated just outside the area, whose runway has recently been extended to permit its development as the regional airport for Yorkshire and Humberside.

7C.1.4. The area is burdened by much obsolete industrial infrastructure, stemming from the legacy of the Industrial Revolution. This includes multi-storey factory buildings, poor road access to old industrial areas (particularly in inner areas) and old sewerage which is prone to collapse, in need of replacement, or inadequate in size. As an example, a 1984 survey in Kirklees indicated that 75% of the industrial building stock dated from before 1945, over half was multi-storey generally unsuited to modern needs, and only about 34% could be classed as being in good condition.

B. Problems

Economic Problems

7C.1.5. The shifting structure of the area's economy towards the service sector during the 1970s was due almost as much to the loss of jobs in manufacturing as to growth in services, with total employment falling by over 15,000 (9.5%) during 1979-81 alone. This massive fall largely reflected the area's dependence on textile and engineering industries, with textiles shedding 17,000 jobs and mechanical engineering 4,600 in the 10 years to 1981.

7C.1.6. These trends have produced a long-standing problem of high unemployment in the area. In September 1985 there were some 32,800 unemployment benefit claimants, 16.3% of total employees compared to 13.6% in Great Britain as a whole. More detailed information collected in July 1985, showed that one in six of those unemployed were aged under 20, and 43% had been out of work for over a year.

7C.1.7. Local authority estimates indicate a higher incidence of unemployment amongst workers of Asian origin. In addition, there is an

above average incidence of unemployment in the inner areas. There is also a need for the area to satisfy the rising socio-economic aspirations of ethnic minorities.

7C.1.8. The population of Bradford Metropolitan District rose by 0.4% between 1971 and 1981. There was a considerable reduction in the rate of natural increase, though this is still high in national terms, but apparently little change in the level of net outward migration, possibly due to continued Asian immigration. However outward migration has been selective, involving young economically active members of the community, moving to areas with better job opportunities, environment and living conditions.

Infrastructure Problems

7C.1.9. The legacy of ageing infrastructure creates considerable disadvantages. As already noted, many industrial buildings are obsolete, unsuited to modern production methods and safety standards, and often have difficult access. In addition, they sometimes occupy the only suitable industrial sites in particular localities. Some may be worth refurbishing to provide accommodation for small firms, but many are unlikely to be re-occupied, and their neglect can have a depressing effect on private investment in the areas where they are concentrated. Equally the removal of old buildings is expensive, and their sites can be too small for modern development.

7C.1.10. Generally there is a need for properly serviced sites, access roads, building refurbishment and re-development to provide accommodation suited to the requirements of modern industry, and at the same time contributing to inner area regeneration and minimising the loss of potentially environmentally important green field sites.

7C.1.11. Bradford's and Leeds' designation under the Inner Urban Areas Act 1978 is recognition of their economic, social and environmental problems, found particularly in the inner areas.

7C.1.12. The M606 has given South Bradford good motorway access, but strategic roads elsewhere in Bradford require improvement, both to improve

access to the M606, and also to improve the route to the north-west. Strategic routes in other parts of the area also require improvement to improve access to the M1 and M62.

7C.1.13. The area's major water problems are largely associated with an ageing infrastructure. Some 40% of sewers in the Bradford area are over 100 years old and present problems associated with sewers collapsing and require renovation or renewal. In some areas inadequate hydraulic capacity leads to flooding problems. Inadequacies in water treatment plants result in poor quality water leaving the works, which is compounded by further deterioration within the distribution system. The majority of mains are unlined cast iron giving rise in many areas both to inadequate carrying capacity and to discolouration within the distribution system. Ageing sewage treatment works in the Bradford area carrying a particularly high trade effluent load from industry, give rise to poor quality effluent and hence river quality.

C. Prospects

7C.1.14. Future employment prospects are not encouraging. Employment levels are unlikely to rise in the short or medium term and some further decline may even be experienced. The resultant unemployment problem will be further exacerbated by the anticipated rise in the numbers of people of economically active age in the area. Between 1983 and 1991 the population aged 16 and over in Bradford Metropolitan District is expected to increase by a further 4,000 (over 1%).

7C.1.15. The increasing diversity of the area's employment structure as the traditional textile and engineering industries decline may have the effect of reducing the area's vulnerability to further massive job losses. There are indications that the woollen textile industry is beginning to increase employment in a small way, with substantial increases in the value of exports in 1985 over comparable levels in 1984, which were themselves at an all-time high. Prospects in the service sector can only be said to be uncertain. Those parts of the service sector which have locally shown the most marked growth in past years are insurance/banking/financial services and miscellaneous services. However, growth in employment in the service sector has since tailed off due to the effect of the economic recession, and uncertainties over the employment impact of new technology cloud

assessment of future employment. Nevertheless Bradford is having some success in developing a tourist industry, based on the area's industrial heritage and literary associations, as well as a centre for the Yorkshire Dales. The National Photographic Museum, opened in 1983, has attracted over 1,000,000 visitors in its first 2 years. Other major developments include the £9m expansion programme for the city centre theatre and concert hall plus redevelopment of the massive Odsal Stadium to stage the 1985 World Speedway Finals.

Section 2: DEVELOPMENT OBJECTIVES

7C.2.1 The area's long term aim is to achieve self-sustained economic growth. This is required in order to:

- i. stimulate new and growing industries, and consequently reduce the area's dependence on traditional and declining industries, and thereby:
- ii. create new employment opportunities and reduce the high level of unemployment in the area, while not neglecting to
- iii. stabilise and promote the development of the textile industry.

7C.2.2 Development objectives to achieve this aim can be summarised as follows:

A. ECONOMIC

- i. to assist and encourage the regeneration and expansion of existing industry and the establishment of locally generated enterprises, together with the attraction of mobile industry;
- ii. to assist the formation and expansion of small firms in order to directly stimulate new employment creation;
- iii. to stimulate a higher level of private sector investment in the area;
- iv. to improve the training/re-training of labour in order to encourage the development of new technologies and new industries;
- v. to develop the area's tourist potential.

B. INFRASTRUCTURE

- i. to improve access to the inter-regional road network; and maintain good access to inter-city and local rail services;

ii. to improve access to the older industrial areas, together with investment in industrial access roads, site preparation and servicing and building refurbishment;

iii. to enhance the personal mobility of that substantial part of the labourforce which is dependent on public transport infrastructural developments;

iv. to maintain and improve the services provided by the gas, electricity, water and telecommunications authorities, and to meet growing demands, supply new users and service new developments;

v. to cater for the air transport needs of the region by upgrading the Leeds/Bradford Airport to regional airport standard.

C. ENVIRONMENT

To improve the environment and quality of life as an essential pre-requisite for the attraction and generation of economic development. Particular importance is attached to improvements in housing, public amenities, the improvement of the environment by road schemes and the removal of pollution and degradation, including derelict land and derelict industrial buildings for which it has proved impossible to find new uses, and the disposal of industrial waste.

7C.3.3 The objective of economic development has been supported by the West Yorkshire Structure Plan which included economic improvement as one of the three basic principles of its strategy and which, inter alia, concentrated economic development on the main urban areas, and particularly inner areas. The plan designated a number of Economic Priority Areas, including inner Bradford and the industrial core of the Heavy Woollen District. Main programme expenditure is complemented by expenditure carried out through the Urban Programme.

Section 3: DEVELOPMENT MEASURES

ECONOMIC

Industrial Sites and Premises

7C.3.1 English Estates have built 46 factories in the Bradford TTWA, 38 of which have been built since May 1979. In addition EE has built 64,000 sq ft high technology units adjacent to Bradford University, a development which has been particularly successful, with Phase 2 of this Science Park project at Listerhills providing 22,500 sq ft. Costs were £250,000 in 1984/85 and £540,000 in 1985/86. A development of small industrial units at Thornton Road, totalling 16,000 sq ft was completed in July 1985 and a large number of these have already been let. The total cost of this development was £438,000. A 14,500 sq ft office scheme at Shipley was completed in May 1985 at an estimated cost of £790,000. English Estates hope to build a 10,000 sq ft workshop development at Shipley, the total cost of which, including land will be £325,000. Work on this is expected to start in the financial year 1987/88.

7C.3.2 The City of Bradford Metropolitan Council has ongoing programmes of industrial access roads; industrial site acquisition and servicing, advance factory construction and conversion and environmental treatment. ERDF aid to industrial access roads has assisted in bringing forward 20 hectares of industrial land, of which 10 have been developed. The advance factory programme has been very successful, with a total of 130 units having been provided. Grants are available to Science Park occupants requiring research/development assistance from the University. Such schemes represent a movement away from the more traditional measures of site development and infrastructure to projects of an increasingly more interventionist nature which are being implemented in response to the area's physical infrastructure deficiencies. Further development of new technology will be encouraged by the Bradford Information Technology Centre, one of a Government sponsored national network. The scheme is also permitting the Council to provide 7 office units to new and emerging technology companies who would benefit from close liaison with the Centre.

7C.3.3 In 1986 a major reclamation scheme involving over 20 hectares of derelict land in the Listerhills area of Bradford which is within 1 km of

the city centre, will be started. This project will provide a net useable site area of over 16 hectares and proposals to provide access to large areas of additional land at Low Moor in South Bradford will provide prime development land for medium to large scale industrial/commercial enterprises. The City Council also makes loans to industrialists to buy land and erect buildings or convert existing ones in order to encourage industrial development.

7C.3.4 Now that Fund assistance is available for the northern part of Kirklees, the Council has reviewed the provision of serviced industrial land. The provision of roads and infrastructure to facilitate the development of a 22 ha site adjacent to junction 27 on the M62, at Gelderd Road, Birstall, is programmed for 1986 and Fund assistance will be sought. ERDF funding has also been sought for the provision of roads, sewers and site preparation for a 3.4 ha site at Bradford Road, Cleckheaton. The provision of advance units is under consideration. The Council undertakes such provision either by itself or through its agency, the Kirklees Metropolitan Development Company. Leeds City Council also undertakes the construction of access roads and small units and building conversion schemes, and projects in the Pudsey area are under consideration.

7C.3.5 The County Council has carried out an ongoing programme of industrial access roads. An industrial access road scheme (£354,000) has recently been completed at Thackley Old Road in the centre of Shipley which has opened up 11 hectares of County Council owned land for industrial development. The scheme has attracted Fund assistance. In addition to access road schemes the County Council also has a programme of industrial sites and premises development in partnership with district councils and the private sector. In its programmes the County Council has given emphasis to considering alternative uses for redundant industrial floorspace by refurbishment and conversion to industrial small units, for example the former highways depot, Dockfield Road, Shipley. A programme for improvements to derelict or degraded sites, often involving demolition of derelict property, has been advanced, for example Albert Mills, Bradford and St Dunstan's Goods Yard, Broomfields.

7C.3.6 The County Council jointly financed, with Greater Manchester County Council, a 6 month study into ways of bringing old vacant industrial buildings back into beneficial use, or where re-use is not feasible, how

best their sites can be made available for other forms of development. The study received assistance from the Fund. As a follow up to the study further schemes to refurbish vacant industrial buildings are in the pipeline. As lead Authority on industrial development and promotion after the abolition of West Yorkshire Metropolitan County Council, Bradford City Council will attempt to co-ordinate a county-wide programme of access road schemes and also a programme of industrial sites and premises development in partnership with district councils and the private sector.

Industrial Improvement Areas and Industrial Regeneration Areas

7C.3.7 The City of Bradford Council will continue to provide funds to promote its Industrial Improvement Area (IIA) programme which was funded prior to 1986 by the City Council and County Council. IIA schemes are now well established at Thornton Road and Birksland in Bradford and expenditure is continuing. The District's first Commercial Improvement Area (CIA) is now established at Forster Square. The improvement area programme is important in tackling the problems of old industrial areas by up-grading the environment as a stimulus to private investment and by helping the private sector to make the best use of old industrial buildings through the provision of grants for their conversion or improvement. The IIA programme forms part of the co-ordinated approach to the district's problems undertaken by the local authorities with more than £450,000 expended by the County Council over the past 6 years on phased improvements to the local highway networks in the Birksland and Thornton Road IIAs. A further £42,000 has been spent on highway improvement in the Forster Square IIA. Fund assistance has been given for infrastructure schemes in all the IIAs in the Bradford travel to work area.

7C.3.8 In Kirklees, the emphasis of economic development measures has been on industrial regeneration, including both the refurbishment of old industrial properties and environmental improvements. The Council is aiming to convert a number of mill premises to provide a range of small units, with common secretarial and other services provided. These Business Centres are specifically designed to encourage the growth and development of activities within the District. An initial target is to provide one in each of the main communities which, within the Intermediate Area, includes Cleckheaton, Batley and possibly Heckmondwike. The first of these schemes has now been largely completed at Moorlands, Cleckheaton, and Phase 2 is

under construction. Steps are being taken to acquire premises at Bradford Road, Batley, for a second centre. Industrial Regeneration Areas have been designated, including, within the Assisted Area, part of the one at Bradford Road, Batley/Dewsbury, which has been given priority, and others at Birstall, Cleckheaton, Heckmondwike and Liversedge. Within these areas, the Council has a policy of carrying out works and giving grants to projects which have both an economic and environmental benefit. Kirklees Council has recently introduced the Kirklees Development Grant scheme - a programme of capital grants to provide 'topping up' funding for worthwhile private sector projects which would not otherwise go ahead. It is seen as an important mechanism in encouraging private sector investment particularly refurbishment. Part of the Intermediate Area also has Environmental Improvement Priority Area status.

Tourism

7C.3.9 An important project is the establishment of the National Museum of Photography, Film and Television. The Museum, which is operated as part of the (London based) Science Museum, was opened in 1983, with the final phase of the project completed in 1984. Two new galleries will be opened in 1986. The project is important in encouraging the development of the tourist industry in the district, as well as publicising the area and its opportunities for industrial investment. The Museum is housed in a former vacant theatre, whose conversion for the Museum was assisted by a £524,100 grant from the Fund.

7C.3.10 West Yorkshire County Council has embarked upon the establishment of a major regional Transport Museum which would be a significant addition to the tourist attractions of the area. This scheme includes the development of an area of derelict land at Low Moor as an 'open-air' museum of land transport, together with the conversion of an existing disused railway line into an operating historical electric tramway from Low Moor to Heckmondwike in the Spen Valley in the south-east of the Bradford TTWA. It is intended that the tramway will act as a catalyst for further tourist and leisure related development in the scenic, but economically run down, Spen Valley. Workshops for the museum have been developed at Ludlam Street, Bradford, within the Intermediate Area, and this aspect of the scheme has attracted ERDF grants of £89,000 in 1984. Proposals for the museum include a canal element elsewhere in the county. In addition, the use of buses

from the museum's collection to provide vintage transport links to other tourist attractions within the area would make the museum a key element in the increase of tourist potential within the county. The prospects for further development of this project, following the abolition of the County Council, are not yet known.

7C.3.11 The City of Bradford Metropolitan Council is undertaking a major development project at the Alhambra Theatre in Bradford, further adding to the area's assets for tourism. ERDF grant of £2.1m was awarded in 1984. Kirklees Council has an overall strategy to encourage tourism throughout the district. Oakwell Hall and Red House at Gomersal, both dating from the Tudor period are main places of interest in the Intermediate Area. A Country Park has also been developed at Oakwell Hall.

7C.3.12 Tourism has developed into a fledgling industry in its own right, and while the image-promoting aspects of the exercise remain the main goal, the direct impact of the tourist industry has become increasingly important. 30,000 holidaymakers in Bradford between October 1983-October 1984 alone have boosted the local economy in terms of their expenditure, estimated at £4.5m in the same period, and employment levels in local hotels, shops and restaurants. The longer term impact which tourism development, in changing the image of the District, will have on investment and therefore on income and employment levels, is hard to assess, but there are already examples of firms which have cited the positive image of the district as a factor which led them to consider Bradford as a location for expansion. Bradford District has been selected by the English Tourist Board to develop a 'Tourism Development Action Programme' which will be instrumental in bringing increased tourism awareness and generating private and public sector investment in the City's leisure industry infrastructure during 1986/87. Kirklees Council operates a Tourist Development Scheme to encourage the development of tourist facilities by the private sector.

Direct Assistance to Firms and Workers

Central Government Assistance

7C.3.13 In the period 1 May 1979 to 30 September 1985 £15.8m was offered towards 189 projects under Section 7 of the Industrial Development Act 1982 which were valued at £152.6m. These projects were forecast to provide or

safeguard 12,507 jobs. Small businesses in the Bradford TTWA can apply for assistance under the Business Improvement Services, financed from the Non-Quota Section of ERDF. Between 1 November 1984 and 16 October 1985 there were 262 applications and total assistance offered has been £1.39m for project costs of £5.55m.

Local Government Assistance

7C.3.14 The local authorities are also providing direct assistance to firms and workers. The County Council has provided financial assistance to Bradford Resource Centre, which provides advisory services aimed at, among other things, offering assistance to those who have been made redundant. The County Council has also given financial support to 2 training schemes. Bradford Council and the County Council supported 12 trainees with the Engineering Industry Training Board at colleges in Keighley and Shipley on first year off-the-job training apprenticeship. The Textile Workers Retraining Scheme, set up by the Confederation of British Wool Textiles with the support of the County Council and Bradford Council, provides retraining for 525 textile workers in the new technologies being adopted in the industry. The scheme covers both employed and unemployed textile workers.

7C.3.15 The County Council is currently operating a county-wide Small Firms Employment Fund which provides "topping up" finance to firms seeking to expand their businesses and take on new employees. Between the autumn of 1981 when the Fund was set up and January 1985 assistance had been given to 577 firms throughout the County, with £922,300 in grants and £701,800 in loans. Nearly 3,000 jobs have been created/saved, of which 800 are in Bradford District. The County Council has also set up and funded the West Yorkshire Enterprise Board, which provides venture capital for local firms in order to help them develop and expand. In addition, the West Yorkshire Superannuation Fund and Midland Bank have a joint scheme for investment in large projects in local companies. Project finance of between £400,000 and £1m may be provided. All these schemes are expected to continue operating after the abolition of the County Council.

7C.3.16 In March 1984, the County Council set up a revised Job Incentive Scheme (supported by the European Social Fund) which makes available to small firms a subsidy of £25 per week over 6 months of the wages of a

person to be taken on from the unemployed register or a person already issued with a redundancy notice. Up to the end of September 52 applications had been approved throughout the County supporting 112 (£72,800 in grants) jobs of which 37 (£24,050 in grants) were in Bradford District, and 10 (£6,500 grant) in Kirklees.

7C.3.17 Kirklees Council also assists firms and workers more directly and these schemes will continue. The Council gives interest free loans through a General Assistance scheme and an Innovation scheme, both aimed at encouraging the growth and development of small firms. Throughout Kirklees, 43 applications have so far been approved - committing £179,890 with an average level of assistance to each being £4,200. 415 jobs have either been safeguarded or are forecast to be created by these approvals. The Council also operates an Employment Premium scheme to encourage the recruitment of young people. One hundred places have been funded in 1985, with 50% of the costs being met from the European Social Fund. 76 companies have so far been involved in the scheme. Kirklees Council has also been involved in the provision of an Information Technology Centre at Carlinghow Lane, Batley.

INFRASTRUCTURE

Communications

Roads

7C.3.18 The main highway proposals for the area include:-

- i. the Department of Transport's Airedale route from east of Skipton to Cottingley, and its extension past Shipley to Canal Road, Bradford. The route west of Bingley is programmed for construction in 1986/88, with the Shipley section following;
- ii. the Bradford Central Spine Road (and associated Urban Traffic Control) including Canal Road and the City Ring Road, work on the latter starting in 1985/86;
- iii. the Drighlington bypass;

- iv. the addition of a climbing lane to a 5 km stretch of the M62;
- v. Bradford Central Ring Road improvements and associated Urban Traffic Control.

All these schemes are in accordance with the objectives stated in Section 2, by improving access to central Bradford, Shipley and Bingley (and providing an opportunity for environmental improvements) and by providing improved inter-regional routes from Bradford. The City Ring Road will reduce congestion and improve accessibility to existing industrial areas, including IIAs and CIAs, thereby assisting business confidence and investment.

7C.3.19 In Kirklees, the Dewsbury Town Centre Ring Road (just outside the Intermediate Area), now under construction, will improve access from the motorway network to Batley. The improvement of Grange Road, linking Batley to the Dewsbury to Leeds road, would further improve routes between Batley and the M1 and M62, as well as providing access to much needed industrial land in or near central Batley. To relieve the problem of traffic congestion in Batley town centre, a traffic management scheme has been prepared for a start of implementation in 1985/86. In addition, infrastructure improvements to service industrial land are needed in such places as Gelderd Road Birstall, where industrial development will increase the number of junctions on the road; between Dark Lane and M62; and to provide access to the main allocation of industrial land at Spen Vale Street, Heckmondwike. Throughout the area, particularly within older industrial areas, works are required to bring roads up to modern standards.

7C.3.20 Road schemes assisting economic development have received Local Employment Act grants from the Department of Transport worth about £124,000 in the last 10 years, £140,000 is allocated for schemes in progress.

Leeds/Bradford Airport

7C.3.21 Works are in progress on the improvement of Leeds/Bradford Airport at a total cost of £23.4m, enabling it to fulfil the role of regional airport for Yorkshire and Humberside. The runway extension was completed in 1984, Phase 1 of the associated Terminal Building expansion and redevelopment was completed by summer 1985 and Phase 2 is to be completed

by summer 1986. Work on Phases 3 and 4 of the Terminal Extension, which will complete the whole scheme, is planned to start in spring 1987. ERDF grant of £648,000 was given on expenditure to the end of 1982 and grant aid of £2,525,000 has been approved, towards expenditure from 1984 onwards on the runway extension and Phases 1 and 2 of the Terminal redevelopment. Fund assistance will be sought on the £4.2m expenditure on Phases 3 and 4 of the Terminal Extension. The increased air services offered by the airport on completion will give Bradford firms improved access to European markets.

Public Transport

7C.3.22 Considerable investment in public transport facilities has already been made by local authorities in the Bradford public transport interchange and in pedestrianisation schemes in central Bradford. In addition the County Council, as the Passenger Transport Authority, has opened new rail stations at Crossflatts, Bingley and Saltaire, and further developments are planned at Low Moor, in conjunction with the Transport Museum and at Gamble Hill, Bramley. In 1986 the British Railways Board plan a £110,000 scheme to modernise track and signalling equipment at Bowling Junction, on the Bradford/Halifax/Manchester rail route. This will improve train control and flexibility on the route, and the better communications will widen the market opportunities for local businesses and improve the labour catchment area. Bus passenger facilities have been improved throughout the area by providing new and replacement bus shelters at important stops and also on garage and maintenance facilities. An extensive programme of bus infrastructure provision in Bradford is currently being implemented. The major overhaul of buses and their associated engineering components for the entire western half of the County is being concentrated at the PTE's workshops complex at Thornbury, Bradford. Phase 1 of the necessary upgrading was completed in 1984.

Water Supply and Sewerage

7C.3.23 Schemes are being considered which will help to maintain an adequate supply of mains water to the Bradford area and meet forecast future demands. It is proposed to develop a link to transfer new water from the recently enlarged Grimwith reservoir to Chelker reservoir on the Bradford Aqueduct. Major reconstruction work, undertaken by the Water

Authority at its large aged sewage treatment works at Esholt which serves the Bradford area, is virtually complete. The work was essential if improvements to river quality are to be achieved. A major re sewerage scheme for Batley is to be started in 1986/87 at an overall cost of £5.2m. Completion of the later stages of this work will allow constraints on development in the Birkenshaw area to be lifted. A flood alleviation scheme planned for Bradford Beck to prevent flooding of properties and land in central Bradford (including 2 Industrial Improvement Areas) is currently the subject of a fund assisted technical execution study, and feasibility studies identifying capital improvement to Batley Beck and the Spennings Dale River have been undertaken. The improvement of Bagley Beck in the Leeds part of the Intermediate Area will make land available for industrial development in the Pudsey area. Other proposed schemes include an outfall sewer at Haworth Road/Frizinghall and major re sewerage works to accommodate construction of the Bradford City Ring Road.

Electricity Supply

7C.3.24 The Yorkshire Electricity Board is in the process of installing a computerised telecontrol system to enable faults to be located and dealt with more quickly and aid planning of the network. Customers will benefit through improved security of supply and better handling of faults on the network. As the scheme will improve security of supply at 11 KV voltage levels and above it will be of particular benefit to industrial customers, especially large users.

Gas Supply

7C.3.25 A vital consideration when attempting to attract new industry into the sub-region is industry's need for access to a low cost reliable gas supply. The British Gas Corporation and its successor company will continue to look for opportunities to improve and expand the supply of gas to industry and commerce via a continuing programme of expansion, reinforcement and renewal to maintain supplies to waiting customers and provide for load growth.

Section 4: FINANCIAL RESOURCES

7C.4.1 Estimates are incomplete for the financial resources involved in the programme of measures to alleviate the area's problems of high unemployment, ageing infra-structure and problems of access. Abolition of West Yorkshire Metropolitan County Council will clearly have an impact on the activities undertaken by the District Councils but at this stage the scale of any additional resources that may be made available for economic development and related projects such as highway improvements, is unclear. Those expenditure estimates which are currently available are set out in the following table.

ESTIMATED CAPITAL EXPENDITURE 1986/87-1989/90

	1986/87 £M	1987/88 £M	1988/89 £M	1989/90 onwards £M
ROADS				
Airedale Route				
Phase 1		19.5		
Phase 2		10.5		
Park Road Bridge advance works			2.2	
Shipley Eastern Bypass				15.5
Drighlington Bypass		4.8		
M62 Climbing Lane		2.0		
Bradford City Ring Road	6.3	6.3	6.1	
Bradford Central Ring Road	0.5	0.03		
Manningham Improvements	0.2	0.3	4.9	
Canal Road Improvements	0.2	0.4	10.2	
Midland Road Link	0.1	0.1	1.1	
Major Highway Reconstruction	0.5			
ELECTRICITY SUPPLY				
Telecontrol	0.4	0.2	0.1	
RAILWAYS				
Bowling Junction modernisation	0.1			
WATER SUPPLY, SEWERAGE AND DRAINAGE				
Water Supply	3.1	()		
Sewerage	3.0	(9.0)		
Sewage disposal	0.7	()		
Bagley Beck Flood Alleviation Scheme	0.1			
INDUSTRIAL SCHEMES				
English Estates	1.5	1.5	4.5	
Bradford City Council				
Site Acquisition and Development	0.2	0.3	4.9	
Advance Factories	1.5	1.5	2.5	
Loans to industry	1.1	1.5	6.0	
Community Programme	0.9			
Kirklees Council Economic Development Measures	0.5	0.5	1.5	
TOURISM				
Alhambra Theatre	1.3	0.1		
St Ives Hotel	0.1			
Odsal Stadium	0.1			
Bradford City AFC	1.5			
Photographic Museum	0.4	0.25	0.55	
ENVIRONMENT				
Bradford City Council Environmental Treatment	0.6	0.6	0.6	
AIR SERVICES				
Leeds/Bradford Airport Runway and Terminal Phases 1 and 2	0.8	0.2		

Section 5: IMPLEMENTATION AND CO-ORDINATION OF INVESTMENT

7C.5.1 The local authorities' planning, transportation and economic development powers give them a major role in securing the achievement of the objectives described in Section 2. The local authorities' development (land use) plans, on which there is formal consultation with other bodies, including infrastructure agencies, provide a context for development and infrastructure investment. There is also consultation with many infrastructure agencies on their annual plans and between local authorities and infrastructure authorities on specific development proposals. The County Council's annual Transport Policies and Programme has provided a co-ordinated approach to transport, reviewed in the light of changing circumstances. Main programme expenditure is complemented by expenditure carried out through the Urban Programme. The City of Bradford Metropolitan Council, Leeds City Council and West Yorkshire Metropolitan County Council form the Airport Joint Committee which controls and finances the Leeds/Bradford Airport.

7C.5.2 The local authorities have an overall strategy for economic development, but implementation is very reliant on the identification of suitable opportunities. Thus through their continual role of liaison with other agencies, both public and private, a necessary input is evaluation, modification and monitoring of on-going and committed schemes with an eye to both improvement and identification of new projects. The timing of key infrastructure investment is of paramount importance, especially in relation to its funding, but it tends to be an evolutionary process which only operates successfully if liaison with all infrastructure agencies is maintained. Local authorities are in an ideal position to co-ordinate investment through their programmes and development (land use) plans, in addition to which an integrated operations study is currently being undertaken for Bradford district.

7C.5.3 Examples of key infrastructure investment seen as significant for future development of the Bradford area include:-

- i. Roads: schemes to improve access to the inter-regional road network and in particular the Bradford Central Spine Road. Also schemes intended to open up industrial land and permit environmental improvements in the urban area.

ii. Leeds/Bradford Airport: completion of the scheme to raise Leeds/Bradford Airport to regional airport standard, contributing to economic development by offering better air services than at present.

iii. Industrial Improvement Area and Industrial Regeneration Area programmes: environmental improvements to old industrial areas, which act as a stimulus to private sector investment.

iv. Measures to assist industry directly: provision of serviced industrial sites and the bringing forward of new and refurbished industrial premises as well as other measures to stimulate new business and innovation in the area, particular importance in Bradford being attached to the Science Park and the Information Technology Centre and associated office units.

v. Yorkshire Water Authority investment: to tackle the problem of obsolete infrastructure and provide for new development.

vi. Environmental improvements: major environmental improvements are required in areas such as Batley and the Spenn Valley to offset the decline in the textile industry and to stimulate growth in new industry.

7C.5.4 The following schedule outlines the phasing of major investments in infrastructure and industrial support which are regarded as being of considerable importance to achieving the sub-region's fundamental economic objectives.

BRADFORD ASSISTED AREA PROFILE: PROGRAMMED IMPLEMENTATION OF MAJOR SCHEMES

	1986/87	1987/88	1988/89	1989/90
ROADS				
Airedale Route				
Phase 1	Start		Complete	
Phase 2	Start		Complete	
Park Road Bridge advance works			Start	Complete
Shipley Eastern Bypass				Start
Drighlington Bypass		Start	Complete	
M62 Climbing Lane		Start/Complete		
Bradford City Ring Road	Start		Complete	
Bradford Central Ring Road	Complete			
Manningham Improvements				Start
Canal Road Improvements				Start
Midland Road Link				Start
ELECTRICITY SUPPLY				
Telecontrol		Continuing		
RAILWAYS				
Bowling Junction modernisation	Start/Complete			
WATER SUPPLY, SEWERAGE AND DRAINAGE				
Batley Valley Sewer Phase 1B	Complete			
" " " Phase 2	Start		Complete	
City Ring Road sewer diversion	Complete			
Bagley Beck Flood alleviation scheme	Complete			
INDUSTRIAL SCHEMES				
Oakwell Industrial Park Phase 1	Complete			
Gelderd Road, Birstall, Phase 2		Start		
Spenn Valley Industrial Park	Complete			
Walkley Lane/Spenn Vale Street			Start	
Batley Enterprise Centre	Complete			
Heckmondwike/Liversedge				
Enterprise Centre		Start		
English Estates Workshops, Shipley		Start	Complete	
Kirklees Development Grant/ Industrial Regeneration Grant Programme		Continuing		
TOURISM				
Alhambra Theatre	Complete			
Bradford City AFC (Stadium Reconstruction)	Start/Complete			
Photographic Museum Further Development	Start		Complete	
ENVIRONMENTAL IMPROVEMENT PROGRAMME				
Kirklees MDC		Continuing		
AIR SERVICES				
Leeds/Bradford Airport Runway and Terminal Phases 1 and 2	Complete			



European Regional Development Fund

UK REGIONAL DEVELOPMENT PROGRAMME 1986-90



Section 7D: England – Humberside

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 7D.

SECTIONS 1 TO 6 - UNITED KINGDOM: GENERAL

Section 1	Introduction
2	Economic and Social Analysis
3	Development objectives
4	Measures for Development
5	Financial Resources
6	Co-ordination of Government Activities in the Regions
Annex 1	- UK Government Departments with an Interest in the Programme
Annex 2	- Maps of Planning Regions
Annex 3	- Central Government Funds
Annex 4	- The Assisted Areas
Annex 5	- Assistance for Industry and Tourism
Annex 6	- Infrastructure Authorities and Programmes
Annex 7	- Declining Industries
Annex 8	- UK Regional Job Deficiency Projections

STATISTICAL TABLES (1 TO 40): Index precedes tables

SECTION 7 - ENGLAND

7A	North East
7B	Whitby
7C	Bradford
7D	Humberside

- 7E South Yorkshire
- 7F Workington
- 7G Greater Manchester
- 7H Greater Merseyside
- 7J West Midlands
- 7K Corby
- 7L South West
- 7M Cinderford and Ross-on-Wye

SECTION 8 - WALES

- 8A Overview
- 8B North East Wales
- 8C North West Wales
- 8D South West Wales
- 8E Industrial South Wales
- 8F Mid Wales

SECTION 9 - SCOTLAND

- 9A Overview
- 9B Scotland-Highlands and Islands
- 9C Scotland-East Central
- 9D Scotland-West Central
- 9E Scotland-South West

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

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

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

HUMBERSIDE PROFILE

CONTENTS	PARAGRAPH
Maps of the Profile Area	
Statistical Summary and Area Definition	
Section 1: SOCIAL AND ECONOMIC ANALYSIS	
General Background	7D.1.1
Problems	
Economic	7D.1.13
Infrastructure	7D.1.20
Prospects	7D.1.30
Section 2: DEVELOPMENT OBJECTIVES	7D.2.1
Section 3: DEVELOPMENT MEASURES	
Economic	
Central Government Assistance	7D.3.1
Local Government Assistance	7D.3.2
Co-ordinated Development in Rural Area	7D.3.9
Industrial Land and Buildings	7D.3.11
Tourism	7D.3.23
Communications and Infrastructure	
Roads	7D.3.30
Railways	7D.3.36
Ports	7D.3.37
Air Services	7D.3.40
Water, Sewerage, Land Drainage and Coastal Protection	7D.3.41
Telecommunications	7D.3.45
Energy	7D.3.46

Section 4: FINANCIAL RESOURCES

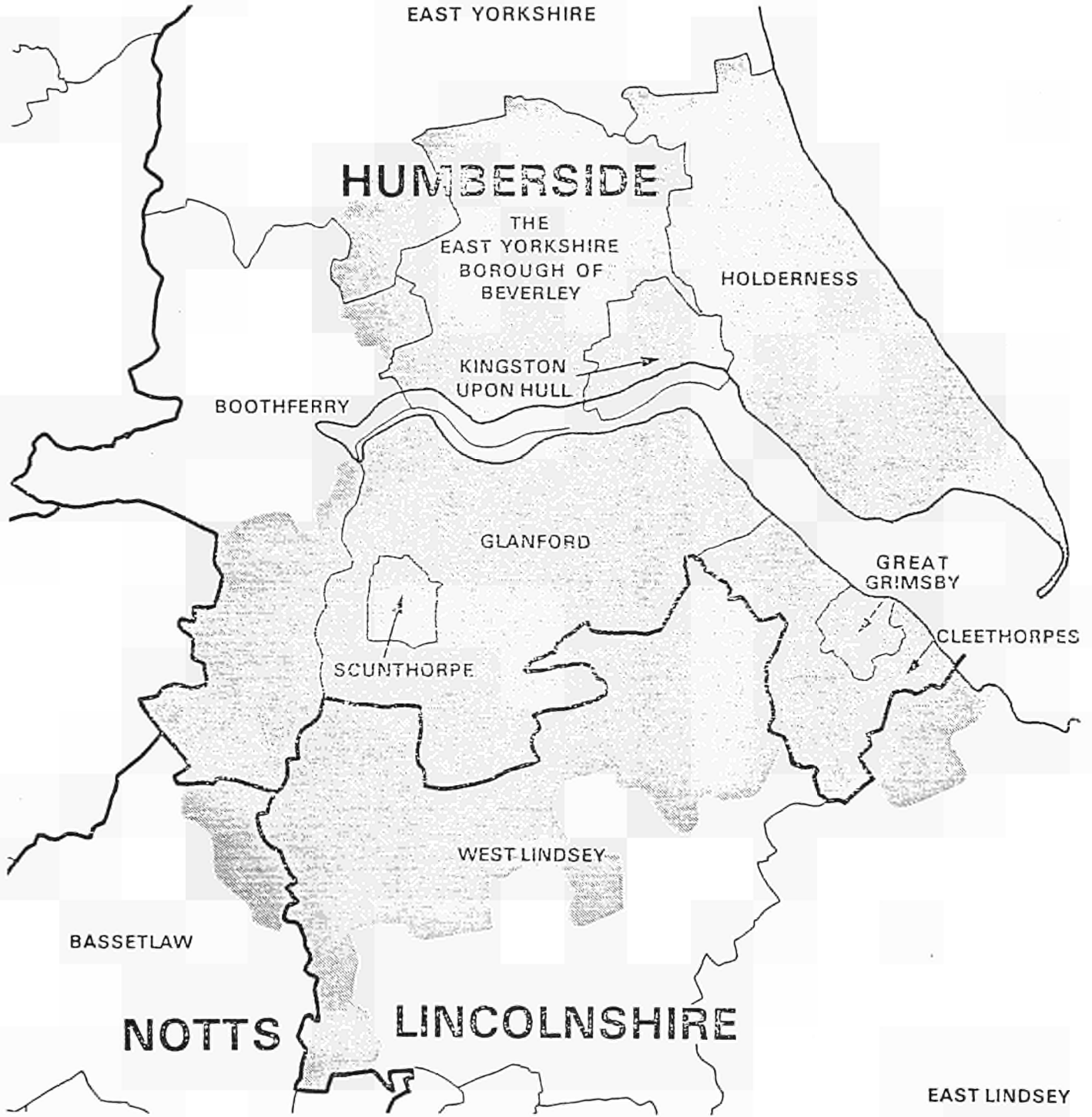
7D.4.1

Section 5: IMPLEMENTATION AND CO-ORDINATION OF INVESTMENT

7D.5.1

Schedule: Programmed Implementation of Major Schemes 1986-90

THE HUMBERSIDE ASSISTED AREA



Assisted Area



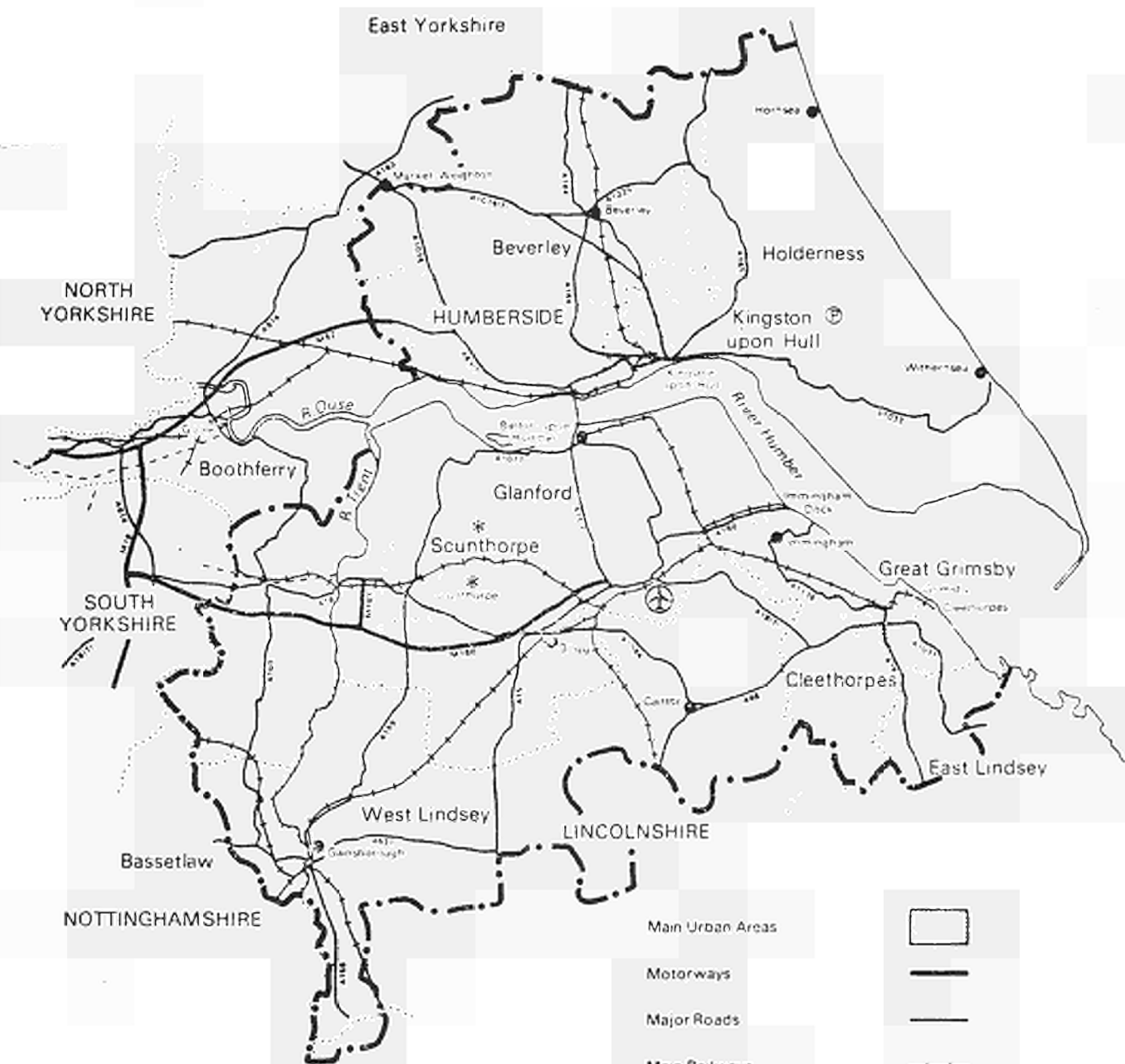
County













District



HUMBERSIDE PROFILE AREA



- Main Urban Areas 
- Motorways 
- Major Roads 
- Main Railways 
- Canals 
- Airports 
- County Boundaries 
- District Boundaries 
- Profile Area Boundary 
- Enterprise Zone 
-  Programme / Partnership Authority
(As designated under the Inner
Urban Areas Act 1978)

HUMBERSIDE ASSISTED AREA PROFILE

1. Statistical Summary

Total Population (1)	(000)	779.8
Area (1)	(Km ²)	2799
Density	(persons/Km ²)	278
Unemployment:	000	%
Total (2)	54.1	17.0
Long-term (3)	22.9	7.3
Youth (4)	21.5	6.8
Employment Distribution (1)	000	%
Agriculture	10.8	2.8
Energy and Water	25.5	6.6
Manufacturing	74.2	19.4
Construction	33.8	8.8
Distribution and Catering	56.8	14.8
Transport	37.2	9.7
Other Services	144.8	37.8
TOTAL		383.1 100.0

2. Area Definition

Travel to Work Area	Status (Development/ Intermediate Area)	Equivalent Local Whole District	Administrative Area Part District
Scunthorpe	DA	Scunthorpe	Boothferry, Glandford, West Lindsey
Hull	IA	Beverley, Holderness, Kingston- upon-Hull	Boothferry, East Yorkshire
Grimsby	IA	Great Grimsby, Cleethorpes	Glandford, E & W Lindsey
Gainsborough	IA	-	W Lindsey, Bassetlaw

Notes:

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

REGIONAL DEVELOPMENT PROGRAMME
ENGLAND - HUMBERSIDE

Section 1: SOCIAL AND ECONOMIC ANALYSIS

A. General Background

7D.1.1. The Humberside Sub-Region comprises the Travel-to-Work Areas of Intermediate Area status. In terms of local authority areas, it approximates to the County of Humberside (except for the Boroughs of East Yorkshire and part of Boothferry), together with the Gainsborough and Caistor areas of Lincolnshire (within West Lindsey District) and small parts of East Lindsey (Lincolnshire) and Bassetlaw (Nottinghamshire). All the former Assisted Areas in Humberside (up to November 1984) fall within the Non-Quota Steel Closure Area and the present Hull and Grimsby TTWAs are included in the Non-Quota Measure to assist areas affected by the decline of the fishing industry. The city of Hull is an Inner Area Programme Authority and there are Enterprise Zones in Scunthorpe and Glanford; parts of the Sub-Region are Rural Development Areas.

7D.1.2. The sub-region covers the north and south banks of the Humber estuary which is spanned by the Humber Bridge (opened in 1981), the only road crossing; there are no rail crossings in the sub-region. Large parts of the area's 280,000 hectares are farming land. The ports and wharves handle about 10 per cent of Great Britain's seaborne traffic and have strong links with other EC countries. The completion of the east-west motorway network within the last decade has brought more than 40 million people within a four-hour drive. It has also reinforced the trans-shipment trade with Liverpool. For many years, there has been high unemployment in most parts of the sub-region and this has been compounded by the recession and structural changes in the local economy, which in part have resulted from EC policies. In spite of its problems, however, the area has considerable long-term development potential through its strategic location, high-quality motorway links and over 1,500 hectares of flat land with deep-water access, allocated for estuary related industry. This is evidenced by enquiries for large-scale development projects such as Nissan. It is also well-placed in relation to the North Sea oil and gas resources and there are major gas terminals at Easingwold on the Holderness coast; large new gas finds have been made off the sub-region's coast. Exploration for land-based oil and gas supplies is also taking place in the area. Substantial reserves of coal have been discovered immediately to the west.

7D.1.3. In the Second Periodic Report, Humberside scored 74.0 on the synthetic index while the Community average was 100; it ranked 25th out of the 131 EC regions in terms of severity of regional problems.

7D.1.4. The Sub-Region has a population of some 800,000, about two-thirds of whom live in the three largest urban areas centred in Hull, (population 266,000), the main sub-regional commercial and shopping centre, Grimsby (92,000) and Scunthorpe (64,000). These have all suffered declining population in recent years, in contrast to growth in neighbouring Districts. The population as a whole has shown a marginal decrease over the last 15 years.

7D.1.5. In 1981, the area had a workforce of some 439,000 of whom 383,000 were in employment. Although the broad industrial structure is similar to that of Great Britain, this masks concentrations in some industries; for example, steel, food processing, chemicals, petrochemicals, vehicles (mainly aerospace equipment, vehicle components, and caravans), ports and related activities, fishing and agriculture.

7D.1.6. In the Hull TTWA about 30% of employment is in manufacturing industries with food processing, vehicles, components (including aerospace), chemicals, mechanical handling and engineering being the most important industries. Service activities related to distribution, transport and the Docks are also important. Hull has a fishing industry which has declined in recent years through the effect of International decisions on fishing limits. In 1984, the Hull TTWA had a population of 421,000 which had declined from about 434,000 in 1976. Nevertheless, over the same period, the population of working age increased and this, coupled with continuing employment losses, has resulted in higher unemployment. In 1981, the area had a workforce of some 191,000. The tourist industry in the Hull TTWA includes the coast and its resorts, Hornsea and Withernsea, and a large number of heritage and leisure attractions. Highlights include the historic market town of Beverley, the Old Town and maritime heritage of Hull, and the Humber Bridge. The Humberside Integrated Development Operations Study recognised the tourism potential of the area.

7D.1.7. In the Grimsby TTWA food processing and chemicals account for 68% of all manufacturing jobs. The former activity was originally based on locally landed fish, but these are now much reduced as the fishing industry itself has declined. Other important industries are marine engineering and

man made fibres. The ports of Grimsby and Immingham handle petroleum, iron ore, chemicals, fertilisers and timber. Over 10,000 job losses have been monitored since 1979, mainly in fishing, chemicals, and food-processing. In the same period, some 5,000 jobs have been created, many in food processing, reflecting the restructuring of that industry. Recently, there has also been considerable activity in the retail sector. The Grimsby TTWA includes about 180,000 people giving ready access to an adaptable skilled and semi-skilled labour force, with the support of a wide range of professional services. Nearly 1,500 ha of flat land between Grimsby Docks and East Halt on Skitter are allocated for estuary-related industry. Because of the unpredictable nature of possible large-scale developments and their infrastructure requirements, it is not possible to plan ahead with any certainty. There is therefore a need for quick decisions on potentially large applications for aid.

7D.1.8. The Scunthorpe TTWA is dominated by iron and steel manufacture, which in 1978 accounted for just under a third of employment, but for considerably more if indirect employment was taken into account. Today the industry accounts for less than 15% of total employment, and job losses at BSC, Scunthorpe, since 1979, have caused serious problems in an area where little alternative employment is available.

7D.1.9. The Gainsborough TTWA, centred upon the inland port of that name, has a concentration of employment in mechanical engineering, which accounted for 38% of all manufacturing employment in 1981. Whilst this was less marked than in 1978 (when it was 50%), it still represents a significant degree of dependence on the sector. In recognition of the problems facing the rural areas, this is one of the parts of the sub-region now covered by Rural Development Area designation.

7D1.10. On the infrastructure side, east-west road communications have greatly improved with the construction of the M18, M62, M180, A180 and the A63 South Docks Road, although improvements to the associated road system are still required. British Rail operates a network of services within the Sub-region and beyond. Efficient rail services are vital both to existing businesses and to attracting new industry. Inter-City 125 trains provide valuable through services from Hull and Grimsby/Cleethorpes to London King's Cross although frequencies have been reduced in recent years. Through trains also serve other parts of the Yorkshire and Humberside region as well as the North-West and the East and West Midlands. Connecting services provide links

to other parts of the British Rail system. The rail network is important for both passenger and freight traffic, the latter especially in the context of the movement of coal, iron ore, and petroleum products through the port of Immingham and on the Barton branch line to reduce freight traffic on the roads. The Hull-Bridlington-Scarborough line provides an important social service as well as being used for journeys to work and by tourists. Constant efforts are being made to reduce operating costs, including the modernisation of level crossings, in order to minimise any threat of the line being closed. Hull has a Freightliner terminal. The Ouse Swing Bridge at Goole, on the Hull-Doncaster-London line, is vulnerable to collision by modern ships and improvements are being carried out; ERDF assistance is being sought.

7D.1.11. The Humber Ports of Immingham, Hull, Grimsby and Goole offer a wider selection of regular trading destinations than any other port or group of ports operated by Associated British Ports. In 1984, Immingham ranked as sixth UK seaport in terms of the value of goods handled and Hull ranked tenth. (In themid-sixties, Hull ranked third.) Together with wharves on the rivers Humber, Hull, Ouse and Trent, the ports have modern facilities for handling containers, generalcargo, bulk materials, and oil; there is also a monobuoy terminal for unloading oil at Tetney in the Humber mouth.

Gainsborcush, located on the River Trent and more than 100 kms from the mouth of the Humber Estuary, is the most inland port of the UK capable of handling seagoing vessels. The Stainforth and Keadby Canal, a branch of the Sheffield and South Yorkshire Navigation, joins the River Trent at Keadby. Hull handles half-a-million passengers a year on daily services to and from Europort and Zeebrugge and new vessels to be introduced shortly are expected to increase this number by around 70 per cent, indicating the potential for tourism development. Increasing exploitation of offshore gas fields off the Humberside coast offers opportunities for the development of maritime support industries.

7D.1.12. Since 1983, the establishment of a major helicopter operation servicing North Sea gas rigs has added to the expansion of Humberside Airport at Kirmington on the south bank. Air services are provide to a number of destinations in the UK and on the continent; these services have expanded with the increase in the airport's catchment area following the opening of the Humber Bridge. New facilities have been provided with the help of the ERDF. Businessmen are by far the largest users of scheduled services and most originate from the Assisted Areas.

B. Problems

Economic Problems

7D.1.13. The sub-region as a whole has been adversely affected by changes to its industrial structure which have led to a succession of large scale job losses. It is estimated that over 45,000 jobs have disappeared since 1979. Traditional industries, such as steel and fishing, have especially suffered although the recession has affected most parts of the local economy. The rationalisation of production and technological change has also led to reductions of employment. Much of the investment that has taken place has been of a capital-intensive nature, producing fewer jobs than have been lost; since 1979, about 20,000 new jobs have been created and many of these have been part-time. Growth industries account for only a small proportion of new employment although industries such as tourism, food processing, and those using new technology are being heavily promoted by the local authorities who are also aiming to grasp the opportunities offered by the development of the offshore oil and gas fields. There is severe under-representation in major industries such as engineering and important employment-generating industries like commercial, professional, and financial services. As a result of high unemployment, low skill levels and below-average earnings, the sub-region has a low standard of living. Demand for jobs has been greater because of age structure of the population. Coupled with employment losses, this has produced high unemployment rates throughout the area and the indications are that these will rise in the foreseeable future. Population of working age is expected to increase slightly over the Programme period, with the greatest rise (10%) in the 20-29 age group.

7D.1.14. Unemployment rates in January 1986 were 17.9% in Hull TTWA, 16.4% in Grimsby TTWA, 19.0% in Scunthorpe TTWA and 18.2% in Gainsborough TTWA. The incidence of unemployment is particularly high in the inner areas of the main towns. The 1981 Census revealed that, in some parts, rates are twice or three times as high as the sub-regional average. Hull's Inner Area in 1981 had 24% of economically active residents seeking work. In the most seriously affected parts of the Inner Area around half the economically active were unemployed. It is estimated that average Inner Area unemployment in 1985 was over 30%. In the rural areas, there is a limited range of local employment opportunities outside agriculture which itself has shed labour over a long period of years. The balance of skills of the unemployed is a cause for concern. Many of the unemployed are unskilled and semi-skilled, and are

unlikely to find new employment quickly or to have skills appropriate to modern technology. Additionally, increasing numbers of skilled workers are becoming unemployed, but finding their skills redundant (eg metal manufacture and fishing). Efforts are being made to tackle the problem through training initiatives but changing needs of industry require a continuous allocation of resources. Youth unemployment is particularly serious. In July 1985, 40% of total Unemployment Benefit claimants were aged under 25. A high proportion of the unemployed has been out of work for more than a year (41% in July 1985).

7D.1.15. The Hull area has experienced long-term employment problems with the decline of traditional industries related to the docks, railways, and fishing. Changes in cargo-handling techniques with increased use of containers and a decline in rail-based traffic resulted in the loss of 9,000 jobs between 1966 and 1981 in the transport and associated industries. In the fishing industry, problems arising from the loss of fishing opportunities associated with the spread of fishing limits and other conservation measures, together with escalating costs led to a 96% fall in fish landings by British vessels at Hull between 1969 and 1976 and a loss of over 7,000 jobs in fishing and associated industries since 1972. The severe economic problems caused by the decline of the fishing industry have been recognised by the European Commission's adoption of an ERDF Non-Quota section Fisheries Measure Special Programme. There have also been numerous redundancies and closures in other industries (totalling 19,000 redundancies since 1978), with the worst-hit industries being in engineering, caravans, timber, and construction. Other serious job losses have occurred due to the closure of a cement works at Melton, and shipbuilding, tanning, and vehicle component installations at Beverley, and problems at a large pottery at Hornsea.

7D.1.16. The Grimsby area has also experienced substantial job losses in the fishing industry where it is estimated that employment fell from 11,700 in 1976 to 6,775 in 1981, and that those actually employed in catching declined from 1,960 to 962 over the same period. Since the early 1970s, Great Grimsby's fishing industry has suffered economic difficulties such as insufficient landings, an ageing fleet, high costs of landings and uncertain price levels. Coupled with these problems, the buildings and facilities on the Fish Docks are generally old and they do not match the high standard of provision at most European ports. The environmental quality of the general

area of the port is also poor. Overall, the fishing industry is suffering from a poor image, low morale and most noticeably a lack of investment. The main reasons for the decline in Grimsby's fishing industry are:-

Allowable Catches and quotas, has reduced Great Grimsby's fishing

- The loss of the deep-water fleet is attributed primarily to a succession of international "cod-wars" and to the extension by all North Atlantic maritime countries of their territorial limits to 200 miles.
- The port is poorly located in relation to main fishing grounds in the northern part of the North Sea and off the west coast of Scotland.

7D.1.17. Unemployment is very high in the inner areas of Great Grimsby where the total and male rates, for August 1985, are estimated to be about 23% and 25% respectively. The neighbouring seaside resort of Cleethorpes has also declined in recent years probably due to several reasons including a disproportionately high number of poor summers since the drought years of 1975 and 1976, a growing demand for holidays abroad, the growing popularity of activity holidays and more recently, the knock-on effect of the miners' strike. Cleethorpes requires a new initiative for its future development as a feasible alternative to its nearby competitors. This initiative requires co-operation from all sectors, both public and private, that are engaged in the tourism/leisure industry.

7D.1.18. Scunthorpe's economic problems reflect those of the sub-region as a whole which have resulted from an over-dependence on traditional industries, in this case iron and steel, which have been severely affected by the rationalisation of production and increasing technical change. As part of a wider EC programme to reduce capacity and cut subsidies to the industry, the British Steel industry has suffered the biggest decline in capacity in the EC. Scunthorpe's steel industry, which in 1978 accounted for a third of all employment in the TTWA, has since lost some 9,000 jobs, half its total. This is the biggest single job loss in the British steel industry. Many of those made redundant were skilled workers which resulted in a subsequent and continuing need for re-training. There have been resultant job losses in industries heavily dependent on the steel industry including mechanical engineering and road haulage. The impact in the area

generally through the multiplier effects of reduced purchasing powers is reflected in the loss of 3,000 construction jobs - 40% of the total a decline in retail employment and a continuing under representation of service sector employment. Over 300 jobs were lost through the closure of the Nypro chemical plant in Glanford while in Boothferry 100 jobs have been lost through the closure of Keadby power station. These events have meant a rapid transition during the 1980s from traditionally low to very high employment rates. The historical lack of employment opportunities outside the steel industry has contributed to a long-established high female unemployment rate in the TTWA which is to some extent masked by low female economic activity rates.

7D.1.19. The Gainsborough TTWA has experienced considerable economic decline in agriculture and manufacturing (particularly engineering). In manufacturing alone, there have been more than 2,000 redundancies since 1979. One closure in mechanical engineering in 1979 concerned the town of Gainsborough's major employer with the loss of 750 jobs (almost 10% of the town's total employment). More recently Gainsborough's companies have shed labour with the loss of over 350 jobs.

Infrastructure Problems

7D.1.20. In spite of the opening of the Humber Bridge and improvements to the A15, there is a need for better north-south road links, southwards on the A16, A46 and A15 which provide important routes to the Midlands and the South, and northwards on the A1079 which is the main route to the north-east of Scotland. In addition, the A165, running northwards from Hull, needs improvements to cater efficiently for port and tourist traffic. Northern approach roads to the Humber Bridge are considered inadequate. The development of the internal road network to improve access for industry and commerce continues to be vitally important to the sub-region's economy. Following the completion of the A63 South Docks Road, access to the city and port of Hull from the west has been made easier. However, additional improvements are still required to the road network in the TTWA and improvements to the moveable bridges over the navigable River Hull are essential to the continuing viability of riverside industries and to cross-city traffic movements. A substantial improvement to the accessibility to the Grimsby TTWA from the west has been achieved with the completion, with ERDF aid, of the A180 linking to the M180 and the national motorway network. The associated road network in the Immingham area requires

completion, with such schemes as the Immingham Dock access, improvements to the A160 and Kila lane. There is a requirement for improvements on the A1173 and the B1431. In the Scunthorpe TTWA local infrastructure problems include access to industrial sites, including Enterprise Zones, and to the existing wharves on the Trent and Humber. The construction of the North-West Orbital Road will help with some of these problems.

7D.1.21. The improvement of the major road network has not been matched by the same degree of investment in relation to the internal rail network. The frequency of services and standard of rolling stock are at present unsatisfactory. There is also a need to improve the condition of the tracks to reduce journey times. The Ouse Swing Bridge at Goole, on the Hull-Doncaster-London line, is vulnerable to collision by modern ships and improvements are being carried out. Although outside the Assisted Area, it is essential to its economy, and ERDF assistance is being sought.

7D.1.22. Other problems include access to industrial sites in largely undeveloped as well as redeveloped areas, inadequate road layout in older industrial and commercial areas, and congestion and environmental aspects of traffic in towns and villages. Peak holiday traffic flows adversely affect movement both between and within towns; this is likely to increase in the future. Where roads are needed to allow firm and agreed development proposals to proceed, Humberside County Council will consider bringing schemes forward in the roads programme, or devising new ones. In some cases joint financing with potential developers will need to be agreed.

7D.1.23. Investment and adaptation of port facilities will be necessary to cater for the changing nature of traffic. The rationalisation of the Hull Docks has resulted in traffic now being concentrated on the King George and Queen Elizabeth Docks (general cargo and containers) and the William Wright and Albert Docks (fish landings) and continued investment will be needed to promote the development of support industries for the offshore gas and oil exploration activities which have great potential for expansion. Hull and Grimsby fish docks were modernised during the 1970's but with the decline of the local fishing industry, partly as a result of EC policies, they are now greatly under-used, particularly in Hull. The 1982 Hull Derelict Land Survey showed disused docks and railway land to be 110 ha. in the western docklands and 118 ha. in the eastern docklands. The changing nature of commercial traffic in Hull and Grimsby has left a number of unused old buildings, such

as warehouses, in need of restoration or clearance, and Hull also has a number of disused docks capable of use for industry and tourism purposes. On the River Trent there are certain navigational problems south of Keadby Bridge which need to be solved.

7D.1.24. Continuing development of air services will demand improvements at the airport and there are current proposals for extending the terminal building, extending the runway, and providing an hotel.

7D.1.25. Although a considerable amount of land is allocated for industrial development a serious problem in some areas is the need for on-site servicing. In some instances, major off-site works, eg to overcome sewerage constraints, are required in addition to on-site access and infrastructure. The Humberside Structure Plan Replacement states that in 1984 there were about 800 ha. of general industrial land in the Assisted Areas which might lack services or have service capacity problems or access difficulties. In many parts of the sub-region, the flat and low-lying nature of the land makes the provision of sewerage and drainage difficult, and in estuarial areas, there is also a need for flood protection measures. Much of the land suitable for industrial development is disused, having formerly been used by large-scale industry such as steel, ports, and railways. Also proposed for industrial use in the sub-region are the sites of a former power station and an uncompleted one, parts of some disused airfields, and disused minerals workings. Most of this land would require reclamation and servicing. Its re-use is important for the economic regeneration of the area and to minimise the loss of agricultural land. There are also many unoccupied industrial buildings but not all are suitable for modern uses and would need extensive rehabilitation. The additional area of some 1,450 hectares earmarked for estuary-related industry on the South Humber Bank will need improved access and other infrastructure to enable development to occur. However, because of the large-scale and unpredictable nature of development here, it is impossible to plan new infrastructure with certainty. There will therefore be a need for quick decisions and flexibility, possibly on expensive projects, if the potential of the area is to be realised.

7D.1.26. Much of the land suitable for industrial development in Hull is disused public sector land including former dock and railway land. A high proportion requires reclamation and servicing to bring it into use and its low-lying nature means that drainage and servicing costs tend to be above normal. 224 hectares of derelict land are former docklands, water areas and

associated railway land. The industrial site at Priory Yard Sidings is not served and the Melton industrial site has drainage problems, and will also probably require a new road link and junction with the A63 .

7D.1.27. Great Grimsby has limited land readily available for industrial and commercial development. Only 93 hectares of land are currently allocated for industrial development which is the smallest total of any District in Humberside. Moreover, only 20 hectares of this can be considered as actually available at the present time. Great Grimsby's industrial land problem is accentuated by the fact that 75 per cent of it is abandoned. Sixteen abandoned sites have been firmly identified having a total area of approximately 70 hectares and which vary in size from 0.8 to 12.3 hectares. Nine of these sites lie on Associated British Port's Dock Estate and together comprise about 42 hectares. A further four sites are ex-railway sidings still belonging to British Rail. The Borough Council owns only one site - Macaulay Lane Tip. The abandoned sites are not derelict in the sense that large scale treatment is required to restore the landscape such as is the case after mining or quarrying. However, extra costs are involved if they are to be released for development. For example, most abandoned sites in Grimsby require expensive site preparation such as the need to demolish existing buildings, overcome poor ground conditions and install or replace service infrastructure. To add to these problems, abandoned sites on the market are often found to be over-valued by their owners. Their value is based on a previous use and often fails to reflect fully the costs involved in bringing it back into use.

7D.1.28. There is a need for improved services provided by gas, electricity, and water authorities including, in the Scunthorpe TTWA, improvements to the western and eastern trunk sewers (£2.2 millions) and reinforcement of gas supplies (£0.25/£0.5 million) required to service new developments and meet new demands. The main water-related problems in many parts of the area result from the flat and low-lying nature of the land which makes the provision of sewerage and drainage difficult, and in the estuarial areas there is also a need for flood protection measures. In the Hull area there is a need to increase the availability of treated water to provide security of supply and meet increased demand. In Immingham, the Habrough Marsh Drain is now preventing further development and cannot be widened due to various pipelines that run close to its banks. There is a need to overcome the problem of surface water drainage in this catchment area and investigation of this has a high priority.

7D.1.29. The Humberside coast suffers from one of the most serious erosion in Europe which leads to flooding and the loss of land. If the Spurn peninsula were to be breached, this could have significant effects on the location of the deep-water channels in the Humber with serious implications for navigation and dredging.

C. Prospects

7D.1.30. Short term prospects in the areas of high unemployment are not good. In the longer term, however, the substantial public expenditure on the improvement of communications and other basic facilities should enhance the area's attractiveness to industry.

7D.1.31. The City of Hull is the regional centre with a full range of services, particularly financial and commercial resources. The TTWA as a whole has considerable development potential. It offers a wide variety of sites available for industrial development including specialised estuarial sites, a modern port, good access to continental markets, excellent road links, the Humber Bridge, offshore gas fields, tourism potential, and a wide industrial base. However, in the short-term, there will still be considerable problems reflecting the difficulties facing some of the area's industries, the impact of prevailing world market conditions and investment decisions and the need to improve the image and environment of areas handicapped by the physical legacy of the decline of traditional industry. The age structure of the population is such that the working age group is likely to continue to increase to the end of the decade. Consequently, a large increase in the number of jobs in the TTWA will be required to make any significant improvement in the unemployment levels.

7D.1.32. The Grimsby TTWA has considerable development potential. Advantages are its links with the national motorway network, a range of sites available for industrial development, including dockland and town centre sites, 2 thriving commercial ports, expertise in the food processing industry, good access to offshore gas fields and tourism potential. In Great Grimsby, the population of working age is set to rise. It is likely in future that larger food-processing companies will require fewer production line operatives as a result of increased mechanisation and automation of processes. In addition to this, if the Fish Docks were to close it is estimated that upwards of 2,000 jobs would be lost, including jobs in general support services such as engineering, chandlery, supplies and ship repairing.

7D.1.33. Despite the considerable problems posed by the rapid decline of employment in the iron and steel industry, the Scunthorpe TTWA offers considerable development potential. The area has the benefit of Development Area status and 3 Enterprise Zone sites, which have land that can be readily serviced, are located close to the M180 and the Trent wharves. Financial incentives have already assisted the development of a range of new industries including electronics, clothing, and furnishing. The continuing demand for sites within the Enterprise Zones evidence their potential for the further diversification of the area's economy. The brick industry in South Boothferry is benefitting from a supply of natural gas from Hatfield Moors in adjacent South Yorkshire. There is an imbalance of the population's age structure in the Scunthorpe TTWA which is particularly noticeable in Glanford where the working age population is expected to increase. Many of these people will anticipate employment in the Scunthorpe and West Glanford area where no new employment is expected to be generated from the steel industry. There has been a problem of a lack of immediately available serviced industrial sites, which may cause problems in attracting new industrial investment. The local authorities are trying to rectify the problem and BSC (Industry) and EIE are active in the area.

7D.1.34. The South Bank of the Humber offers particularly good potential for industries using large scale processes and has recently seen some major investment projects, in particular at Norsk Hydro, Lindsay Oil and Calor Gas.

7D.1.35. An Integrated Development Operations Study for Humberside, funded by the ERDF, was submitted to the Commission in 1984. Its main conclusion was that an integrated approach would be suited to the geographical, administrative and economic circumstances of Humberside. The study report recommended action on a broad front and contains proposals within the following areas:

- i. Fundamental policy issues requiring action by Central Government.
- ii. Three "Resource Base" sectors comprising Community, Transport and Environment, which were seen as pre-requisites for economic development.

iii. Six sectors of economic activity. Proposals for action were made for only 4; manufacturing, tourism, food processing, and fishing, the latter on the basis of a separate component of the study. No specific proposals were made for the other 2; retailing and agriculture.

Section 2: DEVELOPMENT OBJECTIVES

7D.2.1. The high rate of unemployment throughout the sub-region, together with the forecast growth in the labour force, illustrates the urgent need for investment to regenerate the area's economy and create new employment opportunities. For the sub-region as a whole, the principal aim is to harness its indigenous development potential to secure long-term growth in terms of both employment and production. This concurs with Article 15 of the Regulation; making full use of EC and Government funds is essential for achieving the economic well-being of the Sub-Region. The Humberside Structure Plan Replacement proposes that a high priority will be given to new economic development and the creation of jobs.

7D.2.2. The following objectives apply to the whole of the Sub-Region.

ECONOMIC

- i. to diversify the sub-region's economy in order to increase the range and number of employment opportunities and reduce dependence on declining industries;
- ii. to create a climate favourable for local and incoming industry, so encouraging industrial investment;
- iii. to secure maximum benefit from the recent large-scale public sector investment in the area, such as motorways, the Humber Bridge, other major roads, and facilities at the ports;
- iv. to encourage new firm creation and small firm expansion including supporting the enterprise agencies;
- v. to regenerate inner urban industrial and commercial areas as part of a comprehensive approach to urban problems;
- vi. to realise the area's potential as a location for large-scale industries including estuary related developments. The Humberside Structure Plan Replacement identifies 962 ha in Scunthorpe TTWA, 486 ha in Grimsby TTWA and 82 ha in Hull TTWA to be reserved for such developments.

- vii. to pursue a series of initiatives to tackle rural economic and social problems reflected by the Rural Development Area status of parts of the Sub-Region;
- viii. to promote the maximum use of the Enterprise Zones;

to raise the level of awareness and skills associated with new technologies through the promotion of facilities such as the Information Technology Centre in Hull which provides 60 training places in new technology for unemployed young people;
- x. to encourage and attract industries involved in new technologies which are in general poorly represented;
- xi. to provide training/re-training facilities to cater for the changing requirements of the area's industries and the needs of the workforce. In Hull the City Council aims to provide training facilities for 280 unemployed young people on YTS and 600 unemployed people on the YTS and 600 unemployed on the Community Programme per annum;
- xii. to develop skills in young and unemployed people to assist them in creating their own employment opportunities. The Hull Innovation Centre and Hull Microfirms already accommodate 29 and 62 such businesses respectively and the City Council aims to provide accommodation for another 60 businesses in further schemes;
- xiii. to exploit the Sub-Region's tourism potential;
- xiv. to encourage and attract new office employment in the main commercial centres;
- xv. to give advice and information to developers and occupiers on development matters and the availability of land and premises;
- xvi. to market and promote the Sub-Region as a location for new industry and investment;
- xvii. to seek other economic development where a need is established.

COMMUNICATIONS AND INFRASTRUCTURE

- i. to improve external communications with the rest of the UK and Europe;
- ii. to make a range of serviced industrial sites available in various parts of the sub-region and to improve the existing ratio of serviced to unserviced industrial land (39:61 in Humberside). The Humberside Structure Plan Replacement identifies 507 ha of strategic sites in the Hull TTWA (59% unserviced), 300 ha in Grimsby TTWA (41% unserviced) and 502 ha in Scunthorpe TTWA (73% unserviced). Other industrial development will take place on smaller sites subject to planning considerations;
- iii. to build or improve roads assisting economic development and recovery giving improved access to new and older industrial and commercial areas, improving the environment, and easing traffic congestion in urban areas;
- iv. to encourage the co-ordinated redevelopment of urban sites, particularly those in inner areas, and on derelict, despoiled, or vacant land including former docks and railway land rather than release high-quality agricultural land, in accordance with the Humberside Structure Plan;
- v. to secure the reclamation of derelict and disused land including former steelworks, chemical works, ironstone workings and airfields;
- vi. to encourage the re-use of vacant buildings and the conversion of obsolete buildings, in particular to provide suitable accommodation for new businesses and small-firm expansion;
- vii. to undertake investment to support the tourist industry. In Hull the City Council's tourism, infrastructure, development programme aims to double tourism related income from its current level of 11m pa and create 1,000 new jobs by 1990 to add to the 1,500 currently employed in tourism related activities;

- viii. to increase the efficiency of port and wharf facilities and cater for new traffic and new shipping services subject to planning considerations;
- ix. to cater for the efficient operation of air services by the expansion of Humberside Airport from its current level of operations (120,000 passengers per annum);
- x. to maintain and improve all types of rail services by investment in new and improved track, bridges, crossings and signalling equipment, rolling stock, stations and travel centres, in order to reduce journey times for commuters, business travellers and the movement of goods;
- xi. to maintain and improve existing services provided by the gas and electricity authorities and British Telecom, and to service new developments and meet new demands;
- xii. to maintain an adequate water supply, sewerage, sewage treatment and land drainage systems in the area, capable of meeting current and future demands;
- xiii. to continue to develop the Hull Telephone System in order to provide all industrial and commercial users with an improved telecommunications service and in particular to provide a complete digital transmission network by the end of 1987.

ENVIRONMENT

- i. to improve the quality of the environment, particularly where this complements economic development policies, for example in contributing to the regeneration of inner areas by making them more attractive for private sector investment and in promoting tourism;
- ii. to reduce the environmental impact of new development by, for example, minimising the loss of good agricultural land and countryside, and ensuring that development does not cause pollution, and to achieve an overall improvement in standards.

Section 3: DEVELOPMENT MEASURE

ECONOMIC

a. Direct Assistance for Firms and Workers

(i) Central Government Assistance

7D.3.1. The Department of Trade and Industry administers a range of government assistance measures in the sub-region. Between May 1979 and October 1985 there have been 197 offers of assistance under Section 7 of the Industrial Development Act 1982 in Humberside County. These offers were valued at £24m against project costs totalling £283m. It was estimated that these would create 7,642 new jobs and safeguard 2,766 others. In the financial years April 1979 to March 1985 there were 79 offers of Section 3 assistance valued at 2.4m towards project costs of 15.9m. Business Improvement Services aid under the Non-Quota section of ERDF started in November 1984, and by 30 November 1985 there have been 294 applications and 197 offers of assistance to the value of £1.6m for project costs totalling some £7.0m. Regional Development Grant is only payable in the Scunthorpe TTWA, where £3.4 m. has been granted between November 1984 and 31 October 1985 against project costs of 9.5m. This has created 1,115 new jobs.

(ii) Local Government Assistance

7D.3.2. In Humberside the County and District Councils are involved in a number of initiatives to stimulate economic development. These are aimed at encouraging indigenous development, and include:--

- i. Assistance towards Enterprise Agencies (SoHBAC, Hull Business Advice Centre, Grimsby and Cleethorpes) and development companies such as Hull Investment and Hull Enterprise.
- ii. Assistance towards the Humberside Co-operative Development Agency.
- iii. Grants to small firms (employment subsidies to small firms - ESF funded 50 per cent).

iv. Information and advice services concerning land and property, joint ventures, government grants, etc.

v. The development of venture capital services.

The importance of assisting indigenous small and medium sized firms was recognised by the EEC in the provision of Business Improvement Services to the Steel Closure Area of £1.5m for a five year period from 1984. However, this fund has been exhausted in less than one year and the need for continuing support for elements such as project feasibility and marketing should be recognised in relation to the narrowness of the industrial base in the Scunthorpe TTWA.

7D.3.3. Investment programmes of both local authorities and English Estates recognise the value of advance factories to the attraction of new firms and to the encouragement of small firm formation and growth. These have been aided by both the ERDF and the Urban Programme and assistance is expected from the Development Commission in Rural Development Areas. Further applications will be made to the Fund. Training facilities include Information Technology Centres and other projects for training the unemployed. Further initiatives are recommended in the Humberside Integrated Development Operations Study and by the component Fishing Study of Grimsby and Hull. The University of Hull, the Humberside College of Higher Education, and various colleges of further education provide specialist training opportunities. The County and District Councils are also active in the promotion of the area in association with the Yorkshire and Humberside Development Association in an attempt to attract companies. In 1984 and 1985, a series of seminars was held in Rotterdam, Hamburg, Bremen, and Dusseldorf in order to increase trade with the ports and wharves in Humberside. All authorities have their own important promotional campaigns.

7D.3.4. A special study of the fishing industry funded by the ERDF reported in October 1984 on the problems and opportunities created by the decline of the fishing industry and the effects on other sectors of the local economy and recommended a series of measures which would help to ameliorate these problems. It is recommended that the public authorities should investigate with the port operators the possibility of a major tourist and industrial development in the western docks area. The local councils have already begun to examine a wide range of initiatives which could eventually form a programme of schemes suitable for support under the relevant provisions of the Fund.

7D.3.5. All local authorities in the Hull TTWA are active in promoting the area for industrial and commercial development including capitalising on the opportunities offered by the off-shore gas and oil industries. Support has been given to the Humberside Co-operative Development Agency which is partly funded by the ERDF.

7D.3.6. One of Great Grimsby Borough Council's economic development themes is to develop Grimsby and Cleethorpes as 'food towns'. Consultants have been appointed by Great Grimsby Borough Council to carry out a study of the specialist food market with a view to ascertaining the extent to which the local economy can gain from this expanding market.

7D.3.7. All local authorities are active in promoting business development in the Scunthorpe TTWA. In addition to the BSC Normanby Park workshops for small start-up businesses, Scunthorpe Borough Council has also developed an Embryo Unit for new firms which provides starter units and spaces, subsidised rents and common services. This facility is now fully occupied and Scunthorpe will be seeking to expand these facilities by a further 15 starter places within the Programme period. In order to provide suitable accommodation for small-firm expansion, the Borough Council aims to provide 10 x 100m² units within the Scunthorpe Enterprise Zones and 60 small-firm units through the refurbishment of disused premises (1,500m²). Support for new firm formation and firm expansion extends beyond the provision of premises to financial assistance in the form of loans which are geared to the level of employment created. Loan capital for land, buildings and plant and working/venture capital are expected to create 300 jobs a year in Scunthorpe. Scunthorpe has also directly sought to subsidise employment creation to reduce firms' initial labour costs and this programme is currently being supported by the European Social Fund with a grant of £45,000; over the Programme period, the scheme will aim to create 150 jobs a year.

7D.3.8. Future programmes of all local authorities will seek to increase the number and type of new firms and employment offered by supporting the roles of the South Humber Business Advice Centre and the Humberside Co-operative Development Agency and developing innovative self-employment initiatives to tackle directly the problem of long-term unemployment. The expansion of the Youth Training Schemes to a two-year programme means that Scunthorpe Borough Council has to provide training opportunities for 300 people, 50 of whom will leave without employment. To cater for some of these

needs, vocational training in Scunthorpe is provided at the Information Technology Centre and the Industrial Link Workshop. The Scunthorpe Training Agency caters for the building trades and business skills training is provided through the Humberside Co-operative Development Agency. North Lindsey College provides many specialist courses. There is a need to support and develop training.

b. Co-ordinated Development in Rural Area

7D.3.9. To increase the range of job opportunities in the rural areas. Development Commission factories have been constructed/approved at Sandtoft, Hornsea, Withernsea, Scotter, Caistor and Binbrook. The Lincolnshire part of the subregion, together with parts of Holderness, Boothferry and Glanford were given Rural Development Area status in the Development Commission's review of priority areas announced in June 1984. These priority areas will receive special assistance from the Commission to help combat decline and deprivation in the Countryside. Rural Development Programmes are being prepared, consisting of a general strategy looking 5 to 10 years ahead and containing a three year work programme to be rolled forward annually. In the County of Humberside an interim Rural Development Programme has been drawn up with the main objectives:-

- i. to maintain the momentum built up by the Action Plan for Rural Humberside and the Rural Development Area exercises;
- ii. to outline the way forward for the first Rural Development for Humberside in 1985;
- iii. to implement and expand the existing factory programme;
- iv. to identify specific projects relating to the provision of community facilities.

The Interim Programme concentrates on implementing and expanding the factory building programme. As the Humberside Rural Development Programme develops it will cover a wide range of issues but in the short term reducing the level of unemployment is the main concern.

7D.3.10. In the County of Lincolnshire a Rural Development Programme has been drawn up with the following economic development objectives:-

- i. to increase the number and widen the range of locally based employment opportunities for people living and working in the Rural Development Area;
- ii. to provide an adequate range of serviced sites and premises for small businesses to establish and develop in the Rural Development Areas;
- iii. to try and maintain a level of advance factory construction by the Development Commission of at least 90,000 sq ft per annum;
- iv. to develop the potential for suitable office development within the Rural Development Area;
- v. to ensure adequate access by public transport to the principal employment centres in and adjoining the Rural Development Area;
- vi. to promote a prosperous agricultural industry in the Rural Development Area;
- vii. to promote tourism on a scale appropriate to the locality to generate additional employment and revenue in the Rural Development Area;
- viii. to encourage the development of training programmes that accurately match learning and experience to job needs and opportunities.

The main emphasis of Lincolnshire's Rural Development Programme is on industrial site development and advance factory building. Within the Assisted Area 21,000 sq ft of advance factory development is proposed for Gaistor, Keelby and Scotter.

C. Industrial Land and Buildings

7D.3.11. English Estates have been active in building advance factories in the sub-region. Five factories totalling 105,000 sq ft were completed on the Queensway Estate, Scunthorpe and 10,000 sq ft workshops at Barton on Humber, by 1985/86. In addition, EE has built 25,000 sq ft of high technology units on the Hull University Campus, costing 100,000 by 1985/86.

7D.3.12. With only about 45% of allocated industrial land (excluding estuarial land) serviced, site servicing forms an important part of some local authorities' economic development programmes. They aim for a range of sites, so that a variety of types of development can be accommodated. The redevelopment of disused or under-used land provides an opportunity to increase substantially the supply of industrial land without taking large areas of valuable agricultural land. In some locations, this contributes to the economic regeneration of inner areas.

7D.3.13. The District Councils in the Hull area have continuing programmes for the provision of serviced industrial sites and factories which have been extensively supported by the Fund in the past. In particular, the development of the Sutton Fields Estate, the Hull Microfirms (conversion of a vacant factory into small business units) and a number of small unit factory estate developments in Inner Hull have received grants from the fund. For the future, the provision of small factory estates throughout Inner Hull and additional microfirms units will continue alongside the development of a major new industrial estate on 45 ha. of disused railway sidings at Priory Yard, the first phase of which is to be the subject of an application of Fund assistance in 1986. An additional 16 ha. of the Priory Yard Sidings site in Beverley Borough is proposed for industry and warehousing and has direct access to the South Docks Road. British Rail, the part owners of the Priory land site, propose to invest some £4.5m in the necessary infrastructure to convert it to industrial development, in conjunction with the local authority. The 91 ha Melton site is well located in relation to the road and rail network and is also identified as a strategic location for industry in the County Structure Plan. Advance factory units are being provided in Hornsea and Withernsea. Hull City Council and Associated British Ports are also investigating the possibility of a business park/industrial development around the redundant St. Andrews North Cave, close to the M62 motorway, allocated industrial land requires the provision of the full range of site infrastructure.

7D.3.14. Through their Joint Industry Study, Great Grimsby and Cleethorpes Borough Councils have identified several sites which they would like to see developed for industry, some of them redundant dock areas which would require reclamation. Within Cleethorpes Borough these include an approximately 14 hectare site at Wilton Road Industrial Estate which could provide a suitable site for small nursery factories, the former New Clee Sidings (east of the Fish Docks) where an area approaching 12 hectares,

threatened with flooding because of poor sea defences, is undeveloped, and the former airfield in Waltham which will require investment in the infrastructure including on-site road works to release this 9 hectare site for development. A further project to provide small industrial workshops has now also been agreed which involves the acquisition of a 2,000m² factory along Wilton Road Industrial Estate, Humberston to provide managed workshops for new small enterprises. The availability of industrial land in the area would be improved if the scheme to reclaim 400 hectares of estuarial land at Pyepipe were to go ahead.

7D.3.15. As part of its economic development strategy, Great Grimsby Borough Council is committed to securing the release of sites, especially abandoned ones, for industrial developments. Its short-term plans include the provision of infrastructure to sites at Woad Lane (8.5 hectares), Moss Road (1 hectare) and a 4.4 hectare site on the South Humberside Industrial Estate. In the longer term the Council in conjunction with Associated British Ports wishes to secure the redevelopment for industry of the ex Royal Docks Hotel site on the Docks Estate. Great Grimsby Borough Council also has a continuing programme of providing small and medium sized industrial units of which New Clee Phase Two industrial estate is its latest development. The Borough Council is to build bare-board starter units on the Fish Docks Estate which will provide very basic cheap accommodation for people wishing to establish themselves in business. Fund assistance is being sought. The Borough Council will also investigate the possibility of providing purpose-built premises for small food-processing firms. As well as new-build schemes, the Borough Council is keen to acquire properties for conversion to uses which will promote economic regeneration. In order to help small businesses, steps are already being taken to create managed workshops from a suitable converted building in the King Edward Street Industrial Estate with Urban Programme and ERDF funding. There are also proposals for the Borough Council to acquire and convert a vacant property to form small workshops for specialists in particular crafts.

7D.3.16. A Grimsby Fishing Working Group has been formed on the recommendation of the Integrated Development Operations Study. It comprises representatives from the fishing industry, Associated British Ports and Great Grimsby Borough Council and is looking at ways of implementing further priorities of the Study including training in new technologies, the adaptation, re-equipping and diversification of the Docks and the prospect of tourism. Most properties in the Fish Markets and Engineering areas of

Grimsby Fish Docks are in need of improvements. The Borough Council in conjunction with Associated British Ports is examining how best these properties and their immediate environs, could be brought up to acceptable standards. One solution would be to designate the Fish Docks as an Industrial Improvement Area.

7D.3.17. In the Scunthorpe TTWA, the major economic development initiative has been the establishment of Enterprise Zones at Normanby Ridge and Queensway in Scunthorpe and at Flixborough in Glanford. The zones are being jointly promoted by Scunthorpe and Glanford Borough Councils through a Department of the Environment Joint Steering Committee. In Scunthorpe, the small proportion of serviced industrial land means that site servicing forms an important part of the Borough Council's economic development programme and it is intended to provide a further 120 ha. of serviced industrial land (13% of allocated land) within the programme period. 65 ha. of this new provision is at present derelict land. The focus of the economic development programme is the town's 2-site Enterprise Zone. At Normanby Ridge, the first section, the Skippingdale Industrial Park, is now fully acquired for development. As a consequence, Phase 1 of the adjacent 40 ha. Foxhills Industrial Park is currently under development with infrastructure provision supported by ERDF funding. Phase 2, the infrastructure provision of the remainder of the site will be required to ensure accessibility to the remainder of the site while benefits of Enterprise Zone status remain attractive. To enhance small firm generation and development Scunthorpe Borough Council have built a number of 100m² units on Skippingdale Industrial Park with ERDF support. Further new small units are envisaged for the Foxhills Industrial Park with the possibility of refurbishment of suitable disused private premises within the Enterprise Zone for similar purposes. Simultaneously, it is intended to refurbish a number of presently-disused premises for small firm units; this programme has already received £78,000 Non-Quota funding.

7D.3.18. With English Estates, Glanford Borough Council have constructed advance factory units at the Humber Bridge Industrial Estate in Barton-upon-Humber; further advance units are planned at the Flixborough Enterprise Zone, Winterton, and at the Humber Bridge Industrial Estate, where some will be starter units. The Borough Council intends to improve accessibility to sites in existing industrial estates, particularly Midland Road, and to complete roads and services on the Ashby Ville Parkway Industrial Estate over the whole of the site at an estimated cost of

£250,000. In terms of disused land, the Council has plans to reclaim for industry a derelict 24 ha. site west of Winterton Road with a total infrastructure cost of £1.5m. The joint Glanford/Scunthorpe committee for the reclamation of Normanby Park steelworks proposes to reclaim the 180 ha. derelict site, which extends over the boundaries of the 2 authorities, at an estimated cost of £16 million. It is intended to bring the site to a condition and level which will permit a range of possible after-uses; some 41 hectares will be used for industrial purposes. Basic infrastructure will be provided consistent with such uses. It is intended that the bulk of industrial land will be provided at the southern end of the site with road links to the adjacent Foxhill Industrial Park, providing additional access to the motorway network.

7D.3.19. Glanford Borough Council has also provided a number of key industrial sites including the 53 hectares Flixborough Enterprise Zone where land reclamation, road widening/reconstruction, new building, etc was required. Further proposals include the development of the disused Elsham Airfield servicing 63 hectares of a former airfield at North Killingholme already partly developed for industry, the provision of an additional 9 hectares of serviced industrial land (Stage III) at the Humber Bridge Industrial Estate, and a scheme to reclaim 11 hectares of land designated for industrial purposes at Scotter Road, Bottesford. In addition, there is a proposal to carry out a comprehensive study into Brigg's industrial infrastructure requirements with a view to regenerating and stimulating the town's economy and opening up new areas for development. The County Council also have proposals for where sewerage constraints need to be overcome.

7D.3.20. In Boothferry, provision is being made to complete site works at Sandtoft Industrial Estate, and the Keadby Power Station is being demolished with a view to the site being restored to industrial use.

7D.3.21. West Lindsey District Council has serviced 3 industrial sites in Gainsborough, at one of which (Heapham Road) it plans to service an additional 6 ha. during the next 3 years. A major highway improvement scheme is proposed in Gainsborough which will improve access to the Heapham Road Industrial Estate and enhances its potential for further large scale industrial development. It is intended that 100,000 will be spent on completing Phase I of the Corringham Road Industrial Estate and the servicing of Phase II. The District Council intends to sponsor a Sheltered Workshop Scheme in Gainsborough to widen the opportunities for very small

business start-ups in the area. At Caistor, where there is now virtually no serviced land available for new industry, a further 1.6 ha. of the North Kelsey Road site are to be serviced, additional investment will be required for adequate water supply and sewerage facilities.

7D.3.22. Nottinghamshire County Council has recently provided 4 advance workshop units in Misterton and 7.8 ha. of land are committed for development (all in Misterton), either having planning permission or being allocated in non-statutory local plans.

d. Tourism 7D.3.23. The further development of tourism is important for the sub-region's development, both in the traditional coastal tourist areas and elsewhere in order to generate additional income and potentially employment. Humberside County and District Councils are members of the Yorkshire and Humberside Tourist Board to which the County Council provides major financial support. The Humberside Integrated Development Operations Study identified tourism as one of six key sectors for action and further recommended priority action for detailed project-based tourism studies to be undertaken. A Humberside tourism study has had ERDF approval (50 per cent of £45,000). A linked ERDF-funded study in Hull is also proposed. Existing facilities which have the potential to be utilised on a regional or national basis need to be enhanced. The appointment of tourism officers in several local authorities presents opportunities for the further promotion and marketing of facilities and events in the area. The issue of coach and car parking in tourist resorts requires additional investigations.

7D.3.24. The tourist industry has great potential to develop around Hull and the English Tourist Board has a policy to develop attractions in Hull to persuade incoming visitors from passing through. A pointer is the success of the Marina, and the City's maritime heritage and historic Old Town are the springboard. The City Council has prepared a Tourism Infrastructure Development Programme which has been sent to the Commission as a background document to provide the context for the assessment of individual projects. The Heritage Centre and the New Theatre development have already been the subject of applications for Fund assistance, and the City Council has also applied for grant aid for a Tourism Feasibility Study to assess the potential and viability for a maritime theme park at Albert dock and Island Wharf. Further applications for ERDF aid are envisaged shortly for a new transport museum and an international ice arena.

7D.3.25. Humberside County Council and the District Councils recognise that the area around the Humber Bridge could provide a location for major tourist projects and are giving careful consideration to policies for its development. Beverley Borough Council has developed, with ERDF aid, an interpretation centre at the windmill on the Hessle Foreshore together with public toilets, picnic areas, car parking, and extensive landscaping; further works are planned. The Regional Tourist Board has identified parts of Beverley Borough as having tremendous potential for growth in the field of tourism. The Borough Council has appointed a full-time tourism officer with the responsibility for producing a long-term tourism strategy. The need for additional serviced bed-spaces has been stressed, and a new 70-bed hotel is proposed in Beverley, where the council has also supported other private sector projects such as the Museum of Army Transport and the Friary; more car parking facilities, which will have benefits for tourism, will be provided within the programme period. In Holderness, the Borough Council is actively promoting tourism and encouraging close co-operation with the private sector. One of its top priorities is to upgrade amenities in the established resorts of Hornsea and Withernsea. In order to improve the image of the TTWA and to attract more tourists and further tourism developments, the local authorities are undertaking various programmes of environmental improvements. These include the city centre and Old Town areas of Hull, and several projects in Beverley, Hedon, Hornsea, and Withernsea.

7D.3.26. There are several tourist infrastructure projects which Cleethorpes Borough Council hopes to undertake in order to stimulate investment in the resort as well as several road schemes designed to improve traffic circulation in the town. A new document, "The Way Forward", which contains policy and implementation proposals on seven areas of economic development will have a marked effect on tourism. A new post of Tourism and Leisure Officer has recently been created by the Borough Council. Two major schemes contained in "The Way Forward" have already attracted interest and the Council has begun to make budget provision to assist their implementation. One is a £1.3 million project to create a spectacular activity play area for children on a 4 ha. site within the Council's Meridian Fun Park. The Council will need to undertake works to prepare the site for development and it is anticipated that ERDF assistance will be necessary for this project. Close to the Meridian Fun Park, the Council have also secured a long lease on 36 ha. of pastureland that is to form the first phase of a 80+ ha. Country Park development including an 18-hole golf course, sailing area, nature trails, farmtrails and commercial operations

such as horticulture and fish farming, utilising warm water from a geothermal borehole project successfully completed by the Department of Energy in 1984. The opportunity to integrate various compatible interests into the Country Park will be developed with enthusiasm to promote the theme of peace in the countryside as a contrast to the more lively Meridian Fun Park. The popular Cleethorpes Leisure Centre, opened in January 1983 at a cost of more than £4 million, is annually patronised by half a million visitors and demand now clearly indicates the need for additional space. The original design of the centre incorporated provision for a degree of extension to the dry sports area and it is therefore proposed to undertake these extensions in the near future.

7D.3.27. Great Grimsby is also committed to the development of tourism, particularly maritime-related, in its area, including the proposed development of the south arm of the Alexandra Dock as a major tourist resource. Consultants have been appointed to investigate the most effective means of developing this area.

7D.3.28. All local authorities wish to maximise the tourism potential of the Scunthorpe TTWA. Scunthorpe's tourism strategy will seek to develop a number of leisure and sporting facilities which may be marketed as a package to attract short-stay visitors and competitors and which have the potential to be utilised on a regional or national basis. Existing major tourist attractions are the Scunthorpe museum and the Normanby Hall Country Park which is the venue for many events. It is envisaged that part of the former Normanby Park steel works (in Glanford) will provide water-based and other leisure facilities to link with existing facilities at Normanby Hall. Further improvements to Quibell Park sports stadium will be sought during the programme period. As an indicator of the Borough Council's commitment to the development of tourism, Scunthorpe is appointing a tourism officer. The local authorities are also building upon the tourism potential of the Humber Bridge and surrounding area and Glanford is seeking to exploit its architectural and historical heritage eg at Barton and is developing tourist services and facilities south of the Bridge with Countryside Commission support. Encouragement is being given to the provision of new hotel development in the area. Boothferry Borough Council is keen to see Epworth develop its role as a tourist centre.

7D.3.29. Bassetlaw District Council are in the process of producing a Tourism Strategy for their area, with the aim of increasing tourism's contribution to the economy and employment. Of specific importance to the assisted area is the scope for increasing recreational use of the River Trent and the Chesterfield Canal in particular, it is thought that pleasure cruising could be increased.

COMMUNICATIONS AND INFRASTRUCTURE

a. Roads 7D.3.30. Strategic routes providing access to the sub-region require improvement and a number of major schemes are under construction or planned. From the south, these include the A46 Lincoln Relief Road and its extension to the North as a County road scheme, scheduled for completion in 1986, and the A15 South (M180 to south of Redbourne). Various individual improvements are programmed for the A16, the A156/ A159/A1133 route, A15 and A46 north of Lincoln. A Primary Route Network within Humberside is currently being discussed. Road improvements are the most immediately visible examples of infrastructure investments to assist the economic development of the sub-region. Together with the Humber Bridge, they provide possibilities for development throughout the area and afford opportunities for supporting higher levels of service provision through the creation of larger catchment areas and increasing the efficiency of industry and other organisations. Humberside County Council's capital programme for roads amounts to about 239 millions between 1986/87 and 1989/90 involving annual expenditure of 9.5m to £10m. It includes schemes that will improve roads both within the main industrial areas and between them and the trunk and principal road networks. Completion of the improved routes to the Humber Ports has been a major priority. The latest stage of the north bank route to Hull docks (the South Docks Road) was completed in Autumn 1985 and opens up an important area of vacant or under-used dock and railway land suitable for industrial and tourism development.

7D.3.31. The Kingston upon Hull City and Humberside County Councils are in the process of implementing road and traffic schemes costing a total of £8.7 millions in the city centre; separate applications for ERDF have been made for individual projects and further applications will be made in the future. Included is the Northern Orbital Road, which will improve access to Hull Docks, improve movement around the city centre and strengthen the commercial centre by improving access and environmental conditions. Improved access to the port from the north and east of the city will be provided by

County Council proposals to construct a series of linked road schemes from the Beverley South-Western By-pass to Hedon Road. These include the Ennerdale Link, Stoneferry Road Stage 2, and the Wilmington and Drypool Links. Roads and improvements associated with the construction of the A63 South Docks Road need completion. Internal main road schemes within Hull include Spring Bank West Stage 1, Stoneferry Bridge, Willerby Road/Calvert Lane, Anlaby Road, and Sutton Road/Holwell Road. Traffic circulation as a result of these schemes will give rise to associated improvements. Other smaller schemes will improve access to industrial areas. Improvements to the moveable bridges over the navigable River Hull are essential to the continuing viability of riverside industries and to cross-city traffic movements.

7D.3.32. Humberside County Council has included in its Design Programme the construction of a Northern Approach Road to the Humber Bridge which will relieve congestion in the western suburbs of the Hull urban area. Associated with this is a proposal to upgrade the A164 from Bentley to Castle Hill to cater for increased traffic and improve road safety. North and east of the city, several road improvements are planned to the A165 and other roads. Their main purpose is to improve traffic flows to the coastal resorts, and the port and for people travelling to work in the city. Examples are the Hedon By-pass and a scheme at Keyingham on the A1033, and the Long Riston By-pass, the Ganstead Diversion, and Brandesburton to north of Beeford on the A165. Other future schemes include the Cottingham Bypass and the Fighan Link in Beverley, together with associated roads.

7D.3.33. A significant contribution by the ERDF was made to the construction of the A180 West Marsh Relief Road which has improved access to the national motorway network from Great Grimsby's main industrial areas. The ERDF has also supported highway improvements to Victoria Street and Ladysmith Road/Weelsby Road and the provision of an access road to Associated British Ports' dock estate. In its Design Programme, Humberside County Council has included the three stages of the Peakes Parkway (A16) scheme in Grimsby. These are: New Baxtergate, the East Marsh Street Link and the link from New Waltham to the town centre. The scheme will help improve traffic circulation in the town centre and relieve traffic congestion, especially along Scartho Road and Bargate and will enable the commercial development of surface car parks in the town centre. Work is programmed to commence in 1988.

7D.3.34. The crucial link in attracting investment to the Scunthorpe TTWA has been the M180/A180 east-west link to the rest of the motorway network. However, this has given rise to a series of associated road projects vital for supporting new economic development opportunities. ERDF has funded the construction of parts of a northern orbital road in Scunthorpe, namely stages 1 and 2A of the North West Orbital. Further schemes include stages 2B and 3 and improvements to Brigg Road and Ashby Ville Parkway. These will improve access to the next phases of both the Scunthorpe Enterprise Zones, and will also form an integral part of the road network to industrial sites envisaged within the former Normanby Park Steelworks, the reclamation of which is programmed to start in 1986/87. Elsewhere in Glanford, new roads linking the Elsham Wold Industrial Estate with the A15 North and the access road to the Humber Bridge Industrial Estate were completed with the aid of ERDF funds.

7D.3.35. Glanford Borough Council is seeking the provision of a northern relief road at Barton upon Humber to link the A15 near the Humber Bridge, thus servicing land for general industry, ameliorating existing heavy goods vehicle traffic problems and assisting the development of existing industrial land to the north of the Humber Bridge Industrial Estate. Also proposed are improvements to the links from Grove Wharf and Neap House Wharf and to the Flixborough Enterprise Zone from the North West Orbital Road. In relation to New Holland, the Borough Council seeks improvement to the transportation network in terms both of movement to and from the village through the surrounding district and localised traffic. Another proposed development scheme in Glanford is a second River Ancholme Bridge in Brigg, to link areas of industrial development on either side of the river, opening up further areas of development and improving traffic circulation in the Town.

b. Railways 7D.3.36. Humberside County Council is contributing towards the capital costs of the improvements to the Ouse railway bridge for which fund assistance is being sought, and local authorities have also agreed a contribution to the automation of the level crossings on the Hull-Bridlington-Scarborough railway line. British Rail has had ERDF grant approved of £216,000 towards improvements to Paragon Station in Hull. Track and signalling modernisation schemes are programmed to start in 1986/7 for the Immingham area and 1990 for the Gainsborough area. These will improve the control and flexibility of train movements, especially for freight services, providing better facilities and improved market opportunities for existing and new firms in the area.

c. Ports 7D.3.37. The ERDF has been an important source of finance for Associated British Ports investment at the Humber Ports, designed to provide additional capacity to cater for new traffic and shipping services and improve the efficiency of operations and the quality of services. Such investments will continue to be required as demands change and traffic increases, possibly accelerated by improved access to the Humber Ports. 24 schemes at Immingham, Hull, and Grimsby received grants totalling £3.8m between 1979 and 1984. Associated British Ports' plans for the area include proposals for significant investment in the commercial port of Grimsby to provide new berths in the west arm of the Alexandra Dock. It is intended that these will cater primarily for container traffic. Investment schemes planned for the remainder of the Programme period include further development of No.5 Quay at King George Dock, Hull, rehabilitation of No.7 Quay and works to the eastern jetty at Immingham, the provision of new lock gate and sluice machinery at Grimsby Fish Docks.

7D.3.38. Glanford Borough Council propose to instruct consultants to examine the potential for further development of river frontages and adjacent infrastructure, with particular reference to trade with other Member States. In addition, consulting engineers are identifying the types of berthing facility feasible at the Flixborough Enterprise Zone. Fund assistance is being sought. The improvement of 23 km of Stainforth and Keadby Canal is the subject of a feasibility study by the British Waterways Board, with the aim of increasing commercial traffic between the Sheffield and South Yorkshire Navigation and the River Trent. Approximately 8.5 km of the canal are in the sub-region, the remainder being in South Yorkshire.

7D.3.39. Consultants have recently completed a study to assess the engineering feasibility and cost of improvements to the River Trent designed to remove the most serious constraints on navigation to Gainsborough and to enable the port to accommodate larger vessels of up to 1,500 dwt. This feasibility study completed with the assistance of ERDF grant aid (£11,000), concluded that the specified objectives could be achieved by the construction of a bypass channel to replace Morton Bight, an improvement to hydraulic conditions at Stockwith Bend, and the provision of a purpose-built turning bay at Gainsborough at an estimated cost of £2.7 m. Further investigations to progress the scheme including the appraisal of the employment and other economic benefits derived from its implementation are currently in hand. To secure further improvement in access to the port of Gainsborough, it is proposed to implement a lighting scheme to permit night time navigations by sea-going vessels.

d. Air Services

7D.3.40. The expansion of services at Humberside Airport, which has prompted ERDF assistance over several years, is expected to continue. The airport master plan envisages further expansion which will generate further applications. Capital expenditure in 1985/86 is expected to exceed £0.5m. Future improvements may include runway and terminal extensions and projects to increase efficiency and safety.

e. Water, Sewerage, Land Drainage and Coastal Protection

7D.3.41. The Yorkshire Water Authority has an ongoing programme of land drainage works of maintenance and general improvements to tackle the problems resulting from the flat low-lying nature of much of the area. This includes a 15-20 year scheme for the improvement of the River Hull at a total estimated cost of £23m. ERDF assistance has already been received for one stage of this scheme and an application made for a further stage. The West Hull pumping station has also been enhanced at a cost of £1.5m to provide additional security during storms in that part of Hull. A major scheme is underway to protect the village of Paull from possible inundation resulting from tidal sources in the Humber estuary, at a cost of £2.0m. Further works planned include the construction of flood defences on the north bank of the River Humber through the city of Hull. Throughout the plan period the Yorkshire Water Authority will continue its programme of sewer renewals and replacements. The first stage of major re-sewerage works has been completed at Hornsea and the second stage is currently programmed to start in 1986/87. The work will help to alleviate surface water flooding problems in the area. Other major sewerage schemes currently proposed include the reconstruction of sewers at Hessle to alleviate foul flooding and provision of a new sewer at Priory Road, Hull to service new development. Works are also being planned to ensure security of supplies and meet increased demand for water in a number of localised areas within parts of Hull and Holderness.

7D.3.42. The Severn Trent Water Authority's Grimsby Sewerage and Sea Outfall scheme, which is now well under construction, will minimise flood risks in parts of Grimsby and provide for industrial development. The first phase of the Western Trunk Sewer has been constructed in Scunthorpe and the Severn Trent Water Authority is monitoring the demand for foul sewage capacity from the Scunthorpe and Flixborough Enterprise Zones. Severn Trent

also has a number of projects to improve or rationalise sewage treatment and disposal facilities. Land drainage improvements are in progress on the River Torne, to cost in total over £2.5m in the period 1984 to 1990. Flood protection measures are required for tidal reaches of the River Trent including the reconstruction of flood defences at Spillers Wharf in Gainsborough for which an ERDF grant application has been made.

7D.3.43. The Anglian Water Authority's Capital Programme contains a number of schemes which will protect existing industry, by replacement and restoration of levels of service, and allow for expansion of existing industry or future industrial development by meeting increased demand. The largest replacement schemes for water supply are the Barrow Pumping Station and Weelsby Pumping Station and that for sewerage is the Barton-on-Humber Sewerage Scheme. Restoration of levels of service to water supply is proposed for Waltham District, Elsham Water Treatment Works and Ordsall Road Pumping Station, for the removal of iron from the water. A major restoration of the level of sewerage service and sewage Treatment Works is planned for Cleethorpes and investment to meet the increased demand for sewerage at North Killingholme.

7D.3.44. The problem of coastal erosion requires an ongoing investment programme to protect infrastructure, property, and land and to realise development potential for both tourism and industry. A series of major applied research projects is being carried out into the serious problem of the erosion of the Holderness coast. These are being undertaken by the Universities of Hull and Newcastle with the support of the local authorities and private business.

f. Telecommunications

7D.3.45. Hull City Council's telephone undertaking, the only local telephone operation independent of the British Telecom national system in the UK, has a major investment programme amounting to £27.3 million during the four years 1984-87. Replacement of existing electro-mechanical exchange equipment with digital switching is planned, the objective has been to transfer the majority of industrial and commercial users to digital services by the end of 1985 and providing an element of modern digital facilities at all exchanges by the end of 1986. Introduction of digital transmission to the junction network started in 1982 and is continuing with the installation of optical fibre cables from 1984 onwards. The individual schemes are geared

to providing business customers with private digital services at every exchange by 1985/86. A major new duct scheme to provide service to the Priory Sidings industrial area is in progress. A number of schemes are planned to expand the local line network to ensure that the service on demand policy for new commercial and industrial developments is met.

Extensions to the telephone system have been assisted by a £5.6 million EIB loan and grants of £6 million from the ERDF, and further assistance is being sought for telephone exchange works associated with the introduction of new digital switching equipment.

g. Energy

7D.3.46. The Yorkshire Electricity Board's Capital Programme includes measures to improve and extend the network, enabling electricity to be supplied as efficiently and cheaply as possible to customers and so helping to maintain and promote employment in the area. ERDF assistance has already been extended to a £3.5m uprating scheme in Central Hull, to replacement and provision of new substations and reinforcement of the networks at the English Street Industrial Estate in Hull (£126,000) and to the provision of new electrical infrastructure for the further development of Sutton Fields Industrial Estate, Hull (£150,000). New proposals for infrastructural investment include a £500,000 scheme to provide electricity supplies to the redeveloped Priory Yard Sidings site, the establishment of a new 11 KV overhead line outlet at Old Goole to Raedness (£110,000) which will benefit major industrial consumers in the area and enable a supply to be provided to a YWA pumping station, and the installation of a computerised telecontrol system to enable faults to be dealt with more quickly and aid planning of the network. Customers will benefit through improved security of supply and better handling of faults on the network. As the scheme will improve security of supply at 11KV voltage levels and above it will be of particular benefit to industrial customers, especially large users. Further proposals are a £1.5m scheme to increase supply to British Aerospace, a £0.35m transformer change at Burton Pidsea, a £0.5m scheme to British Petroleum, Easington, and a £3m new 132KV substation at British Petroleum, Saltend.

7D.3.47. A vital consideration when attempting to attract new industry into the sub-region is industry's need for access to a low cost reliable gas supply. The British Gas Corporation and its successor company will continue to look for opportunities to improve and expand the supply of gas to industry and commence via a continuing programme of expansion, reinforcement and renewal to maintain supplies to existing customers and provide for load growth.

Section 4: FINANCIAL RESOURCES

7D.4.1. The following table provides the available information on currently programmed or planned expenditure during 1986-91 to implement the Programme within the Humberside Sub-Region. Additional projects are likely to be brought into authorities' expenditure programmes as the period progresses.

ESTIMATED CAPITAL EXPENDITURE 1986/87 - 1990/81 (£m)

	1986/87	1987/88	1988/89	1989/90	1990/91
<u>Roads</u>					
Humberside County Council	10.0	10.1	10.1	10.0	
Goole Swing Bridge	1.9				
<u>Railways</u>					
Track and signalling modernisation, - Immingham Area			(1.7)		1.05
<u>Ports</u>					
	N/A	N/A	N/A	N/A	N/A
<u>Local Authority Economic Development Schemes</u>					
Humberside County Area	6.7	9.4	7.6	6.3	
<u>British Rail Industries Sites</u>					
British Rail investment at Priory Yard					
- Stage 1	1.5				
- Stage 2					3.0
<u>Tourism</u>	3.4	3.9	1.0	2.0	
<u>Humberside Airports</u>	0.7	0.2	0.2		
<u>Hull Telephone Undertaking</u>	5.7	3.8			
<u>Yorkshire Electricity Board</u>					
New Business	1.1	1.6	2.7	4.0	1.2
Reinforcement	0.8	0.5	0.5	0.6	0.7
Telecontrol	0.9	0.7	0.2		
<u>Yorkshire Water Authority</u>					
Water Supply	1.1				
Seweragw	1.3				
Sewage Disposal	0.5				
Land Drainage	2.0				

	1986/87	1987/88	1988/89	1989/90	1990/91
<u>Severn-Trent Water Authority</u>					
Sewerage					
- Gainsborough Pumping Main Replacement	0.4	0.3			
- Old Crosby Relief Sewer		0.7			
- Eastern Trunk Foul Sewer		0.4			
- Western Trunk Relief Sewer Phase II					0.3
- Tower Street Area	0.2				
Sewerage Treatment and Disposal					
- Yaddlethorpe Sludge Digestion				0.2	0.4
- Kerton in Lindsey Renewal	0.3				
Land Drainage and Flood Alleviation					
- River Torne Improvements Phase I	0.1				
Phase II	0.1	0.2	0.2	0.1	
Phase III				0.1	0.2
<u>Anglian Water Authority</u>					
Sewerage					
- Barton-on-Humber SS	0.9	0.2	0.1		
- Humber Street, Grimsby				0.3	0.3
- Cleethorpes, parts 2 and 3			0.2	1.3	2.4
- North Killingholme			0.3		
Sewerage Treatment and Disposal					
- Holton-le-Clay STW		0.4			
- Cleethorpes, part 1		0.1	0.3	2.5	3.3
Water Supply					
- Tetney PS Improvements		0.2	0.5		
- Barton District Improvements			0.8		
- Covenham WTW		0.2	0.3		
- Barrow PS - nitrates		0.1	1.4	0.6	
- Barton Town mains		1.6			
- Ulceby PS - nitrates			0.6		
- Weelsby PS			0.8	1.1	0.2
- Waltham District Improvements		0.4	3.2		
- Elsham WTW			0.1	0.8	
- Ordsall Road PS iron removal				0.7	
- Covenham WTW		0.1	0.1		
- Riby Street Pumping Station/ Riby Street Link	2.7	0.7			
- Humberston Reinforcement		0.2			
- Waddington PS		0.4	0.1		

Section 5: IMPLEMENTATION AND CO-ORDINATION OF INVESTMENT

7D.5.1. The Humberside European Forum provides a meeting ground for the ten local authorities in the County to discuss European affairs and the implementation of the proposals of the Integrated Development Operations Study. Each local authority has appointed its Leader or other member plus the Chief Executive or other officer. A Steering Group directs the efforts of "ad-hoc" Technical Working Groups. Local authorities' powers in respect of planning, transportation and economic development are fundamental to the implementation and co-ordination of investment. There are formal and informal consultations with other bodies, including infrastructure agencies, in the preparation of structure and local plans; an Examination in Public into the Humberside Structure Plan Replacement was held in January 1986; the current Plan was approved in March 1979. The proposals for action set out in the Integrated Development Operations present a sound basis for effective strategic development in Humberside. The Fisheries component of the Integrated Development Operations Study, proposed a number of initiatives to alleviate problems caused by the decline of the fishing industry in the Hull and Grimsby TTWAs. The Fishing Closure Area, will enable a co-ordinated investment programme under the Non-Quota Section.

7D.5.2. Consultation also takes place with many of the infrastructure authorities on their annual plans and local authorities also help by supplying appropriate information. The County Councils' road programmes are reviewed each year in the light of their areas' changing needs in the framework of the counties' annual Transport Policies and Programmes. Some District Councils have agency arrangements with Humberside County Council for highway projects and with the appropriate water authority for sewerage schemes. There is also consultation between infrastructure authorities and local authorities on specific development proposals. Local authorities have a key role in formulating a co-ordinated approach to the solution of the most difficult infrastructural problems in locations such as old dockland and railway areas to secure joint action and private sector involvement.

7D.5.3 The local authorities within the Sub-Region are co-operating to ensure that their policies are compatible as far as possible and that a variety of types of sites is available. This is to ensure that potential development is not lost because it cannot be accommodated, whilst also avoiding duplication. In Hull, the Inner Area Programme provides a co-ordinated approach to the problems of the inner area, reinforcing main

programme expenditure. In some rural parts of the Sub-Region, the Rural Development Programme will provide a clear and firm basis for co-ordinated attack by the many care-bodies involved, on the social and economic problems in these rural areas, with an initial emphasis on broadening job opportunities through the provision of small factories and workshops. Other examples of joint working include local enterprise agencies and, in the Grimsby TTWA: the Grimsby/Cleethorpes Joint Industry Study; in the Scunthorpe TTWA: joint promotion of the Scunthorpe and Glanford Enterprise Zones and the joint committee for the reclamation of the former Normanby Park steel works. Transportation studies are ongoing in the three main urban areas and special surveys are carried out to ascertain the need for particular improvements.

7D.5.4. Throughout the Sub-Region, tourism is seen as a key industry for development. The Yorkshire and Humberside Tourist Board has prepared regional and sub-regional development policies in consultation with the local authorities; many local authorities have prepared or are about to prepare complementary tourism strategies. ERDF aid approval has been given towards a County-wide tourism study to identify specific projects which could be eligible for ERDF grant. Hull City Council is applying for ERDF assistance for a feasibility study for a maritime theme park. The Yorkshire and Humberside County Councils Association is preparing a pilot study into tourism on a regional level which it is hoped the European Commission will support. The implementation of proposals will be facilitated by the appointment of the several tourism officers throughout the Sub-Region.

7D.5.5. Key infrastructure investments in the various Travel-to-Work Areas of the Sub-Region are as follows:

A. Hull Travel-to-Work Area

The A63 South Docks Road, opened in Autumn 1985, has improved access to the port of Hull as well as helping to open up large areas of disused former dock and railway land for industrial and tourism development. Industrial site infrastructure will be required here and at other sites in the city and at Saltend, Melton, Beverley and North Cave. Road and traffic management schemes in Hull City Centre have high priority as have improved northern and eastern approaches to the city and port from the A1079 Beverley South-western Bypass (via the Ennerdale Link, Stoneferry Road, and Wilmington and Drypool Links), the A165 and the A1033. Internal main road

improvements are also important. Infrastructure works are also required to encourage the further development of tourism and other infrastructure schemes are likely to arise as a result of attempts to deal with the physical legacy of the eastern movement of port activities. Outside the city, key projects are the Northern Approach Road to the Humber Bridge, the associated improvements to the A164 from Castle Hill to Bentley, and the Market Weighton Bypass.

B. Grimsby Travel-to-Work Area

The completion of the M180, A180, the West Marsh Relief Road, and Cleethorpe Road, Grimsby, has greatly improved access to Grimsby and its docks, Cleethorpes, and the port of Immingham. However, it is important that associated roads are also completed to take full advantage of these improvements; vital among these are the three stages of the Peakes Parkway scheme. The expansion of services at Humberside Airport is expected to continue. Quick decisions on possible major infrastructure projects will be needed if large-scale development, which is obviously unpredictable, takes place on the vast areas of land allocated for estuary-based industry. In the Immingham area, surface-water drainage problems are preventing further development. There is also a need for industrial land in the Grimsby urban area and for the refurbishment of old industrial buildings to provide small specialised processing units. Industrial estates are also being developed at Humberside Airport and North Killingholme in Gt. Grimsby. The Pyewipe reclamation scheme, if implemented, would help to overcome environmental problems in the Yorkshire Coalfield and would offer opportunities for industrial development on the reclaimed land. Efforts are being made to develop food processing and to restructure the fishing industry including redeveloping and re-equipping its shore-based activities. Great Grimsby Borough Council and Associated British Ports wish to commission a study into the Fish Docks and the southern arm of Alexandra Dock to identify projects, priorities and financial packages to implement a physical plan. The development of tourism in Cleethorpes will be encouraged by improvements to the quality of existing facilities and supplementary attractions in the resort.

C. Scunthorpe Travel-to-Work Area

In Scunthorpe, the provision of infrastructure is of primary importance in providing links to the motorway network through the construction of the

North West Orbital Road Stage 2B and in improving the existing low level of serviced industrial sites in the town. Reclamation of the disused Normanby Park Steelworks is of crucial importance in enhancing the environmental quality of the area, offering further opportunities for industrial development and the introduction of new leisure and recreational provision. Above all key economic initiatives, the provision of serviced sites and new or refurbished premises are aimed at generating new activity within a local economy with a narrow industrial base and historically low level of 'entrepreneurial' activity. Strategically-located industrial/warehousing sites are being developed at the Enterprise Zones, Barton-upon-Humber and Elsham in Gleanford. In addition, feasibility studies into wharves along the Rivers Trent and Humber and to improvements into existing roads are being undertaken. In Boothferry, completion of infrastructure provision at Sandtoft Industrial Estate and the completion of feasibility work into the upgrading of the Stainforth and Keadby Canal are the key priorities.

D. Gainsborough Travel-to-Work Area

The planned navigational improvements to the River Trent are essential to safeguard and enhance Gainsborough's port function. Implementation of this scheme, together with further improvements to the strategic road network serving the area, the provision of additional serviced industrial land in the town and an improved water supply are important to the promotion of industrial investment in Gainsborough and the creation of new job opportunities. In Caistor, there is a need for the provision of serviced industrial land together with investment to overcome sewerage difficulties and to provide satisfactory water supply. In the rural areas there is a need to provide small factories to assist in the provision of improved local employment opportunities, to replace those lost through the long term decline in agricultural employment and the rural economy generally in these areas.

7D.5.6. All the authorities point to the crucial role of ERDF assistance in supporting much-needed investment required to reduce the level of unemployment. The following schedules show the phasing of projects within the current programme period.

PROGRAMME IMPLEMENTATION OF MAJOR SCHEMES 1986-90

	1986/87	1987/88	1988/89	1989/90	1990/91
ROADS					
Goole Swing Bridge	Complete				
Hedon Haven Bridge	Start/Complete				
Ganstead roundabout to ASDA	Start/Complete				
Hull Stoneferry road Stage 2	Start/Complete				
Hessle Cliffe Road	Start/Complete				
Keyingham A1033	Start/Complete				
Hull Drypool Link	Start	Complete			
Hull Wilmington Link				Complete	
Brandesburton to N of Beeford		Start/Complete			
Long Riston Bypass	Start	Complete			
Hull Harrow St/Rugby St	Start	Complete			
Hull Hessle Road S of West Dock St	Start	Complete			
Hull Carr Lane/Victoria Square		Start/Complete			
Hull Osborne St/Waterhouse Lane		Start/Complete			
Ganstead Diversion	Start/Complete				
Hull Spring Bank West Stage 1		Start	Complete		
Skeffling B1445		Start/Complete			
Humber Bridge North Approach Road			Start		
Hull Anlaby Road			Start		
Hull Stoneferry Bridge		Start		Complete	
Hull Witty St/Rugby St		Start/Complete			
Hull Prospect St/King Edward St					
Jameson St			Start/Complete		
Hedon Bypass			State	Complete	
Hull Willerby Rd/Calvert Lane			State	Complete	
Siggleshorpe Bends		Start		Complete	
Castle Hill to Bentley A164			Start		
Hull Sutton Road/Holwell Road					
Roundabout				Start/Complete	
Hull Bankside/Air St				Start/Complete	
Hull Sculcoates Lane				Start/Complete	
Hull - Main Road Bilton E of ASDA					Start

PROGRAMME IMPLEMENTATION OF MAJOR SCHEMES

	1986/87	1987/88	1988/89	1989/90	1990/91
South Cave Bridge A1034					Start
Hull Canning Street Widening				Start/Complete	
Ennerdale Link					Start
Grimsby Road/Poplar Road	Complete				
Ulceby Skitter		Start/Complete			
New Waltham level crossing A1098		Start/Complete			
Peakes Parkway Stages I, II, II	Start				
Immingham Kings road to Manby Road			Start		
Goxhill Butterwood Junction			Start/Complete		
Scunthorpe NW Orbital 2B		Start	Complete		
A15 South (M180 South of Redbourne)		Start	Complete		
Flixborough Neap House to Grove Wharf				Start	
Epworth Hoggitt Hill A161					Start
RAILWAYS					
Hull - Bridlington Line Improvement			Complete		
Track and Signalling modernisation					
- Immingham Areas	Start				Complete
- Gainsborough Area				Start	
PORTS AND WATERWAYS					
River Trent Improvement Scheme	Start	Complete			
EMPLOYMENT TRAINING					
Scunthorpe Information Technology					
Centre Facility extension	Start	Complete			
INDUSTRIAL SITES AND PREMISES					
British Rail Investment at Priory Yard					
- Stage 1	Start	Complete			
- Stage 2				Start	

PROGRAMME IMPLEMENTATION OF MAJOR SCHEMES

	1986	1987	1988	1989	1990
Hull TTWA					
- Argyle St Advance Factories			Complete		
- 37 High St Warehouse conversion	Complete				
- Craven St Arches Conversion	Start	Complete			
- Sutton Fields Roads/Sewers	Complete				
- Priory Land Industrial Estate			continuing		
- Improvement of Petroleum Berth River Hull		Complete			
Grimsby TTWA					
- Woad Lane	Start		Complete		
- South Humberside Industrial Estate				Start/Complete	
- Moss Road	Start	Complete			
- Managed Workshops		Complete			
- Royal Dock Chambers	Start/Complete				
- Fish Dock Estate		Start			
- Arts and Craft Centre	Start/Complete				
- Fish Dock Premises		Start			
Scunthorpe TTWA					
- Foxhills Industrial Park Infrastructure			continuing		
- Normanby Park			continuing		
- Ashby Ville Parkway Industrial Estate (completion phase)				Start	
- Midland Road Industrial Estate (Colin Road access and completion)	Start	Complete			
- Embryo Unit		Start/Complete			
- Foxhills Industrial Park Advance Units		Complete			
- Humber Bridge Industrial Estate			continuing		
- Elsham Wold Industrial Estate			continuing		
- Flixborough Industrial Estate			continuing		
TOURISM					
Hull Old Grammar School/Heritage centre	Start	Complete			
Scunthorpe Quibell Park			Start		
Hull Fair Relocation/Caravan Park		Start/Complete			

PROGRAMME IMPLEMENTATION OF MAJOR SCHEMES

	1986/87	1987/88	1988/89	1989/90	1990/91
AIR SERVICES					
Humberside Airport Improvements			Complete		
TELECOMMUNICATIONS					
Hull Telephone Undertaking		Complete			
YORKSHIRE ELECTRICITY BOARD					
Priory Yard Development 11 KV overhead line Construction/ Improvement Telecontrol	Complete			Complete	Complete
YORKSHIRE WATER AUTHORITY					
Paul Village		Complete			
Hull City Frontage			Start continuing		
River Hull Improvement Scheme					
Hornsea Sewerage phase 2	Start	Complete			
Hessle Sewerage	Start	Complete			
Priory Road, Hull			continuing		
SEVERN TRENT WATER AUTHORITY					
Sewerage					
- Gainsbrough Pumping Main Replacement	Start	Complete			
- Old Crosby Relief Sewer			Complete		
- Eastern Trunk Foul Sewer			Complete		
- Western Trunk Relief Sewer Phase II					Start
- Tower Street Area	Complete				
Sewage Treatment and Disposal					
- Yaddletrope Sludge Digestion					Complete

PROGRAMME IMPLEMENTATION OF MAJOR SCHEMES

	1986/87	1987/88	1988/89	1989/90	1990/91
- Kerton in Lindsey Renewal	Complete				
Land Drainage and Flood Alleviation					
- River Torne Improvements	Complete				
Phase I	Complete				
Phase II				Complete	
Phase III	Start				Complete
ANGLIAN WATER AUTHORITY					
Sewerage					
- Barton on Humber SS			Complete		
- Humber Street, Grimsby				Start	
- Cleethorpes parts 2 & 3			Start		
- North Killingholme	Start			Complete	
Sewage Treatment and Disposal					
- Holton-le-Clay STW		Start	Complete		
- Cleethorpes Part 1		Start			
Water Supply					
- Tetney PS Improvements	Start			Complete	
- Barton District Improvements		Start		Complete	
- Covenham WTW		Start		Complete	
- Barrow PA - nitrates		Start		Complete	
- Barton Town Mains	Start		Complete		
- Ulceby PS - nitrates		Start		Complete	
- Weelsby PS		Start			Complete
- Waltham District Improvements	Start		Complete		Complete
- Elsham WTW			Start		Complete
- Ordsall Road PS iron removal			Start	Complete	
- Covenham WTW		Start	Complete		
- Riby Street Pumping Station/ Riby Street Link		Complete			
- Humberston Reinforcement		Start/Complete			
- Waddington PS		Start/Complete			

Commission of the European Communities

European Regional Development Fund

**UK REGIONAL DEVELOPMENT
PROGRAMME 1986-90**

Section 7A: England - North East

Section 7B: England - Whitby

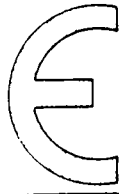
Section 7C: England - Bradford

Section 7D: England - Humberside

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European Regional Development Fund

UK REGIONAL DEVELOPMENT PROGRAMME 1986-90



Section 7A: England – North East

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 7A.

SECTIONS 1 TO 6 - UNITED KINGDOM: GENERAL

Section 1	Introduction
2	Economic and Social Analysis
3	Development objectives
4	Measures for Development
5	Financial Resources
6	Co-ordination of Government Activities in the Regions
Annex 1	- UK Government Departments with an Interest in the Programme
Annex 2	- Maps of Planning Regions
Annex 3	- Central Government Funds
Annex 4	- The Assisted Areas
Annex 5	- Assistance for Industry and Tourism
Annex 6	- Infrastructure Authorities and Programmes
Annex 7	- Declining Industries
Annex 8	- UK Regional Job Deficiency Projections

STATISTICAL TABLES (1 TO 40): Index precedes tables

SECTION 7 - ENGLAND

7A	North East
7B	Whitby
7C	Bradford
7D	Humberside

- 7E South Yorkshire
- 7F Workington
- 7G Greater Manchester
- 7H Greater Merseyside
- 7J West Midlands
- 7K Corby
- 7L South West
- 7M Cinderford and Ross-on-Wye

SECTION 8 - WALES

- 8A Overview
- 8B North East Wales
- 8C North West Wales
- 8D South West Wales
- 8E Industrial South Wales
- 8F Mid Wales

SECTION 9 - SCOTLAND

- 9A Overview
- 9B Scotland-Highlands and Islands
- 9C Scotland-East Central
- 9D Scotland-West Central
- 9E Scotland-South West

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 Programme (official journal No C69/2 of 24 March 1976). Each profile is preceded by a summary table and map which together define the area covered and an index to the contents.

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

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

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

37GAAH

NORTH EAST PROFILE

CONTENTS

PARAGRAPH

Maps of the Profile Area

Statistical Summary and Area Definition

Section 1: SOCIAL AND ECONOMIC ANALYSIS

Area	7A.1.1
Population	7A.1.2
Economy	7A.1.5
Social Characteristics	7A.1.19
Infrastructure	7A.1.24
Environment	7A.1.26
Summary of Main Problems	7A.1.30
Prospects	7A.1.31

Section 2: DEVELOPMENT OBJECTIVES 7A.2.1

Section 3: DEVELOPMENT MEASURES

Economic

Industrial Sites and Premises	7A.3.3
Business Support	7A.3.13
Training	7A.3.22
Tourism Development	7A.3.29
Special Areas	7A.3.40
ERDF Non Quota Measures	7A.3.41
ERDF National Programmes	7A.3.44
Urban Programme	7A.3.46
Enterprise Zone	7A.3.48
Support for Rural Areas	7A.3.50
E.C.S.C	7A.3.53

Environment

Derelict land	7A.3.56
Environmental Improvements	7A.3.63
Coastal Pollution	7A.3.65

Direct Infrastructure

Communications	7A.3.66
Roads	7A.3.67
Rail	7A.3.78
Passenger Transport	7A.3.81
Airports	7A.3.88
Ports	7A.3.90
Telecommunications	7A.3.96

Energy and Other Basic Services

Coal	7A.3.102
Gas	7A.3.104
Electricity	7A.3.105
Water, Sewerage and Land Drainage	7A.3.106
Waste Disposal	7A.3.109

Section 4: FINANCIAL RESOURCES	7A.4.1
--------------------------------	--------

Section 5: CO-ORDINATION AND IMPLEMENTATION OF INVESTMENT	7A.5.1
--------------------------------------------------------------	--------

APPENDIX A Examples of Major Infrastructure Schemes to be implemented over
the Programme Period 1986-90

APPENDIX B Examples of Specialised Regional Business Support Agencies in
the North East Assisted Area

APPENDIX C Examples of MSC Adult Training Schemes

THE NORTH EAST ASSISTED AREA



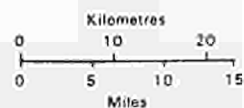
Assisted Area



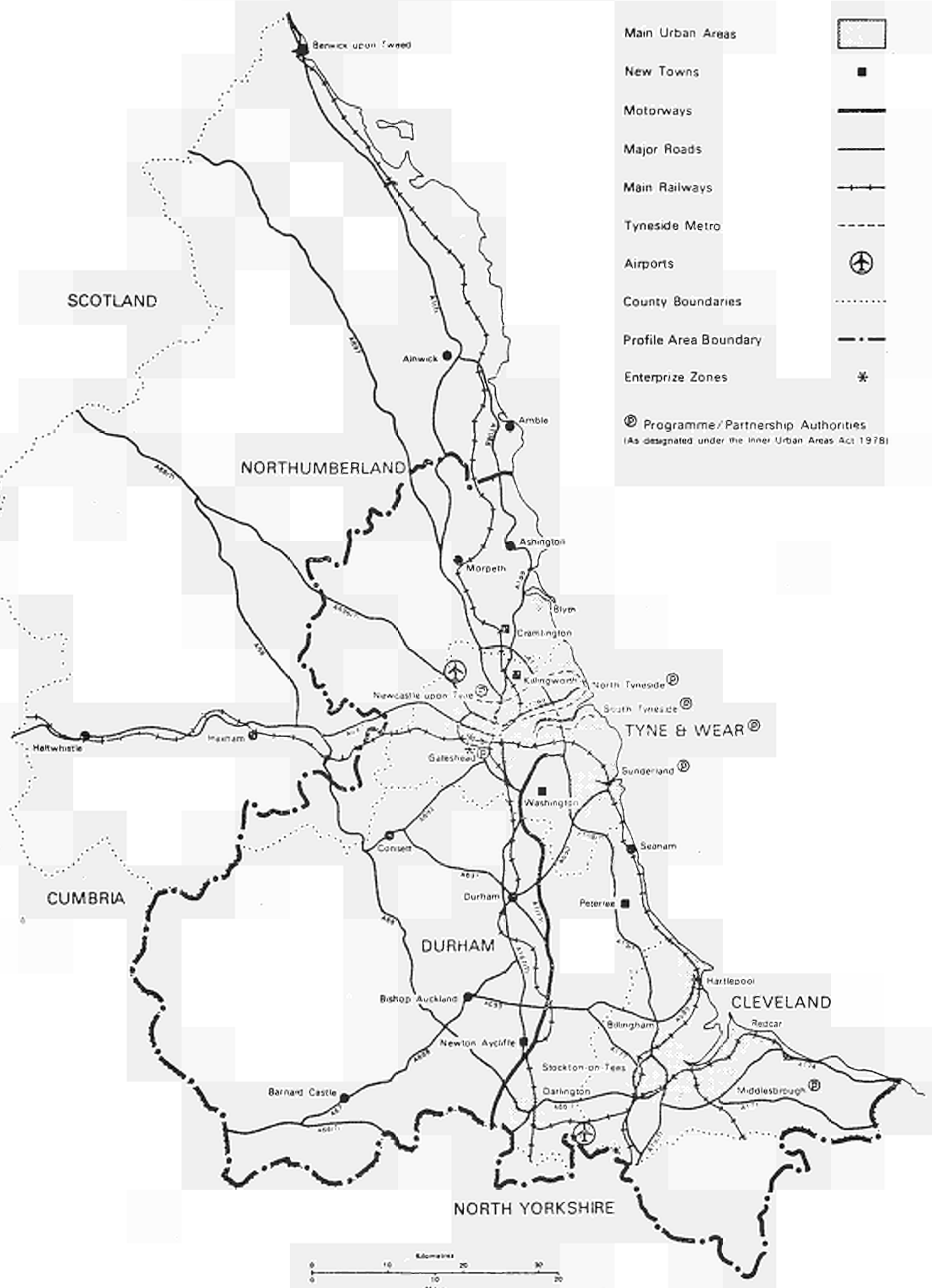
County














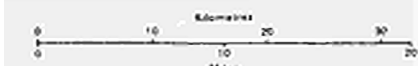
District



NORTH EAST PROFILE AREA



- Main Urban Areas 
- New Towns 
- Motorways 
- Major Roads 
- Main Railways 
- Tyneside Metro 
- Airports 
- County Boundaries 
- Profile Area Boundary 
- Enterprize Zones 
-  Programme/ Partnership Authorities
(As designated under the Inner Urban Areas Act 1978)



RPD212P386 - D1
 NORTH EAST ASSISTED AREA PROFILE

1. Statistical Summary

Total Population (1)	(000)	2384.0
Area (1)	(Km ²)	4215
Density	(persons/Km ²)	565
Unemployment:	000	%
Total (2)	210.9	20.2
Long-term (3)	99.4	9.5
Youth (4)	79.3	7.6
Employment Distribution (1)	000	%
Agriculture	9.0	1.0
Energy and Water	49.7	5.3
Manufacturing	275.5	29.3
Construction	71.5	7.6
Distribution and Catering	172.6	18.4
Transport	55.7	5.9
Other Services	305.8	32.5
	<hr/>	
	TOTAL	939.8 100.0
		<hr/>

2. Area Definition

Travel to Work Area	Status (Development/ Intermediate Area)	Equivalent Local Whole District	Administrative Area Part District
Newcastle upon Tyne	DA	Newcastle upon Tyne North Tyneside	Gateshead, Chester- le-Street, Derwentside, Blyth Valley, Castle Morpeth, Tynedale
South Tyneside	DA	South Tyneside	-
Sunderland	DA	Sunderland	Gateshead, Chester- le-Street, Easington
Bishop Auckland	DA	Wear Valley	Darlington, Sedge- field, Teesdale
Hartlepool	DA	Hartlepool	Easington
Stockton-on-Tees	DA	Stockton-on- Tees	-
Middlesbrough	DA	Middlesbrough, Langbaugh	Hambleton
Morpeth & Ashington	IA	Wansbeck	Blyth Valley, Castle Morpeth

Travel to Work Area	Status (Development/ Intermediate Area)	Equivalent Local Whole District	Administrative Area Part District
Darlington	IA	-	Darlington, Teesdale, Richmondshire
Durham	IA	Durham	Chester-le-Street, Denwentside, Easington, Sedgefield

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

**European regional development fund
UK regional development programme 1986-90
Section 7A: England — North East
Section 7B: England — Whitby
Section 7C: England — Bradford
Section 7D: England — Humberside**

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