

# Infrastructure



Manchester Airport, a major gateway to the region

## ACHIEVING THE VISION

To achieve the vision, the region needs to focus on six key factors:

- 1 Developing our **Transport** infrastructure to connect the region internally and with the rest of the world and using it more effectively.
- 2 Ensuring appropriate **Land Use** – both in terms of brownfield land and new employment sites.
- 3 Developing **Housing** to facilitate growth.
- 4 Ensuring **Planning** supports sustainable growth.
- 5 Developing appropriate use and supply of **Energy**.
- 6 Encouraging public and private **Investment**.

These factors are expanded into specific objectives in the tables on pages 40 to 43. The tables list the key actions required to achieve these objectives, with the transformational actions highlighted. Some actions elsewhere in the RES closely relate to specific objectives in this chapter. These actions are shown as colour-coded numbered links.

## NORTHWEST CONTEXT

The infrastructure required for sustainable economic growth includes not only the necessary transport and communications provision. It also includes the provision of appropriate employment and housing sites through an effective planning system, as well as mechanisms to provide the necessary investment.

The Northwest has important cross border economic linkages, e.g. with North Wales, North Midlands, West Yorkshire and Scotland, as well as with Ireland, London, the South East and into Europe. The region has one of the largest motorway networks in the UK, but demands on this network can often lead to traffic congestion, particularly at peak hours.

The region has an extensive public transport network in many places, but there are a number of opportunities to improve the capacity and quality of mass transit, particularly in terms of enhancing accessibility to jobs. The regional rail network would benefit from better linkages between the city-regions, additional capacity at peak periods and investment in the Manchester Rail Hub.

Enhanced air and rail links with other parts of the UK and internationally offer opportunities for growing inbound tourism and improving business competitiveness. Manchester Airport is a key driver for regional growth in the globalised economy and Liverpool John Lennon

Airport is a driver for job creation and growth on Merseyside.

An adequate portfolio of regional and sub-regional employment sites will be needed to cater for indigenous growth and inward investment in knowledge-based industries, manufacturing and distribution. Concentrations of housing market failure are constraining the economic growth potential of certain areas, impacting adversely on economic performance. Much of the housing stock is unattractive to high value workers and there is a shortage of affordable housing in parts of the region.

Appropriate employment and housing land provision, as well as utilities infrastructure, will depend upon an effective planning system which recognises the importance of economic growth for sustainable development. Action to ensure future energy requirements, as well as co-ordination of public and private investment, are also essential components of a sustainable future.

### Northwest facts

- The Northwest has the highest trunk road congestion of any region outside London.
- Between 1995/96 and 2004/05 Northwest rail patronage grew by 52%.
- Manchester Airport handled more than 19.5 million passengers in 2003 and is home to 95 airlines serving over 180 destinations worldwide.
- The Northwest has 8,420 hectares of previously developed vacant and derelict land, representing 24% of the total for England.
- Of the nine Housing Market Renewal Areas in England, four are in the Northwest (Manchester – Salford, Merseyside, Oldham – Rochdale and East Lancashire).
- Between 2000 – 2006, the Northwest will receive £2.1 billion from European Structural Funds.

ACTIONS	REASON	LEAD
<b>Transport</b> (These priorities from an economic perspective will help inform regional transport priorities)		
<b>Improve and better manage the road and rail infrastructure:</b>		49 54 55
63. Deliver demand management and capacity/ infrastructure improvements on the Greater Manchester and Cheshire/Warrington motorway network (including the A556 link between the M6 and M56)	These roads provide key access to the region, Manchester Airport and Manchester City-Region, but suffer from high levels of congestion. Delivery of this action offers opportunities to grow Manchester, Liverpool, Chester, Warrington and Crewe	Highways Agency
64. Improve road access to Liverpool City Centre	Supports the growth of the heart of the Liverpool City-Region, supports two strategic regional sites and improves the city's image	The Mersey Partnership
65. Develop the second Mersey crossing working with the private sector	Relieves congestion, supports two strategic regional sites, improves reliability of access to Liverpool Airport and improves linkages within the Liverpool City-Region	The Mersey Partnership
66. Reduce levels of congestion by increasing use of public transport and reducing peak traffic volumes	Improves sustainability and reduces the growth of road travel. Many problems only occur at peak times. More car parking provision at stations, staggering working times, home and mobile working, green transport plans, better public transport information, cross border ticketing and timetabling will all help	PTEs Employers
67. Identify and deliver necessary capacity improvements to the Manchester Rail Hub	Enables growth through improvements to rail services within and beyond the Manchester City-Region	GMPT
68. Enhance road access to Barrow and the Furness Peninsula	Helps to realise the economic potential of these areas remote from growth	Department for Transport Cumbria Vision
69. Enhance public transport services between Liverpool/Manchester/Central Lancashire/Leeds/Sheffield	Improves links between the five Northern City-Regions to develop a critical mass of activity; supports growth of key sectors and widens the labour markets in the city centres	PTEs SRPs
70. Complete the West Coast Mainline upgrade, particularly in Cumbria	Enables growth through the provision of fast and reliable rail services from Cumbria and the City-Regions to London and the South East	Network Rail
71. Develop proposals for new high speed rail line options from the Northwest to London	Establishes the regional economic benefits from better links to London and forms a basis for further investment	Network Rail
<b>Develop airports and ports:</b>		28 48 54
72. Grow Manchester and Liverpool John Lennon Airports as set out in the Future of Air Transport White Paper. In support, deliver the Manchester Airport Link Road and the Stockport Relief Road	Manchester and Liverpool Airports act as a driver for the knowledge-based economy and tourism, support the city centres and improve the region's image	Airport owners SRPs

ACTIONS	REASON	LEAD
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**Transport (continued)** (These priorities from an economic perspective will help inform regional transport priorities)

**Develop airports and ports (continued):**

73. Grow the Port of Liverpool (including Birkenhead). In support, deliver deep water facilities, related development and transport links (M57-Seaforth link; Olive Mount Chord; and rail enhancement to Seaforth Docks)	Liverpool Port provides a global gateway for the regional and national economy and is well placed to benefit from the expansion of world trade, reducing reliance on congested southern ports	<b>Port Owners</b> The Mersey Partnership
74. Grow Blackpool Airport as set out in the Future of Air Transport White Paper	Growth at Blackpool airport will support the regeneration of Blackpool. Carlisle airport's operator should also investigate the potential for that airport's development	<b>Airport owners</b> Lancashire Economic Partnership
75. Support the development of more international business and inbound tourism routes serving the region's airports	Supports the growth of key sectors and the knowledge economy	<b>Sub-Regional Partnerships</b> Tourist Boards
76. Grow the port of Heysham. In support, deliver related development and transport links (Heysham-M6 link)	Supports efficient trading links for key sectors	<b>Port Owners</b> Lancashire Economic Partnership

**Link areas of opportunity and need:**

45 47 54 55

77. Develop Manchester Metrolink (Phase 3), and effective mass transit for Liverpool and within the Mersey Belt, including extending the Merseyrail network to Deeside and Wrexham	Encourages public transport use, widens labour markets, links deprived areas into job opportunities (including those in Chester/Deeside) and ensures the sustainable growth of two City-Regions	<b>PTEs</b> Sub-Regional Partnerships
78. Secure improved public transport links between East Lancashire and employment growth potential in Manchester and Preston	Links an area of need to growth opportunities in two City-Regions. Growth opportunities may also arise from the regional casino development in Blackpool	<b>Lancashire Economic Partnership</b>
79. Develop innovative transport solutions to link people and jobs	Innovative solutions tailored to individuals are often able to link people and jobs where mainstream public transport services cannot	<b>Sub-Regional Partnerships</b>

**Land Use**

**Deliver high quality employment sites and premises:**

8 28

80. Deliver the designated Strategic Regional Sites as regional investment sites, knowledge nuclei or intermodal freight terminals	These sites provide a portfolio of opportunities to support knowledge-based growth, key sectors, sustainable freight distribution and economic restructuring	<b>NWDA</b>
81. Identify and pursue reserve sites for major investment that would not otherwise take place in the Northwest in: ➤ Manufacturing ➤ Knowledge based industry, corporate headquarters and R&D	Evidence indicates potential future demand and a shortage of suitable sites	<b>NWDA</b> NWRA
82. Develop a portfolio of sub-regionally important employment sites	Sub-regional sites will complement the existing regional sites to generate employment growth, especially where they are accessible to areas of worklessness	<b>Sub-Regional Partnerships</b>

ACTIONS	REASON	LEAD
<b>Land Use (continued)</b>		
<b>Secure new uses for brownfield land:</b>		
83. Invest in quality business accommodation/workspace focused on: <ul style="list-style-type: none"> <li>► HMR/URC areas</li> <li>► Rural areas</li> </ul>	These areas need quality accommodation to stimulate demand/enable growth. In rural areas this includes examining the feasibility of establishing more Co-Located Office Hubs (COLOHs) which allow local access to multi-use workspace/hotdesks	<ul style="list-style-type: none"> <li>►HMRs/URCs</li> <li>►Rural Development Partnerships</li> </ul>
84. Develop new uses for brownfield land – including housing and the creation of new strategic greenspace	The region has the largest stock of brownfield land of any English region. Much of it will not find employment use again so new uses are needed to turn it into an asset	English Partnerships NWDA
<b>Housing</b>		
<b>Create a high quality and diverse housing stock:</b> <span style="float: right;">47-51 54-56</span>		
85. Ensure new housing provision in locations which support wider regeneration or knowledge based economic growth	A diverse, stable and resource-efficient housing stock is crucial to achieving sustainable growth, attracting/retaining knowledge workers and reducing travel distances	Local Authorities Regional Housing Board
86. Secure housing which is affordable to local people, in key locations, where this is critical to future growth prospects	Often people working in local areas cannot afford to live in these areas due to house prices, which is unsustainable – a particular problem in rural economies and in areas of high economic growth such as South Manchester and Cheshire/Warrington	Regional Housing Board
<b>Reduce areas of housing market failure:</b> <span style="float: right;">43 52 53 83 119</span>		
87. Set Housing Market Renewal (HMR) within a strong economic context and ensure key strategies & investment plans align with HMR priorities	Ensures Pathfinders not only regenerate housing, but achieve economic renewal of areas	HMRs
<b>Planning</b>		
<b>Ensure planning supports sustainable growth:</b> <span style="float: right;">93</span>		
88. Secure a positive physical planning framework which supports economic growth	Positive planning (including Local Development Frameworks, Local Transport Plans and other relevant plans/strategies) will help to deliver sustainable growth	Local Authorities
89. Deliver plans that support sustainable growth within and adjacent to The Lake District National Park	Diversifying and strengthening The Lake District's economic base is essential to secure a sustainable future	Cumbria Vision Lake District National Park Authority
<b>Ensure appropriate utilities infrastructure:</b> <span style="float: right;">91 93</span>		
90. Ensure forward planning and investment for sustainable growth by the utilities companies and the planning system	Utility infrastructure, especially electricity, could be a constraint on growth without appropriate planning and investment	Utilities Companies NWRA

ACTIONS	REASON	LEAD
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<b>Energy</b>		
<b>Develop appropriate energy policies and supplies:</b>		8 23 27
91. Develop and implement the Northwest Energy Strategy with a focus on: <ul style="list-style-type: none"> <li>➤ Promotion of energy efficiency</li> <li>➤ Energy as a market</li> <li>➤ Alternative sources of energy</li> </ul>	Helps to ensure future energy requirements for sustainable growth	Northwest Energy Council

<b>Investment</b>		
<b>Encourage, and make better use of, public and private investment in the region:</b>		88 90
92. Influence EU policies and programmes post 2006 to assist delivery of RES objectives	Maximises the levels of European funding attracted to the region to achieve sustainable economic growth	NWDA NWRA
93. Better align investment and service delivery at regional, sub-regional and local levels	Aligned strategy and activity will secure more effective outcomes for the region	NWDA NWRA GONW
94. Explore new mechanisms to stimulate private sector investment, including the Northern Property Investment Fund	Stimulation of private investment is crucial to achieve overall RES targets	NWDA

## KEY SOCIAL AND ENVIRONMENTAL OUTCOMES

According to independent assessment, implementation of the actions above is likely to lead to the following outcomes when measured against the UK Priorities for Sustainable Development.

### a) Sustainable Consumption and Production

Actions seeking to reduce congestion will help to encourage inward investment and may improve the image of the region. Improved infrastructure should encourage greater retention of the regional population and attract new migrants, especially if it is combined with wider environmental improvements. Sufficient infrastructure, including utilities, will need to be in place to support economic growth. This is particularly relevant to waste, water and energy infrastructure and the emphasis must be upon better minimisation and recycling. To avoid unnecessary waste, sustainable construction techniques must be utilised for all major infrastructure projects.

### b) Climate Change and Energy

Actions focused upon improving the efficiency of existing infrastructure, including public transport, will minimise growth in carbon emissions. However, some infrastructure proposals including support for airport growth, may also have a negative environmental impact. Reductions in congestion may make road travel more attractive, leading to increased carbon emissions. However, this should be mitigated by the actions to reduce congestion. These are focused on the increased use of public transport, home working and reducing growth in road travel, rather than a major building programme. A focus on energy efficiency, renewable energy production and resource efficient housing will also make a positive contribution to reducing climate change and energy use.

### c) Natural Resource Protection and Environmental Enhancement

The development of the region's transport infrastructure and strategic regional sites could have some negative impacts upon natural resources and local environmental conditions, through direct land take and increased patterns of movement. However, increased public transport usage throughout the region should reduce vehicle emissions, improving air quality and road safety. The focus on re-using brownfield land will result in environmental improvement.

### d) Sustainable Communities

Infrastructure improvements will improve accessibility to job opportunities, basic services and facilities. Actions for improving accessibility from areas of need into the major towns and cities may have the indirect effect of increasing commuting. Infrastructure improvements should therefore be required to deliver improved accessibility within, and between, communities so that access to local facilities, services and opportunities are improved. The creation of a high quality and diverse housing stock, including the provision of a strong economic context for Housing Market Renewal, will provide strong support for the sustainable communities agenda.