

**The five strategic projects for Growth in the Liverpool City Region (Note: those sections coloured blue link directly with the European Strategy submission)**

**Strategic Project A: Liverpool City Centre**

Initiative & Rationale	Objectives	Activity	Outcomes / deliverability and risk considerations
<p><b>Liverpool City Centre (including the Liverpool City Enterprise Zone area)</b></p> <p>Liverpool City Centre delivers a world class business and leisure environment enjoyed by millions of City Region residents and visitors every year. It has witnessed a remarkable transformation, clearly illustrated by the multi award winning £1bn Liverpool ONE, a mecca for shoppers and tourists alike; the growth of the Commercial District; the establishment of the Knowledge Quarter; the revival of the Waterfront, including the construction of the Arena and Convention Centre; and the emergence of the cultural and creative quarters that occupy Hope Street, Ropewalks and the Baltic Triangle.</p> <p>The Vision for the City Centre is articulated in the Strategic Investment Framework (2012) which identifies the priority initiatives necessary to maintain the rejuvenation of the City core as a centre for business, for the visitor economy as well as knowledge. The City centre acts as the City Region’s main centre for business, financial and professional service businesses as well as being a location where many digital and creative businesses will want to locate.</p> <p>Recent work within the City Region to inform the Strategic Economic Plan has focussed on a series of key development sites. This includes three very large multi-phase investment sites:</p> <ul style="list-style-type: none"> <li>• The Strategic Investment Framework (SIF) Phase 1 sites –</li> <li>• The Knowledge Quarter</li> <li>• The Liverpool Waters Enterprise Zone area Immediately adjacent to the area covered by the City Centre SIF)</li> </ul> <p>Details on these three development opportunities are provided below.</p>	<p>The City Region capital Investment Fund ‘Attack Project’ will target investments in key City Region sites where economic growth and jobs are deliverable. This includes the City Centre both, as a strategically important asset for the City Region as a whole, but also as a centre where many businesses will seek to locate. The fund will include support to businesses in a range of sectors where there is potential for growth and where the City Centre represents a viable location option. Those sectors include:</p> <ul style="list-style-type: none"> <li>• The tourism sector (already being invested in via the £40m extension to the Arena and Convention Centre, the intended development of a permanent cruise liner facility and the potential to develop Kings Dock as a leisure destination)</li> <li>• The business, professional and financial services sector which is expected to continue to grow and where the City has started to see some relocation of operations including the recent announcements of Atlantic Container Line (ACL) moving to the City</li> <li>• Creative industries, particularly in the Baltic Triangle area of the City</li> </ul> <p>The City Centre SIF includes a focus on 6 key areas:</p> <ul style="list-style-type: none"> <li>• Waterfront - Further transformation will continue to define Liverpool’s World Class Waterfront. Liverpool’s Waterfront is internationally recognisable, stretching from the marina in the south to Liverpool Waters in the north. It has the potential to compete in the world premier league of destination waterfronts. This will be achieved through the delivery of a number of strategically important capital projects coupled with the necessary supporting infrastructure</li> <li>• St. Georges - Will create a focal heart to the City around a key connecting cultural and arrival hub - Lime Street, St George’s Hall, St John’s Gardens, Liverpool Central Library, World Museum, Walker Art Gallery and the Empire, Playhouse and Royal Court theatres.</li> <li>• Central – will build on the £1bn private sector investment in Liverpool ONE to ensure it is appropriately connected to the remainder of the City Centre retail area.</li> <li>• Knowledge Quarter - An area of expertise, knowledge and wealth creating potential with significant on-going investment and a number of key development opportunities</li> <li>• The Commercial District – will support the expansion and transformation of the Commercial District to cater for the changing requirements of existing City Centre businesses (in multiple sectors) and new businesses looking to locate in Liverpool including inward investors. Opportunities exist for commercial development at Pall Mall, Princes Dock and King Edward Triangle. Importantly the approach to the Commercial District will embrace the first phases of the Liverpool Waters Enterprise Zone project which over time will transform the northern waterfront of the city</li> <li>• Great Streets - The transformation of three of the city’s strategically important streets (The Strand, Water Street/ Dale Street/ Lime Street and Hope Street) will be the focus of an ongoing physical investment programme over the next 10-15 years. The three streets have the greatest unified potential to focus investment and transform Liverpool into one of the best, world class visitor destinations.</li> </ul> <p>Much of the City Centre falls within the City Enterprise Zone successfully applied for through the City Deal process with Government. The SIF sets out an ambition for the City Centre and the Enterprise Zone Delivery Plan articulates what will be delivered. This includes an intention, by 2015, to:</p> <ul style="list-style-type: none"> <li>• Create 57,000sq m of refurbished accommodation for the Visitor Economy and financial, business and professional services companies.</li> <li>• Generate 1,000 gross jobs</li> <li>• Contribute £25m in new additional GVA</li> </ul> <p>By 2038, if all development is delivered, there will be:</p> <ul style="list-style-type: none"> <li>• Over 340,000 sq metres of new floorspace for business and financial services, creative and digital and visitor economy, alongside other ancillary and manufacturing/light industrial space</li> <li>• Generate 15,400 gross jobs</li> <li>• Contribute £600m in new additional GVA per annum</li> </ul>	<p>The City Region capital Investment Fund ‘Attack Project’ will target investments in key City Region sites where economic growth and jobs are deliverable. 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Those sectors include:</p> <ul style="list-style-type: none"> <li>• The tourism sector (already being invested in via the £40m extension to the Arena and Convention Centre, the intended development of a permanent cruise liner facility and the potential to develop Kings Dock as a leisure destination)</li> <li>• The business, professional and financial services sector which is expected to continue to grow and where the City has started to see some relocation of operations including the recent announcements of Atlantic Container Line (ACL) moving to the City</li> <li>• Creative industries, particularly in the Baltic Triangle area of the City</li> </ul> <p>The City Centre SIF includes a focus on 6 key areas:</p> <ul style="list-style-type: none"> <li>• Waterfront - Further transformation will continue to define Liverpool’s World Class Waterfront. Liverpool’s Waterfront is internationally recognisable, stretching from the marina in the south to Liverpool Waters in the north. 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	<p><b>Liverpool City Centre SIF (Phase 1)</b>  Central Liverpool  (the corridor leading from St George’s Hall/Lime St to the Waterfront through historic downtown to the waterfront and Kings Dock)  This arc-shaped area includes many of the key economic development opportunities that will drive the future growth of the city. Some projects are long term and others will deliver between 2013 and 2017.</p>	<p>The key projects for the early phases of the programme include:</p> <ul style="list-style-type: none"> <li>transformation of civic space around St Georges Quarter increasing the attractiveness of arriving into Liverpool via the Lime Street Gateway for both business and tourism visitors</li> <li>bringing vacant buildings back into use in Historic Downtown,</li> <li>the preparation and development of Pall Mall for commercial offices. A key recommendation of recent City Region level work is that this should be a priority location for any future Grade A office space and should therefore be a priority for infrastructure investment to ensure the site is ready for development</li> <li>the development of a permanent cruise liner facility encouraging growth of the Visitor Economy</li> <li>development of Kings Dock as a leisure destination</li> </ul> <p><i>This scheme will also benefit from the City Centre SIF-Strand Corridor Scheme  LOCAL TRANSPORT BODY – MAJOR SCHEME -RANKED 5</i></p> <p><i>This scheme will also benefit from the City Centre Connectivity Programme  LOCAL TRANSPORT BODY – MAJOR SCHEME - RANKED 11</i></p>	<p>A number of key elements are already being progressed. This includes:</p> <ul style="list-style-type: none"> <li>The LEP has submitted a £5m bid to the CLG Enterprise Capital Grant Fund for works that will hasten the development of the Kings Dock scheme while the Chrysalis Fund with Liverpool City Council support and private sector investment is funding a £40m project to extend the Area and Convention Centre (ACC)</li> <li>Ongoing discussions are underway working with the HCA to bring forward the Pall Mall site where Land Ownership is secured</li> <li>Work is underway to develop a new Cruise Liner Facility responding to the ongoing increases in market driven cruise liner visits to the City Region</li> </ul>
	<p><b>Knowledge Quarter</b>  Liverpool  This location contains many of the key knowledge and learning institutions in the City Region. The Knowledge Quarter represents a ‘key site for knowledge and science’ in the City Region and in combination with facilities such as the national science asset at Daresbury is an integral component of a wider science offer in Greater Manchester, Cheshire and the City Region that is genuinely a cluster of national prominence.</p>	<p>The University of Liverpool, John Moores University, the Liverpool School of Tropical Medicine and the Royal Liverpool and Broadgreen Hospital Trust all have major planned capital programmes.</p> <p>There are specific proposals for:</p> <ul style="list-style-type: none"> <li>a second phase Bio-Innovation Hub,</li> <li>a Material Innovation facility and</li> <li>the redevelopment of the former Post Office facility on Copperas Hill.</li> </ul>	<p>A Knowledge Quarter Mayoral Development Zone Board has been formed, and this Board, which comprises all the key stakeholders, will oversee the development and implementation of a strategy for the zone.</p>
	<p><b>Liverpool Waters (Part of the Mersey Waters Enterprise Zone)</b>  This is a c150 acre site made up of redundant docklands. The site is bounded by Princes Dock to the south and extends north to Bramley moor Dock in the north. The site contains 2km of waterfront access. An outline planning application has been approved which enables development of up to 1.32m sqm across many different use classes.</p>	<p>Liverpool Waters represents one half of the UKs biggest area based and job creating regeneration projects – the Mersey Waters Enterprise Zone. The Liverpool Waters developments represent a potential £5.5bn initiative that would extend the Liverpool City Centre business district in a northwards direction up the River Mersey creating new commercial and residential space and 1,000s of jobs.</p> <p>There are some infrastructure, transport and public realm programmes which are early priorities to prepare the wider site for large scale development.</p> <p>Early activity on the site has included the development of a new maritime academy for Liverpool Community College.</p>	<p>An outline planning application has been approved which enables development of up to 1.32m sqm across many different use classes</p>

## Strategic Project B Liverpool City Region Freight and Logistics Hub

	Initiative & Rationale	Objectives	Activity	Outcomes / deliverability and risk considerations
<p><b>SP B</b></p>	<p><b>Liverpool City Region Freight &amp; Logistics Hub</b></p> <p>Responds to globalisation and the changing nature of the logistics industry in the UK. Builds on the £340m private sector investment in the Liverpool 2 project and seeks to bring forward and connect key logistics and freight sites throughout the City Region to create jobs and growth.</p> <p>The changing nature of the logistics industry in the UK, opening of the Panama Canal making Liverpool more accessible to international shipping movements, alongside the significant investment in Liverpool 2 all provide the market facing opportunity to capture jobs and growth. There are multiple sites within the City Region capable of servicing demand and the LEP through its Growing Places Fund (GPF) has already started to target investment into those key sites. A number of the prioritised Major Transport Schemes (prioritised by the Local Transport Body) are aligned to these logistics sites so that economic job opportunities can be grasped.</p> <p>The Hub extends throughout the City Region area connecting key sites and key transport infrastructures and sites exist in every single City Region District and beyond and is an integral part of the Atlantic Gateway. The economic opportunity is not limited to the City Region but extends to Cheshire and Warrington and into West Lancashire and Greater Manchester and is of national significance. The LEP's in Greater Manchester, Cheshire and Warrington and the City Region have collectively agreed to work together on infrastructure that will support the Hub and connections to the national network.</p>  <p>Close working with Government is essential to delivering this Strategic Project. The City region is supportive of High Speed 2 and is working with Government to maximise the economic benefits of that investment especially any impact on freight and logistics job creation potential.</p>	<p><b>Improve our transport/freight network</b> - To ensure that the freight network (road, rail and water) is capable of enabling the expansion of the City Region as a logistics and freight hub through a series of inter-connected investments in key road and rail improvements</p> <p><b>Connecting sites to the freight network</b> - To ensure that key employment sites are appropriately connected to the City Region transport network so that private investors are attracted</p> <p><b>National co-investment</b> – To witness investment by national funders (Network Rail, Highways Agency) in the logistics and freight hub as a national asset but also to encourage investments beyond the City Region that increase capacity and benefits to the City Region</p> <p><b>Land availability</b> - To ensure that the City Region has sufficient land available to meet the need for between 644-709 hectares of industrial space likely to be required by the market as a result of the way the logistics industry will change and also, in response to increased demand resulting from Liverpool2</p> <p><b>Create jobs</b> - To support the development of these sites as job creating locations within the SuperPORT freight hub through an appropriate programme of capital fund investment alongside skills provision (as identified in the Skills for Growth agreement) that is sufficient to allow local people to access the employment opportunities</p>	<p>Taking into account proposed port expansion there is an immediate need for studies to provide evidence and identify infrastructure investment measures that will address multimodal port access requirements in the long-term and ensure growth is not stifled post 2020.</p> <p>Delivery of multimodal capital investment schemes in transport and key sites to create jobs and achieve growth in the City Region as well as attracting inward investment.</p> <p>The key elements necessary include:</p> <ul style="list-style-type: none"> <li>Investment in key logistics/freight sites (see list below)</li> <li>Investment in key transport infrastructures (see list below but also in Place Section of report)</li> <li>Investment by national agencies to increase the competitiveness of the hub and to maximise the economic rebalancing effect</li> <li>Skills support via the Employment and Skills Board in line with the Skills for Growth Agreement for SuperPORT.</li> </ul> <p>The City Region is already investing in a Freight study working closely with Network Rail to identify the key freight network investments required. The LEP has already undertaken a study into Logistics demand.</p>	<p>The Hub will enable greater co-ordination of freight and economic development capital investment as well as closer working with DfT, Network Rail and the Highways Agency. Joint working is underway with the private sector through involvement of the SuperPORT committee, together with MerseyTravel and Local Authorities all partners are committed to working collaboratively.</p> <p>The outcomes to be delivered include:</p> <ul style="list-style-type: none"> <li>Improvements to road and rail infrastructure to improve market potential of sites</li> <li>Very significant jobs growth; the SuperPORT strategy identifies the potential for 20,000 jobs to be created</li> <li>Increased international trade including increased exports</li> <li>Reduced costs to UK businesses making them more internationally competitive</li> <li>Reduced carbon emissions within the UK with up to 150m road miles taken off the UK network</li> <li>Reduced congestion on the UK network, particularly the South East</li> </ul> <p>The key deliverability risks are in a failure to coordinate investments with national agencies, a failure for national agencies to not recognise economic potential and for there to be insufficient funding available at an appropriate time to capture the jobs that can be delivered. The Project will allow better coordination.</p>

<b>Category 1 Sites - Multi-Phase Investment Sites- that can form part of the Liverpool City Region Freight and Logistics Hub</b>			
	<p><b>Parkside St Helens</b> This site has the potential to accommodate a significant scale of large distribution uses. It is rail connected, so has an added benefit of providing more sustainable method of moving large volumes of goods in and out of the City Region. The site is of a potentially nationally important scale, and has the capacity to be a major hub for the North-West region.</p>	<p>The site has a potential 155ha of land for development for a regionally (and potentially nationally) Strategic Rail Freight Interchange (as allocated in the St Helens Core Strategy). It is strategically located adjacent to the M6, as well as the West Coast Mainline and the Trans-Pennine rail line.</p> <p>The location of the site plus its size and topography would allow for large distribution buildings of up to 700,000 sqm.</p>	<p>Land Ownership is secure and market demand is well established. The site needs considerable investment in infrastructure.</p>
		<p><i>This scheme will also benefit from Newton-le-Willows Interchange</i> <b>LOCAL TRANSPORT BODY – MAJOR SCHEME - RANKED 4</b></p>	
	<p><b>Dunningsbridge Road (East) Sefton</b> This location contains a combination of large vacant plots (including the former Peerless site), the existing Heysham Industrial Estate and links into the Switch car site.</p>	<p>There is the potential for this whole area to be reconfigured to create a coherent single industrial estate, this will require an infrastructure plan for the area to be undertaken.</p>	
	<p><b>Knowsley Industrial Park</b>  The site is the largest industrial site in the City Region. It benefits from excellent main highway/motorway connectivity, and take-up of available land has been strong. There remain a few plots of scale.</p>	<p>The former Sonae plant has 40 acres of development land, this site also benefits from the potential to create a rail connection. There is also the potential to expand the existing Alchemy site, with 25 acres of development land available. Academy Business Park is a further 25 acre site with design and build opportunities. The final major land opportunity is that which is in the principal ownership of the Potter Group, which when combined with other ownerships could create a 50 acre site, also with the potential for rail connectivity. In addition, there are a number of smaller scale sites available together with longer term opportunities for remodelling of existing land and premises.</p>	<p>Market assessments are complete while land ownership has been worked on to increase development potential.</p> <p>Work has also been undertaken to ensure funding is available for enabling work required while detailed work on design and costs of development work has also been undertaken.</p>
		<p><i>This scheme will also benefit from Knowsley Industrial Park Access and Connectivity Improvements</i> <b>LOCAL TRANSPORT BODY – MAJOR SCHEME - RANKED 1</b></p>	
<b>Category 2 Sites - Investment Opportunity Sites with the potential to be logistics sites as part of the Freight and Logistics Hub</b>			
	<p><b>Estuary Commerce Park</b> South Liverpool A fully landscaped and serviced, high end business park in the vicinity of Liverpool Airport 135 acre site in freehold ownership of the HCA, four main plots remain for development</p>	<p>This site was designed as a high quality out of town business park. It has a very high quality finish and full infrastructure servicing. However, there have been no large developments or lettings over the last five years, with the only new development being the creation of small business units. The strategy for delivery on this site may need revision.</p>	<p>Site enabling work has already been undertaken while there are no land ownership issues to be addressed. Work on market demand and project concept is being undertaken as is work to secure permissions for development.</p>
	<p><b>Stonebridge Park</b> East Liverpool The creation of a very large development plot</p>	<p>Liverpool City Council are currently re-configuring the entire district, the result of which will be to utilise a part of the vacant business park site for other community uses, and to create a single very large site. These positive steps will create a site, next to the main M57 and A580 junction, which would be ideally placed to service a very large space requirement (in excess of 1m sqf), one likely to be generated by proximity to the expanded container Port.</p>	<p>Land ownership is secured and project concept/market assessment has been completed. Enabling infrastructure work is underway with resources secured and planning is being sought to allow immediate delivery.</p>
	<p><b>Haydock Industrial Estate</b> St Helens</p>	<p>Haydock Industrial Estate is 142ha in size and accommodates a mix of B1 /B2 / B8 uses. There is a total of 6.6ha vacant land available for commercial development, including sites at Old Boston Site and Empress Park. The Estate is bounded to the south by the East Lancashire Road (A580) and to the east by the M6, creating a prime location for commercial development and in particular logistic based companies, the site already accommodates regional / north west Distribution Centres, including those for Sainsbury's, Bookers and the Book People.</p>	<p>Land ownership is secured and project concept/market assessment has been completed. Enabling infrastructure work is required and work on funding such is underway. Work on permissions at the site is also underway.</p>

	<b>3MG Widnes</b>	<p>This is a major logistics and distribution site for the City Region. The site has been successfully established in the marketplace, and the remaining development opportunities are clearly defined. These include Halton Field, which has the capacity to accommodate a mega shed, in the region of 1msqf. The other available plot has the potential to be reconfigured to create plots according to specific occupier requirements.</p> <p><i>This scheme will also benefit from A5300 - Access to Opportunity and Employment LOCAL TRANSPORT BODY – MAJOR SCHEME- RANKED 3</i></p> <p><i>This scheme will also benefit from Silver Jubilee Bridge Major Maintenance LOCAL TRANSPORT BODY – MAJOR SCHEME - RANKED 9</i></p>	<p>Land ownership is secured and project concept/market assessment has been completed. Enabling infrastructure work is complete and work on permissions as well as detailed scheme design and development cost identification is also underway.</p>
	<b>Widnes Waterfront</b> Former Bayer Crop Site; Widnes	<p>This is very large site (40 acres) in the Widnes waterfront zone. A development partner has been appointed, <b>and there is a projected start on site date of December 2015</b>. The site is currently projected to be appropriate for logisitcs/distribution and warehousing</p>	<p>Land ownership is secured and project concept/market assessment has been completed. Enabling infrastructure work is required and work on funding such is underway. Work on designs and costing of development is also being undertaken.</p>
	<b>Atlantic Park/Senate Business Park</b> Sefton	<p>This large site on the Dunningsbridge Road in Sefton has a combination of office and factory uses. There is a current proposal for a c0.5m sqf large shed on the site, which if it proceeds, will remove a lot of the available land in one go. There may be a requirement to manage abnormal costs in order to support further development on parts of the site. There are also phased land opportunities at the Senate Business Park.</p>	<p>Land ownership is secured and project concept/market assessment has been completed for Atlantic Park while enabling infrastructure is in place. Senate does not require enabling infrastructure works and work is underway on land ownership and market assessment/concept design.</p>
	<b>Port of Liverpool sites + Port Hinterland</b> North Liverpool/South Sefton	<p>There is a significant collection of sites on the Port of Liverpool site, many associated with the 'Freeport' zone. Many of these sites will require re-modelling to accommodate growth and development of the Port. There is also potential to re-structure sites in the immediate Port hinterland, to create opportunities to re-use low value or abandoned land to maximise of benefits of expansion.</p> <p>There are also proposals for the development of nearby Bootle Town Centre. There is a strategy in place for both the development of the Hugh Baird College, and proposals around the development of an office quarter in Bootle. A portfolio of associated development sites will be made available to the market.</p>	
	<b>Various Category 3 and Category 4 sites</b>	<p>There are a series of Category 3 and Category 4 sites in the Local Investment Plan that could service aspects of the Freight and Logistics Hub that will need to be assessed on a case by case basis when end user demand is identified.</p>	

## Strategic Project C: Multi-modal Port Access - Access to the Port of Liverpool

	Initiative & Rationale	Objectives	Activity	Outcomes / deliverability and risk considerations
	<p><b>Multimodal Port Access – “Access to the Port of Liverpool”</b></p> <p>To meet the transport demands of the expanding Port and maximise local job creation there is a need to improve access to and from the Port of Liverpool site in Sefton.</p> <p>This is a long-term project but is of national importance and is therefore an essential part of the City Region’s long-term growth strategy. Work is underway within the City Region, led by Sefton Council working with private sector partners including the Port operator, City Region Partners and national agencies (DfT, Highways Agency, Network Rail) to identify the optimal multi-modal solution to provide appropriate access.</p> <p>The optimal solution will improve the opportunities for growth and economic development throughout the Liverpool City Region and also across the Atlantic Gateway area by addressing bottlenecks and ensuring connectivity and adequate capacity to meet future demand. However, there will also be a critical need to invest to address the local social and environmental implications of Port growth</p>	<p><b>Improve our transport/freight network -</b> To ensure that the transport network (road, rail and water) is capable of enabling the expansion of the port and associated economic growth through a series of inter-connected investments in key road, waterside and rail improvements</p> <p><b>National co-investment –</b> To witness investment by national funders (Network Rail, Highways Agency) in the logistics and freight hub as a national asset but also to encourage investments beyond the City Region that increase capacity and benefits to the City Region</p> <p><b>Create jobs -</b> To support the development of these sites as job creating locations within the SuperPORT freight hub through an appropriate programme of capital fund investment alongside skills provision (as identified in the Skills for Growth agreement) that is sufficient to allow local people to access the employment opportunities</p> <p><b>Improve the local environment –</b> To ensure that the impacts of the port access transport corridor on local communities is mitigated through investment in those communities and improvements to the local environment.</p>	<p>The activity required includes:</p> <ul style="list-style-type: none"> <li>• Taking into account proposed port expansion there is an immediate need for studies to provide evidence and identify infrastructure investment measures that will address multimodal port access requirements in the long-term and ensure growth is not stifled post 2020.</li> <li>• Provide evidence for the development of business cases for those specific interventions to address infrastructure gaps on road, rail and canal port access network</li> <li>• Identification of road, rail, canal and waterside investment schemes to realise sustainable port access.</li> <li>• Delivery of multimodal capital investment schemes to realise sustainable port access which will support inward investment and job creation</li> </ul>	<p>Work is underway within the City Region, led by Sefton Council working with private sector partners including the Port operator, City Region Partners and national agencies (DfT, Highways Agency, Network Rail) to identify the optimal multi-modal solution to provide appropriate access. The Port Access Steering Group leads the development of this project.</p> <p>Outcomes that will be delivered:</p> <ul style="list-style-type: none"> <li>• Jobs growth throughout the City Region</li> <li>• One or more improvement schemes on the strategic rail network</li> <li>• Improvements to rail infrastructure on the port estate (led by private sector)</li> <li>• Development of the multi-modal inland ports (along the Ship Canal) (led by private sector)</li> <li>• Short and medium term highway improvements</li> <li>• Major highway improvement scheme to address long term demand</li> <li>• Local infrastructure and environmental improvements</li> <li>• Investment in the port access corridor responding to local social and environmental impacts and supporting local people into employment</li> </ul>

## Strategic Project D: LCR<sup>2</sup>Energy

	Initiative & Rationale	Objectives	Activity	Outcomes / deliverability and risk considerations
	<p><b>LCR<sup>2</sup>Energy – Local Competitive Resilient Energy for LCR</b></p> <p>To facilitate and enable the transition of the City Region’s energy supply for the needs of the growth plan and the 21<sup>st</sup> Century; by converting the 37GWh* used for City Regions electricity, heat and power requirement to 100% low carbon, renewable and the most cost effective, efficient means within 20 years or less, while capturing the economic growth and job creation benefits that might result.</p> <p>£18bn is being spent on off-shore wind energy generation in the Irish Sea. This huge private sector investment is serviced from Liverpool City Region and there are opportunities to capture greater economic benefit from that investment.</p> <p>The Sustainable Energy Action Plan (SEAP) is a Partnership led approach to identifying schemes within the City Region with the potential to deliver economic growth as well as reducing overall carbon impacts whilst also reducing the costs to business.</p> <p>The SEAP sets out a single co-ordinated programme to ensure the Liverpool City Region is at the forefront of the transition to a low carbon economy, with all of the economic, environmental and social benefits arising from the progressive decoupling of future economic growth from the CO2 emissions, as well as price and supply volatility increasingly associated with the fossil fuel reliant economy.</p> <p>Our activity in this area will also look to take advantage of supply chain opportunities in off-shore wind and marine engineering.</p>	<ul style="list-style-type: none"> <li>• A deal (and the electrical infrastructure) to take electricity from the off shore wind turbines and connect directly into the City region</li> <li>• Delivery of a multifunctional crossing over the Mersey that incorporates tidal energy plus heat pipes/transport crossing (cycle included) – connecting the two sides</li> <li>• Inter connected localised heat and distributed local energy systems (including energy storage &amp; smart grids) - “we” provide the connectivity services (project management, shared finances, and the pipes); local engagement</li> <li>• Use of brown field sites for low carbon technology demonstration (LCR<sup>2</sup>Energy Innovation Labs*) and deployment (solar, biomass etc) until such time as the developers see the greater value of the site</li> <li>• LCR H2N - connectivity for commercial/local logistics/public transport hydrogen</li> </ul> <p>Ultimately by getting as much as we can from the local source of wind &amp; tidal we will open the way for decarbonisation of transport (electric vehicles and/or via hydrogen electrolysis &amp; storage) and electrified heat.</p>	<p>To take the project forward:</p> <ul style="list-style-type: none"> <li>• project management;</li> <li>• co-ordination activity;</li> <li>• technical consultancy;</li> <li>• financial planning resource;</li> <li>• legal expertise;</li> <li>• stakeholder relationship management resources</li> <li>• planning consultancy;</li> <li>• energy procurement &amp; negotiation expertise</li> </ul> <p>For projects to be delivered there is a need for capital investment. The City Region Capital Investment Fund might support:</p> <ul style="list-style-type: none"> <li>• Pump prime funding (grant or loan) for capital investment (pipes, energy storage, h2 infrastructure etc.) &amp; scaled demonstration equipment</li> <li>• Brownfield site preparation and development support</li> </ul> <p>The LEP has already committed resource to undertaking commercial appraisal of schemes in this area and our development of a Capital Investment Fund will support investment in such projects.</p> <p>The SEAP is a Collation of projects to provide sufficient scale for potential private sector investment; this might include Combined Heat and Power Plants and other energy generation schemes within the City Region.</p> <p>The actions of the SEAP include:</p> <ul style="list-style-type: none"> <li>• Develop governance and project management structures and resources</li> <li>• Develop a SEAP delivery mechanism</li> <li>• Open up the City Region to investment</li> <li>• Develop an agreed City Region approach to energy planning</li> <li>• Develop an Energy Masterplan for the City Region</li> <li>• Develop a City Region energy skills for growth agreement</li> </ul>	<p>The types of outcomes that might be delivered include:</p> <ul style="list-style-type: none"> <li>• More businesses (inward investment, start up)</li> <li>• Higher growth than an average economy for LCEGS companies therefore contributing to filling the gap in the LCR economy</li> <li>• Attractive place to do business and be employed (retention of graduates etc)</li> <li>• Local engagement in solving energy challenges</li> <li>• Lower unemployment</li> <li>• Increase skills (STEM jobs)</li> <li>• Reduce fuel poverty</li> <li>• Reduce Co2 emissions</li> </ul> <p>Work is required to identify the economic benefits but initial thinking is that the project could:</p> <ul style="list-style-type: none"> <li>• Result in 7000 jobs in 5 years, 15,000 jobs in 10 years?</li> <li>• Result in a 2 to 3% increase in GVA above average for the sectors’ current value. Forecasted to show additional “gap” filling role of the sector</li> </ul> <p>Our City Deal included a series of asks around the low carbon economy in response to our commitment to continue to pursue the low carbon growth opportunities available.</p> <p>The City Region committed to ensuring local barriers to regulatory and planning processes were hastened and Government committed to national agencies working more closely with the City Region so that their work is not an inhibitor to scheme approval.</p> <p>Our development of a City Region Capital Investment Fund (Strategic Project E) will support low carbon/energy project delivery and resources from within our European Programme will be allocated. We would look for Government via the Green Investment Bank to support our work in this area and to potentially make investments in the City Region.</p> <p>Moving forward, we would want to work with Government to look at how we can learn from international best practice with regard the regulatory framework for energy and pilot potential solutions within the City Region that help deliver our LCR<sup>2</sup>Energy project. This is a key ask of Government in terms of additional freedoms and flexibilities.</p>

## Strategic Project E: Liverpool City Region Capital Investment Fund

	Initiative & Rationale	Objectives	Activity	Outcomes / deliverability and risk considerations
	<p><b>Liverpool City Region Capital Investment Fund</b></p> <p>The fund would be targeted on a series of key growth opportunities (see the Activity column) but will also need to act responsively in a flexible way to inward investment and/or end user demand at any site within the City region when jobs may be immediately created. In this way the City Region Capital Investment Fund Project would support the development of sites and premises to assist business growth – by making available a co-ordinated funding programme targeting key sites and enabling growth across all business sectors.</p> <p>This Fund might include:</p> <ul style="list-style-type: none"> <li>• Growing Places Fund resources,</li> <li>• Enterprise Zone receipts</li> <li>• Grant Funding allocated under the Place strand of European funding (2014-2020) aligned closely with any JESSICA financial instruments investment to maximise impact.</li> <li>• Any Regional Growth Fund (RGF) that might be secured for property investment in the City Region</li> </ul>	<p>To maximise business growth and job creation through provision of the appropriate 'mix' of funding resource including loan/grant, so that the maximum number of capital investment schemes – supporting all sectors – is delivered.</p>	<p>The main areas of activity would be:</p> <ul style="list-style-type: none"> <li>• Management and delivery of an investment policy and framework within the City Region targeting capital resource on key employment growth opportunities</li> <li>• Grant/loan finance provision aligned to maximise economic outcomes</li> <li>• Alignment with other discretionary resource on job growth opportunities – this includes alignment with transport funding such Major Scheme Funds</li> </ul> <p>This would include targeting of resource on key growth opportunities:</p> <ul style="list-style-type: none"> <li>• Delivery of projects in Liverpool City Centre as a focus of economic opportunity within the City Region; see Strategic Project A</li> <li>• Delivery of the 'City Region Freight &amp; Logistics Hub' investing in sites throughout the City Region, see Strategic Project B</li> <li>• Delivery of key projects at science and innovation locations including Daresbury; see later Innovation section</li> <li>• Delivery of key elements within the LCR2Energy project; see Strategic Project D</li> <li>• Delivery of key growth projects within the Liverpool City Region's 3 Enterprise Zones;</li> <li>• A 'responsive' programme flexible enough to respond to inward investment and/or end user demand at any site within the City region when jobs may be immediately created (see the list of sites below as locations within the City Region that have been identified as strategic sites for potential business use and growth).</li> </ul>	<p>The Liverpool City Region LEP would consider the recycling of the £18m of Growing Places Fund resource to be allocated to the delivery of this programme alongside any funds obtained in the relation to Enterprise Zone returns.</p> <p>The City Region has a £38m JESSICA fund already in place which will continue to recycle funds over the next decade, the LEP will be working closely with the Fund to align investment resource. A further £24m of resource from within the City Region's ERDF allocation for 2014 – 2020 is being allocated to a potential JESSICA Financial Instrument while there is also grant resource within each ESIF Portfolio area that can be aligned with revolving finance to deliver the City Region's Investment Fund objective.</p> <p>An ex-ante evaluation of how any new JESSICA funding might be managed has been commissioned and will also report of how the City Region might best align all capital resource. This will include a demand assessment and also Governance considerations given the establishment of a Combined Authority. The report will conclude in Spring 2014 providing a structure and delivery recommendations.</p> <p>Resources immediately identified locally for alignment includes:</p> <ul style="list-style-type: none"> <li>• £18m Growing Places Fund which the City Region has allocated on a loan basis to projects and will therefore 'revolve' back into the investment fund. The funding is fully allocated currently, although returns are expected in late 2014</li> <li>• £38m of Chrysalis Funds (on an alignment basis) which is also being invested on a loan basis. Over £20m is currently invested</li> <li>• £24m to be invested in the 2014 – 2020 European Programme period into a JESSICA model</li> <li>• Additional capital ERDF grant resource targeted at growth and job creation</li> </ul>
<p><b>The Liverpool City Region has applied a robust process to identifying priorities for potential investment using monies in the 2014 – 2020 European Programme. The <u>Place</u> portfolio identifies the priority activity areas where European Funding might be appropriate and includes our intentions on use of financial instruments including JESSICA. Other portfolios include capital strands which will also be aligned.</b></p>				
	<p><b>Financial Instruments</b></p> <ul style="list-style-type: none"> <li>• A JEREMIE fund to provide access to finance for SMEs, including generic and growth sector Venture Capital Funds; Loan and guarantee Funds</li> <li>• A JESSICA Urban development fund, building on Chrysalis, with additional grant funding facility</li> <li>• Local Impact Fund, providing a joined up package of loan finance to Social Sector Organisations</li> </ul>	<p>To support the efficient and effective investment in capital projects throughout the City Region creating commercial floor-space to support economic growth.</p>	<ul style="list-style-type: none"> <li>• Creation /development of VCLF based around NW Fund and MSIF</li> <li>• Develop / adapt JESSICA fund to support investments in sites / premises and green / energy infrastructure</li> <li>• Development of new Local Impact Fund, developing a pilot fund established under the 2007 – 13 programme</li> </ul>	<p>Development of a Investment Framework approach so that future investment via a JESSICA vehicle is co-ordinated to maximise the number of projects that can be delivered in the City Region.</p>

## Potential Projects that sit primarily in the Business Growth strand

### Enabling Businesses to Grow

	Initiative & Rationale	Objectives	Activity	Outcomes / deliverability and risk considerations
<b>BG 1</b>	<p><b>Delivery of a Liverpool City Region Enterprise Strategy</b></p> <p>The Liverpool City Region Enterprise Strategy has been in development under the leadership of the private sector led Business Growth Board in consultation with key partners throughout the City Region. It has been developed in a co-ordinated way alongside the development of the Liverpool City Region European Structural Investment Fund Strategy so that activity described within each can be fully aligned. Therefore, the focus of the EUSIF Strategy on:</p> <ul style="list-style-type: none"> <li>• Winning New Business</li> <li>• Business Start-up and Entrepreneurial Culture</li> <li>• Business Support and Investment Readiness</li> <li>• Skills Development</li> </ul> <p>are all complimentary to the <i>delivery</i> of a Liverpool City Region Enterprise Strategy that encompasses a broader range of activity than just those that can be funded via European Funding.</p>	<p>The City Region ambition will be to increase the Liverpool City Region's business stock by 20,000 businesses in 20 years.</p>	<p>The proposed priority areas for intervention are:</p> <ul style="list-style-type: none"> <li>• <b>The establishment of a City Region level strategy enabling the alignment of City Region activity with improved coordination and enhanced accountability</b> in the City Region (via LEP and potential Combined Authority structure for public sector funded support)</li> <li>• <b>Obtaining simplification, improved coherence, and commercialisation business support in the City Region</b></li> <li>• <b>Stimulating entrepreneurial aspiration</b> in schools, colleges and Universities working with those key partners. Specifically, partners intend to commission a study to identify best practice in how this might be achieved.</li> <li>• <b>Starting more sustainable businesses</b> – identifying best practice in business start-up provision and in what enables a business to survive beyond 2 years and 5 years. Rolling out this best practice through City Region delivery</li> <li>• <b>Driving business growth in new markets and products</b> via a range of services to support businesses to grow and survival that recognise the importance of competing internationally and in a more innovative way</li> <li>• <b>Creating an entrepreneurial business environment</b> by a) ensuring business finance product provision is appropriate, building on the recent LEP commissioned study undertaken by EKOS and b) building on the experience of the Entrepreneurial Eco-system Project in the City Region</li> <li>• <b>Attracting new inward investment</b> via a coherent City Region approach through marketing, promotion, business development and account management working with UKTI</li> </ul>	<p>The intended outcomes will include:</p> <ul style="list-style-type: none"> <li>• Increased numbers of business start-ups</li> <li>• Improved 'entrepreneurialism' in the City Region - particularly in some under-represented groups such as women's enterprise where the City region has a specific deficit</li> <li>• Improved sustainability of businesses (increased survival rates)</li> <li>• Increased levels of business productivity</li> <li>• Increased inward investment.</li> </ul> <p>These outcomes will exist at a 'whole economy' level although there will be some sectors where we would expect more growth than others. Support packages will assist Social Enterprise businesses alongside all other businesses.</p> <p>The City Region has undertaken a mapping exercise of existing provision to help inform a commissioning approach to any new delivery. This will be aligned with a £32.8m contribution of local ERDF funds and of £8m of local ESF funds that have been allocated within the Business Economy Portfolio of our EUSIF Strategy. This approach will also see the City Region consider 'opt-in' proposals with a range of national delivery bodies (see the Blue Green EU section below).</p> <p>Resources to achieve this initiative:</p> <ul style="list-style-type: none"> <li>• Local Public Sector contribution (building on existing delivery) aligned more effectively and efficiently to deliver City Region level strategy</li> <li>• Private sector contributions through a more 'commercial' approach to delivering support</li> <li>• European Funds</li> </ul> <p>National Programme Funding (alignment between local/national to maximise impact)</p>
<b>BG 2</b>	<p><b>Federal Business Growth Hub</b></p> <p>Government through City Deal processes have supported the development of Business Growth Hubs. The LCR model would operate federally utilising local structures.</p>	<p>Improved co-ordination of business support in the Liverpool City Region with increased access to resources for delivery to businesses at a local level</p>	<p>To be defined in detail based on Enterprise/Business Growth Strategy however the role of the hub will not necessarily be in direct delivery but to enable the alignment of activity and the simplification, improved coherence, and commercialising of business support in the City Region [see Delivery of City Region Enterprise Strategy above].</p>	<p>Greater co-ordination should ensure improved efficiency and effectiveness in the delivery of business support products both within the City Region and also for products.</p> <p>Resources to achieve this initiative:</p> <p>The LEP has already had some early stage discussions with BIS nationally and would aim to continue that productive conversation.</p> <p>This is an element of the City Region Enterprise Strategy (see above) where we wish to have early dialogue with Government.</p>

	Initiative & Rationale	Objectives	Activity	Outcomes / deliverability and risk considerations	
BG 3	<p><b>Liverpool City Region Business Growth Grant (City Region RGF Round 3 and 4 Programme)</b></p> <p>Grant to expanding businesses allowing them to invest primarily in capital equipment to support their growth. £15m secured by Liverpool City Region LEP to invest up to Spring 2015.</p>	To achieve increased business investment creating or safe-guarding jobs.	Grant support (ratio of private 5:1 public)	<p>The Programme has already allocated £4m to create or safe-guard 500 jobs within the Liverpool City Region. Programme targets creation of 1,000+ jobs overall.</p> <p>Resource to achieve this: £15m Business Growth Grant funding secured for 2013 – 2015</p>	
BG / EU	<p><b>The Liverpool City Region has applied a robust process to identifying priorities for potential investment using monies in the 2014 – 2020 European Programme. The Business Economy portfolio identifies the priority activity areas where European Funding might be appropriate. The detail of that element is below.</b></p>				
BG / EU 1	<p><b>Winning new business</b></p>	<ul style="list-style-type: none"> <li>Exploit LCR trade and export assets,</li> <li>Maximise/extend MAS and UKTI “opt in” offer, where used.</li> <li>Develop new market and investment opportunities for business.</li> <li>Support businesses to increase their sales, including through access to public sector procurement and ability to subcontract</li> <li>Business to business networks to share best practice/peer examples</li> </ul>	<p>Supporting Business Growth in the City Region and supporting the following key elements of the draft City Region Enterprise Strategy:</p> <ul style="list-style-type: none"> <li>Drive business growth in new markets and products</li> <li>Creating an entrepreneurial business environment (covering an appropriate offer including financial resources)</li> <li>Attracting new inward investment</li> </ul>	<ul style="list-style-type: none"> <li>International Trade Support</li> <li>Tender / Sales Training &amp; Support</li> <li>Quality Standards Programme</li> <li>Supply Chain Development</li> <li>IFB Legacy</li> <li>Priority Sector Development</li> <li>Business Networks/Ecosystem</li> </ul>	<p>The City Region has provisionally allocated £32.8m of ERDF funds and £8m of ESF funds from within our European Allocation to deliver in this priority area.</p> <p>The City Region will be applying a Commissioning Approach to the 2014-2020 programme; this will ensure the optimal delivery of economic benefits from the limited resources available.</p> <p>Our approach will also seek to maximise the alignment with nationally procured programmes. The City Region has committed to look at a range of ‘opt-in’ propositions to align City Region resources with those nationally including:</p> <ul style="list-style-type: none"> <li>UKTI where the LEP is already developing joint working relationship in the 2013-2015 period. The City region is considering a £2m commitment of locally allocated European resource over the Programme period</li> <li>Manufacturing Advisory Service – subject to Govt. clarification on continuation of MAS nationally the City Region is considering a £300k contribution of locally available European resource for 2015 -2017</li> <li>Growth Accelerator – subject to certain flexibilities in delivery the City Region is considering a £150k contribution of locally available European resource for 2015 -2017</li> </ul>
BG / EU 2	<p><b>Business start-ups and Entrepreneurial Culture</b></p>	<ul style="list-style-type: none"> <li>Business Start-Up Support</li> <li>Additional support for high growth start-ups</li> <li>Entrepreneurial culture programmes</li> </ul>	<p>Supporting Business Growth in the City Region and specifically, supporting the following key elements of the draft City Region Enterprise Strategy:</p> <ul style="list-style-type: none"> <li>Stimulate entrepreneurial aspiration</li> <li>Start more sustainable businesses</li> </ul>	<ul style="list-style-type: none"> <li>Business Start-Up &amp; High Growth Start-Up</li> <li>Growth Ambitions &amp; Investment Readiness</li> <li>Target Groups and Social Enterprise</li> <li>Promoting enterprise in schools and to under-represented groups</li> </ul>	
BG / EU 3	<p><b>Business Support and Investment Readiness</b></p>	<ul style="list-style-type: none"> <li>Increasing SME growth ambitions and investment readiness</li> <li>Activity to support productivity improvements to enable local businesses to grow and expand</li> <li>Improve resource efficiency</li> <li>Developing management and leadership skills among business owners</li> <li>Delivery of programmes of professional advice to SMEs, including patent applications, legal advice, and tender training, to support growth and expansion</li> <li>Provision of finance for all stages of business cycle including proof of concept and early stage funding</li> </ul>	<p>Supporting Business Growth in the City Region and supporting the following key elements of the draft City Region Enterprise Strategy:</p> <ul style="list-style-type: none"> <li>Stimulate entrepreneurial aspiration</li> <li>Start more sustainable businesses</li> <li>Drive business growth in new markets and products</li> <li>Creating an entrepreneurial business environment (covering an appropriate offer including financial resources)</li> <li>Attracting new inward investment</li> </ul>	<ul style="list-style-type: none"> <li>Investment Readiness Support</li> <li>Supply Chain Development</li> <li>ICT &amp; Digital Technology Adoption</li> <li>Enhanced MAS and UKTI programme</li> <li>Resource Efficiency &amp; Transport planning advice</li> <li>Leadership and Management Skills</li> <li>Rural Business Support - LEADER</li> <li>Access to Professional Advice e.g. Marketing, Legal etc.</li> <li>Growth Vouchers</li> <li>Knowledge Transfer Partnerships</li> <li>Workforce Development Needs Analysis</li> </ul>	
BG / EU 4	<p><b>Skills Development (European Programme 2014 – 2020 Business Economy Section)</b></p>	<ul style="list-style-type: none"> <li>Support businesses to develop their current and future workforce to achieve business growth, including through high level apprenticeships and higher level skills and qualifications.</li> <li>Businesses to identify specific skills needs to support economic growth, to be commissioned in line with ESB annual skills priorities</li> </ul>	<p>Supporting business growth and enterprise through skills for growth including Skills for Growth Agreements that articulate private sector skills needs and enable providers to align provision.</p>	<ul style="list-style-type: none"> <li>Workforce Development Support</li> <li>Access to Professional Qualifications</li> <li>Leadership and Management Skills</li> <li>ICT &amp; Digital Skills</li> <li>Marketing &amp; New Business Skills</li> <li>Entrepreneurial Skills</li> </ul>	<p>Opt-ins with the Skills Funding Agency (SFA) and Department of Work and Pensions (DWP) are covered in the People Section of this Document.</p>

	Initiative & Rationale	Objectives	Activity	Outcomes / deliverability and risk considerations
BG 4	<p><b>Supply Chain Development Programmes for key economic growth sectors</b></p> <p>Partners have identified a need to undertake supply chain activity targeted at key sectors where there is potential for the City Region to maximise investment opportunities and job creation. These are market facing opportunity areas where there may already be assets within the City Region (e.g. large production facilities with a supply chain need) or where there is a market opportunity to be met (e.g. supply chain elements required to support the £18bn investment in offshore wind energy in the Irish Sea)</p> <p>Specific sectors raised by partners include:</p> <ul style="list-style-type: none"> <li>• Offshore wind engineering</li> <li>• Automotive supply chains</li> <li>• SuperPORT sectors</li> </ul>	<p>Job growth</p> <p>Existing business expansion</p> <p>New business formation</p>	<p>Defined sector supply chain programmes for key sectors alongside investments in enabling infrastructure as required.</p> <p>This may include investment in Enterprise Zone locations that specifically target key sectors for growth (e.g. Wirral Waters).</p>	<p>Activity should result in outcomes of increased business investment and jobs growth.</p> <p>Any City Region programme would need to complement and build on existing work including the LEP New Markets Programme and also Wirral Council's RGF 3 Programme of activity.</p>
BG / EU	<p><b>The Liverpool City Region has applied a robust process to identifying priorities for potential investment using monies in the 2014 – 2020 European Programme. The Blue / Green Economy portfolio identifies the priority activity areas where European Funding might be appropriate to support business growth. The detail of that element is below.</b></p>			
BG EU 5	<p><b>Blue/Green Sector and Supply Chain Development</b></p> <ul style="list-style-type: none"> <li>• Develop and grow supply chains in the Low Carbon and Environmental Goods and Services (LCEGS), Logistics, Marine and Maritime sectors, including new business opportunities, stimulating market demand, support to diversify technologies and supply chain development.</li> <li>• Accelerate the demonstration, adoption, deployment and diversification of Low Carbon and resource efficient technologies and processes, including activities that support collaborative partnerships and knowledge transfer to encourage commercialisation and drive innovation.</li> </ul>	<p>Support businesses in the Blue / Green economy to grow through supply chain activity. This will support Business Growth in the City Region and support the following key elements of the draft City Region Enterprise Strategy:</p> <ul style="list-style-type: none"> <li>• Drive business growth in new markets and products</li> <li>• Attracting new inward investment</li> </ul>	<ul style="list-style-type: none"> <li>• E-fit business support programme/ Eco-Innovation Marine Energy supply chain programme</li> <li>• Business diversification support into Low Carbon sector</li> <li>• Maritime and Logistics new markets programmes</li> </ul>	<p>A total of £25m ERDF and £3m ESF has been allocated to the Blue /Green Economy strand of our ESIF. Activity will be commissioned against the priorities of that Strategy and some will be available to support the specific activity listed here.</p>
BG 5	<p><b>Ongoing delivery of Visitor Economy Strategy and Destination Management Plan to grow businesses and create jobs in the Visitor Economy Sector</b></p> <p>Our visitor economy supports 43,000 jobs and is worth £3.1bn. There is an existing Visitor Economy Strategy extending to 2020 which the City region will continue to deliver.</p>	<p>Our ambition is:</p> <ul style="list-style-type: none"> <li>• to see 57,000 jobs supported</li> <li>• to remain in the top 5 most visited places for overseas visitors and</li> <li>• to be in the top 3 nationally for conference tourism.</li> </ul>	<p>The current Destination Management Plan for the City Region includes a range of actions in the following areas:</p> <ul style="list-style-type: none"> <li>• Destination Development and Management</li> <li>• Destination Marketing</li> <li>• Major Events</li> <li>• Conference and</li> <li>• Business Tourism</li> </ul>	<p>Activity should result in outcomes of increased business investment and jobs growth, more visitors and in particular, increased business visitors.</p> <p>The business growth activity is closely aligned to investments in capital infrastructure as included within the Liverpool City Centre Strategic Project.</p>
	<b>Travel for the Visitor Economy</b>	The Place Section of this Annex includes a dedicated section on projects in this area		

## Potential Projects that sit primarily within the Globally Connected City Region strand

### Projects that build on our trading history and Port infrastructure

Initiative & Rationale	Objectives	Activity	Outcomes / deliverability and risk considerations	
<b>Liverpool City Region Freight &amp; Logistics Hub</b>  Responds to globalisation and the changing nature of logistics industry in the UK. Builds on the £340m private sector investment in the Liverpool 2 project and seeks to bring forward and connect key logistics and freight sites throughout the City Region.	See Strategic Project B			
<b>Liverpool City Region Multimodal Port Access – “Access to the Port of Liverpool”</b>	See Strategic Project C			
<b>Ongoing delivery of the City Region SuperPORT Strategy and Action Plan</b>  The City Region works collaboratively promoting the opportunities of the SuperPORT. The SuperPORT is not just the Port itself but is about co-ordinating the interconnections between the economic opportunities of freight, logistics, land assets, business support and skills support at the City Region level with the private sector taking a lead.	<b>To build</b> on Liverpool City Region’s: <ul style="list-style-type: none"> <li>port,</li> <li>airport,</li> <li>rail and</li> <li>logistics assets</li> </ul> to secure the benefits from increased global trade and up to 20,000 new jobs	Major capital investments: <ul style="list-style-type: none"> <li>£600m investment in the Mersey Gateway</li> <li>£340m investment in Liverpool 2</li> <li>Key sites and freight network (see City Region Freight and Logistics Hub Strategic Project)</li> </ul> Sector support and SuperPORT advocacy.	The SuperPORT strategy and action plan aims to facilitate the creation of 20,000 jobs throughout the City Region.  The approach helps support aligned activity between the public sector and private sector to obtain that growth.	
<b>The Liverpool City Region has applied a robust process to identifying priorities for potential investment using monies in the 2014 – 2020 European Programme. The Blue / Green Economy portfolio identifies the priority activity areas where European Funding might be appropriate to support business growth in the SuperPORT associated sectors. The detail of that element is below.</b>				
<b>Blue/Green Sector and Supply Chain Development</b>	<ul style="list-style-type: none"> <li>Develop and grow supply chains in the Low Carbon and Environmental Goods and Services (LCEGS), Logistics, Marine and Maritime sectors, including new business opportunities, stimulating market demand, support to diversify technologies and supply chain development.</li> <li>Accelerate the demonstration, adoption, deployment and diversification of Low Carbon and resource efficient technologies and processes, including activities that support collaborative partnerships and knowledge transfer to encourage commercialisation and drive innovation.</li> </ul>	Support businesses in the Blue / Green economy to grow through supply chain activity. This will support Business Growth in the City Region and support the following key elements of the draft City Region Enterprise Strategy: <ul style="list-style-type: none"> <li>Drive business growth in new markets and products</li> <li>Attracting new inward investment</li> </ul>	<ul style="list-style-type: none"> <li>E-fit business support programme/ Eco-Innovation Marine Energy supply chain programme</li> <li>Business diversification support into Low Carbon sector</li> <li>Maritime and Logistics new markets programmes</li> </ul>	A total of £25m ERDF and £3m ESF has been allocated to the Blue /Green Economy strand of our ESIF. Activity will be commissioned against the priorities of that Strategy and some will be available to support the specific activity listed here.

### Connecting our City Region to adjacent areas (supporting freight movements and commuter flows)

Initiative & Rationale	Objectives	Activity	Outcomes / deliverability and risk considerations
<b>Connecting our City Region to adjacent areas</b>  The Liverpool City Region, and economic opportunity in the City Region, can contribute to wider growth along the wider Atlantic Gateway. There are a whole series of key projects that will improve connectivity.	Better connecting our City Region and its growth potential with adjacent areas.	Shared research and investment with adjacent areas in key projects. Ongoing work is underway on: <ul style="list-style-type: none"> <li>Bidston – Wrexham</li> <li>Halton Curve</li> <li>Northern Hub</li> <li>Links to West Lancashire</li> </ul>	Working with Government to identify a shared set of investments across multiple LEP areas. Prioritising these in the context of their collaborative ability to result in growth.

## Capitalising from national investment in High Speed 2

Initiative & Rationale	Objectives	Activity	Outcomes / deliverability and risk considerations
<p><b>Capitalising on the National Investment in High Speed 2 Rail Infrastructure</b></p> <p>High Speed trains will come to Liverpool under current proposals but will not travel at high speed after Crewe; this will achieve journey time benefits but not of a level attained by other Cities.</p> <p>The City Region remains supportive of High Speed 2 and wish to see it benefit our economy and be a 'delivery mechanism' of our Growth Plan.</p>	<p>We recognise the importance of High Speed 2 investment to increase connectivity between the major Cities in England and the City Region is taking a supportive view.</p> <p>Our aim is: "Capitalise on Government investment in High Speed 2 as an engine for growth and renewal in the City Region; improving our business and tourism connectivity, allowing for an increase in freight capacity, and supporting a renewal and economic expansion of Liverpool City Centre."</p>		<p>We wish to see High Speed 2 add value to our economy by being complementary to our Growth Plan aims particularly in the areas of:</p> <ul style="list-style-type: none"> <li>Increasing freight capacity nationally to support our SuperPORT projects and Freight and Logistics Hub proposals.</li> <li>Increasing Liverpool's connectivity to attract both increased business and visitor economy visitors</li> <li>To support the regeneration and renewal of Liverpool City Centre</li> </ul> <p>Our ask is to have a very close working relationship with Government and it's agencies to maximise those benefits. We are already beginning joint work with DfT, High Speed 2 Ltd and Network Rail and wish to see this continue.</p>

## A globally recognised brand and international destination / promoting our place internationally

Initiative & Rationale	Objectives	Activity	Outcomes / deliverability and risk considerations
<p><b>Liverpool City Centre – Strategic Project A</b></p>	<p>Liverpool City Centre represents a concentration of assets, particularly important for international visitors, that are recognisable around the World.</p> <p>Investments in the extension of the Arena and Convention Centre, Cruise Liner Terminal etc. will enhance that offer and continue to promote the City Region globally.</p>		
<p><b>Knowsley Safari Park</b></p> <p>The size of Knowsley Safari Park means it has been categorised as a significant investment site in recent work developing a Local Investment Plan for the City Region. The Safari Park, Hall and estate attracts over 250,000 visitors to the sub-region annually</p>	<p>This is a significant national tourism attraction which sits within the historic parkland setting of Knowsley Estate and comprises Knowsley Safari Park and Reserve. However, it is disconnected from public transport, pedestrian and cycle networks, is over reliant upon the motor vehicle and is in need of investment to increase the offer in the context of much greater competition from other leisure, tourism and retail destinations.</p> <p>To take this site forward, infrastructure may be needed as an early phase, to improve pedestrian/cycling links to the site and to the town centre, plots for leisure related development activity could be prepared - any development should enhance the locality as a national and regional visitor attraction.</p>		
<p><b>Southport (secondary Destination Brand for the City Region)</b></p> <p>Southport remains a well known coastal resort although there is an ongoing need for investment.</p>	<p>Southport remains a brand asset and requires investment to both upgrade it's infrastructure, improve it's tourism offer and support it's promotion. Southport can also be seen as an important retail destination. Southport also has a significantly large site including the Pleasureland Theme Park. There have been pre-recession attempts to find a 'big bang' solution to this site. Currently forward infrastructure may be needed to improve pedestrian/cycling links through the site and to the wider town centre, plots for development activity could be prepared-any development should enhance the locality as a regional visitor attraction.</p>		<p>Local Businesses are currently developing plans through the establishment of a Business Improvement District.</p> <p>Although land ownership of the former Pleasureland site is secure there is a need to undertake a market assessment before identifying future options for development.</p>
<p><b>England's Golf Coast (secondary Destination Brand for the City Region)</b></p> <p>The North West coast of England has a series of Championship quality golf courses that attract international visitors and that host major international events. A number of the courses within the Golf Coast are within the Liverpool City Region including the Royal Liverpool course. Royal Liverpool will host the Open Championship in 2014, representing a major visitor event in itself but also the opportunity to promote the City Region to an international audience.</p>	<p>Continued promotion of the Golf Coast to attract international visitors and to raise the City Region's profile.</p> <p>Successfully obtaining economic benefits from the Open Championship at Royal Liverpool in 2014</p> <p>Expanding the Golf Coast offer</p>	<p>Activity:</p> <ul style="list-style-type: none"> <li>Continued promotion of the Golf Coast</li> </ul> <p>There is the potential for a private sector led development of a new resort facility on the Wirral.</p>	

	Initiative & Rationale	Objectives	Activity	Outcomes / deliverability and risk considerations	
	<p><b>Ongoing delivery of Visitor Economy Strategy and Destination Management Plan to grow businesses and create jobs in the Visitor Economy Sector (shared with the Business Economy section)</b></p> <p>Our visitor economy supports 43,000 jobs and is worth £3.1bn. There is an existing Visitor Economy Strategy extending to 2020 which the City region will continue to deliver.</p>	<p>Our ambition is:</p> <ul style="list-style-type: none"> <li>to see 57,000 jobs supported,</li> <li>to remain in the top 5 most visited places for overseas visitors and</li> <li>to be in the top 3 nationally for conference tourism.</li> </ul>	<p>The current Destination Management Plan for the City Region includes a range of actions in the following areas:</p> <ul style="list-style-type: none"> <li>Destination Development and Management</li> <li>Destination Marketing</li> <li>Major Events</li> <li>Conference and</li> <li>Business Tourism</li> </ul>	<p>Activity should result in outcomes of increased business investment and jobs growth, more visitors and in particular, increased business visitors.</p> <p>The business growth activity is closely aligned to investments in capital infrastructure as included within the Liverpool City Centre Strategic Project.</p>	
	<b>Travel for the Visitor Economy</b>				
	<p><b>Place Marketing Strategy</b></p> <p>Liverpool benefits from having an internationally recognised name as a result of its trading past, the success on its football teams and a cultural history that saw Liverpool provide the world with the phenomenon that was the Beatles.</p> <p>The City Region has committed to a shared approach to marketing our place around the World to take advantage of that international brand and to attract investment and economic opportunity as a result. This is not exclusively about our Visitor Economy but about attracting international investment in all sectors.</p>	<p>The place marketing approach aims to promote the City Region in the most efficient and effective way on a collaborative basis on behalf of all City Region partners.</p>	<p>The activities covered by the shared approach to Place Marketing include:</p> <ul style="list-style-type: none"> <li>Management of the Visit Liverpool Website and associated activity</li> <li>Overseas and domestic marketing</li> <li>Events and festivals Marketing</li> <li>Convention Bureau activity</li> </ul>	<p>In 2013 the City Region agreed a shared approach to Place Marketing that saw the Convention Bureau Team located within the LEP join forces with colleagues at Liverpool Vision/Marketing Liverpool to promote the City Region with aligned resources under the "it's Liverpool" banner. This commitment to joint working at City Region level demonstrates a shared commitment to maximising our impact from the limited resources available.</p>	
<p><b>The Liverpool City Region has applied a robust process to identifying priorities for potential investment using monies in the 2014 – 2020 European Programme. The Place portfolio identifies the priority activity areas where European Funding might be appropriate to support growth in our economy and to help people back into work.</b></p>					
	<p><b>Place marketing</b></p>	<ul style="list-style-type: none"> <li>Place marketing the assets of the LCR growth sectors (SuperPORT, Low Carbon, Innovation/Knowledge Economy and Visitor Economy) in line with emerging place marketing strategy</li> <li>International Festival for Business 2014 legacy.</li> </ul>	<p>To support the promotion of the City Region and to support the attraction of increased numbers of visitors and investment from overseas by promoting our economic assets in particular.</p>	<ul style="list-style-type: none"> <li>International place marketing campaigns, capitalising on the legacy of IFB14, to market LCR as a place to invest and do business, and to promote business tourism and the conference/exhibition offer.</li> <li>Campaigns to promote key LCR assets, e.g. Knowledge Quarter, Sci-Tech Daresbury, SuperPORT and blue/green investments.</li> <li>Place marketing of LCR's developing cultural/leisure/sport offer and Liverpool Waterfront</li> </ul>	<p>A total of £25m ERDF has been allocated to the Place portfolio of our ESIF. Activity will be commissioned against the priorities of that Strategy and in support of the City Region Innovation Plan and some will be available to support specific activity listed here.</p>

	Initiative & Rationale	Objectives	Activity	Outcomes / deliverability and risk considerations
	<p><b>International Festival of Business</b></p> <p>In 2014 the Liverpool City Region will host the International Festival of Business. The International Festival of Business is a global gathering of the world's most inspiring businesses; an arena where pivotal industries converge to trade ideas, products and contacts.</p> <p>The Festival will be an Olympics for business with hundreds of world-class events from June to July 2014 in Liverpool City Region, attracting a million visitors from across the globe, and bringing £100 million worth of investment. It is an urban festival of commerce, bringing together cities from the North to the South, East to West in 61 days of events, exhibitions, showcases and celebrations.</p> <p>More information on the International Festival of Business can be found at: <a href="http://www.ifb2014.com/">http://www.ifb2014.com/</a></p>	<p>In our City Deal with Government which secured the Festival we committed to striving for economic benefits from four areas:</p> <ul style="list-style-type: none"> <li>• <b>Development of Image:</b> raising awareness; enhancing the global perception of the North of the UK as an excellent place to visit, work, invest, study and live.</li> <li>• <b>Uplift to exports:</b> providing a focus to accelerate growth in the export of both goods and services. Encouraging companies new to exporting to explore markets for the first time as well as assisting experienced exporters to increase the value of their international business through a linked support programme.</li> <li>• <b>Securing inward investment:</b> providing a focus to expand inward investment into the region.</li> <li>• <b>Increasing tourism and direct visitor spend:</b> As well as core visitor spend a complementary month long cultural programme will attract visitors and play an important part in our long-term positioning strategy influencing international tour operators and the business tourism market.</li> </ul>	<p>The IFB will include a series of events built around the following Themes:</p> <ul style="list-style-type: none"> <li>• <b>MARITIME, LOGISTICS &amp; ENERGY - W/C 9 JUNE 2014</b> The transformation of the UK ports industry in recent decades has created a thriving and highly competitive market where Liverpool is exceptionally well positioned</li> <li>• <b>HIGHER &amp; FURTHER EDUCATION &amp; RESEARCH - W/C 16 JUNE 2014</b> - The UK is a global leader in developing partnerships between education and business to match the skills that industry needs with the education and training we provide.</li> <li>• <b>CITIES, ENTERPRISE &amp; URBAN BUSINESS -W/C 16 JUNE 2014.</b> Cities are engines of growth and they will be critical to the global economic recovery. Examining the challenges that city and business leaders face when creating cities, regions and countries that work, trade and innovate successfully.</li> <li>• <b>MANUFACTURING, SCIENCE &amp; TECHNOLOGY -W/C 23 JUNE 2014</b> - As the birthplace of the industrial revolution, the UK has been synonymous with pioneering inventions. The thematic programme will showcase the strength and diversity of science and technology that continues to flourish today.</li> <li>• <b>KNOWLEDGE, PROFESSIONAL &amp; FINANCIAL SERVICES -W/C 30 JUNE 2014</b> - The UK is the world's leading international financial and professional services centre with an unrivalled concentration of capital and capabilities. This IFB theme will position the UK as the world's partner and location of choice for financial and professional services.</li> <li>• <b>LOW CARBON &amp; RENEWABLES -W/C 14 JULY 2014</b> - In every sector of the economy, UK businesses are developing and deploying world-class solutions to energy and resource efficiency. International markets recognise that the UK has a world leading combination of intelligence, innovation and capability in low carbon.</li> <li>• <b>KNOWLEDGE, CREATIVE &amp; DIGITAL -W/C 14 JULY 2014</b> The UK has one of the largest and most diverse creative and digital sectors in the world and is home to renowned businesses in advertising, music, fashion, TV, film, design, digital technology, software development and gaming.</li> </ul>	<p>The Festival is being led by Liverpool Vision in partnership with Government and working with all six Local Authorities and the LEP within the City Region.</p> <p>The IFB will deliver:</p> <ul style="list-style-type: none"> <li>• Over one hundred events throughout June and July 2014</li> <li>• An engaged audience of 250,000 business professionals</li> <li>• Global representation</li> <li>• £100m direct investment into the UK</li> <li>• A catalyst to double UK exports by 2020</li> <li>• At every level the Festival will attract an audience of pioneers from the UK and across the world</li> </ul> <p>The IFB was a commitment by the City Region within our City Deal. We have committed to delivering the Festival and driving £100m of investment as a result.</p>

## Potential projects that sit primarily in the Resilient Energy and Low Carbon Economy Strand

	Initiative & Rationale	Objectives	Activity	Outcomes / deliverability and risk considerations
	<p><b>LCR<sup>2</sup> Energy – Local Competitive Resilient Energy for LCR</b></p> <p>To facilitate and enable the transition of the City Region’s energy supply for the needs of the Growth Plan and the 21<sup>st</sup> Century; by converting the 37GWh* used for City Regions electricity, heat and power requirement to 100% low carbon, renewable and the most cost effective, efficient means within 20 years or less while capturing the economic growth and job creation benefits that might result.</p>	See Strategic Project D		
	<p><b>Sustainable Energy Action Plan delivery</b></p> <p>The Sustainable Energy Action Plan (SEAP) is a Partnership led approach to identifying schemes within the City Region with the potential to deliver economic growth as well as reducing overall carbon impacts whilst also reducing the costs to business.</p> <p>The SEAP sets out a single co-ordinated programme to ensure the Liverpool City Region is at the forefront of the transition to a low carbon economy, with all of the economic, environmental and social benefits arising from the progressive decoupling of future economic growth from the CO2 emissions, as well as price and supply volatility increasingly associated with the fossil fuel reliant economy.</p>	The SEAP aims to create business growth and jobs with a progressive reduction in energy costs and increased diversity of supply.	<p>Collation of projects to provide sufficient scale for potential private sector investment; this might include Combined Heat and Power Plants and other energy generation schemes within the City Region.</p> <p>The actions of the SEAP include:</p> <ul style="list-style-type: none"> <li>• Develop governance and project management structures and resources</li> <li>• Develop a SEAP delivery mechanism</li> <li>• Open up the City Region to investment</li> <li>• Develop an agreed City Region approach to energy planning</li> <li>• Develop an Energy Masterplan for the City Region</li> <li>• Develop a City Region energy skills</li> </ul>	<p>Jobs growth in the City Region, the SEAP will contribute to the 12,000 new jobs target set within the Low Carbon Economy Action Plan.</p> <p>Reduced CO2 in the City Region</p> <p>Improved energy resilience in the medium term and reduced energy costs for consumers (businesses and residents).</p>
<p><b>The Liverpool City Region has applied a robust process to identifying priorities for potential investment using monies in the 2014 – 2020 European Programme. The Blue /Green Economy portfolio identifies the priority activity areas where European Funding might be appropriate. This will support objectives under the Energy and Low Carbon strand in the following way.</b></p>				
	<p><b>Blue/Green Energy</b></p> <ul style="list-style-type: none"> <li>• Develop our marine energy potential moving from demonstration (tidal), through commercialisation (wave) into industrialisation (offshore wind)</li> <li>• Develop and deliver energy performance of building stock, for example through design and upgrading, retro-fitting and demonstrators</li> <li>• Support energy and resource efficiency in enterprises</li> <li>• Development and deployment of ‘whole place’ Low Carbon solutions, including biomass, hydrogen and energy from waste; decentralised energy and heat networks; community energy schemes; micro generation; and smart energy and demand management concepts.</li> </ul>	To support the LCR2Energy project objectives. See Strategic Project D.	<ul style="list-style-type: none"> <li>• LCR heat pipeline company</li> <li>• SEAP project support</li> <li>• Energy Performance Certificates - target for all residential housing stock to achieve EPC ‘C’ rating</li> <li>• LCR H2N project</li> <li>• Indigenous biomass supply chain development</li> </ul>	A total of £25m ERDF and £3m ESF has been allocated to the Blue /Green Economy portfolio of our ESIF. Activity will be commissioned against the priorities of that Strategy and some will be available to support the specific activity listed here.

	Initiative & Rationale	Objectives	Activity	Outcomes / deliverability and risk considerations
	<b>Blue/Green Low Carbon Infrastructure</b>	<ul style="list-style-type: none"> <li>Enabling activities to support targeted investment in economic infrastructure to exploit opportunities in the Low Carbon, Maritime and Logistics sectors</li> <li>Support green and blue infrastructure provision to harness the natural environmental assets of LCR, to underpin strategic capital developments, tackle constraints on growth and support climate change adaptation/resilience</li> <li>Safeguard and future proof infrastructure at risk from environmental change.</li> <li>Support development of innovative, Low Carbon connectivity solutions, such as Low Carbon transport infrastructure technologies, modal shift, smart systems, port centric and population centric logistics and ICT applications</li> </ul>	<p>To achieve jobs and growth through targeted investments that stimulates further private sector investment.</p>	<ul style="list-style-type: none"> <li>Marine Energy support infrastructure inc in-river terminals</li> <li>Biomass transport infrastructure</li> <li>LCR H2N and EVCI projects</li> <li>Ship2Shore Power project</li> <li>Mersey Barrage review</li> <li>Green Print for Growth</li> <li>Smart Grid development</li> <li>Freight and Modal shift Strategies</li> </ul> <p>A total of £25m ERDF and £3m ESF has been allocated to the Blue /Green Economy portfolio of our ESIF. Activity will be commissioned against the priorities of that Strategy and some will be available to support the specific activity listed here.</p>
	<b>Blue/Green Sector and Supply Chain Development</b>	<ul style="list-style-type: none"> <li>Develop and grow supply chains in the Low Carbon and Environmental Goods and Services (LCEGS), Logistics, Marine and Maritime sectors, including new business opportunities, stimulating market demand, support to diversify technologies and supply chain development.</li> <li>Accelerate the demonstration, adoption, deployment and diversification of Low Carbon and resource efficient technologies and processes, including activities that support collaborative partnerships and knowledge transfer to encourage commercialisation and drive innovation.</li> </ul>	<p>Support businesses in the Blue / Green economy to grow through supply chain activity. This will support Business Growth in the City Region and support the following key elements of the draft City Region Enterprise Strategy:</p> <ul style="list-style-type: none"> <li>Drive business growth in new markets and products</li> <li>Attracting new inward investment</li> </ul>	<ul style="list-style-type: none"> <li>E-fit business support programme/ Eco-Innovation Marine Energy supply chain programme</li> <li>Business diversification support into Low Carbon sector</li> <li>Maritime and Logistics new markets programmes</li> </ul> <p>A total of £25m ERDF and £3m ESF has been allocated to the Blue /Green Economy portfolio of our ESIF. Activity will be commissioned against the priorities of that Strategy and some will be available to support the specific activity listed here.</p>
	<p><b>Supply Chain Development Programmes for key economic growth sectors</b></p> <p>Partners have identified a need to undertake supply chain activity targeted at key sectors where there is potential for the City Region to maximise investment opportunities and job creation.</p> <p>These are market facing opportunity areas where there may already be assets within the City Region or where there is a market opportunity to be met (e.g. supply chain elements required to support the £18bn investment in off-shore wind energy in the Irish Sea). The City Region has been identified by Government as a Centre for Offshore Renewable Engineering (CORE) and has particular opportunities in the offshore wind engineering sector.</p>	<p>Job growth Existing business expansion New business formation</p>	<p>Defined sector supply chain programmes for key sectors alongside investments in enabling infrastructure as required.</p> <p>This may include investment in Enterprise Zone locations that specifically target key sectors for growth (e.g. Wirral Waters).</p>	<p>Activity should result in outcomes of increased business investment and jobs growth.</p> <p>Any City Region programme would need to complement and build on existing work including the LEP New Markets Programme and also Wirral Council's RGF 3 Programme of activity.</p>

	Initiative & Rationale	Objectives	Activity	Outcomes / deliverability and risk considerations	
<p>The Liverpool City Region has applied a robust process to identifying priorities for potential investment using monies in the 2014 – 2020 European Programme. The <u>Blue / Green Economy</u> portfolio identifies the priority activity areas where European Funding might be appropriate to support business growth in the Energy and Low Carbon associated sectors. The detail of that element is below.</p>					
	<p><b>Blue/Green Sector and Supply Chain Development</b></p>	<ul style="list-style-type: none"> <li>Develop and grow supply chains in the Low Carbon and Environmental Goods and Services (LCEGS), Logistics, Marine and Maritime sectors, including new business opportunities, stimulating market demand, support to diversify technologies and supply chain development.</li> <li>Accelerate the demonstration, adoption, deployment and diversification of Low Carbon and resource efficient technologies and processes, including activities that support collaborative partnerships and knowledge transfer to encourage commercialisation and drive innovation.</li> </ul>	<p>Support businesses in the Blue / Green economy to grow through supply chain activity. This will support Business Growth in the City Region and support the following key elements of the draft City Region Enterprise Strategy:</p> <ul style="list-style-type: none"> <li>Drive business growth in new markets and products</li> <li>Attracting new inward investment</li> </ul>	<ul style="list-style-type: none"> <li>E-fit business support programme/ Eco-Innovation Marine Energy supply chain programme</li> <li>Business diversification support into Low Carbon sector</li> <li>Maritime and Logistics new markets programmes</li> </ul>	<p>A total of £25m ERDF and £3m ESF has been allocated to the Blue /Green Economy portfolio of our ESIF. Activity will be commissioned against the priorities of that Strategy and some will be available to support the specific activity listed here.</p>
	<p><b>Transport and Low Carbon Opportunities</b></p> <p>The Low Carbon sector represents a substantial market opportunity for growth. It is recognised by the Liverpool City Region LEP as one of four priority growth areas. Recognising that the market is competitive, the City Region has committed to competing for investment in order to realise opportunities.</p> <p>Transport is identified by the Liverpool City Region LEP as a key growth area within the Low Carbon economy, alongside energy, networks, and buildings. The Transport sector is a huge consumer of energy and producer of CO2 emissions.</p>		<p>See the Transport Investment within the Place Section of this Strategic Economic Plan.</p>		

## Projects that primarily sit in the Science, Innovation & Creativity strand

	Initiative & Rationale	Objectives	Activity	Outcomes / deliverability and risk considerations
	<p><b>Key sites for science and innovation</b></p> <p>Alongside sites in Greater Manchester and Cheshire the Liverpool City Region has a number of significant science and innovation sites that in combination are of national significance. Daresbury alone is nationally important due to the technologies and science capability present on the Campus, while health/life science opportunities are significant in the Liverpool City Region due to a concentration of pharmaceutical businesses.</p>	<p>Investment in key science sites and facilities to result in jobs growth and significant GVA uplifts (due to the value-added nature of the activity).</p>	<p>Capital investment in key science and knowledge facilities.</p>	<p>New business formation and business expansion leading to value-added jobs growth.</p> <p>Increased recognition of the City Region and the wider Atlantic Gateway area and North West as a centre for science, innovation and knowledge attracting increased investment by the private sector and a fairer distribution of national public science spend.</p>
	<p><b>Daresbury 'Sci-Tech' (Enterprise Zone)</b> Halton</p> <p>'Sci-Tech' Daresbury is an international hub for world-class science, innovation and enterprise, driving collaboration between these different groups. Daresbury as an Enterprise Zone is recognised as a strategically important asset for the Greater Manchester LEP, the Cheshire and Warrington LEP as well as the Liverpool City Region. As such, it is the most important element of the Atlantic Gateway corridor of science assets that are collectively of national importance.</p> <p>The Enterprise Zone covers approximately 28 hectares of the "Campus Vision" outlined in the Daresbury SIC master-plan, to enable the expansion of the B1 science, high-tech and research facilities, detailed in the HBC Core Strategy document, (April 2013). The site size is designed to attract world-class occupiers to the region whilst supporting the wider knowledge based economy that is being promoted. The Enterprise Zone has the long-term capability of delivering over 1 million sqf of high quality real estate to support the growth generated by the commercialisation of STFC research.</p>	<p>Current investment pipeline:</p> <ul style="list-style-type: none"> <li>• Project TechSpace, 58,000 sq ft of grow-on high quality office and laboratory space.</li> <li>• Increased power supply to 20MVA to facilitate STFC's R&amp;D programmes and collaborations with the private sector</li> <li>• Site connectivity, creating a high quality environment appropriate for world class science</li> <li>• Enhanced public transport provision improving access to job opportunities</li> </ul> <p>Next Phase:</p> <ul style="list-style-type: none"> <li>• Acquisition and preparation of a further two sites to ensure readiness for development potentially including significant investment in road infrastructure within the Campus area</li> <li>• Providing on-site infrastructure for improved Broadband network</li> </ul>		<p>Daresbury SIC has an exceptionally well defined long-term development plan and Governance structure that includes Halton Council, private sector developers, the Science and Technology Facilities Council (STFC), Universities in Manchester, Liverpool and Chester as well as LEPs.</p> <p>Immediate project outcomes would see:</p> <ul style="list-style-type: none"> <li>• 58,000 sq ft commercial floorspace</li> <li>• 1,986 jobs created or safeguarded</li> <li>• 2 green buses purchased</li> <li>• Sites prepared to provide 235,000 sq ft commercial space</li> <li>• Minimum 2 GBps diverse data provision</li> </ul> <p>Medium scale objectives would see the further expansion of Daresbury as a national science asset with the potential of housing significantly more science and innovation based businesses.</p> <p>The LEP has recently submitted a relatively small bid to CLG's Enterprise Zone Capital Grant Fund however, as a nationally important asset further Government investment in the site will be required.</p>
	<p><b>Knowledge Quarter</b> Liverpool</p> <p>This location contains many of the key knowledge and learning institutions in City Region. A Knowledge Quarter Mayoral Development Zone Board has been formed, and this Board, which comprises all the key stakeholders, will oversee the development and implementation of a strategy for the zone.</p>	<p>The University of Liverpool, John Moores University, the Liverpool School of Tropical Medicine and the Royal Liverpool and Broadgreen Hospital Trust all have major planned capital programmes.</p> <p>There are specific proposals for:</p> <ul style="list-style-type: none"> <li>• a second phase Bio-Innovation Hub,</li> <li>• a Material Innovation facility and</li> <li>• the redevelopment of the former Post Office facility on Copperas Hill.</li> </ul>		<p>A Knowledge Quarter Mayoral Development Zone Board has been formed, and this Board, which comprises all the key stakeholders, will oversee the development and implementation of a strategy for the zone.</p>
	<p><b>The Heath</b> Runcorn</p>	<p>This is the former ICI headquarters facility. There is a significant grouping of science related activity undertaken on the campus, including a data centre and a hydrogen research facility. It currently accommodates 170 companies and some 1,800 staff. There are plans to reconfigure some of the existing buildings and to create some further development plots.</p>		<p>Land ownership of the site is secure, and market assessment and concept design has been undertaken. There is no need for development infrastructure and detailed development design has been undertaken. Work on permissions and also sourcing development funding is underway.</p>

	Initiative & Rationale	Objectives	Activity	Outcomes / deliverability and risk considerations
	<p><b>Developing an Innovation Eco-system</b></p> <p>The City Region is developing a new Innovation Plan which will be concluded in January. Essential to delivering a more innovative City Region will be the development of an 'innovation ecosystem' where City Region Universities, businesses and public sector bodies are more capable of being innovative, resulting in economic benefits including job creation.</p>	<p>Creating an effective innovation ecosystem with a dynamic, self-sustaining innovation culture which provides the essential conditions for open innovation and its commercialisation – and therefore for competitive advantage for our businesses.</p>	<p>The City Region is developing a new Innovation Plan which will be concluded in January.</p> <ul style="list-style-type: none"> <li>• Capitalising on our science sites and their capabilities so that benefits are accrued by businesses throughout the City Region</li> <li>• Establish an innovation environment based on best practice from the most successful innovation places in the UK and across the world</li> <li>• Build a greater critical mass of research excellence and its commercialisation in the Health and Wellbeing Platform, focusing on the joint priorities of our NHS, University and private sector partners to exploit important established capabilities</li> <li>• Build a national reputation for Smart Products and Processes</li> </ul>	<p>Outcomes will be further developed as the City Region Innovation Plan is finalised.</p> <p>A key ask of Government however will that we seek early discussions with national partners and agencies, particularly the Technology Strategy Board, to explore the scope for greater synergies, collaboration and co-investment around the city region's and national industrial and technological priorities.</p>
<p><b>The Liverpool City Region has applied a robust process to identifying priorities for potential investment using monies in the 2014 – 2020 European Programme. The Innovation Economy portfolio identifies the priority activity areas where European Funding might be appropriate to support growth in our economy.</b></p>				
<p><b>Innovation Infrastructure: facilities for collaborative research with SMEs</b></p>	<ul style="list-style-type: none"> <li>• Creation of the right physical and organisational conditions to support our 'smart specialisation' priorities in which Open Innovation and commercialisation can prosper</li> </ul>	<p>Investment will support the key science and innovation sites identified in this Plan as well as other sites where opportunities emerge</p>	<ul style="list-style-type: none"> <li>• Physical research and innovation infrastructure, including incubation space, equipment and open access user-test facilities, digital and power</li> <li>• R&amp;D centres/business interfaces and facilities to support collaborative research, commercialisation</li> <li>• Innovation eco-system, e.g. innovation cluster networks</li> </ul>	<p>A total of £26.5m ERDF and £5m ESF has been allocated to the Innovation Economy portfolio of our ESIF. Activity will be commissioned against the priorities of that Strategy and in support of the City Region Innovation Plan and some will be available to support specific activity listed here.</p> <p>Halton will be within the City Region ESIF Programme area for the first time which will bring Daresbury within the City Region Programme when previously it was part of the 'rest of the North West' Programme. Halton Council, with LEP support, are currently revisiting their local strategies to build in the implications of becoming part of the City Region Programme area.</p>
<p><b>Innovation for business starts and early growth</b></p>	<ul style="list-style-type: none"> <li>• Harness and exploit knowledge assets, including protectable IP, to stimulate high growth, innovation-based businesses and new business models.</li> </ul>	<p>Will contribute directly to the development of an Innovation Eco-system in the City Region</p>	<ul style="list-style-type: none"> <li>• IP commercialisation</li> <li>• Support for early stage high growth businesses, including spin-outs</li> <li>• Social and Health Innovation</li> </ul>	
<p><b>Innovation for Business Growth</b></p>	<ul style="list-style-type: none"> <li>• Facilitate direct engagement and collaborative research between research institutions and SMEs, especially high growth and mid-sized companies, to boost the application of knowledge and innovation through Open Innovation and commercialisation of new products and processes</li> </ul>	<p>Will contribute directly to the development of an Innovation Eco-system in the City Region</p>	<ul style="list-style-type: none"> <li>• General innovation initiatives, e.g. Innovation vouchers, KTPs, graduate placements, contract research, consultancy in SMEs, B2B collaboration, innovative public procurement</li> <li>• Specific initiatives targeted at LCR innovation growth sectors, including High Value Manufacturing, Blue/Green economy, Life Sciences, Creative/Digital</li> </ul>	
<p><b>Higher level skills for Growth</b></p>	<ul style="list-style-type: none"> <li>• Increase higher level skills to support innovation to enhance the City Region's attractiveness and to develop the capacity of existing businesses, in line with LCR Employment and Skills Board priorities</li> </ul>	<p>Will contribute directly to the development of an Innovation Eco-system in the City Region</p>	<ul style="list-style-type: none"> <li>• Interventions to improve leadership &amp; management capacity in SMEs to absorb innovation practices</li> <li>• Interventions to increase higher level technical skills in the LCR workforce, based on employer demand</li> <li>• Interventions in labour market to promote progress to HE</li> </ul>	
<p><b>Promotion of the LCR Knowledge Brand</b></p>	<ul style="list-style-type: none"> <li>• To ensure that LCR is widely known to business, investors, researchers and collaboration partners as a place of innovation, science, technology and creativity, as well as heritage, culture and sporting excellence</li> </ul>	<p>Promote the collection of assets and help secure a fairer share of national investment as well as private sector capital.</p>	<ul style="list-style-type: none"> <li>• Campaign to promote LCR as a Knowledge Hub</li> <li>• Alignment with promotion of North West Science Offer</li> <li>• Alignment of specific campaigns for the Knowledge Quarter, Sci-Tech Daresbury and leading edge science and technologies.</li> </ul>	

## Projects that sit primarily in the People strand

	Initiative & Rationale	Objectives	Activity	Outcomes / deliverability and risk considerations
	<p><b>Continued Delivery of the Liverpool City Region Skills Strategy and Commissioning Framework</b></p> <p>The Liverpool City Region has an established Employment and Skills Board that has been operating for a number of years and has established national recognition for its work to develop a more responsive skills system capable of supporting people into employment and for the economy to grow.</p>	<p>The aim will be to maintain the excellent reputation of the City Region and to continue a focus on delivery including objectives:</p> <ul style="list-style-type: none"> <li>To raise skills levels at all ages – close the skills gaps with national rates</li> <li>To increase employer ownership of and involvement in the delivery of education, learning and skills</li> <li>To ensure curriculum review and decisions are routed in a solid demand-side evidence base and wherever possible involve individual businesses</li> <li>To improve the relevance and consistency of careers information, advice and guidance</li> <li>To work together (as a City Region partnership between the public and private sector) to tackle youth unemployment</li> </ul>	<p>What we will do to deliver those objectives are to:</p> <ul style="list-style-type: none"> <li>Tackle unemployment and promote resilience by (among other measures) pursuing the recommendations of the Youth Unemployment Task Force.</li> <li>Work with health providers and welfare to work contractors to ensure that the correct support is in place for residents with health conditions preventing them from accessing jobs.</li> <li>Ensure that workforce development and skills attainment in the City Region is geared towards creating a high-skill equilibrium, where the availability of qualified labour incentivises employers to create higher skilled occupations which in turn encourage individuals to further invest in skills. A high-skill equilibrium labour market would, to an extent, reduce the flow of graduates out of the City Region who feel required to move to gain graduate level employment. We will encourage businesses to provide insight on future demand in order to build higher levels of employer responsiveness within the skills system and the up-skilling of the workforce.</li> <li>The City Region will deliver the Skills for Growth Bank, a £32m venture to give employers ownership of how and where skills funding is invested. We will promote the Skills for Growth Bank as an opportunity for partners to address skills needs through employer led-investment. Businesses will be encouraged to invest in up-skilling the workforce utilising the Skills for Growth Bank as a means of obtaining skills investment in their business.</li> <li>The Employment and Skills Board, through the Labour Market Information Service, will provide and make available key, high quality labour market information to help employment and skills providers to reshape their services. Businesses will be encouraged to work with providers in designing curriculum that will more effectively meet their needs. We will support the increasing spread of Apprenticeship frameworks being utilised by businesses.</li> <li>The Employment and Skills Board will deliver Skills for Growth Agreements focusing activity in sectors where the City Region has a competitive advantage, including each of the established key sectors. We will also continue to encourage investment in specialist facilities such as University Technical Colleges and studio-schools across the City Region and promote sector leadership and innovation to ensure the involvement of small businesses.</li> </ul> <p>In addition to the above, the City region would also look to re-shape our capital infrastructure to support our economic opportunities.</p>	<p>The continuation of the good work of the Employment and Skills Board working on behalf of the City Region as a whole (Local Authorities, LEP etc.) provides stability to skills commissioning and delivery and will continue under any Combined Authority structure if approved.</p> <p>The aim is to continue to build on our existing delivery structures and our commitments through our City Deal process with the outcomes to increase employment by combining up to £80m public and private employment and skills investments and empowering businesses to create more jobs, tackle skills gaps and raise productivity; supporting 17,400 people into work and creating 6,000 Apprenticeships.</p> <p>This will build on the improved GCSE attainment in the City Region and the 8,000 completed Apprenticeships at intermediate, advanced and higher level and 11,800 new Apprenticeship starts aged 16-24 in 2010-11.</p> <p>Our asks of Government within our City Deal included the bringing together of up to £80m of investments and incentives to help businesses create more jobs, address skills gaps and increase productivity in the economy The approval of the Employer Ownership Pilot (£20m with an additional contribution of £12m of private sector funding) to create the Skills for Growth Bank should be regarded as a best practice model for employer design of skills delivery.</p> <p>Our Growth Deal therefore has 4 asks of Government:</p> <ol style="list-style-type: none"> <li>Firstly we would like to formalise reporting and accountability arrangements for Skills Funding Agency and Jobcentre Plus into the emerging Combined Authority arrangements/protocols to strengthen accountability and local responsiveness.</li> <li>That Government and the Combined Authority/LEP create a common and single commissioning plan for employment and skills that would incorporate future welfare to work services, skills funding, EU funding and local investments to remove duplication and create an effective cohesive employment and skills landscape.</li> <li>Request that Government extend the delivery timetable for new learning starts under the Skills for Growth Bank contract to enable an effective demonstration of the proposals announced in the 2013 Autumn</li> <li>We would request that the Government brings together a skills capital investment programme of £60m (Guidance from Govt. expected) to enable the creation of a 'Skills for Growth Infrastructure Fund' to support the development and alignment of skills delivery infrastructure.</li> </ol>

	<p><b>Liverpool City Region Skills for Growth Bank (key project)</b></p> <p>The Liverpool City Region has created a Skills for Growth Bank that could act as a demonstration project for employer owned and led Apprenticeships in England. The Bank has been launched within the City Region and is now supporting businesses to secure their skills needs.</p>	<ul style="list-style-type: none"> <li>- Bring together public and private sector investment in skills</li> <li>- Make skills funding demand-led</li> <li>- Provide a model of future employer-owned Apprenticeship delivery</li> <li>- Simplify the skills funding landscape and bring market transparency.</li> <li>- Raise skills and productivity within businesses.</li> <li>- Support unemployed residents into work.</li> </ul>	<ul style="list-style-type: none"> <li>- Co-investing with businesses in training projects.</li> <li>- Pass-ported control of public sector grant in return for businesses achieving public policy outcomes.</li> <li>- Increase employer investment in skills.</li> <li>- Support training and learning providers to deliver exactly what our businesses need.</li> </ul>	<p>The £32m Bank secured £20m of support from the Employer Ownership Pilot initiative and will secure an additional £12m of private sector co-investment.</p> <p>Original Grant Outcomes</p> <ul style="list-style-type: none"> <li>- 4,000 Apprenticeships</li> <li>- 6,000 people helped into work</li> <li>- 3,000 other qualifications</li> <li>- £12m of Private Sector Investment in skills.</li> </ul> <p>With Growth Plan Agreement and Flexibility we will enable a clear demonstration project of the Government's Commitment to employer-owned Apprenticeships, particularly testing the mechanisms needed for small businesses to exercise full control of and co-investment in Apprenticeships.</p>	
<p><b>The Liverpool City Region has applied a robust process to identifying priorities for potential investment using monies in the 2014 – 2020 European Programme. The Inclusive Economy portfolio identifies the priority activity areas where European Funding might be appropriate to support growth in our economy and to help people back into work.</b></p>					
	<p><b>Tackling Youth Unemployment (NEETS 15-24), to also act as the investment Framework for the Youth Employment Initiative funding</b></p>	<ul style="list-style-type: none"> <li>• Basic, employability and generic work related skills, including removing barriers to work</li> <li>• Transition to work, including work support, work experience, careers guidance, transport etc.</li> <li>• Wage subsidies and Apprenticeships</li> <li>• Information, Advice and Guidance linked to real evidence of local jobs</li> </ul>	<p>Directly contributing to the objectives set out above for the continued delivery of the Liverpool City Region Skills Strategy and Commissioning Framework.</p>	<ul style="list-style-type: none"> <li>• Personalised support for young people</li> <li>• Pre-employability programmes</li> <li>• Targeted support for young people with particular barriers to address exclusion</li> <li>• Aligned investment with existing activities e.g. business start up, social enterprise development, health</li> <li>• Apprenticeship support through Skills for Growth Bank</li> </ul>	<p>A total of £3m ERDF and £61.7m ESF has been allocated to the Inclusive Economy portfolio of our ESIF. Activity will be commissioned against the priorities of that Strategy and in support of the City Region Innovation Plan and some will be available to support specific activity listed here.</p>
	<p><b>Helping adults back into Work and Enterprise (over 24)</b></p>	<ul style="list-style-type: none"> <li>• Basic, employability and generic work related skills, including removing barriers to work</li> <li>• Transition to work, including work support, work experience, careers guidance, transport etc.</li> <li>• Wage subsidies and Apprenticeships</li> <li>• Information, Advice and Guidance linked to real evidence of local jobs</li> </ul>	<p>Directly contributing to the objectives set out above for the continued delivery of the Liverpool City Region Skills Strategy and Commissioning Framework.</p>	<ul style="list-style-type: none"> <li>• Personalised support for adults</li> <li>• Wage subsidy programmes through Skills for Growth Bank</li> <li>• Aligned investment with existing activities e.g. business start up, social enterprise development, health</li> <li>• Targeted support to individuals and communities</li> </ul>	
	<p><b>Skills Development</b></p>	<ul style="list-style-type: none"> <li>• Support employees and residents to achieve skills and qualifications linked to growth sectors and sectors with significant vacancy volumes, as identified by the Employment and Skills Board's annual skills priorities.</li> </ul>	<p>Directly contributing to the objectives set out above for the continued delivery of the Liverpool City Region Skills Strategy and Commissioning Framework.</p>	<ul style="list-style-type: none"> <li>• Skills for Growth Bank</li> <li>• Activities aligned to delivery of skills requirements identified through the other portfolios</li> </ul>	
	<p><b>Supporting all of the City Region's population to play an active role in the economy</b></p> <p>It is important that our economic opportunities are accessible to all. This means having a healthy population and an inclusive society where all individuals are supported. Although not a direct economic action – our aim will be to work with the relevant bodies (Local Authorities, the Community and Voluntary Sector, the NHS etc.) to ensure that economic opportunity is accessible to all.</p>	<p>To create an inclusive economy where all members of the City Region population benefit from the economic growth being sought by our strategy.</p>	<p>Establishing close working relationships with all relevant bodies so that economic opportunities are available to all.</p>		

<p><b>The Liverpool City Region has applied a robust process to identifying priorities for potential investment using monies in the 2014 – 2020 European Programme. The <u>Inclusive Economy</u> portfolio identifies the priority activity areas where European Funding might be appropriate to support growth in our economy and to help people back into work.</b></p>					
	<p><b>Social growth and connectivity</b></p>	<ul style="list-style-type: none"> <li>• Micro credit</li> <li>• Development of local social capital (LCR wide and/or 3-4 smaller geographic areas, testing for scalability) linked to Local Impact Fund</li> <li>• Using the natural environment to improve health and employability</li> </ul>		<ul style="list-style-type: none"> <li>• TravelWise and travel buddy schemes</li> <li>• Small grants programme for community development</li> <li>• Innovative approaches to meet community needs with wider benefits e.g. parental mentors</li> <li>• ESF funded actions to support Local Impact Fund</li> </ul>	<p>A total of £3m ERDF and £61.7m ESF has been allocated to the Inclusive Economy portfolio of our ESIF. Activity will be commissioned against the priorities of that Strategy and in support of the City Region Innovation Plan and some will be available to support specific activity listed here.</p>

## Projects that primarily sit in the Place strand

### Enabling Businesses to grow by providing key sites and infrastructure for business occupation and growth (including Enterprise Zones)

Initiative & Rationale	Objectives	Activity	Outcomes / deliverability and risk considerations
<p>The City Region has developed a City Region Local Investment Plan identifying the key sites for development across the City Region. The following sites have been identified as:</p> <ol style="list-style-type: none"> <li>1. Multi-phase investment sites</li> <li>2. Investment opportunity sites</li> <li>3. Local opportunity sites</li> <li>4. Longer term employment sites (these are not listed in this plan as they are not likely to be immediately available for development).</li> </ol> <p>Each site is available for development to support different sectors based on market demand.</p> <p>The full list of sites is contained in the full Local Investment Plan and is also identified in the 'Place Section' of this Plan. Sites that might particularly support logistics are not listed in the below section but are listed under the 'Liverpool City Region Logistics and Freight Hub' strategic project in the 'Globally Connected' section of this Plan. Science and Innovation specific sites are included in the "Science, Knowledge and Creativity" section of this Plan.</p> <p>Where a key transport project within the City region has been identified and directly supports the site in question the transport project is also referenced here in <i>italics</i>.</p>			
<p><b>Category 1 Sites – Multi-phase Investment sites Sites - that can support market demand from growing sectors in the City Region economy</b></p>			
<p><b>Liverpool City Centre (SIF Phase 1 sites) including much of the Enterprise Zone area</b> Central Liverpool</p> <p>Liverpool City Centre is a commercial centre supporting the Business, Professional and Financial Services Sector, key elements of the Knowledge Economy including Digital &amp; Creative Businesses as well as the Retail Core in and around the £1bn 'Liverpool One'.</p> <p>The SIF Phase 1 area is the corridor leading from St George's Hall/Lime St to the Waterfront through historic downtown to the waterfront and Kings Dock). This arc-shaped area includes many of the key economic development opportunities that will drive the future growth of the city. Some projects are long term and others will deliver between 2013 and 2017.</p>	<p>The City Region capital Investment Fund 'Attack Project' will target investments in key City Region sites where economic growth and jobs are deliverable. This includes the City Centre Strategic Investment Framework (Phase 1) projects. The key projects for the early phases of the City Centre SIF programme that might be invested in include:</p> <ul style="list-style-type: none"> <li>• transformation of civic space around St Georges Quarter,</li> <li>• bringing vacant buildings back into use in Historic Downtown,</li> <li>• the preparation and development of Pall Mall for commercial offices,</li> <li>• the development of a permanent cruise liner facility</li> <li>• development of Kings Dock as a leisure destination</li> </ul>	<p>The City Centre SIF identifies a Vision for how Liverpool City Centre can be transformed building on the improvements that have led to growth in business occupation as well as Liverpool becoming the 5<sup>th</sup> most visited place by overseas visitors.</p> <p>Detailed work identifying the sequencing of key projects is underway as well as a City Centre Movement Strategy being led by MerseyTravel and Liverpool City Council to identify the key transport needs to support City Centre economic growth.</p> <p>A number of key elements are already being progressed. This includes:</p> <ul style="list-style-type: none"> <li>• The LEP has submitted a £5m bid to the CLG Enterprise Capital Grant fund for works that will hasten the development of the Kings Dock scheme, while the Chrysalis Fund with Liverpool City Council support and private sector investment is being invested already in a £40m project extending the Arena &amp; Convention Centre(ACC)</li> <li>• Ongoing discussions are underway working with the HCA to bring forward the Pall Mall site where land ownership is secured</li> <li>• Work is underway to develop a new Cruise Liner Facility responding to the ongoing increases in market driven cruise liner visits to the City Region</li> </ul>	
<p><i>This scheme will also benefit from the City Centre SIF-Strand Corridor Scheme LOCAL TRANSPORT BODY – MAJOR SCHEME - RANKED 5</i></p>			
<p><i>This scheme will also benefit from the City Centre Connectivity Programme LOCAL TRANSPORT BODY – MAJOR SCHEME - RANKED 11</i></p>			
<p><b>Wirral Waters (Part of Mersey Waters Enterprise Zone)</b></p> <p>There are a range of planned development opportunities at Wirral Waters for shorter term fruition. The sites overall development vision is very long-term, given that it extends to around 500 acres..</p>	<p>Wirral Waters represents one half of the UK's biggest area based and job creating regeneration projects – the Mersey Waters Enterprise Zone. The Wirral Waters developments represent a potential £4.5bn initiative that would transform the Wirral side of the River Mersey Waterfront creating new commercial and residential space and 1,000s of jobs.</p> <p>The early proposals are for:</p> <ul style="list-style-type: none"> <li>• an automotive supplier park; and</li> <li>• an International Trade Centre which will be largely dependent on the schemes ability to pre-let space (this will provide for a c600k sqf building in the first phase).</li> <li>• a Film Hub- developing an existing building on the site.</li> </ul> <p>The key projects at East Float include:</p> <ul style="list-style-type: none"> <li>• a new College campus, and</li> <li>• redevelopment of the Hydraulic Tower,</li> <li>• proposals for mixed use development (North-bank East) which will include a mix of retail, leisure and residential elements.</li> </ul>	<p>International Capital in excess of £100m is being progressed to deliver the International Trade Centre on the Wirral Waters site, while Peel Land and Property have already invested significantly in demolitions and land assembly across the Enterprise Zone area.</p> <p>A £19m bid to hasten the work on site has been submitted to CLG's Enterprise Zone Capital Grant fund.</p>	

	Initiative & Rationale	Objectives	Activity	Outcomes / deliverability and risk considerations
		<i>This scheme will also benefit from Wirral Dock Bridges</i>		
	<p><b>Liverpool Waters (Part of the Mersey Waters Enterprise Zone)</b></p> <p>This is a c150 acre site made up of redundant docklands. The site is bounded by Princes Dock to the south and extends north to Bramley moor Dock in the north. The site contains 2km of waterfront access. An outline planning application has been approved which enables development of up to 1.32m sqm across many different use classes.</p>	<p>Liverpool Waters represents one half of the UKs biggest area based and job creating regeneration projects – the Mersey Waters Enterprise Zone. The Liverpool Waters developments represent a potential £5.5bn initiative that would extend the Liverpool City Centre business district in a northwards direction up the River Mersey creating new commercial and residential space and 1,000s of jobs.</p> <p>There are some infrastructure, transport and public realm programmes which are early priorities to prepare the wider site for large scale development.</p> <p>Early activity on the site has included the development of a new maritime academy for Liverpool Community College.</p>		<p>ALL KEY SITES CURRENTLY HAVING THEIR DELIVERABILITY POSITION ASSESSED VIA LEP COMMISSIONED STUDY WORKING WITH PARTNERS</p>
		<i>This scheme will also benefit from North Liverpool Key Corridors –</i>		
		<i>LOCAL TRANSPORT BODY – MAJOR SCHEME RANKED 2</i>		
		<i>This scheme will also benefit from the City Centre SIF-Strand Corridor Scheme</i>		
	<p><b>Edge Lane Sites</b> Liverpool</p> <p>The Edge Lane corridor contains a number of large land opportunities and is a critically important ‘Gateway route’ into the City.</p>	<p>Opportunities revolve around:</p> <ul style="list-style-type: none"> <li>• Liverpool Innovation Park, and the associated development land, provides an opportunity to develop occupational opportunities for knowledge businesses and those with high data and connectivity requirements.</li> <li>• The planned refurbishment of the Littlewoods Building will create new opportunities and a better overall physical environment.</li> <li>• The surplus land at the Fruit and Vegetable market site provides an opportunity to develop a ‘food hub’.</li> <li>• There is also a planned redevelopment of the Retail Park.</li> </ul>		<p>ALL KEY SITES CURRENTLY HAVING THEIR DELIVERABILITY POSITION ASSESSED VIA LEP COMMISSIONED STUDY WORKING WITH PARTNERS</p>
		<i>This scheme will also benefit from the City Centre Connectivity Programme</i>		
		<i>LOCAL TRANSPORT BODY – MAJOR SCHEME - RANKED 11</i>		
<b>Category 2 Sites - Investment Opportunity Sites - that can support market demand from growing sectors in the City Region economy</b>				
	<p><b>Wirral International Business Park (WIBP)</b> Former MOD Site / Riverside Office Park</p> <p>Business Park site with planning permissions although some requirements for remediation. Good energy infrastructure provision in place.</p>			<p>ALL KEY SITES CURRENTLY HAVING THEIR DELIVERABILITY POSITION ASSESSED VIA LEP COMMISSIONED STUDY WORKING WITH PARTNERS</p>
	<p><b>Ineos Site</b> Runcorn</p> <p>Ideal for industrial occupiers as contains the necessary infrastructure and environment to accommodate specific chemical process type manufacturing. The presence of an on-site heat and power facility, steam piping, on site fire service, port access and available power infrastructure give this site some unique attributes.</p>			
	<p><b>Huyton Business Park and development Land at Cronton Road</b> Knowsley</p> <p>Large, good quality allocated employment site (8 ha) with outline planning permission for mixed use development comprising employment, retail, hotel and salting depot immediately adjacent to J1 of the M57 and J6 of the M62 with frontage onto Huyton Business Park.</p>			
<b>Category 3 Sites - Local Opportunity Sites - that can support market demand from growing sectors in the City Region economy</b>				
	<p><b>Venture Point</b> South Liverpool</p> <p>Serviced plots which can be developed as opportunities for high quality SMEs. Proximity to automotive sector provides possibility to supporting supply chain relocations.</p>			<p>OPPORTUNITIES AT THESE SITES WOULD BE TESTED ON A CASE BY CASE BASIS AS OPPORTUNITIES EMERGE</p>
	<p><b>Pumpfields Site and Great Howard St Corridor</b> North Liverpool</p> <p>Poor quality employment space north of the City Centre within the Mersey Waters Enterprise Zone. The City Council secured £25 million of RGF round 2 monies for the North Liverpool Programme Bid which included an allocation of £8 million for site acquisition, preparation and development. There is feasibility work underway by LCC into an early phase of development.</p> <p>This scheme will also benefit from North Liverpool Key Corridors - LOCAL TRANSPORT BODY – MAJOR SCHEME RANKED 2</p>			
	<p><b>Former Croda/Uniqema Plant</b> Wirral</p> <p>A proposal for a mixed use development is being progressed through the planning system for this 5.9ha site. A 106 agreement is currently under negotiation. It has a 3 phase build out, and the developer has commenced early works.</p>			
	<p><b>Kirby Town Centre</b> - Development Land Knowsley</p> <p>There is available land for commercial activity in Kirby Town Centre, together with outline permission for mixed use development comprising a foodstore, retail, service and leisure units.</p>			

Initiative & Rationale	Objectives	Activity	Outcomes / deliverability and risk considerations	
<b>Daresbury Business Park</b> Halton This is a large and established business park (separate from the Sci-Tech campus) which lies adjacent to the M56 motorway. The land-owner is currently seeking to refresh planning permissions, it is noted that the site currently covers only circa 1/3 of the designated land for the business park.				
<b>Southport Business Park</b> 5ha expansion to existing Business Park Much of the land required to create an expansion to the existing Business Park requires remediation; potential for development as light industrial for small manufacturing.				
<b>Anfield Regeneration Programme</b> Liverpool This proposal has a large housing element. There are, however, a number of commercial elements including plans to refurbish the football stadium, and the creation of a new High Street.				
<b>Project Jennifer</b> North Liverpool Project Jennifer is a major regeneration scheme delivering a new district centre comprising a new supermarket, shops, market, health centre, homes and business space. This project is to support the delivery of light industrial and small business premises as part of the wider Project Jennifer scheme.				
<b>Tower Wharf</b> Wirral This is a 1.2ha site in the ownership of the HCA. A feasibility study has been undertaken for the development of a small business centre, the demand study has shown there is latent demand for workspace in this area.				
<b>Europa Boulevard</b> Birkenhead This is a scheme in Birkenhead Town Centre, which is based on reconfiguring a part of the centre and the incorporation of a number of existing publicly owned buildings and land. Neptune Developments have a 12 month lock out to finalise a master-plan for the entire site.				
<b>Johnsons Lane Industrial Complex</b> Widnes Johnsons Lane lies approximately 1 mile east of Widnes town centre. The site is suitable for B2-B8 industrial uses, although other employment uses may be considered.				
<b>Marine Business Park</b> Wirral Wirral Council has utilised RGF grant to acquire the site. There is a live tendering exercise in order to find a development partner to build out c30,000 sqf of office space on a 0.4ha site.				
<b>Pilkington Park</b> St Helens Pilkington Park has 10.1ha available for commercial (B1 / B2 / B8) development adjacent to the Pilkington's Cowley Hill plant and is located between St Helens Town Centre and the East Lancashire Road (A580). The site benefits from an outline planning permission which provides direct vehicular access onto City Road which leads directly to the A580 and there is also a rail line (presently disused) which accesses the site.				
<b>Rainford Industrial Estate</b> St Helens Site at Sandwash Close (Rainford Industrial site) 6.4ha site with detailed planning permission for 140,000 sqf manufacturing (B2) and distribution (B8) building and outline permission for B1 / B2 / B8 unit on the remainder of the site.				
<b>Kings Business Park, Prescot</b> Knowsley; Modern high quality office park owned and developed by Marshall in close proximity to J2 of the M57, with Phase 2 development land (up to 9.3ha) remaining.				
<b>The Liverpool City Region has applied a robust process to identifying priorities for potential investment using monies in the 2014 – 2020 European Programme. The Inclusive Economy portfolio identifies the priority activity areas where European Funding might be appropriate to support growth in our economy and to help people back into work.</b>				
<b>Business Infrastructure</b>	<ul style="list-style-type: none"> <li>• Incubation space and support services to support the next generation of business</li> <li>• Development of high quality floor space across the City Region, including site enabling, remediation, access and green infrastructure</li> <li>• Power infrastructure and digital connectivity (particularly in rural areas) to support business expansion in key locations</li> </ul>		<ul style="list-style-type: none"> <li>• Sites and premises in Enterprise Zones, Mayoral Development Zones and key strategic locations across LCR but only where market failure can be clearly demonstrated</li> <li>• Digital infrastructure packages – ensuring businesses in key strategic locations have adequate access to superfast broadband / high speed networks.</li> <li>• Measures to address power supply issues to allow growth in key economic locations</li> </ul>	A total of £25m ERDF has been allocated to the Place portfolio of our ESIF. Activity will be commissioned against the priorities of that Strategy and in support of the City Region Innovation Plan and some will be available to support specific activity listed here.

## Key enabling transport investments

	Initiative & Rationale	Objectives	Activity	Outcomes / deliverability and risk considerations
	<p><b>Transport Investment for Growth</b></p> <p>Additional investment and development of the transport network to address key pinch points, carry out essential maintenance activities and manage the network more efficiently to minimise delay and maximise journey time and reliability, would improve the movement of people and goods across the City Region. Efficient movement of people and goods across the City Region would ensure that strategic opportunities are fully exploited, helping to improve the competitiveness of the City Region and drive economic growth and job creation.</p>	<p>The objectives would be:</p> <ul style="list-style-type: none"> <li>▪ To improve the overall accessibility and connectivity of the LCR to increase its attractiveness to investors and promote economic growth.</li> <li>▪ To relieve congestion on the highway network, in order to reduce delay, improve journey time reliability and support the efficient movement of both people and goods.</li> <li>▪ To deliver improvements to the local highway network that will support growth in priority development sectors, including the knowledge economy, export intensive industries, creative and digital industries, advanced manufacturing, financial and professional services and life sciences.</li> <li>▪ To enhance the competitiveness of the LCR as a centre for trade and export-led growth.</li> </ul>	<p>The package of schemes that will be delivered as part of the Transport Investment for Growth package mainly comprises physical infrastructure measures, with a small amount of supporting revenue spent as follows:</p> <ul style="list-style-type: none"> <li>▪ The delivery of junction improvements and / or new junctions, where appropriate.</li> <li>▪ Improvements to traffic management and information systems, including traffic signals.</li> <li>▪ Replacement infrastructure; for example bridges where weight restrictions apply.</li> <li>▪ Exceptional maintenance works; for example street lighting and carriageway works.</li> <li>▪ The de-linking of redundant road infrastructure, to support place-making and regeneration.</li> <li>▪ The delivery of low energy street lighting; for example BLISS in St Helens; and traffic signals.</li> <li>▪ Engagement and communication activities (revenue spend).</li> </ul>	<p>The priorities of the City Region are contained within our Local Transport Plan (LTP) which will be reviewed as appropriate in upcoming years to ensure alignment with City Region economic priorities.</p> <p>To achieve our local objectives we have a number of offers / asks of Government that will form part of our Growth Deal negotiation.</p> <p>Our City Deal included a number of commitments by the City Region including reform of Governance within the City Region. Considerable work has been undertaken on this including:</p> <ul style="list-style-type: none"> <li>• Establishment of the LTB including private sector representation through the LEP</li> <li>• Acceptance and use of an Assurance Framework to prioritise major schemes. This is being built upon to prioritise capital investments from multiple sources in the City Region</li> <li>• Prioritisation of Major Schemes and a commitment to take twelve schemes to a business case position to make them investable. This is so that the City region has an investable list of projects in the future as opposed to being responsive to the need to develop pipelines of investment</li> </ul>
	<p><b>Sustainable Access to Employment and Opportunity</b></p> <p>Liverpool City Region suffers from a dichotomy between mobility rich and mobility poor communities, which perpetuates a cycle of deprivation. The mobility poor are unable to fulfil their potential due to gaps in transport services which this package of schemes aims to address. The opportunity to better link local residents who lack access to the necessary employment, education and training opportunities to the relevant geographical areas, can help to further improve the City Region's economic performance.</p>	<p>The objectives of the projects in this area are:</p> <ul style="list-style-type: none"> <li>▪ To support each and every Liverpool City Region resident in access to employment and opportunity, in order to help them reach their full potential.</li> <li>▪ To reduce the dichotomy between mobility rich and mobility poor communities by providing equal access to opportunity, this will help to address issues of social exclusion.</li> <li>▪ To drive economic growth by making improvements to connectivity between residential areas, employment sites, education sites, local services and other key locations across the City Region.</li> <li>▪ To develop the latent talent of Liverpool City Region residents, particularly in priority growth sectors such as advanced manufacturing and digital technology, by improving access to these opportunities.</li> <li>▪ To achieve economic growth in a way that derives maximum value</li> </ul>	<p>The package of schemes includes a combination of physical measures and supporting revenue spend as follows:</p> <ul style="list-style-type: none"> <li>▪ New / improved walking and cycling routes to employment areas and other key locations and other associated infrastructure enhancements.</li> <li>▪ Improvements to station / public transport links to employment and skills, education and retail sites and housing developments.</li> <li>▪ New / improved public transport infrastructure</li> <li>▪ Multi-modal interchange, sustainable access; for example, electric vehicles for short trips within the city</li> <li>▪ Implementation of additional Quality Bus Corridors</li> <li>▪ Improvements to taxi service provision</li> <li>▪ Development and implementation of technologies, including remote ticketing, smartcard ticketing, mobile information and Real Time Passenger Information</li> <li>▪ Improvements to Community Transport Services (revenue)</li> <li>▪ Enhancements to existing transport solutions measures (revenue)</li> <li>▪ General transport service improvements (revenue)</li> </ul>	<p>The development now of a potential Combined Authority with devolution of transport powers down to the City region level further builds on this work.</p> <p>We are also committed to development of a City region Transport Fund (see rows below) and work in this area is underway alongside the devolution processes for Major Scheme monies.</p> <p>Our asks of Government as outlined in the City Deal remain, with a particular emphasis on:</p> <ul style="list-style-type: none"> <li>• Working with government and its agencies on port access issues</li> <li>• Rail devolution</li> <li>• Work with HS2 on securing the best deal for the LCR</li> <li>• Securing an appropriate capital/revenue split with government to support our transport agenda</li> </ul> <p>Alongside other City Regions we wish to see the continuation of ongoing dialogues around bus devolution, commitments to the Northern Hub project and rail devolution in the North.</p>

	Initiative & Rationale	Objectives	Activity	Outcomes / deliverability and risk considerations
		and long-term legacy from other projects in the City Region, whilst minimising impacts on the environment.		
	<p><b>Transport and Low Carbon Opportunities</b></p> <p>The Low Carbon sector represents a substantial market opportunity for growth. It is recognised by the Liverpool City Region LEP as one of four priority growth areas. Recognising that the market is competitive, the City Region has committed to competing for investment in order to realise opportunities.</p> <p>Transport is identified by the Liverpool City Region LEP as a key growth area within the Low Carbon economy, alongside energy, networks, and buildings. The Transport sector is a huge consumer of energy and producer of CO2 emissions.</p>	<p>The objectives of the projects in this area are:</p> <ul style="list-style-type: none"> <li>▪ Capitalise on the transport related low carbon expertise available across LCR to facilitate growth in the sector.</li> <li>▪ Support the development of a diverse, sustainable transport strategy for the City Region</li> <li>▪ Specifically support e-mobility across the City Region to increase the use of low emission vehicles</li> </ul>	<p>This project seeks to deliver a combination of physical developments and supporting revenue spend, including the following interventions:</p> <ul style="list-style-type: none"> <li>▪ Facilitate the installation of charging infrastructure to extend LCR's programme of electric vehicle infrastructure roll out</li> <li>▪ Produce charging point installation guidance to ensure charging points are installed in the most beneficial locations</li> <li>▪ Ensure development control is fully capitalised upon in establishing charging infrastructure within new domestic, commercial and public developments</li> <li>▪ Create a mechanism for organisations and individuals to trial EVs over a productive time frame and at relatively low risk</li> <li>▪ Work in partnership with private and public sector to ensure interoperability of recharging infrastructure</li> <li>▪ Encourage partnership approaches to developing e-car clubs</li> <li>▪ Develop electric taxi ranks where practical and facilitate the provision of charging infrastructure</li> <li>▪ Integrate e-mobility schemes with other forms of transport to offer residents and visitors a joined up low carbon transport network</li> <li>▪ Put in place a dedicated website bringing together all information about e-mobility options in the Liverpool City Region</li> <li>▪ Research and explore the long-term potential for promoting electric vehicles for use within light commercial vehicle fleet operation, in particular inter and intra urban fleet operation</li> <li>▪ Support research and development of alternative fuels, including hydrogen fuel cell technology, biomass and energy from waste (EfW)</li> <li>▪ Develop an Alternative Fuels Infrastructure Strategy to identify future fuels needs, infrastructure requirements and delivery models</li> <li>▪ Expand the Ecostars low emissions initiative and explore options for other low emissions initiatives across the City Region</li> </ul>	

	Initiative & Rationale	Objectives	Activity	Outcomes / deliverability and risk considerations
	<p><b>Travel for the Visitor Economy</b></p> <p>The growing Visitor Economy is a key strength of the Liverpool City Region. In 2011 there were 55m visitors to the Liverpool City Region, resulting in a Visitor Economy worth £3.1bn.</p> <p>The Liverpool City Region Visitor Economy presents a significant market opportunity. Recent improvements in the quality of the destination offer have increased the attractiveness of the City Region. However, there is more that can be done to build upon this success to facilitate future growth and development of the City Region’s Visitor Economy.</p> <p>Transport underpins the Visitor Economy. It is a facilitator, enabling people to travel to, from and within the City Region. Development of the transport network will play a key role in realising the 2020 vision detailed in the Liverpool City Region Visitor Economy Strategy. Improvements are required to make it easier and more attractive for visitors to travel around the Liverpool City Region, encouraging them to see more and increasing the likelihood that they will spend more time and more money in the area.</p>	<p>The objectives of the interventions</p> <ul style="list-style-type: none"> <li>▪ Enhance the transport and travel experience for visitors to the Liverpool City Region</li> <li>▪ Improve visitor accessibility to local attractions and businesses</li> <li>▪ Increase the attractiveness of the City Region for visitors and investors</li> <li>▪ Facilitate growth of the strategic Visitor Economy of the City Region</li> </ul>	<p>This package of schemes seeks to fund many physical developments. In addition to capital spend, these schemes seek some support revenue spend to deliver marketing and promotion materials that engage and inform visitors of the transport and travel options available to them.</p> <ul style="list-style-type: none"> <li>• Improvements and additions to public transport services covering rail, bus and park &amp; ride services to drive greater mobility of visitors</li> <li>• New active travel infrastructure that includes walking and cycling paths and quality public realm to drive greater mobility of visitors</li> <li>• Implementation of technologies such as remote ticketing, smartcard ticketing and mobile information to drive greater mobility of visitors</li> <li>• Investment in infrastructure that enables travel related tourism including the inland waterway system, equestrian facilities and active travel</li> </ul>	
<p><b>The Liverpool City Region has applied a robust process to identifying priorities for potential investment using monies in the 2014 – 2020 European Programme. The Place portfolio identifies the priority activity areas where European Funding might be appropriate to support growth in our economy and to help people back into work.</b></p>				
	<p><b>Transport Infrastructure</b></p> <ul style="list-style-type: none"> <li>• A resilient and efficient LCR public and local transport system that directly supports economic growth</li> <li>• Transport bottlenecks and pinch points, including rail, to link local networks to TEN-T networks (port, airport, road and rail), where a strong economic case can be made.</li> </ul>	<p>To support the delivery of sustainable transport within the City Region to stimulate economic outcomes including access to employment.</p>	<ul style="list-style-type: none"> <li>• Investments in ticketing technologies and information systems</li> <li>• Measures to address congestion / over-crowding</li> <li>• Public transport network improvements</li> <li>• Infrastructure to connect local networks to TEN-T networks and strategic SuperPORT sites across LCR</li> </ul>	<p>A total of £25m ERDF has been allocated to the Place portfolio of our ESIF. Activity will be commissioned against the priorities of that Strategy and in support of the City Region Innovation Plan and some will be available to support the specific activity listed here.</p>
	<p><b>Development of a City Region Transport Capital Programme and Fund</b></p> <p>Transport is exceptionally important to the Liverpool City Region and we have the vision to ensure that transport assets are developed sustainably and to their true potential, so as to ensure all our communities have access to jobs and education; and to enable businesses to thrive because of their ability to move people, goods and services quickly and efficiently both within the UK and overseas.</p> <p>We aim to ensure that our Enterprise Zones and other key economic sites have the necessary transport infrastructure in place to allow them to reach their full potential for job creation and become centres of national and international renown. Many of the transport projects within the City Region that have recently been prioritised have been ‘matched’ with our economic sites to deliver growth.</p>	<p>The aim we set out in our City Deal with Government was to put transport at the heart of economic development through a revised approach to governance and creation of a joint investment fund of £800m supporting the creation of 15,000 jobs.</p> <p>In addition, we have set an aim in our Growth Plan to prioritise our transport infrastructure and key site investment to ensure the efficient movement of people and goods both internally and externally to maximise economic growth. We are committed to a robust prioritisation of transport schemes under City Region Governance regimes.</p>	<p>The City Region has committed to a prioritisation process and Assurance Framework working with DfT to identify Major Capital Schemes that will support growth.</p> <p>The City Region has made a conscious decision to develop detailed business cases for twelve schemes so that moving forward; the City Region has a ‘shovel ready’ list of projects ready to access available funding. Detailed below is the priority twelve projects and also the ‘long-list’ of schemes that may potentially have detailed business cases developed.</p> <p>We will continue to prioritise transport investment based on a robust Assurance Framework under City Region Governance structures.</p>	<p>Our City Deal offer to Government was to reform City Region level Governance (which is now closely related to the development of a Combined Authority)</p> <p>Our City Region also committed to establish an £800 million City Region Transport Investment Programme over the next 10 years combining:</p> <ul style="list-style-type: none"> <li>• £300 million of committed investment up to 2017 for schemes such as <ul style="list-style-type: none"> <li>○ Crossings in Halton including the Mersey Gateway (remaining under the control of Halton Council)</li> <li>○ Improvements to Liverpool Central station</li> <li>○ Merseyside and Halton LTP priorities; and</li> </ul> </li> <li>• A £500 million Strategic Investment Fund with a 2022 horizon, made up of <ul style="list-style-type: none"> <li>○ European Funding</li> <li>○ Current Government transport allocations</li> <li>○ Major Transport Scheme funding</li> <li>○ Private sector contributions</li> </ul> </li> </ul> <p>The creation of such a Fund requires the continued devolution of DfT resources under the influence of the City Region. Major Scheme Funding is already being devolved</p>

	Initiative & Rationale	Objectives	Activity	Outcomes / deliverability and risk considerations
	<p><b>Liverpool City Region Freight &amp; Logistics Hub</b></p> <p>This project is essential to developing City region economic growth and requires considerable investment in major transport infrastructure. Example sites that need enabling include Knowsley Industrial Park which is currently the number 1 ranked Major Transport Scheme investment.</p>	See Strategic Project B		
	<p><b>Multimodal Port Access – “Access to the Port of Liverpool”</b></p> <p>This is the most significant transport project in the City Region.</p>	See Strategic Project B		
Prioritised Major Transport Schemes undergoing business case development to create ‘shovel ready’ pipeline				
	<p>Knowsley Industrial Park Access and Connectivity Improvements LOCAL TRANSPORT BODY – MAJOR SCHEME RANKED 1</p>	<p>KIP is strategically positioned in terms of its close proximity to major transport infrastructure, including the M57, A580, Potters Rail Terminal and the region’s airports. The scheme proposes a series of enhancements to movement and access, together with the promotion of gateway and key corridor development sites to facilitate a positive image of KIP, complementary to significant funding commitments by Knowsley Council and LSTF.</p>	<p>On-site: April 15 Completion March 17 Total Cost £6.625m Majors Funding Sought: £5.6m</p>	
	<p>North Liverpool Key Corridors LOCAL TRANSPORT BODY – MAJOR SCHEME RANKED 2</p>	<p>The scheme comprises four main elements as follows :</p> <ol style="list-style-type: none"> <li>1- A565 Phase 5 highway improvements (dualling);</li> <li>2- A565 Phase 6 highway improvements (dualling);</li> <li>3- King Edward Street junction improvement;</li> <li>4- A5036 Regent Road corridor improvement scheme.</li> </ol> <p>Together, they comprise a series of essential and integrated improvements along the strategically important A565 corridor. The A565 is a key element of infrastructure within North Liverpool and therefore a fundamental link to a stream of development and investment plans and will strengthen movement between the City Centre and the North of Liverpool/Sefton. The schemes will support Liverpool Waters, North Liverpool Regeneration and post-panamax developments currently underway as part of SuperPORT.</p>		<p>On-site: April 15 Completion: March 18 Total Cost: £15m Majors Funding Sought: £13.25m:</p>
	<p>A5300 - Access to Opportunity and Employment LOCAL TRANSPORT BODY – MAJOR SCHEME RANKED 3</p>	<p>The A5300 Knowsley Expressway and A562 Speke Road provide a crucial link to key established and developing employment sites such as the 3MG Mersey Multi-Modal Gateway, the New Mersey Crossing, Liverpool John Lennon Airport and Jaguar Land Rover. However, severe congestion, road safety issues and network resilience at the A5300/A562 junction significantly impedes movement to and from such high growth employment sites. This proposed scheme seeks to address the current and severe congestion, safety and network resilience issues at this junction.</p>		<p>On-site: Jan 15 Completion: April 20 Total Cost: £4.969 Majors Funding Sought: £3.969</p>
	<p>Newton-le-Willows Interchange LOCAL TRANSPORT BODY – MAJOR SCHEME RANKED 4 :</p>	<p>The project will deliver a fully accessible station with lift access to both platforms. The ticket office will be relocated to the south side of the current station and the park and ride site expanded and a bus interchange developed. Cycle parking will be provided also. The project will tie in with the current electrification upgrade taking place on the line and provide a strategic hub linking St Helens and the east of Merseyside/west of Greater Manchester with Manchester and the east of England and the Northern Hub work currently being undertaken.</p>		<p>On-site: April 15 Completion: Dec 18 Total Cost: £16.250m Majors Funding Sought £14.640m</p>
	<p>City Centre SIF-Strand Corridor Scheme LOCAL TRANSPORT BODY – MAJOR SCHEME RANKED 5</p>	<p>The Strand Corridor is the most important stretch of highway in Liverpool. The Waterfront is a key element of the of the City Centre, but connectivity along the corridor is poor.</p> <p>The Great Streets programme aims to;</p> <ul style="list-style-type: none"> <li>• link the Waterfront back to the city at strategic points with key public realm improvements along its length, upgrade of pedestrian crossings, slowing traffic speeds and improving the pedestrian journey into, and across the city.</li> </ul> <p>The southern half of the Waterfront presents considerable opportunity for new residential development, close to Liverpool Marina and making the most of the water spaces. The central segment presents opportunities for more visitor attractions, such as leisure facilities and the Exhibition Centre. The northern half of the Waterfront will blend with Liverpool Waters.</p>		<p>On-site: April 15 Completion: March 18 Total Cost: £6.6m Majors Funding Sought: £5.350</p>
	<p>M58 J1 Junction Improvement LOCAL TRANSPORT BODY – MAJOR SCHEME RANKED 6</p>	<p>The existing grade separated junction enables movements onto the M58 northbound carriageway and movements off the M58 southbound carriageway. The proposed scheme will improve the junction by providing additional slip lane facilities to accommodate all possible traffic movements. It will support commercial and residential development in Maghull, increasing employment and facilitating new, more accessible development.</p>		<p>On-site: Oct 15 Completion: March 18 Total Cost: £6.157m Majors Funding Sought: £5.514m</p>

	Initiative & Rationale	Objectives	Activity	Outcomes / deliverability and risk considerations
	A 570 Southern Employment Corridor Improvements LOCAL TRANSPORT BODY – MAJOR SCHEME RANKED 7	The A570 Southern Employment Corridor Improvement scheme delivers highway junction capacity improvements and supports sustainable transport. The scheme support the strategy to develop this corridor as one of two major employment zones within St. Helens. The scheme will see the implementation of three improvements scheme at the three roundabout junctions along the southern corridor between St. Helens Town Centre and the M62 Motorway A570/Eurolink, A570/Elton Head Road and A570/Scorecross Road.		On-site: June 15 Completion: March 17 Total Cost: £3.5m Majors Funding Sought: £3.150
	Wirral Dock Bridges LOCAL TRANSPORT BODY – MAJOR SCHEME RANKED 8	Scheme comprises full replacement of key infrastructure (two bridges) on the principal road network in the Wirral Docklands, and associated road improvements including facilities for pedestrians and cyclists.  The scheme supports the Wirral Waters Enterprise Zone.		On-site: July 13 Completion: Nov 18 Total Cost:£6.7m Majors Funding Sought: £3.73m
	Silver Jubilee Bridge Major Maintenance LOCAL TRANSPORT BODY – MAJOR SCHEME RANKED 9	The Silver Jubilee Bridge is an iconic, landmark structure of strategic importance to the local and regional highway network. It is the largest highway bridge in the UK maintained by a Local Authority and its size, structural complexity, traffic usage and sensitivity is considerable.		On-site: May 16 Completion: March 19 Total Cost:£4.5m Majors Funding Sought: £3.3m
	Maghull North LOCAL TRANSPORT BODY – MAJOR SCHEME RANKED 10	Proposals to provide: <ul style="list-style-type: none"> <li>• a fully step free railway station having Secure Stations Accreditation with two platforms, lifts and stepped (or ramped) access.</li> <li>• Ticket office.</li> <li>• Two on-street bus stops. Cycle routes from School Lane and Park Lane, parking and storage.</li> <li>• Car Park of about 200 spaces.</li> </ul>		On-site: April 15 Completion: Aug 17 Total Cost: £6.830m Majors Funding Sought: £6.147m
	City Centre Connectivity Programme  LOCAL TRANSPORT BODY – MAJOR SCHEME	Work is required to review how movement responds to the major projects programme; <ul style="list-style-type: none"> <li>• notably the main retail area and the historic downtown district and could include; Improved Public Realm with High-quality surfaces which show continuation throughout the route,</li> <li>• Appropriate sign posting, Improved lighting, Improved priority in favour of people walking and cycling, and segregation or dedicated cycle facilities where appropriate.</li> <li>• Promoting walking and cycling across the city has economic, social and environmental benefits including amongst others: an improved streetscape due to the reduction in car journeys; increased pedestrian activity which can drive retail opportunities; improved journey times; reduced requirement for parking; improved air quality; improved health and reduced carbon footprint.</li> </ul>		RANKED 11  On-site: April 15 Completion: March 18 Total Cost: £37m Majors Funding Sought: £33m
	Windle Island  LOCAL TRANSPORT BODY – MAJOR SCHEME  RANKED 12	The scheme would improve the current junction at Windle Island with an upgrade of the current signalling and junction layout. The scheme would see the establishment of controlled left turn links, signalised pedestrian and cycling crossing facilities at the junction and installation of SCOOT traffic system to optimise capacity.  The junction is a key strategic point in the Liverpool City Region road network, being the crossing point of the A570 and A580 East Lancs Road (one of the main routes into Knowsley and Liverpool), as well as the B5201 crossing the junction. The junction exceeds capacity daily, especially during peak periods leading to congestion as well as delay for motorist/bus services and freight.		On-site Completion Total Cost Majors Funding Sought:
	Other schemes within the Major Transport Schemes pipeline			
	M56 J11A  LOCAL TRANSPORT BODY – MAJOR SCHEME	The proposal is to widen the motorway and create an east-facing slip road from the local highway network (A533/Whitehouse Expressway) at Murdishaw, would provide significant benefits by creating additional capacity on this section of the M56, which is known to suffer from congestion in both directions at peak times. Scheme will also increase accessibility to key areas of development in Runcorn, and to the Mersey Gateway.		Total Cost: £21.6m Majors Funding Sought: £19.44m
	Daresbury Enterprise Zone / East Runcorn LOCAL TRANSPORT BODY – MAJOR SCHEME	To unlock land for employment and housing development within the Daresbury Enterprise Zone, and the surrounding Sandymoor Area.		Total Cost: £6,443,000 Majors Funding Sought: £5,798,700
	Widnes Waterfront Economic Development Zone and Employment Access	To improve access to employment sites		Total Cost: £2,150,000 Majors Funding Sought: £2,150,000
	International Gateway / Airport Eastern Access Road Major Highway Scheme	Creation of a new access road in the International Gateway area that will help resolve traffic flow concerns and link to new development opportunities including the Airport (Expansion) and the Estuary Business Park.		Total Cost: £14m Majors Funding Sought: £12.6m

	Initiative & Rationale	Objectives	Activity	Outcomes / deliverability and risk considerations
	Speke Road- Junction Signalisation Estuary Roundabout	The primary objective of the scheme is to support development in the locality and along the Speke Road corridor by increasing capacity at the junction which forms the entrance to Speke Estuary Business Park.		Total Cost: £3.3m Majors Funding Sought: £2.95
	Sandhills Lane Link Major Highway Scheme	To improve freight movement accessing key distribution points such as the Port of Liverpool		Total Cost: £6.6m Majors Funding Sought: £6m
	Stonebridge Mayoral Development Zone - A580 East Lancashire Major Highway Scheme	To unlock development opportunities in North Liverpool within a Mayoral Development Zone through the improvement of a key transport corridor.		Total Cost: £8.2m Majors Funding Sought: £7.35m
	Canning Dock Project	This project will assist in fulfilling the true potential for Liverpool's Waterfront as an economic driver, by addressing the gaps in the offer and completing the infrastructure connections.		Total Cost: £4 Majors Funding Sought: £3.6m
	Southport Eastern Approach	To provide sufficient capacity on the highway network to support the regeneration initiatives of the Council in their development of new housing and employment sites and into the Southport 'classic resort' Town Centre as a major tourist and employment destination.		Total Cost: £4.5m Majors Funding Sought: £1.8m
	St. Helens Road Bridge Package	To replace identified weak road over rail bridges for vehicular traffic.		Total Cost: £5.125m Majors Funding Sought: £4,612,500
	St Helens Council Haydock Industrial Estate Access Improvements	Scheme is to provide improved access to an industrial estate to unlock 90,834sqm development.		Total Cost: £3,294,900 Majors Funding Sought: £2,965,410
	St. Helens Town Centre Transport Access Improvements	To provide improved interchange facilities between bus and rail within St Helens Town Centre and remove the current congestion problems caused.		Total Cost: £4,455,000 Majors Funding Sought: £4,005,000
	A41 Route improvements (Wirral)	To improve access to central Birkenhead, Cammell Laird's, Hind Street development and the Wirral Waters site from the A41. The scheme will improve the economy through regeneration facilitated by better transport facilities creating new jobs and homes.		
	Heron Road to West Kirby Access Improvements (Wirral)	To improve safety and provide excellent highway access to facilitate economic regeneration of Wirral and the North West by unlocking land in need of remedial action.		
	Poulton Swing Bridge Removal	To replace a redundant highway and docks asset and replace with an alternative structure to ensure that it is fit for purpose to support the economy and regeneration of Birkenhead and the Docklands areas.		Total Cost: £3.03m Majors Funding Sought: £1.02m
	Wirral Streetcar	The primary objectives of the scheme are: <ul style="list-style-type: none"> <li>▪ To provide a catalyst to deliver the Wirral Waters major economic regeneration development;</li> <li>▪ To provide a high degree of sustainable public transport accessibility to Wirral Waters;</li> <li>▪ To accommodate future trip demands of the major regeneration scheme in a sustainable manner, encouraging a greater use of public transport compared to the car, reducing congestion, environmental impacts and accidents.</li> </ul>		Total Cost: £10.8m Majors Funding Sought: £7.7m
	Carr Mill Rail Station	To provide opportunities for railway journeys from the locality without the need to undertake car journeys. To promote the use of sustainable/ active modes of transport therefore reducing the number of car trips and encouraging mode shift.		Total Cost: £6.941m Majors Funding Sought: £6,222,600.
	St Helens Link (St. Helens Central to St. Helens Junction)	To provide opportunities for railway journeys from the locality without the need to undertake car journeys. To promote the use of sustainable/ active modes of transport therefore reducing the number of car trips and encouraging mode shift.		Total Cost: £28,019,000 Majors Funding Sought: £25,217,100
	Halton Curve	To provide people with the opportunity to use the railway to make a journey they couldn't otherwise make or as an alternative to the car.		Cost has been recently estimated and reduced by Network Rail
	Bootle Branch Passenger Rail Service	To deliver a passenger rail service to north Liverpool, an area which currently doesn't have a rail service. This will increase the accessibility of employment, education, leisure and retail facilities for the local population.		Total Cost: £51.5 million Major fund ask: £46,350,000
	Real Time Passenger Information –Merseyside	A new approach to the provision of RTI based upon industry standards in order to enhance public transport service offer across the region and increase overall confidence of the network operation meeting the necessary service levels expected.		Total scheme cost: £3,016,000 Major fund ask: £2,711,000
	Kirkby Headbolt Lane Rail Extension	To provide people with the opportunity to use the railway to make a journey they couldn't otherwise make or as an alternative to the car; increase the accessibility of the railway allowing people to make a more sustainable transport choice.		Total scheme cost: £26.9 million Major scheme ask: £24,210,000
	Merseytram Line 1 Replacement Scheme	To improve public transport facilities in a sector of Merseyside that has several areas of major deprivation in order to stimulate economic investment.		Total scheme cost: £14.2m Major scheme ask: £13.9m
	Prescot Rail Station Improvements	Improve access to Prescot rail station and the local/national rail network for Prescot District Centre to all		Total scheme: £3.54m

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		users.		Majors ask: £2.8m
	Prescot Rail Station Improvements	Improve access to Prescot rail station and the local/national rail network for Prescot District Centre to all users.		Total scheme: £3.54m Majors ask: £2.8m

## Key housing investments

	Initiative & Rationale	Objectives	Activity	Outcomes / deliverability and risk considerations
	<b>Short-term opportunities to invest in Housing within the City Region</b>			
	Daresbury Halton	This site has the overall potential to accommodate 1,400 homes over 3 component sites. It is anticipated a first (300 homes) phase could come forward, and planning permission is being sought to access the A56. The later phases of development will require infrastructure works to open up the centre of the site.		Initial planning permission sought Development option in place with Redrow Homes
	Sandymoor (First Phase) Runcorn	This is a component part of a much larger site (referenced in Table 7). The HCA has been marketing the site, and is looking for a development partner to deliver an initial 200 homes on site.		200 homes in 1 <sup>st</sup> phase
	North Huyton Knowsley	This is a very large housing site. The first phase has seen 260 homes constructed. The sites overall capacity is in the region of 1,450 houses. A phase 2 proposal is currently under negotiation. At the present time 3 to 4 sales per month are being recorded.		260 homes completed Second Phase numbers to be confirmed Overall capacity 1,450 houses
	Town Lane Site Southport Sefton	Planning is in place for 670 units, with 126 extra care units. Site requires remediation, which David Wilson homes will undertake. There is a 15% affordable share planned on site. Expected to build in the region of 70 units per year when underway.		670 houses 126 extra care units 15% affordability target
	Klondyk/ Bootle, Sefton	Former HMR location, developer Bellway are lead partner for the site, and have indicated they are keen to proceed.		131 units net (following demolitions)
	Aintree Curve Sefton	The site is in multiple occupation, however site owners have agreed to jointly market, and Persimmon have an agreement. There are some infrastructure costs, which it is hoped development values will cover. A planning application has now been submitted.		100 units
	Land at Powerhouse Site Sefton	There is a live planning application in place; however, there may be issues of affordability which stop the site from coming forward.		75 units, with 15% affordable
	Land East of Damfield Lane Sefton	There are some ground and infrastructure works on site. There is a proposal for an extra care home site, expected start on site scheduled in the next 12 months (by Autumn 2014)		105 units
	Ministry of Justice Site Maghull, Sefton	The land is currently being 'marketed' by the HCA. There is a milestone for getting a developer in place by the end of the second quarter of 2014.		Site has capacity for in the region of 300 homes
	Sevenoaks (Phase 2) (Five Ways 2) Wirral	The site has a planning application in place, and a successful Phase 1 has been completed. Lovell's are in place as Developer and have indicated that they want to increase the 135 units currently projected, and may include an element of flats in the scheme.		135 units with potential for more
	Church Road Tranmere, Wirral	The site is currently being planned by Lovell's, with an intention to create a mixed scheme comprising of in the region of 170 homes.		170 units proposed
	New Chester Road Bromborough, Wirral	Millar Developments have been leading on the planning of a new residential site. The indications are that the scheme would likely have a mix of 2,3 and 4 bedroom houses.		86 units propose in a mix of 2,3 and 4 bed housing
	Waterside Village (Phase 2), St Helens	The second phase land has capacity for a total of 152 plots. The site has a reserved planning application in place, and a new application is expected shortly from Persimmon Homes.		
	Polar Road City Road, St Helens	This site is comprised of a former car showroom, which has now been cleared, the wider neighbourhood is residential. The site has active planning permission and Morris Homes are the Developer, a start of site has not commenced.		
	'Waterside Village' Lea Green, St Helens	This site is already active. The existing site has proved very popular, and has sold houses at a wide range of sizes and price points, it is likely a number of four and five bed properties will be included in future phases.		Baseline potential of the site is c50 plots before 2017, on an optimistic scenario 153 units.
	The Rocket Liverpool	The former Trade Centre site at the Rocket, Liverpool is being progressed by Bellway Homes, who are seeking planning permission to develop 85 homes.		85 units Scheme mix not yet released
	'Rocket Green' Broadgreen, Liverpool	Scheme details not yet released. Site is under control of Bellway and development is expected to commence shortly.		
	Speke Liverpool	Countryside Properties control the site, and are planning to market shortly.		2 and 3 bed houses From £109k
	Anfield 'Phase 4', Liverpool	The Phase 4 of the Anfield Programme should progress shortly. Developer Keepmoat are keen to proceed, and note that the overall scheme has been accelerated.		131 units
	Norris Green Liverpool	There is a proposal, through the City Council JV 'Regeneration Liverpool' construction a specialist private rental scheme, of at least 500 units.		

	Initiative & Rationale	Objectives	Activity	Outcomes / deliverability and risk considerations
	Project Jennifer Great Homer Street, Liverpool	Planning for housing development as part of this mixed use scheme has been established. St Modwens in place as a lead developer.		c. 135 homes (including those constructed at Poet Park)
	<b>Medium Term Housing Sites</b>			
	Sandymoor (Later Phases) Runcorn, Halton	Very large site in the ownership of the HCA. Site is currently being taken out to the market. There are a number of infrastructure constraints, but the site mainly draws on existing infrastructure. The site is seen as being in a largely proven area for successful new house-building.		First phase could deliver 200 new homes (Table 6) Overall capacity for 1,400 new homes
	Widnes Waterfront Routledge	This is a reasonable scale development site. However, there is ground contamination, which would add abnormal development cost to any development scheme. Planning has been in place for four years without being activated.		Not established Limited prospects for site coming forward this side of 2017
	Liverpool Waters Liverpool	There is an overall planning permission for 9,000 units. There are no specific details regarding when some first phase housing may emerge.		Planning permissions in place.
	Former Oak Tyre Site Rainhill, St Helen	This is former industrial site in the town of Rainhill. It has an outline planning permission for 57 plots, a health clinic and a pharmacy. A house builder is expected to be secured shortly.		
	Z Blocks, Sefton	Council owned site with some potential. The planning status is ok, but there may be issues around demand.		
	Land at Ashworth Hospital, Sefton	The Hospital want to reduce their land ownership, this creates a potentially viable housing site. However, there are some planning issues, and, agreement of the land value will also need resolving.		
	Crown Specialist Packaging Site, Sefton	The site has planning permission but is not currently being marketed. An existing business has to relocate, and a development partner will have to be sought.		97 units
	Land at Southport and Formby, Sefton	There is a planning permission in place for this site, led by Keepmoat. There are some wider contamination challenges, and a c£500k development value gap. There are also issues around the land receipt which may slow progress.		
	Former Johnsons Cleaners Site Sefton	The site is currently contaminated, and there is an obligation on a third party to progress a remediation strategy. Once cleared, and once values are agreed, this is an important site for Sefton.		89 units
	Ingleborough Road Tranmere, Wirral	The landowner is currently seeking a development partner for the site. If successful the site would have capacity for in the region of 90 homes.		Potentially 90 units
	Former Dell Primary School site Newferry, Wirral	There are some ownership issues which require resolution, and if this can be achieved there is the potential for 67 units.		Potentially 67 units
	Moreton Wirral	A site in Local Authority ownership which could be disposed of for housing development. There are some logistics around assembling the site, but it has the potential for higher value housing.		
	Acre Lane Bromborough, Wirral	This is a large site in the ownership of the Council, with the potential for disposal for development as a residential site.		
	Former Rockferry High School site Wirral	This is a site in the ownership of the Council with the potential to be developed for high quality housing development.		
	Former Unichema Chemicals Site Bromborough, Wirral	The site has outline planning permission for mixed use commercial development (use classes B1, B2 and B8) and residential development has been approved subject to a s.106 agreement being signed.		c. 182 units
	Anfield Phase 5	There remain some CPO issues to resolve, and this will represent the next stage of the new house-building programme in Anfield. It is likely to be timed to come to the market once the Phase 4 programme nears completion.		c. 113 units
	Garden Festival Site Liverpool	There is planning in place, and a scheme has been designed for 1,100 apartments over many phases. Langtree are the overall lead Developer for the scheme.		1,100 Units overall
	Welsh Streets Liverpool	Development is currently delayed pending full planning permission. The scheme has the potential to deliver 154 units in a first phase, 74 units in a second phase. Scheme is being led by an RSP, who will likely partner up with a volume builder, creating a mixed site.		Potential overall for 224units
	Former New Heys High School Liverpool	This site is currently subject to a demolition and clearance scheme.		Overall site capacity in the region of 155