## Contents

### Introduction

| Purpose of the Infrastructure Delivery Plan | 1 |
| Definition of Infrastructure | 1 |

### Context

| Population Growth and Change | 2 |
| The Core Strategy – Spatial Strategy | 2 |

### Methodology

| 3 |

### Summary of Findings

| 5 |

### Assessment of Infrastructure

| Introduction | 9 |
| Physical Infrastructure - Transport | 10 |
| Physical Infrastructure - Utilities | 22 |
| Social Infrastructure | 40 |
| Green Infrastructure | 53 |

### Appendices

| Appendix 1 – Infrastructure Schedule | 61 |
| Appendix 2 – Infrastructure Working Group | 96 |
| Appendix 3 – List of consultees | 97 |
| Appendix 4 – Core Strategy Strategic Objectives | 100 |
Introduction

Purpose of the Infrastructure Delivery Plan

1. The Infrastructure Delivery Plan (IDP) has two roles. One role is to support the Core Strategy and any subsequent Development Plan Documents (DPDs) which are produced as part of the Local Development Framework (LDF), in particular, to fulfil the requirements of PPS\(^1\). The other role is a corporate one, to identify, support and inform other strategies and decisions relating to capital investment across the Council. Specifically the IDP sets out:

- a benchmark of existing infrastructure provision which identifies how well existing needs are being met;
- future infrastructure requirements needed to support population change, housing and employment growth, where possible to 2028 and later; and
- a schedule of the type and location of new infrastructure provision, the reason for the requirement, the lead agency, phasing, cost and sources of funding.

2. The preparation of the IDP enables an integrated approach to infrastructure provision by drawing together the capital investment programmes of both the public and private sectors, and by providing an overview of what infrastructure/services are being delivered, where, when and by whom. As a result it offers the opportunity to:

- achieve efficiencies in service delivery and development planning to meet the needs of existing and future communities in Liverpool;
- influence investment opportunities within the City and prioritise investment; and
- provide a basis for any bids or developer contributions.

3. The IDP is a ‘living’ document. It relies on information from the Council, the Local Strategic Partnership (LSP) and its various external partner organisations and thus by its nature its content will be subject to change. This is the first version of the IDP (2012). Subsequent versions will include updates to the proposals and information contained within each of the service-based sections, enabling the infrastructure planning process to reflect updates to the various plans and strategies on which this IDP is based. It is intended that the IDP will be updated annually. A wider update may be necessary in order to support the preparation of further development plan documents.

4. Overall, the IDP will help to ensure that the right type and level of infrastructure is provided at the right time to enable future growth (whether generated by public or private sector investment) and to support the needs of the City’s existing communities.

Definition of Infrastructure

5. In line with national policy for spatial planning, infrastructure in this context is widely defined and covers: physical infrastructure (including transport, utilities e.g. energy, water and waste management, and flood prevention), social infrastructure (including

\(^1\) Planning Policy Statement 12: creating strong safe and prosperous communities through Local Spatial Planning (CLG, 2008)
education, health, emergency services, leisure and community facilities), and green infrastructure (including open spaces, playing pitches and play areas).

**Context**

**Planning Growth and Change**

6. In planning for Liverpool's future, including identifying the City's infrastructure requirements, it is important to understand the needs of its current and future population. For the first time, government population projections for Liverpool now indicate an increase in population in coming years, with population projected to grow by nearly 16,000 between 2009 and 2026\(^2\). There is every expectation, therefore, that the long term process of population decline is about to be turned around, reflecting the impact, amongst other things, of the recent positive signs of recovery in the local economy.

7. Compared with national patterns, Liverpool has similar proportions of its population of working age, over 65, and under 15. The City however has a significantly higher percentage of people aged 15-29 (28% compared with 20% nationally), largely on account of a student population at its three universities of over 50,000, while a slightly smaller than average proportion of its population are members of the Black and Minority Ethnic community.\(^3\)

**The Core Strategy – Spatial Strategy**

8. A major influence on these projections will be the spatial strategy set out in the Core Strategy which, together with the Strategic Policies, will shape the way that Liverpool, and the places within it, will change over the next fifteen years.

9. Except for a few small areas of open land at its eastern and southern margins, Liverpool is an urbanised area which is physically and functionally part of a much larger, contiguous conurbation. The City has a very substantial resource of previously developed land and buildings. The spatial strategy underpinning the Core Strategy is about capitalising on this resource, recycling existing land and buildings within the City, rather than physically expanding outwards or exporting development needs to outlying parts of the wider conurbation.

10. Broadly, Liverpool is structured concentrically as a result of its historical development. It has a well-defined City Centre, which is surrounded by an arc of older neighbourhoods and industrial/dockland areas - the ‘Urban Core’. Further out, there is a band of more recent residential suburbs and newer areas of industry - the ‘Suburban Areas’. In the absence of a clearly defined settlement pattern, it is this broad spatial structure - City Centre, its surrounding Urban Core, and then the Suburban Areas -

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\(^2\) 2008-based Sub-national Population Projections, Office for National Statistics

\(^3\) 8.1% compared with 5.8% in 2001 and 13% nationally, the main groups in Liverpool being White Other, Chinese, African, Irish, Indian and Caribbean. Princes Park, Central and Picton wards have the highest percentage of BME populations.
which serves as an appropriate framework for developing strategic, spatial planning policies for Liverpool.

11. The Core Strategy will promote new investment across the whole of Liverpool, reconnecting the opportunities for sustainable development and ensuring that the unique advantages of Liverpool’s City Centre, surrounding Urban Core (of residential neighbourhoods and industrial – commercial areas) and extensive Suburban Areas (residential and employment areas served by local and district shopping centres) play their roles to the advantage of the City as a whole.

12. The Core Strategy makes provision for 40,950 additional dwellings, city-wide between 2011-2028. The City Centre and Urban Core areas of Liverpool will be the focus for investment in new and revitalised communities, with approximately 70% of new homes to be provided on sites in these areas to 2028. The remaining 30% of new homes will be delivered within the Suburban Areas.

13. The main focus for new development and physical change will be the City Centre and the Urban Core, with the City Centre being the main focus for economic activity and job creation, and the Urban Core for new housing, neighbourhood renewal and investment, and population growth. Development activity and physical change in the Suburban Areas will be focused in Regeneration Fringe locations.

14. It also makes provision for 274ha of employment land which is provided as 20ha in the City Centre, 75ha in the Urban Core and 179ha in the Suburban Areas.

**Methodology**

15. To produce the IDP, the overall approach has followed that set out by the Planning Advisory Service (PAS) in ‘A steps approach to infrastructure planning and delivery – For local strategic partnerships and local authorities’ (June 2009). It has involved joint working between the City Council, Local Strategic Partnership and external key infrastructure stakeholders.

The steps include:

**Step 1: Setting out the long-term vision for the area to establish the direction for the future**

16. The vision for the future of Liverpool, and the evidence it is based on, is set out in the Sustainable Community Strategy (SCS), published in March 2009, and the Core Strategy, prepared as part of Liverpool’s Local Development Framework.

**Step 2: Arranging governance to manage the process and enable full participation from stakeholders/infrastructure providers**

17. An infrastructure working group was set up through the Liverpool First Executive Delivery Group (see Appendix 2).
Step 3: Gathering evidence to identify existing provision

18. An initial survey of stakeholders (see Appendix 3 for comprehensive list) in late 2008 was undertaken to identify major development programmes and investment strategies and whether there were concerns about supporting the scale of development expected by Regional Spatial Strategy (RSS) policy within Liverpool. At the time the survey was undertaken only a single strategy, as set out in the March 2008 Preferred Options Report, was considered. However, two further alternative strategies were developed, as set out in the Revised Preferred Option Report (Jan 2010), therefore in July 2009 a repeat of the initial survey was undertaken.

19. In parallel with the above, a number of Councils within the Liverpool City Region (including Liverpool), jointly approached key infrastructure providers to request their capital programmes and asset management strategies to ensure that any necessary infrastructure projects could be included within the Core Strategies of each local planning authority.

20. The feedback from these initial surveys was quite limited due to service providers finding it difficult to make comments on a strategic document as opposed to one dealing with site specifics. However, the overall conclusion from the surveys was that there are no insurmountable, practical obstacles to the delivery of any of the options.

21. Given the limited feedback to the initial surveys it was considered prudent to instead gain more high level information from a shortlist of key stakeholders. Therefore, further consultation has focussed only on those who have been nominated as members of the Infrastructure Working Group (see Step 2 above). Each member was requested to complete a questionnaire to enable the collection of information, including details about projects contained in current capital programmes.

Step 4: Identifying standards and deficits

22. The questionnaires sent to the members of the Infrastructure Working Group included a request for standards which are currently used and the identification of any existing or future deficits.

Step 5: Developing an Infrastructure Delivery Schedule to identify future infrastructure requirements

23. All the information collated from stakeholders relating to individual schemes for each service area has been inputted into the Infrastructure Schedule (see Appendix 1). The schedule records:

- Project description, where it is located and why it is needed
- Potential delivery partners
- How much the project will cost
- When the infrastructure would be required
- Sources of funding
- Dependencies/risks
- Core Strategy Strategic Objectives which project will help deliver.
24. The information included in this schedule is based on the best available information at the date of publication. In later issues of the IDP a greater depth of information will be sought to build on what has been stated previously and a wider stakeholder group will be engaged with to create a more comprehensive evidence base.

**Step 6: Consulting stakeholders/infrastructure providers to ensure process is robust and to endorse the Infrastructure Delivery Schedule**

25. Infrastructure providers have been consulted throughout the development of the schedule and the members of the infrastructure working group were re-consulted with a draft schedule for them to inspect and provide comment before this version was published.

**Step 7: Implementing the Infrastructure Delivery Schedule**

26. The delivery of schemes contained in the infrastructure delivery schedule will be monitored on an annual basis to review delivery progress and to allow adjustments if necessary, including the need to identify alternative funding arrangements if delivery is delayed.

27. Whilst it is intended to publish an IDP alongside the Core Strategy, it will not be a static document, it will evolve as the infrastructure needs of the City are identified and change over time. In particular, as the Liverpool City Region Local Enterprise Partnership develops actions and initiatives the IDP will seek to link up with those as well so that private sector funding for infrastructure can be effectively tied in with that which might be available from the public sector.

28. As identified in the earlier section 'Purpose of the Infrastructure Delivery Plan', the IDP offers the opportunity to provide a basis for any bids or developer contributions. Therefore, should the City Council decide to develop a Community Infrastructure Levy (CIL) in order to provide resources for the provision of infrastructure, the IDP and the evidence base which supports it will also assist in the development of the 'Charging Schedule' which will become part of the Local Development Framework.

**Summary of Findings**

<table>
<thead>
<tr>
<th>Named Infrastructure</th>
<th>Risks - Infrastructure issues that could impact adversely on regeneration and economic growth</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rail</td>
<td>• Capacity issues at stations in central Liverpool and on the wider regional network, particularly in the Northern Hub around Manchester</td>
</tr>
<tr>
<td></td>
<td>• Overcrowding on a number of services</td>
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<td></td>
<td>• Poor connectivity and journey times on parts of the network</td>
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<tr>
<td></td>
<td>• Insufficient car parking and poor interchanges</td>
</tr>
<tr>
<td></td>
<td>• The impact of infrastructure constraints on performance and reliability</td>
</tr>
<tr>
<td></td>
<td>• Possible risk from surface water flooding</td>
</tr>
<tr>
<td>Buses</td>
<td>• Issues are not particularly concerned with new provision of physical infrastructure but relate more to operational requirements such as the cost of fares - focus on Statutory Quality Partnerships (SQPs)(^4)</td>
</tr>
<tr>
<td>---</td>
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</tr>
</tbody>
</table>
| Walking and Cycling | • Problems with condition on some routes, such as poor drainage  
• Some gaps in the network  
• Need to improve routes in areas of social exclusion  
• Need to improve linkages between walking and cycling networks |
| Roads | • Essential maintenance requirements across the City’s road network  
• Possible risk from surface water flooding |
| Airport | • Insufficient runway length/capacity  
• Future passenger terminal capacity  
• Limited air freight capacity  
• Additional road access capacity required |
| Ports | • Need for further port capacity  
• Addressing existing road freight issues and meeting expanded requirements following masterplan implementation  
• Ability to secure additional land for masterplan |
| Merseytram | • No specific issues/projects identified but statutory powers remain in place for Merseytravel to construct and operate Merseytram Line 1. |
| Electricity supply | • No specific issues/projects identified  
• Service providers require detailed information about future development to identify future infrastructure requirements. |
| Gas supply | • No specific issues/projects identified  
• Service providers require detailed information about future development to identify future infrastructure requirements. |
| Renewable Energy | • No specific issues/projects identified |

\(^4\) SQPs are basically a partnership between Merseytravel, local authorities and bus operators to provide improvements to bus transport such as to bus infrastructure, roads, enforce bus lanes, better quality vehicles and well-trained staff.
<table>
<thead>
<tr>
<th>Category</th>
<th>Issues/Concerns</th>
</tr>
</thead>
<tbody>
<tr>
<td>Water Supply</td>
<td>• No current water supply issues but possible future deficit between 2022-2035</td>
</tr>
</tbody>
</table>
| Wastewater             | • Projects to deal with current wastewater issues have been identified but the full impact of future development (both within the City and within adjoining local authority areas) needs consideration  
                        | • Potential capacity shortfall at Liverpool Wastewater Treatment Works (Sandon Dock)                                                        |
| Flooding               | • Limited fluvial risk  
                        | • Significant surface water and groundwater rebound risk to transport and utilities infrastructure  
                        | • Sewer flooding risks                                                                                                |
| Waste                  | • Capacity gap for dry recyclables  
                        | • Significant capacity gaps for handling Municipal Solid Waste  
                        | • Significant capacity gaps for non-inert landfill and for exempt sites for beneficial spreading of inert waste  
<pre><code>                    | • Requirement for 5 Household Waste Recycling Centres                             |
</code></pre>
<p>| Broadband              | • Liverpool needs a minimum uniform and commercially available broadband width of at least 100Mbps. Currently reliant on whether all areas across the City can receive relevant services |
| Primary and Secondary Schools | • Need to reflect future population scenarios arising from the growth planned for in the Core Strategy                                       |
| College and Universities | • Need for ongoing investment into Knowledge Quarter assets to ensure that they contribute to growth of the City                      |
| Health                 | • No specific issues identified                                                                                                               |
| Ambulance Services     | • No specific issues identified                                                                                                               |
| Fire and Rescue Services | • No specific issues identified                                                                                                               |
| Police Services        | • No specific issues identified                                                                                                               |
| Libraries              | • Library review - some libraries identified as being surplus to requirement. Others identified as being in need of refurbishment or replacement |</p>
<table>
<thead>
<tr>
<th>Sport/Leisure Built Facilities</th>
<th>• No critical issues identified</th>
</tr>
</thead>
</table>
| Green Infrastructure          | • The City Centre and the Urban Core are particularly at risk from the heat island effect but these areas have lower levels of green infrastructure than the rest of the City.  
• The Urban Core has high levels of vulnerable population with above average health deprivation but has lower levels of green infrastructure than other parts of the City  
• Need to adapt to climate change - green infrastructure has a role to play in addressing some of the impacts of climate change such as reducing the risk of surface water flooding. |

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5 Green Infrastructure can help reduce the heat island effect through evaporative cooling Liverpool, Green Infrastructure Strategy Technical Document, Liverpool City Council, 2010
Assessment of Infrastructure Capacity

Introduction

29. This section of the IDP sets out an assessment undertaken for each type of infrastructure - physical, social and green. It focuses mainly on achieving steps 3 and 4 as identified in the methodology set out in the previous section. It identifies, where possible:

- information about existing infrastructure provision;
- the future direction of infrastructure provision as indicated through service providers' strategies and plans;
- issues with infrastructure provision; and
- possible solutions to address these issues.

The solutions identified have been used to develop an Infrastructure Delivery Schedule, as described in step 5 of the methodology, which is contained in Appendix 1 of this document.
Physical Infrastructure – Transport

Introduction

30. Transport infrastructure provision includes both local transport, such as rail, buses and road, as well as the infrastructure which enables Liverpool to compete on a more national and international basis, including the Ports, the Airport and digital infrastructure. Given the number of different elements of transport infrastructure provision, it is delivered by a number of different organisations, with different means of planning for future investment and timescales for securing required funding. The provision of sustainable transport infrastructure is crucial to the City’s future growth, in particular in the delivery of the following Core Strategy Strategic Objectives:

- Strategic Objective One - Strengthen The City’s Economy
- Strategic Objective Three - Vital and Viable Shopping Centres
- Strategic Objective Seven - Maximising Sustainable Accessibility

The provision of sustainable transport infrastructure will also help deliver some of the Council’s corporate aims and priorities, in particular:

**We will make Liverpool the preferred choice for investment and job creation by...**
- Exploiting the national and international profile of the city and the vitality of its citizens.
- Enhancing the city’s infrastructure, links and distinctive sense and quality of place.
- Encouraging business creation, growth and productivity.

**We will empower people to enjoy the best possible quality of life and reach their full potential by...**
- Reducing inequalities by improving life chances and protecting and promoting good health.
- Promoting independence and independent living.

**We will make Liverpool a more sustainable, connected and attractive city by...**
- Reducing carbon emissions from buildings, vehicles and operations.
- Ensuring the city has the best possible physical and virtual connectivity.

**We will build strong, attractive and accessible neighbourhoods by...**
- Making all area of the city clean, vibrant, accessible and safe.

31. The Third Local Transport Plan for Merseyside (LTP3) (2011) sets out the framework and proposals for developing Merseyside’s transport system over the next 20 years and sets a number of key priorities for the short term until 2015. The Vision for the transport network is:

“A city region, committed to a low carbon future which has a transport network and mobility culture which positively contributes to a thriving economy and the health and wellbeing of its citizens and where sustainable travel is the option of choice.”
32. In order to support the vision for the transport network, 6 goals of equal priority have been identified, including:

(a) ensure the transport system supports the priorities of the Liverpool City Region, the proposed Local Enterprise Partnership and the Local Strategic Partnerships;

(b) provide and promote a clean and low carbon transport system;

(c) ensure the transport system promotes and enables improved health, safety and wellbeing;

(d) ensure the transport system supports equality of travel opportunity by enabling people to connect easily with employment, services and social activities;

(e) ensure the transport network supports the economic success of the city region by the efficient movement of people and goods;

(f) maintain our assets to a high standard.

33. The LTP3 also states that "to successfully connect people to opportunities, transport should be:-

(a) Available – the transport network should be within easy reach of where people live and take them to and from places that they want to go to at times and frequencies that correspond to working patterns and social activities. People also need to be kept informed of the services that are available to them via a variety of communication methods that are user friendly and easily understood.

(b) Affordable – people should be able to use the transport network at a cost that does not prohibit their ability to travel.

(c) Accessible – vehicles, infrastructure and walking routes must be designed in such a way that as far as possible, everyone is able to use them with relative ease.

(d) Acceptable – people should able to use the transport network with ease, in comfort and feel safe while travelling or waiting."

34. It is essential and best practice that transport and land-use planning are well integrated. In this context the IDP focuses primarily on (a) available infrastructure.

**Rail**

**Current Provision**

35. Liverpool has a comprehensive rail network with a number of routes to and from the City Centre connecting the City to the wider sub-region. Liverpool Lime Street is the main rail station serving the City and is owned and managed by Network Rail. A number of train operators use the station and provide direct services to and from a number of major towns and cities, including London.
36. Local rail services are mainly provided by Merseyrail and overseen by Merseytravel (the Local Passenger Transport Executive and Integrated Transport Authority which specifies and funds services throughout the Merseyside network). Three main rail lines – Northern, Wirral and City cover the Merseyside area. Merseyrail operate on the Northern and Wirral lines. In 2007, over 46 million passenger trips were made to, from and within the Merseyrail area, of which nearly 56% started or ended in central Liverpool.\(^6\) Liverpool Central is the busiest station within the Merseyrail area, with approximately 15 million trips per annum (13%) starting and ending at the station, closely followed by Lime Street (12%). Within Merseyside of 21.2 million trips made into central Liverpool most (approximately 12.3 million) are made along the Northern Line.

37. Liverpool is also home to important and well-used rail freight terminals including the Freightliner’s Rail Freight Terminal in Garston, which is used by container trains and the Speke Automotive Freight Terminal, which is primarily used by Ford for automotive distribution.

**Future Direction**

38. Network Rail produces a number of Route Utilisation Strategies (RUSs) which provide recommendations for the future of train services across the national rail network. RUS’s seek to balance supply and demand and set out Network Rail’s long term vision for improvements across the network. To do this they consider existing

\(^6\) Source: Merseyside Route Utilisation Strategy, Network Rail, March 2009
capacities and forecast future demand on the rail network. The Merseyside Route Utilisation Strategy (March 2009) sets out the strategic vision for the area of the network which is primarily aligned with the operations of Merseyrail, although some wider issues are involved. The RUS mainly focuses on the period up to 2020 but also considers the implications of growth in demand over the next 30 years.

39. Merseyside’s Third Local Transport Plan (LTP3) sets out the region’s transport needs until 2014/15 together with the strategy and plans to meet those needs. For rail, the current strategy includes the following policies:

- Continue to review the geographical extent and levels of service of the rail network in Merseyside.
- Continue to ensure the rail network in Merseyside is as accessible as practicable by providing accessible trains, stations and interchanges.
- Engage positively with train operators and government to minimise rail fare increases.
- Engage positively with train operators to introduce a common ticketing system and simplified fare structure across Merseyside.
- Work with operators to provide comprehensive service information provision before travel, at stations and on board trains.
- Facilitate and work with operators, to improve integration with other modes.
- Work with operators to maintain the current performance of the rail network.
- Work with train operators to enhance further safety and security on the rail network.
- Seek to optimise the use of the existing rail infrastructure.
- Seek to control the level of subsidy.
- Seek to facilitate rail freight growth.

**Issues and Risks**

40. Following analysis of the existing network, assessment of the likely demand from passengers over the next decade, and taking into account any current plans to enhance network capacity, the Merseyside RUS identifies five main gaps (deficiencies). These are:

- capacity at stations in central Liverpool;
- overcrowding on a number of services, particularly into Liverpool at peak times;
- poor connectivity and journey times on parts of the network;
- insufficient car parking and poor interchanges; and
- the impact of infrastructure constraints on performance and reliability.

41. The LTP3 identifies the following issues as part of its rail programme:

- **Rail network expansion programme** – Where it can be cost effective and value for money, Merseytravel supports the expansion of the rail network to meet and facilitate existing and projected growth in demand for passengers and freight transport and support the sustainable economic regeneration of Merseyside and the North West.
- **Network capacity enhancements** – The rail network is now reaching capacity on many lines and at particular stations, such as Liverpool Central station. Peak
services into the city centre on the City Line, the Northern Line and Wirral line from Chester are also overcrowded at certain times. As such, a key part of the strategy in LTP3 will be to tackle these capacity constraints.

- **Wider city region transport public transport links** – As well as being a major concern within Merseyside, rail capacity is also an issue for the wider region, particularly in the Northern Hub around Manchester.
- **Safeguarding potential rail alignments** – A number of the proposals for the expansion of the rail network would utilise rail alignments currently used only for freight for passenger use, or which are currently disused and would require reinstatement of permanent way, signalling and structures.

**Solutions**

42. To help overcome the deficiencies and to deliver the rail programme a number of projects are either currently being implemented or are proposed for the future, these include:

- £40m investment to improve City Centre stations, in particular Liverpool Central Station
- Electrification of the lines between Liverpool and Manchester and Wigan and the Northern Hub
- Reintroduction of rail services using the Halton Curve
- New rolling stock and increase in inter-peak frequency of some train services

43. The specific details of the above projects, along with details of others, are contained in the Infrastructure Schedule contained in Appendix 1.

**Buses**

**Current Provision**

44. Buses offer the public transport mode with the greatest coverage and patronage in Merseyside. 78% of all public transport journeys in Merseyside are made by bus. However, the overall trend for bus patronage is declining, despite some areas experiencing growth, particularly on major routes in Liverpool.7

**Future Direction**

45. In 2008, a Bus Board was established to enable a number of public sector bodies and commercial companies, who are responsible for the delivery of bus services, to work together to deliver the best quality bus service for Merseyside. In doing so the organisation seeks to:

- Maximise the attractiveness and effectiveness of the bus network by integrating it with other public transport modes such as the rail network and Mersey Ferries, where possible.
- Build on the high levels of recent public and private investment in the bus network, given the limited funding in the short term.

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7 Source: The Third Local Transport Plan for Merseyside, the Merseyside Transport Partnership
• Implement a packaged approach to improvements, including physical infrastructure, provided by Merseytravel, the district councils and by the bus operators with ‘smarter’ measures that help to overcome the barriers that exist to bus travel.

46. In terms of buses, the LTP3 considers that extending the bus network represents the easiest and cheapest means of providing an alternative to the private car for many journeys. As such, it promotes the quality, reliability and coverage of the bus network.

Issues and Risks

47. The LTP3 identifies the following issues regarding bus transport:

• The overall trend for bus patronage shows a continuing decline. However, more localised evidence and joint working with operators suggest a healthier situation, particularly on major routes in Liverpool.

• Bus transport remains critical for many people in ensuring good access to services and opportunities. However, affordability remains an issue and a range of improvements will be required around fares, ticketing and information. Bus fares on Merseyside have more than doubled over the last 10 years with a 10% increase in the last year alone.

Solutions

48. The issues with bus transport are not particularly concerned with new provision of physical infrastructure but relate more to operational requirements such as the cost of fares. However, one focus will be on Statutory Quality Partnerships (SQPs) on a number of corridors across Merseyside. SQPs are a partnership between Merseytravel, local authorities and bus operators to provide improvements to bus transport such as bus infrastructure, roads, enforcing bus lanes, better quality vehicles and well-trained staff.

Walking and Cycling

Current Provision

49. Liverpool has a significant network of walking and cycling routes across the City. This includes Public Rights of Way along which people have the right to walk. These routes may be roads, paths or tracks and are open to everyone at anytime. As well as walking, some rights of way are open to cyclists, horse-riders and motorists. Merseyside has over 458 kilometres of Public Rights of Way.

50. The City also has a recognised network of cycle routes, some of which form part of the National Cycle Network. This includes a section of the 215 mile Trans Pennine Trail, which is a multi-use route which runs coast-to-coast from Southport to Hornsea.

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9 The National Cycle Network is a network of over 12,000 miles of walking and cycling routes across the country developed by the UK charity Sustrans
10 Source: www.transpenninetrail.org.uk
51. To encourage and support walking and cycling other facilities are available throughout the City such as cycle parking facilities, signage and route maps.

**Future Direction**

52. The Rights of Way Improvement Plan (ROWIP) is a 10 year strategic plan for improving the local network of public rights of way for all types of user. The ROWIP is a daughter document to the LTP3, prepared by the Merseyside Transport Partnership which runs until 2018. An integral part of the ROWIP involved an assessment of current and future needs of existing and potential future users of the network, including walkers and cyclists.

53. The Merseyside Active Travel Strategy is a supporting document to the LTP3 which sets out how coordinated measures can be delivered to encourage active travel. The Merseyside Active Travel Strategy comprises of three elements:
   (a) improving the walking and cycling environment with infrastructure and facilities creating clear route networks for pedestrians and cyclists;
   (b) enabling activities, interventions and information; and
   (c) behaviour change marketing to raise awareness of, encourage and sustain walking and cycling.

54. The three elements together intend to deliver the goals of the LTP, providing benefits such as improved health; increased accessibility to jobs, education, health and leisure; safer neighbourhoods; environmental improvements; and financial savings. This is intended to be delivered at the district level and strategically across the city region.

**Issues and Risks**

55. The assessment undertaken as part of the ROWIP identified a number of issues associated with the Public Rights of Way network, including:

   - poor drainage, poor surface condition and vegetation overgrowth act as barriers to use;
   - there are some gaps in the network;
   - routes are used for functional journeys such as for accessing jobs, education, health and shopping, as well as for recreational purposes, and can make a positive contribution to addressing issues faced by socially excluded people on Merseyside;
   - the lack of outdoor access opportunities for people living in areas of social deprivation furthers social isolation;
   - there is an under representation of young people and of those from ethnic minority backgrounds when accessing outdoor opportunities on Merseyside;
   - although there is demand for the provision of more routes for cyclists and equestrians, there is a need to identify where areas of demand exist to drive route development;
   - periodically there are problems for users and landowners associated with crime and antisocial behaviour in relation to the network and the public perception of this can create reluctance to use it.

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11 (consists of the five district councils of Merseyside and Merseytravel)
56. The Active Travel Strategy recognises that increases in obesity, climate change and congestion all present significant challenges for local and national government. With cuts in public spending and greater financial pressures on local authorities and government departments, measures to increase cycling and walking can contribute more than ever to tackling these challenges. Integrated walking and cycling programmes in Local Transport Plans can encourage more active, healthy and sustainable lifestyles, and deliver significant environmental benefits, offering high value for money.

Solutions

57. As part of the ROWIP, Highway Authorities are required to produce a Statement of Action to show how the issues raised in the ROWIP will be addressed. The actions set out in these statements are strategic rather than site specific. Actions set out in the Merseyside statement include the following:

- Identify and resolve problems on routes that require improved drainage or surface improvements;
- Work in partnership with cycling organisations and Local Authority cycling teams to identify and provide new routes;
- Improve routes in areas of social exclusion;
- Develop greater linkages between Public Right of Way and cycle networks through partnership working with local authority and cycling organisations.

58. The Active Travel Strategy identifies a package of interventions available for the partners which can be used to support pedestrian and cyclists’ networks in order to address the LTP3 goals:

- Review and revise cycle and walking routes and aspirations for future networks so that all departments can include active travel interventions and improvements whenever other work is being undertaken;
- Ensure the road user hierarchy is used to create safe pedestrian and cycle friendly environments in residential areas and centres;
- Promote reduced speed and apply appropriate 20mph zones;
- Apply the principles from Manual for Streets\(^\text{12}\) 1 and 2 to all new streets and ensure that designs for residential streets are safe and friendly environments for people and play rather than for cars;
- Provide connections between cycle and pedestrian friendly areas to create joined up routes for active travellers;
- Continue to deliver our Rights of Way Implementation Plan and integrate it into green infrastructure plans;
- Cycle parking at all public buildings & any other trip destinations;
- Roll out of pedestrian audits across the county.

\(^{12}\) The *Manual for Streets* is a joint publication produced by the Department for Transport (DfT) and Communities and Local Government, March 2007
Roads

Current Provision

59. Liverpool is well connected to the national road network, with links to the M6 via the M62, M57, and M58. The Highways Agency is responsible for operating, maintaining and improving the Strategic Road Network in England on behalf of the Secretary of State for Transport. However, responsibility for the management of the City’s local highways network lies with the Council’s Transportation Business Unit.

60. Liverpool is well served by an extensive trunk road network including East Lancashire Road (A580) which runs from Manchester into the City Centre. Other routes which run into the City Centre include: the A5047 (Edge Lane) which links to the M62; the A561 which runs from Speke past Liverpool John Lennon Airport; A57 East Prescot Road; A5049 West Derby Road; the A562 which runs from Halewood; the A59 which connects to the M57; and the A565 which runs from Crosby.

61. A number of roads (and public spaces) have been improved or are due to be improved as part of the £73 million City Centre Movement Strategy (CCMS) including:
   - Hall Lane
   - Edge Lane West
   - Castle Street
   - Knowledge Quarter around the University of Liverpool
   - Dale Street and Victoria Street (Commercial Quarter)
   - Church Street, Lord Street and Whitechapel.
   - Hope Street.
   - Hunter Street and Byrom Street.
   - Renshaw Street and Berry Street.
   - Tithebarn Street and Chapel Street.
   - East Moorfields, Hewitts Place and Vernon Street.
   - Lime Street and Skelhorne Street.
   - The Strand.

Future Direction

62. The City Council is developing its Highway Asset Management Plan (HAMP), a living document which is expected to be available by mid 2012. This sets out Liverpool’s approach for efficiently maintaining the highway network. It has been developed in line with the aims of the third Local Transport Plan for Merseyside (LTP3).

Issues and Risks

63. In recent years the highway network has suffered deterioration which has been accelerated through harsh winters and reduced government funding. It is therefore more important than ever to use limited resources efficiently to get maximum value in maintaining assets. Deteriorating carriageways, footways, structures, street lights and other highway assets pose increased risk of liability claim costs, increased reactive maintenance costs and ultimately potential for roads to be closed on public safety grounds.
64. Highways are also potentially at risk from flooding. See Flooding section below for further details.

65. A second Mersey crossing in neighbouring authority Halton has been approved by central government. The impacts on Liverpool are most likely to be reduced traffic volumes in the city centre through lower usage of the Mersey tunnels, but increased traffic flows along Speke Boulevard which leads to the new crossing point.

**Solutions**

66. To manage the risks surrounding deteriorated highway infrastructure, effective usage of available maintenance funding is essential. This is being promoted through an asset management approach. Alternative funding opportunities are also being considered for maintaining the highway network, such as unsupported borrowing schemes.

67. With respect to flooding issues see Flooding section below.

**Airport**

**Current Provision**

68. Liverpool John Lennon Airport is one of the UK’s fastest growing airports. It serves many destinations worldwide and sees over 5.5 million passengers passing through it in a 12 month period, together with substantial movement of freight.

**Future Direction**

69. The owners, Peel Group and their majority partners Vancouver Airport Services, have a masterplan\(^\text{13}\) for the airport which includes proposals for growth to 2015 and to 2030. These include increasing passenger numbers to 8.3m per annum (pa) by 2015, and to 12.3m pa by 2030; freight handled would rise to 40,000 tonnes pa by 2015, and to 220,000 tonnes pa by 2030. This is expected to lead to 11,300 additional jobs (both on and off site) over the plan period.

**Issues**

70. To cope with anticipated growth there will be a need to expand the Airport.

**Solutions**

71. It is the intention to improve terminal facilities and construct new transport infrastructure, including a new interchange and access road. In the longer term it is proposed that the runway would be extended.\(^\text{14}\)

72. Management of sustainable access for passengers and employees is a key element of successful expansion of the Airport: to this end, an Airport Surface Access Strategy has been prepared, in accordance with guidance issued by central government, and its implementation is supported by the Merseyside Local Transport Plan. It will be

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\(^{13}\) Liverpool Airport Masterplan (November 2007) Peel Airports

\(^{14}\) Source: The Mersey Partnership, www.investmerseyside.com
important that a development management policy for car parking (including provision of off-site facilities) supports the Strategy’s efforts to promote sustainable access to the Airport.

Ports

Current Provision

73. The Port of Liverpool, located on both banks of the River Mersey, is a major container port contributing to making the River the third busiest estuary in Britain, with over 15,000 shipping movements annually. It handled 32.2 million tonnes of cargo in 2008 (19 million tonnes at Liverpool Docks), and cruise trade - boosted by a new cruise terminal enabling the largest ships to berth alongside Liverpool’s Pier Head - has been developed from an initial three sailings in 1992 to over 40 for the 2008 season. It is the largest Freeport Zone in the UK and the primary UK port for UK-USA and UK-Canada container trade, making the Port of Liverpool the UK’s third largest container port.

74. The Port of Garston is the most inland of the Mersey Ports and is one of the most important short-sea ports for north-west England. The Port handles an array of cargoes, from aggregates to steel coil. It functions as a distribution hub, serving a regional hinterland and sustaining an important number of local jobs.

Future Direction

75. Government policy on maritime infrastructure development is currently provided by National Policy Statement for Ports (October 2011). In broad terms, this seeks to encourage sustainable port development which meets projected long-term growth in sea traffic, whilst managing the environmental and social impacts of such activity, to maximise the contribution of Ports to the regeneration of the local and national economy.

76. Peel Ports, owners of the Port of Liverpool, published a 20 year growth strategy for all of its maritime interests on the Mersey (including the Manchester Ship Canal) in June 2011, in line with the requirements of national ports’ policy. This document envisages an increase of over 70% in the tonnage of cargo handled between 2008 and 2030. Ambitious plans for Port expansion include development of a SuperPort, integrating (both physically and technologically) operations of the Ports, Airport and other freight and passenger facilities in the City Region and along the Canal; new infrastructure proposals include a “Post-Panamax” in-river terminal, and expansion of multi-modal inland port facilities.

Issues

77. In view of the potential impact of the level of expansion of the Port on the local and wider highway network - and in response to national government’s requirement to address the delivery of sustainable transport systems - the former North West Regional Leaders' Forum (4NW) commissioned a study into its future surface access

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15 Mersey Ports Master Plan, June 2011, Peel Ports
16 Mersey Ports Master Plan Consultation Draft June 2011, Peel Ports
arrangements. Initial conclusions from this DaSTS Study\(^\text{17}\) highlight the current impact of Port operations on the surrounding local and regional transport network, with just over half of freight traffic travelling to points within the North West, and average journey distance of all HGVs around 100km. In addition, two-thirds of car trips from the Port are to destinations within Merseyside - reflecting its importance to local job opportunities and the City Region economy.

**Solutions**

78. The DaSTS Study analysis suggests that existing problems of congestion on local roads (which also provide access for local communities and as a commuter route into the City Centre), will be exacerbated by anticipated growth of the Port over the next 20 years, unless transport infrastructure in the area (including road and rail provision for both goods and passengers) is improved. Later stages of the Study will address the key interventions required to achieve this.

**Merseytram**

**Current Provision**

79. In January 2005, the Department for Transport (DfT), through the provision of The Merseytram (Liverpool City Centre to Kirkby) Order 2005, granted Merseytravel the statutory powers to construct and operate Merseytram Line 1. Since that time, and given uncertainties with funding, Merseytravel have taken steps to preserve the powers to construct and operate Line 1, which will run from Liverpool City Centre to Kirkby. Such steps have included the construction of a Park and Ride site adjacent to Stonebridge Business Park to operate as a bus based Park and Ride site until such time as funding is obtained for the construction of Line 1.

**Future Direction**

80. Merseytram remains an ambition in the LTP3 for which powers remain in place.

**Issues**

81. It is recognised in the LTP3 that given the current reduced levels of funding it is unrealistic to plan for large scale infrastructure in the short term.

**Solutions**

82. The LTP3 identifies that in terms of Merseytram the short term actions will be to continue to investigate sources of funding for Merseytram Line 1, to preserve statutory powers and to protect the alignment.

\(^{17}\) DaSTS (Delivering a Sustainable Transport System) NW Study 3 Access to the Port of Liverpool Stage 1 Report 4NW May 2010
Physical Infrastructure – Utilities

Introduction
83. Utilities are delivered through a network of overhead and underground cables, wires and pipes and supply essential services like electricity, gas, broadband, telecommunications and water, as well as removing waste water through the sewerage system.

84. Utilities are provided by a range of private companies, including those who own and operate the network and others who distribute the service to the community. The provision of utilities infrastructure will help achieve a number of the Core Strategy Strategic Objectives, in particular:

- Strategic Objective One - Strengthen The City’s Economy
- Strategic Objective Two - Create Residential Neighbourhoods That Meet Housing Needs
- Strategic Objective Three - Vital and Viable Shopping Centres
- Strategic Objective Four - Attractive and Safe City With A Strong Local Identity
- Strategic Objective Six - Use Resources Efficiently

The provision of utilities infrastructure will also help deliver some of the Council’s corporate aims and priorities, in particular:

We will make Liverpool the preferred choice for investment and job creation by...
- Exploiting the national and international profile of the city and the vitality of its citizens.
- Enhancing the city's infrastructure, links and distinctive sense and quality of place.
- Encouraging business creation, growth and productivity.
- Supporting research, innovation and enterprise throughout the city.

We will empower people to enjoy the best possible quality of life and reach their full potential by...
- Reducing inequalities by improving life chances and protecting and promoting good health.

We will make Liverpool a more sustainable, connected and attractive city by...
- Promoting new ‘green’ industries and encouraging new generation technologies.
- Reducing carbon emissions from buildings, vehicles and operations.
- Ensuring the city has the best possible physical and virtual connectivity.

We will build strong, attractive and accessible neighbourhoods by...
- Making all area of the city clean, vibrant, accessible and safe.
Electricity Supply
Current Provision

85. National Grid operates the national electricity transmission network across Great Britain and owns and maintains the network in England and Wales. Within the Liverpool area a 275kV underground cable running from Birkenhead (Wirral) to Kirkby substation (Knowsley) via Lister Drive substation in Liverpool forms part of the transmission network.

86. National Grid has a statutory duty (Electricity Act 1989) to develop and maintain an efficient, co-ordinated and economical transmission system of electricity. However, it does not distribute electricity to individual premises. Instead it provides electricity supplies from generating stations to local distribution companies who own and operate the lower voltage network. Within areas of Merseyside, including Liverpool, Scottish Power Manweb is the local distribution company. They, like other distribution companies operating across the UK, are paid by energy supply companies to use their distribution networks to transport to homes and businesses the electricity they have bought from the electricity generating companies. They operate within a regulated environment where Ofgem (Office of the Gas and Electricity Markets) sets targets covering a 5 year period.

Future Direction

87. SP Manweb prepares, on an annual basis, a Long Term Development Statement (LTDS) which provides information on the operation and development of their distribution system. The 2010/11 to 2014/15 LTDS includes maps (Figs 13 & 14 within the LTDS) which set out an indicative view as to the receptivity of certain network areas to future load connections. These maps indicate that the majority of the SP Manweb network covering parts of the North West England and Wales contains in excess of 2 MVA capacity at 33kV for new connections. At 132kV the majority of the area has in excess of 40 MVA capacity.

Issues and Risks

88. While correspondence from providers indicate that the growth planned in the Core Strategy should not in principle represent a major issue for the electricity transmission network, there have been some concerns about the capacity of electricity supply within certain parts of the city centre. Local stakeholders are working in partnership to address (as discussed below).

Solutions

89. Although no major issues have been identified it is important to note that the providers cannot invest in new infrastructure on a speculative basis given the regulated environment in which they operate. Instead, they must operate on a reactive basis when new developments come forward. Therefore, continued liaison between the City Council and service providers will be required to identify the type, location and timing of the necessary infrastructure.

90. In response to the issues raised above, and in order to ensure that future development can be managed in line with the City’s carbon reduction targets Liverpool
Vision (The City’s economic development company) is working with partners to develop a Smart City strategy for Liverpool. Building on the work of the City Region’s Low Carbon Board and The Merseyside Partnership’s (TMP) exploration of Smart Grid technology in Toxteth, Liverpool Vision has formed the Liverpool Smart City Board to develop and implement a Smart City strategy for Liverpool. The Board is made up of key utility companies and representatives from the City Council, TMP, University and key private, public and community based organisations. The Smart City strategy will utilise new technology, IT and telecommunications to create an efficient, integrated, secure and sustainable energy infrastructure throughout the City enabling and stimulating investment and business growth. The Liverpool Smart City Board is tasked with both developing the Smart City Strategy and creating a commercially viable investment model which will enable implementation.

Gas Supply

Current Provision

91. National Grid owns and operates the high pressure National Transmission System (NTS) which supplies gas throughout Great Britain. They have a duty to develop and maintain an efficient, co-ordinated and economical transmission system for the conveyance of gas and to respond to requests for new gas supplies in certain circumstances.

92. Large end users such as large industrial consumers and power stations receive gas directly from the NTS. However, smaller end users, including domestic customers, receive gas via twelve local distribution zones (LDZ) that contain pipes operating at lower pressure. National Grid does not supply gas, but provides the networks through which it flows.

Future Direction

93. National Grid Gas Distribution’s Long term Development Plan (Oct 2010) sets out the company’s assessment of the future demand position for National Grid Gas Distribution, its supply from the NTS, and the consequences for investment in its network. The Plan indicates that during the next 10 years, annual gas demand is forecast to decrease by approximately 0.45% per annum due mostly to ongoing improvements in appliance and premises thermal efficiency.

Issues and Risks

94. Overall, correspondence from providers indicates that the growth planned in the Core Strategy should not in principle represent a major issue for the gas transmission or distribution networks.

Solutions

95. As with electricity infrastructure, it is worth noting that although no major issues have been identified providers cannot invest in new gas infrastructure on a speculative basis given the regulated environment in which they operate and instead must operate on a reactive basis when new developments come forward. However, they do monitor strategic plans to identify areas of growth which allows them to target investment to
areas most in need. Challenges and opportunities are also more likely to emerge as the plan-making process moves to the more site specific land allocations stage. Therefore, continued liaison between the City Council and service providers will be required to identify the type, location and timing of the necessary infrastructure.

**Renewable Energy**

**Current Provision**

96. A number of schemes operate using a range of renewable energy technologies, mostly for the benefit of the user. The larger schemes are combined heat and power networks including the University of Liverpool and the Royal Liverpool University Hospital. The University constructed a combined heat and power network in the 1980’s (pipe network and private wire) and recently replaced the Energy Centre located within its main campus area.

97. Whilst large scale wind farms are being developed offshore in Liverpool Bay, due to its urbanised built-up nature the potential to deploy wind energy in the City is limited to small scale schemes, of which there are a number of notable examples, including: Liverpool Arena and Liverpool John Lennon Airport.

98. Housing is responsible for 27% of carbon emissions nationally and it is anticipated that most of the current housing stock will still be in use in 2050 thus retrofitting currently with micro-generation technologies is being pursued. Project Viridis comprises a consortium of Merseyside RSL’s and is undertaking feasibility work to retrofit social housing photo-voltaic technology. Individual home-owners are also responding to the incentives contained in Feed-in-Tariff regime by installing solar panels, although as this is permitted development, such schemes are not monitored by the planning system.

**Future Direction**

99. The policy direction is to continue the approach to promote sustainable development set out in Regional Spatial Strategy consisting of energy efficiency, micro-generation, combined heat and power networks, and stand-alone renewable energy projects. The City’s Climate Change Strategic Framework (Sept 2009) has a commitment to reducing carbon emissions by 35% by 2024. As part of a sub-regional assessment\(^\text{18}\) to identify renewable energy opportunities and within Liverpool City Centre the potential to progress combined heat and power networks was highlighted.

100. There is a significant renewable opportunity in the tidal energy generation potential of the River Mersey. A recent feasibility study has concluded that whilst technologically feasible, under current energy market conditions it is not commercially viable.

**Issues and Risks**

101. Given Liverpool’s urban context there is likely to be limited opportunities for large scale decentralised renewable and low carbon energy generation, thus to maximise the potential there will need to focus on:

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\(^{18}\) Renewable Energy Capacity Study Stage 1 (Nov 2009) and Stage 2 (Oct 2010)
• Opportunities for combined heat and power networks arising from higher densities of development, concentrated within certain locations, and which have a range of uses, whilst overcoming constraints of upfront infrastructure costs, obtaining agreement from multiple users, etc;
• Support micro-generation at household and neighbourhood levels by integrating new development within established neighbourhoods.

102. Increased electricity demand is not only likely to arise from housing and employment growth but also from de-carbonisation of the economy, particularly vehicle electrification, which is likely to be a significant issue for urban areas given the high density of vehicles and propensity for short journeys, placing a further emphasis on the contribution of decentralised low carbon and renewable energy production

Solutions

103. The Core Strategy contains a 10% target for the total predicted energy requirement of a development proposal to be met by renewable and low carbon energy sources.

104. Delivering both BREEAM and Code for Sustainable Homes to improve energy and water efficiency.

Water Supply

Current Provision

105. Water services are vital for the future health and well-being of the City’s communities and the protection of the environment. United Utilities are responsible for the supply of water and waste water treatment across Liverpool. Liverpool is served by the Integrated Resource Zone, which is the largest water resource zone covering the North West of England, serving more than 95% of the region’s population. The Integrated Zone is supplied with around 1800 million litres per day (Ml/d), of which about 500 Ml/d comes from water sources in Wales (Lake Vyrnwy Reservoir), about 600 Ml/d from sources in Cumbria (Haweswater Reservoir) and the rest from other parts of the North West of England. The Integrated Zone contains a large integrated supply network which United Utilities recently enhanced with the construction of bi-directional pipeline, known as the “West-to-East Link”, between Merseyside and North Manchester which will help further increase the integration and flexibility of the supply within the zone.

Future Direction

106. United Utilities have produced a Water Resource Management Plan, September 2009 (WRMP) which sets out their forecasts for water supply and demand over the period to 2035. It also describes the resulting supply-demand balances and the actions they propose to take to achieve water supply reliability standards for their customers.

Issues and Risks

107. Inappropriate development could result in the closing of services due to it siphoning off the water supply therefore it is crucial to identify future development needs and to secure the necessary infrastructure investment.
108. The initial water supply-demand balance for the Integrated Zone set out in the WRMP indicates that between 2022 and 2035 there will be a deficit. However, United Utilities propose to overcome this deficit by implementing certain measures such as leakage reduction, water efficiency, and water source enhancements.

109. Discussions with United Utilities have indicated that Liverpool has a good supply of water and does not currently have a deficit. The supply comes into Liverpool via a number of trunk mains. One of these mains also serves Southport (Sefton) which does have some issues with water pressure, particularly during the summer due to extra demand from tourism and horticulture.

110. Water companies have a legal right of access to their assets for operational and maintenance purposes, therefore conflict with proposed development should be avoided. Similarly proposed development will also need to consider the need for future expansion of infrastructure assets to enable them to provide additional capacity to support future growth.

**Solutions**

111. Whilst United Utilities do not envisage that the growth proposed for Liverpool to have any significant infrastructure implications, they do advise that early consultation takes place on any proposals for large development so that localised impacts on the network can be identified. Therefore continued liaison between the City Council and United Utilities will be required to identify the type, location and timing of the necessary infrastructure.

112. United Utilities have been consulted on the proposed Liverpool Waters development and indicate that the first phase of the development to 2014 can be accommodated but a more detailed look at the situation will be needed beyond that.

113. Specific projects proposed to deal with the issues highlighted above include:

- A new facility in Southport is to be built to release water supply into the north and City Centre of Liverpool to overcome the problem with water pressure.

**Wastewater**

**Current Provision**

114. In terms of wastewater, Liverpool is served by three waste water treatment works – Liverpool, Fazakerley and Woolton (within Knowsley). Most of the wastewater is treated at the Liverpool Waste Water Treatment Works (WwTW) at Sandon Dock, which is the second largest such plant in the North West. It covers a catchment area that stretches from Crosby to Widnes serving 622,000 people and treating up to 950million litres of sewage a day. The treatment works receives flows via the 29km Liverpool Inceptor Sewer which was built over a 10 year period between 1987 and 1997 as part of Mersey Estuary Pollution Alleviation Scheme (MEPAS) to clean up the River Mersey. All three of the WwTWs serving Liverpool also receive wastewater from neighbouring local authority areas. Woolton WwTW receives wastewater from the Halton Borough Council (HBC) and Knowsley Metropolitan Borough Council (KMBC) areas. The catchment for Liverpool WwTW (Sandon Docks) extends into the HBC, KMBC and Sefton
Metropolitan Borough Council (SMBC). The catchment for Fazakerley WwTW crosses into parts of KMBC, SMBC and possibly a small area of West Lancashire District Council (WLDC).

Future Direction

115. In late 2007 United Utilities published its Strategic Direction Statement (SDS) which sets out their vision for the 25 years from 2010 to 2035. In April 2010 the SDS was updated. In the SDS United Utilities identify the Water Framework Directive (WFD) as the policy instrument likely to drive most of its investment to improve the quality of the region’s rivers, lakes, groundwater and coastal waters over the 25 years. Of the improvements that are planned to be delivered by 2015, many rely upon investment by United Utilities to improve the quality of discharges from wastewater treatment works.

Issues and Risks

116. As the population of Liverpool and the surrounding catchment area continues to grow and also due to the extensive combined sewer network, which accepts surface water and could therefore be adversely affected by greater intensity of rainfall, there could be an increasing demand placed on the existing WwTWs. United Utilities have particularly identified this to be the case at Liverpool Wastewater Treatment Works and change will be needed. The Regional Scoping Water Cycle Study has identified that planned growth would require significant investment in the wastewater network, pumping stations and WwTW, in particular Fazakerley WwTW.

117. Wastewater companies have a legal right of access to their assets for operational and maintenance purposes, therefore conflict with proposed development should be avoided. Similarly proposed development will also need to consider the need for future expansion of infrastructure assets to enable them to provide additional capacity to support future growth.

118. By their nature, wastewater processes generate odour levels, which the public may deem to be unacceptable; in addition, the filter processes attract flies. To avoid any conflict historically these facilities have been sited away from the general population.

Solutions

119. Whilst United Utilities do not envisage that the growth proposed for Liverpool to have any significant infrastructure implications, they do advise that early consultation takes place on any proposals for large development so that localised impacts on the network can be identified. United Utilities have been consulted on the proposed Liverpool Waters development and indicate that the first phase of the development to 2014 can be accommodated but a more detailed look at the situation will be needed beyond that.

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19 Water Cycle Study Draft Scoping Report
120. Specific projects proposed to deal with the issues highlighted above include:

- A planning application for a £200 million plus extension to the existing Liverpool Wastewater Treatment Works onto land currently occupied by Wellington Dock, submitted by United Utilities to Liverpool City Council was granted planning consent on 12 January 2012.

121. Given that all three WwTWs receive wastewater from neighbouring authorities, consideration will need to be given to the impact of development in adjoining LPAs that contribute sewerage flows to the WwTWs in Liverpool. Liverpool, along with Wirral Council, is currently undertaking work for the preparation of a joint Water Cycle Study (see Flooding section below for further details).

122. Also to protect the public from any of the by-products commonly associated with wastewater processes, such as odour, United Utilities request that the Environmental Health Authority be consulted on any future developments adjacent to wastewater infrastructure assets. In most cases, the distance of 400 metres from the WwTW is used as a guide, but this can differ due to local topography, climatic conditions, size and nature of the wastewater infrastructure asset and development in question.

Flooding
Current Provision

123. There are a number of different individuals, bodies and agencies involved in flood risk management. The principal flood risk management authorities and their responsibilities are:

- Environment Agency – Strategic national overview for all sources of flood risk from main rivers, the sea and large reservoirs
- Internal drainage board(s) – Operational management of ordinary watercourses and maintaining infrastructure in internal drainage districts
- Lead Local Flood Authority (LLFA)\(^21\) – Operational management of flood risk where not covered by the Environment Agency or the internal drainage board including from surface water, ground water, highway run-off, small reservoirs, ordinary watercourses and coastal protection works. Strategic overview role for all sources of local flood risk.
- Private – Maintain own flood defences.

124. The Environment Agency (EA) has responsibility for flood management and defence for rivers and seas in England. They produce Flood Risk maps which show which areas of the country are most at risk from river and sea flooding. Risks are categorised as follows:

**Zone 1 Low Probability** – This zone comprises land assessed as having a less than 1 in 1000 annual probability of river or sea flooding in any year (<0.1%).

**Zone 2 Medium Probability** – This zone comprises land assessed as having between a 1 in 100 and 1 in 1000 annual probability of river flooding (1% – 0.1%) or between a 1 in 200 and 1 in 1000 annual probability of sea flooding (0.5% – 0.1%) in any year.

\(^21\) Under the Flood and Water Management Act 2010 the City Council has new statutory responsibilities as the Lead Local Flood Authority (LLFA)
**Zone 3a High Probability** – This zone comprises land assessed as having a 1 in 100 or greater annual probability of river flooding (>1%) or a 1 in 200 or greater annual probability of flooding from the sea (>0.5%) in any year.

**Zone 3b The Functional Floodplain** – This zone is considered to be areas where water has to flow or be stored during a flood, generally regarded as a 5% chance of happening each year.  

125. Mapping and modelling of the risk from smaller rivers and drainage sources is far less advanced than from main rivers and the sea. In November 2010, the Environment Agency produced a new national surface water map (Flood Map for Surface Water (FMfSW)) but this has limitations, particularly because local drainage capacities are unknown. Local authorities will need to work with their partners to review, agree and record how surface, ground and sewer water flood data best represents local conditions.

126. At a strategic level the Environment Agency provide advice to Local Planning Authorities (LPA) on the preparation of Strategic Flood Risk Assessments (SRFA). SRFAs build upon the Environment Agency’s Flood Maps and investigate the risk of flooding from all sources. SRFAs are used by local planning authorities to inform/guide site allocations by directing development to sites at the lowest risk of flooding in the first instance. Where development within Flood Zones 2 and 3 is unavoidable, a level 2 SRFAs will be required to investigate the flood risks and provide design requirements so developments remain safe over their lifetime, considering climate change.

127. SRFAs are also used by local planning authorities as baseline information/evidence documents to inform Development Plan Document Sustainability Appraisals.

128. Existing formal flood defences within Liverpool include defences along the River Alt and Netherley Brook and river wall and cliffs along the River Mersey. Compared to neighbouring authorities they are very low in number but this is due to there being a small proportion of ‘Main Rivers’ in comparison with other authorities. Many of the watercourses within Liverpool are ordinary watercourses which provide flood defence by providing capacity into which highway drainage and surface water sewers can discharge. The majority of the network is comprised of underground culverts, some of which were built more than 150 years ago.

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22 Flood zones are defined in Planning Policy Statement 25: Development and Flood Risk (CLG, March 2010) and are produced ignoring the presence of existing flood defences, since defences can be ‘overtopped’ if a flood occurs higher than the defences are designed to withstand. The Environment Agency does not currently identify areas of Flood Zone 3b, functional floodplain.
Future Direction

129. The Government regards maintaining and strengthening England’s flood defence capability as a national priority (DEFRA, Business Plan 2011-2015, November 2010). There are two main pieces of legislation which have been enacted over the past two years which are key to the management of flood risk in the future. The first is the EU Floods Directive which was transposed into UK law as the Flood Risk Regulations 2009. The Regulations place certain targets on local authorities as Lead Local Flood Authorities (LLFA):

- Produce a Preliminary Flood Risk Assessment (PFRA) and identify flood risk areas by June 2011;
- Produce Flood Hazard Maps by June 2013; and
- Produce a Flood Risk Management Plan by June 2015.

130. The second item of legislation is the Flood and Water Management Act 2010. This places an enhanced role on the City Council, as the LLFA, to take on the responsibility for leading the co-ordination of flood risk management in their areas. There are a number of new duties that have been placed on local authorities and emphasis for the short term will be on the production of a Local Flood Risk Management Strategy (LFRMS).

131. Local Flood Risk includes flooding from surface runoff, groundwater and ordinary watercourses, lakes and ponds. The Environment Agency has produced a national flood and coastal erosion risk management strategy for England which the LFRMS must be consistent with. The production of the LFRMS will bring together all relevant risk management authorities to develop, maintain, apply and monitor a strategy for local flood risk management in its area. The LLFA will be responsible for ensuring the strategy is put in place by working with local partners in a way that suits them best.

132. As part of the Government’s strategy for managing flooding and coastal erosion risks Shoreline Management Plans (SMP) have been produced. SMPs provide a long-term framework for dealing with coastal flooding and erosion over a large area. SMPs take into account risks to people and the developed, historic and natural environment. They also take climate change into account in planning long-term coastal management.
133. SMPs set out the approach to the long term sustainability of flood and coastal defences for a specific stretch of coastline. Their aim is to provide the basis for sustainable shoreline management policies, and set out how they should be achieved over the next 100 years.

134. A SMP has been developed for the North West of England and this includes the coast that skirts Liverpool’s administrative boundary.\footnote{North West England and North Wales Shoreline Management Plan SMP2, Halcrow 2010 - covers the shoreline which extends between Great Orme’s Head in North Wales and the Scottish Border. This area is also known as Cell 11.}

135. Alongside SMPs, Catchment Flood Management Plans (CFMPs) are produced for river catchments. CFMPs are high level planning tools that help to identify and agree policies for sustainable flood risk management for a whole catchment in the long term. They do not consider specific flood risk reduction measures.

136. Liverpool is contained in the Mersey Estuary CFMP and its actions are detailed in policy unit 11. Liverpool’s CFMP was most recently updated in 2010. The SMP and CFMP will be used to help set strategic priorities for the local strategy. The overarching stance for Liverpool is to maintain current flood risk measures in the future.

137. In line with national planning policy\footnote{Planning Policy Statement 25 Development and Floodrisk (PPS25) CLG 2009} Liverpool City Council prepared a Strategic Flood Risk Assessment (SFRA)\footnote{Liverpool Strategic Flood Risk Assessment, Liverpool City Council, Jan 2009} in January 2008, which is now being updated to include recent flood risk work.

**Issues and Risks**

138. The SRFA and Environment Agency’s flood maps classifies only 4% of Liverpool as a flood risk zone from tidal and main river sources. The main areas are located along the coastline, in the north east of the City and at Netherley. The EA Flood Map indicates that 4,243 properties in Liverpool are located Zone 1.\footnote{Figures taken from EA Flood Map update, November 2011}

139. Liverpool is however at greatest risk from the following sources of flooding:

- Groundwater and surface water flooding\footnote{The Environment Agency’s Flood Map for Surface Water (November 2010) identified that up to 57,000 properties in Liverpool are at risk of surface water flooding for a 0.5 per cent flood (1 in 200 chance of happening in any year)} (from direct runoff and sewers) and flooding from ordinary watercourses. A large number of watercourses in Liverpool are substantially culverted and in many cases the condition of the culverts potentially poses a significant risk of flooding\footnote{Source: Strategic Flood Risk Assessment (SRFA), Liverpool City Council, Jan 2008} through collapse or reduced capacity. Ordinary watercourses need to be maintained to ensure free flow of water and prevent collapse.
• Groundwater rebound\(^\text{29}\) which has been observed in Liverpool and is known to affect the operation of the 3 Mersey tunnels such that continuous pumping is necessary.
• Rising groundwater and surface water flooding can also put at risk other types of infrastructure such as road, rail and utilities.
• Sewer flooding incidents – a number of which have been recorded in the DG5 registers\(^\text{30}\) for United Utilities in Liverpool.

140. Although flooding incidents in Liverpool in the past have largely been restricted to specific sites, a major rainfall event in July 2010 flooded 257 properties across the city. The effects of future climate change, combined with the fact that continued urban development will increase surface run-off, will increase the overall level of flood risk within the City, especially from surface water sources. The Preliminary Flood Risk Assessment (PFRA) report produced in June 2011 estimates that 20,100 properties in Liverpool are at risk from a future 1 in 200 year rainfall event, based on Areas Susceptible to Flooding mapping produced by the Environment Agency.

Solutions

141. The North West England and North Wales Shoreline Management Plan (SMP2) establishes that the long term plan in the Mersey Narrows and the Inner Mersey estuary is to continue with the status quo to manage flood erosion risk to property and infrastructure.\(^\text{31}\)

142. To address other issues highlighted above and other flood risk management matters the Council as LLFA is undertaking a number of studies, including:

- **Local Flood Risk Management Strategy (LFRMS)** – As mentioned above the Council is currently developing a LFRMS which will define and document all of the flood risk management activities across the City.

- **A Surface Water Management Plan (SWMP)** – “is a plan which outlines the preferred surface water management strategy in a given location. In this context surface water flooding describes flooding from sewers, drains, groundwater, and runoff from land, small water courses and ditches that occurs as a result of heavy rainfall.”\(^\text{32}\) Liverpool’s Transportation Business Unit is currently developing, in conjunction with the Environment Agency and United Utilities, a SWMP for Liverpool which is programmed for completion in early 2012. One of the benefits of undertaking a SWMP will be the ability to identify opportunities where **Sustainable Urban Drainage Systems (SUDS)** can be used. SUDS are intended to be a mandatory requirement under the Floods and Water Management Act 2010 and the City Council will, taking into account national standards, be required to decide if the SUDS proposed by a developer comply with those standards or not through a SUDS Approval Board (SAB). It is

\(^{29}\) Where the water table is rising to former levels following reductions in extraction (Source: Preliminary Flood Risk Assessment Final Guidance 2010, Environment Agency)
\(^{30}\) Records held by United Utilities which relates to surface and foul waters sewers
\(^{31}\) Source: North West England and North Wales Shoreline Management Plan SMP2, Halcrow 2010
\(^{32}\) Source: Surface Water Management Plan Technical Guidance, March 2010, DEFRA
anticipated that if the City Council approves a drainage application, it will be required to adopt and maintain it thereafter. As the water utility company will only accept connections from adopted systems it will be essential that developers deal with this requirement appropriately. The mandatory requirement was to be enacted for April 2012 however this is likely to be delayed as guidance documents are still being produced.

- **Preliminary Flood Risk Assessment (PFRA)** – Liverpool City Council as the LLFA is required to produce Flood Risk Management Plans by 2015. The PFRA is the first element of a four year programme produced by DEFRA which LLFAs must comply with. The other elements include the need to:
  - Identify Flood Risk Areas – by 22 June 2011
  - Prepare Flood Hazard Maps for Flood Risk Area – by 22 June 2013, and
  - Prepare Flood Risk Management Plans for Flood Risk Area – by 22 June 2015

The Council has completed stage one of the work which received Cabinet approval on the 17th June 2011. The PFRA report assesses significant local flood risk across Liverpool City Council’s administrative area. The scope is inclusive of flooding from surface water, ordinary watercourses, groundwater, and canals. Flooding from the sea is not considered in the PFRA. Flooding solely from main rivers is not considered, however where this links to surface water or ordinary watercourse flooding it is included. The aim of the PFRA is to provide an assessment of local flood risk across the study area, including past floods and potential consequences of future floods.

- **Liverpool Land Drainage Investigations (LLDI)** - Liverpool has a substantial network of ordinary watercourses across the city which comprises 29.7km of culverted watercourse and 3.6 km of open watercourse sections. Many of the culverted sections are over 150 years old and in poor condition. Potential collapses to these culverts pose a considerable risk of future flooding. Therefore, surveys of the ordinary watercourse network have been undertaken, on an ongoing basis since 2008, to gain inventory and condition information. As a result of these surveys two sections of the Upper Tue Brook watercourse that were identified as being in significant danger of collapse have now been replaced. A number of other sections of culvert in poor condition have been identified as posing future flood risk. These locations have been shared with statutory undertakers by the Liverpool City Council Emergency Planning Team for the purposes of identifying their critical infrastructure, so that risk can be identified and minimised through contingency measures.

- **Water Cycle Study (WCS)** – Liverpool and Wirral are currently undertaking work for the preparation of a joint Water Cycle Study. This is being led by each authority’s Planning teams with input from the drainage teams, and it considers flooding, water supply and waste water disposal issues.

- **Strategic Flood Risk Assessment (SFRA)** - work is shortly to begin on an updating the existing SFRA completed in 2008. It will take into account both updated fluvial flooding information as well as that on surface water flooding using information gained from the LLDI and PFRA.
• An asset register and record of all flood risk assets in Liverpool is being produced by Liverpool City Council as a requirement of the Flood and Water Management Act. The Act also provides the Council with the power to designate third party assets to overcome the risk of a person altering or removing a feature on private land which is relied on for flood risk management.

143. In addition to the work being undertaken by the City Council, the Environment Agency has commissioned a Strategic Flood Risk Mapping Study, working with United Utilities’ sewer model to map all sources of flooding in the Upper Alt. The project is expected to produce some outputs by mid 2012.

144. Green infrastructure also has a role to play in addressing some of the impacts of climate change. Vegetation and permeable surfaces capture, store and infiltrate rainwater into the ground for example through the use of Sustainable Urban Drainage Systems, thereby reducing both the volume and rate of rainwater run-off and thus the risk of surface water flooding. The opening up of existing culverted watercourses can also make an important contribution to this.

Waste

Current Provision

145. The waste disposal functions for the five Merseyside local authorities is managed by Merseyside Waste Disposal Authority (MWDA) and is currently provided through a contract with Veolia Environmental Services.

146. Across Merseyside municipal waste management activities, \(^3\) which is under the control of local authorities, are primarily recycling, composting and landfill which takes places at a number of facilities, including at present:

• 14 Household Waste Recycling Centres (HWRCs) - for the deposit of domestic waste and recyclables;
• 4 Waste Transfer Stations - for the acceptance and bulking of collected waste/recyclables for onward disposal and reprocessing respectively;
• a Materials Recovery Facility at Bidston Integrated Waste Management Facility (Wirral) - for the sorting of recyclable materials which have been collected via a co-mingled \(^4\) service, into individual material fractions for onward reprocessing; and
• several landfill sites.

147. Key municipal waste infrastructure is shown in the Joint Municipal Waste Management Strategy for Merseyside 2008 (JMWMS) at Figure 4.

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\(^3\) also known as Municipal Solid Waste (MSW)

\(^4\) co-mingled means a number of different recyclable materials collected together in the same container (for example paper, cans and plastic collected in a single box or bin and separated later at a processing facility). Source: JMWMS, 2008)
Future Direction

148. The Joint Municipal Waste Management Strategy for Merseyside 2008 (JMWMS) sets out the guiding principles for the delivery of waste management in Merseyside, particularly in relation to municipal waste,\textsuperscript{35} over the period 2008 – 2020. The production of the Strategy is a requirement under the Waste Emissions Trading Act 2003 (WET Act). The Strategy represents the direction taken by the Merseyside Waste Partnership (MWP),\textsuperscript{36} which takes into account European, national and regional policy and as well as the requirements of legislation. A key element is a recognition that the disposal of waste in landfill sites is uns sustainable, a waste of limited resources and contributes to climate change through biodegradable materials breaking down to be released as greenhouse gases.

149. The JMWMS sets out, under a number of aims and objectives, what the MWP intends to achieve in the delivery of municipal waste management services. The aims and objectives are as follows:

"Strategic Aim: To improve the sustainability of municipal waste produced on Merseyside using the waste hierarchy\textsuperscript{37}

- To provide services and facilities which directly contribute to the implementation of the JMWMS
- To optimise waste REDUCTION
- To optimise waste RE-USE where reduction is not possible
- To optimise RECYCLING and COMPOSTING where re-use is not possible
- To optimise waste RECOVERY where actions higher up the waste hierarchy are not practicable
- To landfill waste only where actions higher up the waste hierarchy are not possible.

Strategic Aim: To continuously improve the services we provide in terms of efficiency, effectiveness and economy

- MWDA to lead in the development of a JMWMS for Merseyside
- To deliver waste services to the required performance levels."

150. To support the JMWMS each local authority produces a District Council Action Plan (DCAP) which ascribes responsibilities, interim targets and performance aims in relation to waste collection services. These are regularly reviewed and updated, detailing the current operational practices and intentions of the authorities to develop their waste collection service over the short to medium term.

\textsuperscript{35} also known as Municipal Solid Waste (MSW); under the control of local authorities
\textsuperscript{36} The Merseyside Waste Partnership (MWP) was established in 2005, comprising of the five District Councils of Merseyside (Knowsley; Liverpool, Sefton; St Helens; and Wirral) and the Merseyside Waste Disposal Authority (MWDA). In 2006 MWP expanded to include Halton Borough Council, although the waste management strategy for Halton has not been merged with the JMWMS.
\textsuperscript{37} A guiding principle of both national and European waste management is the Waste Management Hierarchy. This identifies the best way to manage waste is not to generate it in the first place (prevention), followed by reusing, recycling and composting, and recovering energy from waste where practicable with disposal of waste being the least preferable option.
151. Alongside the preparation of the JMWMS the five Merseyside District Authorities and Halton Borough Council are jointly preparing a sub-regional Waste Development Plan Document (DPD) in compliance with Planning Policy Statement 10 (PPS10) Planning for Sustainable Waste Management and other government guidance. The purpose of the Waste DPD is to facilitate planning for the provision of waste management facilities on Merseyside for all types of waste, including the requirements of the municipal, commercial and industrial sectors. In doing so, it will assist with the implementation of the JMWMS. It also identifies sites across Merseyside that are suitable for the development of waste management facilities.

**Issues**

152. To support the Waste DPD a number of studies have been undertaken including a Needs Assessment to define the numbers and types of waste management facilities needed across Merseyside. The first Waste DPD Preferred Options Report identifies in Table 4.2 where there are capacity gaps for waste management facilities. The gaps identified include:

- capacity gap for sorting of dry recyclables for both Municipal Solid Waste (MSW) and Commercial and Industrial waste (C&I), as recycling and collection rates improve;
- some significant capacity gaps for handling MSW due to the procurement process for the MWDA's Resource Recovery contract not yet being known; and
- significant capacity gaps for non-inert landfill and also for exempt sites for beneficial spreading of inert (a material that will not react chemically to others, in the context of waste it is material such as hardcore, sand and clay) waste.

153. The Waste DPD Preferred Options Report also sets out forecasts for the number and type of built facilities which will be required in Merseyside and Halton between 2010 and 2030 to fill the gaps highlighted above. The requirements include:

- 15 new sites for built facilities, with 7 being required before 2015, 7 in the period between 2016-2021, and the remaining one in the period 2022-2027; and
- 2 non-inert and 2 inert landfill sites.

**Solutions**

154. The first Waste DPD Preferred Options Report identified a number of sites to meet the requirements identified above. However, following consultation (May to July 2010) some sites have been removed from the process, including one in Liverpool, which was proposed as a sub-regional site. Subsequently, a second Waste DPD Preferred Options Report (May 2011) was produced for consultation to put forward new sites to replace those which were originally withdrawn. The sites put forward for Liverpool, which are identified in the document submitted to Government, include:

- Land off Stalbridge Road, Garston - proposed as a sub-regional site.\(^{39}\)

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\(^{38}\) see Table 4.3  
\(^{39}\) Sites for sub-regional facilities, capable of supporting the larger capacity and more complex facilities (greater than 4.5 ha in area)
- Site off Regent Road / Bankfield Street - proposed as a district level site for port-related waste management.  
- Waste Treatment Plant, Lower Bank View - proposed as a district level site for port-related waste management.

155. Following a period of consultation the Waste DPD was submitted to Government (DCLG) for formal consideration and scrutiny in February 2012. The Examination Hearing is anticipated to take place in June 2012 with a view to the final adoption taking place in December 2012.

156. There is an additional requirement for 5 Household Waste Recycling Centres (HWRC) but these are not included in the built facilities total contained in Table 4.3 as they are required to serve specific spatial and local needs which may arise during the lifetime of the DPD.

Broadband/Telecommunications

Current Provision

157. There are five major mobile network operators in the UK - 3, O2, Orange, T-Mobile and Vodafone who all maintain their own networks. With more than 65 million mobile phones in use in the UK, there is a continuing demand for network upgrades and expansion so that customers can use their mobiles when and where they want. All mobile phone services require a network of base stations (masts) to transmit and receive the radio signals which enable them to work. Within Liverpool there are hundreds of masts providing coverage across the City.

158. Liverpool is also recognised as being well served, compared to other major cities, in terms of basic broadband services. Across the City the main providers of broadband infrastructure are BT and Virgin, although a significant amount of optic fibre cable is owned and/or leased by the Council and the Universities. A Joint Venture with BT (80% owned by BT), the largest such JV of its kind in the UK, provides ICT solutions across the network.  

159. Further to this basic commercial broadband infrastructure, Net North West provides academic and research institutions with their high speed internet access. However, this infrastructure is not available commercial consistently across the Knowledge Quarter.

Future Direction

160. Each October mobile phone operators submit annual rollout plans to all local planning authorities within the UK. The operators have been issuing these plans since

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40 Sites for district-level facilities, suitable for smaller waste management operations (less than 4.5 ha in area)
42 Liverpool Knowledge Quarter Strategic Investment Framework Final Report, 2011 GVA, CAM SCI Ltd, John McAslan & Partners
2001. The plans provide details of all existing base stations within local authority areas and give an indication of additional sites each operator anticipates requiring over the coming twelve months.

161. In terms of broadband, Liverpool Vision’s ‘Liverpool Knowledge Quarter Strategic Investment Framework (2011) identifies "that to enable it to compete with other major cities across the UK, Liverpool should have as a minimum uniform and commercially available broadband width of at least 100Mbps."

Issues

162. Correspondence with consultants acting on behalf of the Mobile Operators Association (MOA) indicate that it is not possible for any mobile phone operator to give a clear indication of what their infrastructure requirements are likely to be in 5, 10, 15 or 20 years time. The technology is continually evolving and ways of improving quality of coverage and/or network capacity may change in the future.

163. With regards to the provision of broadband, correspondence with Liverpool Vision indicate that for residential citizens in Liverpool provision is adequate at low to medium bandwidth and is now universally available. However the provision of high capacity fibre connectivity for businesses remains patchy and expensive. For data intensive businesses, which are active in the knowledge economy, current SDSL connectivity provision is not universally available and remains at very uncompetitive prices. This results in businesses generally opting for the minimum bandwidth available and making do rather than exploiting the benefits that higher capacity can bring.

Solutions

164. Although it is not possible for mobile phone operators to give a clear indication of their future requirements their annual rollout plans do give an indication of the additional sites each operator anticipates will be required over the next 12 month period. The latest plans (October 2011) indicate that a further 10 base stations (masts) will be required.

165. Liverpool Vision has been approved, subject to due diligence, an award of £2 million from the Regional Growth Fund II, to create a Superfast network (offering competitively priced bandwidth of 100 Mbps upwards) and Wi-Fi mesh covering the Commercial District of Liverpool and areas of North Liverpool. The planning process for this has just commenced so the exact geographies covered have not been confirmed. It is anticipated that this will act as a stimulus to ultimately enable a ubiquitous service of very high speed connectivity for all of Liverpool.

166. Aimes Ltd have won a grant from Technology Strategy Board of £1 million to create a high bandwidth test environment for exploring and researching new ways of utilising software applications over a high speed network. It should be noted that this is a research and development project and the network is not commercially available to businesses for normal use.

43 Symmetric digital subscriber line - that is where businesses enjoy dedicated upload and download speeds of 100Mbps and above
Social Infrastructure

Introduction
167. Social infrastructure can include a huge range of services and facilities that meet the needs of a community and enhance the overall quality of life for those that live and work within that community. These can include elements such as schools, health facilities, leisure and recreation facilities, libraries, community halls and religious facilities, as well as broader infrastructure such as local shops, open spaces, transport and utility services. Thus, the definition of social infrastructure can be quite broad.

Given the breadth of social infrastructure it has not been possible to cover everything, therefore this section of the IDP focuses on the those elements which are considered more essential to bring forward the objectives set out in the Sustainable Community Strategy and the Core Strategy. Physical infrastructure such as transport, utilities and open space, which play a social role are covered elsewhere in the document. The provision of social infrastructure is important in the delivery of the following Core Strategy Strategic Objectives:

- Strategic Objective One - Strengthen The City's Economy
- Strategic Objective Two - Create Residential Neighbourhoods That Meet Housing Needs
- Strategic Objective Three - Vital and Viable Shopping Centres
- Strategic Objective Four - Attractive and Safe City With A Strong Local Identity
- Strategic Objective Six - Use Resources Efficiently
- Strategic Objective Eight - Social Inclusion

The provision of social infrastructure will also help deliver some of the Council’s corporate aims and priorities, in particular:

We will make Liverpool the preferred choice for investment and job creation by...
- Exploiting the national and international profile of the city and the vitality of its citizens.
- Enhancing the city’s infrastructure, links and distinctive sense and quality of place.
- Encouraging business creation, growth and productivity.
- Supporting research, innovation and enterprise throughout the city.

We will empower people to enjoy the best possible quality of life and reach their full potential by...
- Reducing inequalities by improving life chances and protecting and promoting good health.
- Giving children the best possible start in life.
- Raising skills and educational attainment for all age groups.
- Promoting independence and independent living.
- Protecting and supporting our most vulnerable residents.
Education

168. Education has been split into the following elements: primary (ages 4-11) and secondary (ages 11-16), and post-sixteen (covering colleges and universities).

Primary and Secondary Current Provision

169. Primary and secondary education is compulsory and provided by Liverpool City Council as the Local Education Authority (LEA). There are 126 state primary schools in the Council’s administration area and 29 secondary schools. There are also a number of special schools and private schools within Liverpool.

Future Direction

170. In 2005 the previous Government began its first wave of the Building Schools for the Future (BSF) programme which was an investment programme in secondary school buildings in England. In 2007 the programme was complemented by the announcement of a Primary Capital Programme for primary schools.

171. As part of the preparation for the Primary Capital and BSF programmes the City Council undertook a review of all primary and secondary schools in the City. A number of issues were critical to the review including the reduction in the number of primary and secondary pupils. The table below shows the number of primary, secondary and sixth form pupils for the period between 2004 and 2014. It shows that overall primary and secondary schools are expected to see a reduction on pupil numbers (-7.2% and -21.3% respectively).

<table>
<thead>
<tr>
<th>Year</th>
<th>Primary Schools</th>
<th>Secondary Schools</th>
<th>Sixth Form</th>
<th>All Pupils</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Reception to Yr 6</td>
<td>Total Yr 7 to Yr 11 only</td>
<td>Total Yr 12 to Yr 14 only</td>
<td></td>
</tr>
<tr>
<td>2004</td>
<td>36,039</td>
<td>28,872</td>
<td>4,512</td>
<td>69,423</td>
</tr>
<tr>
<td>2005</td>
<td>34,939</td>
<td>28,359</td>
<td>4,735</td>
<td>68,033</td>
</tr>
<tr>
<td>2006</td>
<td>34,593</td>
<td>27,792</td>
<td>4,883</td>
<td>66,895</td>
</tr>
<tr>
<td>2007</td>
<td>33,184</td>
<td>26,685</td>
<td>5,199</td>
<td>65,068</td>
</tr>
<tr>
<td>2008</td>
<td>32,637</td>
<td>25,858</td>
<td>5,323</td>
<td>63,818</td>
</tr>
<tr>
<td>2009</td>
<td>31,919</td>
<td>25,443</td>
<td>5,156</td>
<td>62,518</td>
</tr>
<tr>
<td>2010</td>
<td>31,876</td>
<td>25,004</td>
<td>5,048</td>
<td>61,928</td>
</tr>
<tr>
<td>2011</td>
<td>31,987</td>
<td>24,479</td>
<td>5,293</td>
<td>61,759</td>
</tr>
</tbody>
</table>

Reduced pupil numbers will affect funding from Department of Children’s Schools & Families (DCSF), through reduced Dedicated Schools Grant allocations, which in turn will directly affect decisions on the number of schools provisions and teacher positions required and the challenging decisions re overheads costs. Source Medium Term Financial Plan 2011/12-2014/15, LCC)
Table 2: (Source: Medium Term Financial Plan 2011/12-2014/15, Liverpool City Council)

Issues and Risks

172. There will be a need to reflect future population scenarios arising from the growth planned for in the Core Strategy.

Solutions

173. As a result of the review and the implementation of the BSF and Primary Capital Programmes several schools in Liverpool were proposed to be closed or amalgamated with others to reduce the number of surplus places. While other schools, where the accommodation was particularly poor, were proposed to be refurbished or replaced by new buildings to meet modern standards.

174. Several of the proposals put forward as part of the BSF and Primary Capital Programme have been implemented. However, some have not been implemented and the Government has now cancelled the BSF (the Primary Capital was only a three year programme). Following the loss of this funding the Leader of the City Council established a BSF Taskforce to identify a potential ‘Rescue Package’ that could deliver as much of the programme as possible. Following consideration of the Taskforce’s recommendations the City Council has now set out new proposals to deliver school building projects that stalled at the end of the BSF scheme. The initial projects identified, under the programme named EdVenture, went out to consultation until 29 October 2011, further details are identified within the Infrastructure Schedule in Appendix 1.

Colleges and Universities

Current Provision

175. Liverpool has three universities: the University of Liverpool, Liverpool John Moores University and Liverpool Hope University. The City is also home to the Liverpool Institute for Performing Arts (LIPA) and to one further education college, Liverpool Community College.

176. The University of Liverpool is a teaching and research university which was established in 1881 and is a member of the Russell Group. It has 27,000 students and around 5,000 people work at the University, making it one of the largest employers on
Merseyside. It is mainly based around a single urban campus, located approximately five minutes walk from the City Centre. The campus contains 192 non-residential buildings that house 69 lecture theatres, 114 teaching areas and state-of-the-art research facilities, covering an area of approximately 40 hectares. While 51 residential buildings, on or near the campus, provide 3,385 rooms for students.\textsuperscript{45}

177. Liverpool John Moores University (LJMU) was founded in 1825. It started as a small mechanics institution (Liverpool Mechanics’ School of Arts) which grew by converging and amalgamating with different colleges to eventually become the Liverpool Polytechnic. In 1992 the Polytechnic became LJMU, one of the UK's new generation universities. It has 25,000 students in Liverpool and has three main campuses which contain around 45 buildings. Two of these campuses are located within the City Centre (the City and Mount Pleasant Campuses), while the third one (the IM Marsh Campus) is located approximately 4 miles south of the City Centre. Like the University of Liverpool, LJMU contributes significantly to the local economy and is a major employer in the region, with some 2,500 staff.

**Future Direction**

178. The University of Liverpool and Liverpool John Moores University, together with some of the City’s other assets including Liverpool Hope University, Liverpool School of Tropical Medicine, LIPA, and the Royal University Hospital occupy a substantial area at the eastern periphery of the City Centre which is known as the ‘Knowledge Quarter’. This ‘Knowledge Quarter’ provides a concentration of expertise and knowledge, and makes an important contribution to the City and regional economy, particularly in terms of knowledge-based industries including bio-sciences, health-related research and digital technology. Despite only representing approximately 1% of the area of the City the Knowledge Quarter generates £1bn for Liverpool each year, or 15% of Liverpool’s GVA and supports some 14,000 jobs, around 7% of the City’s total.\textsuperscript{46}

179. To support and guide investment within the Knowledge Quarter, Liverpool Vision commissioned consultants in November 2009 to prepare the Liverpool Knowledge Quarter Strategic Investment Framework (SIF).\textsuperscript{47} The SIF sets out a number of strategic priorities which are recognised as being necessary to grow the knowledge economy and to consolidate the Knowledge Quarter. These priorities include:

- The provision of key enabling infrastructure across the Knowledge Quarter;
- The creation of a world class investment environment;
- The undertaking of a comprehensive Liverpool Knowledge Quarter brand strategy; and
- The promotion of sustainable development.

\textsuperscript{45} Source: University's Web site

\textsuperscript{46} Liverpool City Region Transformational Actions Economy Platform, June 2009, The Merseyside Partnership

\textsuperscript{47} GVA, together with CAM SCI Ltd and John McAslan & Partners were appointed by Liverpool Vision on behalf of the Knowledge Economy Group to prepare the Liverpool Knowledge Quarter Strategic Investment Framework (Final Report, February 2011)
Issues and Risks

180. The SIF recognises that the Liverpool Knowledge Quarter is home to a wealth of knowledge assets, including major teaching facilities. It also identifies that ongoing investment programmes will be required to ensure that these assets are market-leading and will be more attractive to visitors, businesses, and knowledge economy specialists and professionals.

Solutions

181. As part of the ongoing investment programme into the Knowledge Quarter’s assets and to help meet the needs of the universities a number of projects are either currently being implemented or are proposed in the future. These include:

- £600m investment into the University of Liverpool's facilities, including a £250m redevelopment of the University’s student accommodation
- LJMU are midway through a £180m masterplan to change and develop the three university campuses.

182. Further details are provided in the Infrastructure Schedule provided in Appendix 1.

Health

Current Provision

183. Health care in England is mainly provided by the National Health Service (NHS) and can be divided into three sections: primary, secondary and tertiary care. Primary care is the first point of contact for most people and is delivered by a wide range of independent contractors, including GPs, dentists, pharmacists and optometrists. Secondary care is known as acute health care and can be either elective (planned) care or emergency care and is usually provided by a hospital. Tertiary care covers the highly specialised stage of treatment usually provided in a specialist hospital centre.

184. Primary Care Trusts (PCTs) are currently responsible for primary care and have a major role around commissioning secondary care, providing community care services. Liverpool PCT is responsible for planning NHS care for the population of Liverpool. In July 2007 Liverpool PCT published ‘A New Health Service for Liverpool – Outside of Hospital’ strategy which set out a way forward for the future of primary and community health care services in Liverpool. In terms of current primary health care provision in Liverpool it identified the following:

General Practitioners

- 100 GP Practices in Liverpool, involving 320 full and part time GPs;
- Concern that given the age of the GPs over a fifth of the GPs will probably retire during the next ten years;
- Most services are delivered from premises owned and maintained by the GPs; and
- The premises from which GPs operate vary enormously in quality, from state of the art premises to very poor.
Community Dentists

- 153 dentists in general practice in Liverpool, plus three oral surgeons and seven orthodontists;
- Most services are delivered from premises owned and maintained by the dentists;
- The premises from which the dentists operate vary enormously in quality, from state of the art premises to very poor; and
- Current mismatch between need and existing provision, and achieving equitable access to dentistry.

Community Pharmacists (“High Street Chemists”)

- 124 pharmacy contractors in Liverpool and two Local Pharmacy Services Pilot site; and
- There is approximately one pharmacy for every 3,000 people in the City and geographical provision is considered to be generally good with all areas having access to a pharmacy within their neighbourhood.

Optometrists

- 55 ophthalmic contractors or companies across Liverpool PCT, involving 57 optometrists in Liverpool; and
- Optometry is provided by independent contractors, there are no optometrists employed by the PCT.

185. In terms of secondary care and tertiary care, Liverpool is served by many hospitals delivering general and specialist services.

Acute Care Hospitals

186. Acute care in Liverpool is provided by three main Trusts - the Royal Liverpool & Broadgreen University Hospital NHS Trust (RLBUHT), the Aintree University Hospital NHS Foundation Trust (AHT) and the Royal Liverpool Children’s Hospital NHS Trust.

187. The RLBUHT provide services across two sites which contain three hospitals:

- The Royal Liverpool University Hospital (RLUH) which is situated in the City Centre and was opened in 1978. It currently has over 35 inpatient wards and units and 710 (open) inpatients beds. The Royal is the main centre for health care research and education in Merseyside and Cheshire.
- Broadgreen Hospital which is located to the eastern edge of the City close to the M62 motorway and has 65 inpatient beds. A large capital development to expand and rationalise services on the hospital site was completed in 2006.
- The Liverpool University Dental Hospital which is located on the same site as the RLUH. It provides specialist dental services and training.

188. The Aintree University Hospital Trust provides acute health care to the residents of North Liverpool as well as South Sefton and Kirkby. It also provides tertiary health care to a much wider population of around 1.5 million in Merseyside, Cheshire, South
Lancashire and North Wales. The Trust operates from one single site at Fazakerley which has recently been expanded to allow the transfer of services from Walton Hospital.

189. Alder Hey Children’s NHS Foundation Trust Hospital is one of the largest and busiest children’s hospitals in Europe. It acts as a tertiary care centre for children and young people from a wide catchment area across North West England and North Wales. For the Liverpool population, Alder Hey Hospital provides hospital care and community paediatric services, plus child and adolescent mental health services (CAMHS).

Other Services

190. In addition to the above, Liverpool is home to many other specialist trusts including: the Liverpool Women’s Hospital NHS Foundation Trust, which provides one of the largest maternity units in Europe; the Liverpool Heart and Chest Hospital NHS Foundation Trust, which provides specialist heart and chest services; and the Walton Centre NHS Foundation Trust, which provides comprehensive neuroscience services. The City also has four walk-in centres.

Future Direction

191. The PCT, in conjunction with the City Council, produce a Joint Strategic Needs Assessment (JSNA) to gain a better understanding of the health, care and well-being needs of people in Liverpool, both now and in the future. The JSNA is an ongoing process which enables problems and priorities to be agreed so that the different agencies and organisations involved can tackle the important issues together in a more co-ordinated way. The latest JSNA 2011 presents the most up to date picture and has been used to help inform the PCT’s Strategic Commissioning Plan 2009-2014.

192. Liverpool PCT also utilises the Local Improvement Finance Trust (LIFT) for the delivery of its physical infrastructure. This is a public private partnership procured in accordance with the European Procurement directives. The City Council, Mersey Care and the North West Ambulance Service are all signatories to the Strategic Partnering Agreement.

193. The Strategic Commissioning Plan identifies eight key goals for the next five years which the PCT believes reflect the health needs of the population, fit with what local people have identified matters to them, and make sense to local clinicians. The goals include:

- **Delivering the things that make a big difference** - this will focus on localities with the highest levels of deprivation and groups suffering the greatest inequalities, such as those on low incomes, those with low educational attainment, members of BME groups and people with learning disabilities.
- **Gold standard primary care and community services** - this will help ensure that everyone who needs services provided by general practices, pharmacists,

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48 Mersey Care NHS Trust provides specialist mental health and learning disability and substance misuse services for the people of Liverpool, Sefton and Kirkby.
dentists, optometrists and other community health professionals is able to get swift easy access to high quality care.

- **Gold standard hospitals** - the aim is to provide hospitals which deliver safe and effective services and allow patients to feel they have been well cared for. Key to achieving this will be the redevelopment of the local hospitals.

**Issues and Risks**

194. To sustain patient services in the long term the Royal Liverpool Hospital requires redevelopment given the serious issues with the current building.

**Solutions**

195. To ensure that the health, care and well-being needs of Liverpool citizens are met and to ensure that the full potential of assets are realised a number of projects are either currently being implemented or are proposed for in the future, these include:

- Plans for a new £450m+ hospital to replace the Royal Liverpool University Hospital on part of the existing site.
- Plans to provide additional capacity and improve the current building stock at Broadgreen Hospital.
- Plans for a new hospital to replace existing 100 year old buildings at Children’s Health Park at Alder Hey.
- Plans to create a number of new health centres (some of these have already been completed).

196. Further details are provided in the Infrastructure Schedule provided in Appendix 1.

**Emergency Services**

**Ambulance Services**

**Current Provision**

197. Local ambulance services for Liverpool are provided by the North West Ambulance Service (NWAS) NHS Trust, which was established on 1st July 2006. The NWAS covers an area of over 5,400 square miles and serves a population of over 7 million people, and is the largest ambulance service in the country. NWAS provides emergency medical treatment and transport, and non-emergency patient transport to and from hospitals. Within Liverpool there are 5 Ambulance Stations: Anfield, Fazakerley, Old Swan, South Liverpool, and Toxteth.

**Future Direction**

198. In 2008 the NWAS commissioned Drivers Jonas to undertake a comprehensive survey of their whole estate to show where expenditure needed to be focused over the next 5 years. In 2008/09 NWAS invested £1.3 million pounds in their estate which
included alteration and improvement works at a number of ambulance stations including Fazakerley and South Liverpool. 49

Issues and Risks

199. The NWAS have not identified any issues relating to ambulance service provision across Liverpool.

Solutions

200. See above comment.

Fire and Rescue Services

Current Provision

201. There are 26 fire stations located across Merseyside which are operated by Merseyside Fire and Rescue Service (MFRS). Ten of these fire stations are located within Liverpool: Aintree, Allerton, Belle Vale, City Centre, Croxteth, Kensington, Kirkdale, Old Swan, Speke & Garston, and Toxteth; and two overlap the Liverpool District: Huyton and Kirkby.

202. During 2010 MFRS opened a new community fire station in Kensington to replace the Low Hill station. While in early 2011 MFRS completed an extensive redesign and refurbishment of Croxteth Fire Station which has enabled the provision of modern efficient shared accommodation with the North West Ambulance Service’s Hazardous Area Response Team. Approved Private Finance Initiative plans also include the replacement of two old Liverpool stations, at Kirkdale and Belle Vale, with innovative and contemporary new facilities on the existing sites. Construction is due to start in 2011. 50

Future Provision

203. MFRS has produced five Local Integrated Risk Management Plans (LIRMP) one for each Local Authority Council area. The latest Liverpool LIRMP sets out the priorities, actions, targets, resources and project/partnership activities for Liverpool in the coming financial year 2011-2012.

Issues and Risks

204. Discussions with MFRS have indicated that overall there is no immediate need for new facilities in Liverpool as a result of the growth proposed for the City. However, at present MFRS receives plans/drawings for new developments as part of the planning application process to request their requirements for the installation of fire hydrants. Such specific elements, which are likely to be required for the majority, if not all, future developments, are difficult to predict.

49 Source: NWAS Annual Report & Accounts 2008/09

50 Source: MFRS Local Integrated Risk Management Plan 2011-2012
Solutions

205. Although no overall issues have been raised by MFRS further ongoing discussions will be necessary to ensure that essential fire infrastructure, such as fire hydrants associated with individual developments, are provided, may be through the implementation of S106 agreements or Community Infrastructure Levy.

Police Service

Current Provision

206. There are ten police stations located across Liverpool: St Anne Street, Stanley Road, Walton Lane, Tuebrook, Eaton Road, Lower Lane, Admiral Street, Allerton Road, Belle Vale, and Speke.

Future Direction

207. The policing priorities and approach to policing across Merseyside are set out in the Merseyside Police Plan 2011-2014. The Plan acknowledges that there is currently a freeze in place which means that any officers or staff lost through natural wastage, such as retirement, will not be replaced. The Plan also identifies that the Police Authority is committed to maintaining police stations in local communities, and that although the opening hours of stations may be reviewed stations will not be closed unless alternative local provision is available.

Issues and Risks

208. Discussions with Merseyside Police have not raised any particular issues relating to policing infrastructure as a result of the growth proposed for the City.

Solutions

209. See above comment.

Community Facilities

Libraries

Current Provision

210. Library and information services in Liverpool are currently provided through the Central Library, 20 community libraries, a mobile service and a home delivery service. Services provided include the loan of books and audio-visual materials; an information service and business enquiry service, public computing, meeting, services for children and young people and social and community space for exhibitions and events. The Central Library also houses the Liverpool Record Office which collects, preserves and makes accessible archives and other materials relating to all aspects of the City's history.

211. Over the last ten years a number of reviews of library services have taken place to assess the library stock. Overall the network of public buildings is considered to be
appropriate for the population and the current condition of each building ranges from Excellent to Moderate.\footnote{Source: LCC Committee Report - Sport, Recreation & Libraries Capital Strategy and Programme 2009/10 – 2011/12, Community Services, 26 March 2010}

**Future Direction**

212. The Library Service operates within the Government's 'Framework for the Future: Libraries, Learning and Information in the Next Decade' \footnote{Department of Culture, Media and Sport, 2003} which sets out the Government's long term vision for library buildings. To make the vision a reality the Government also published an Action Plan in 2008 and launched a modernisation review of England’s public library service in October 2008.

213. In November 2008 a library building development review was compiled by the Council which assessed the condition of library buildings and recommended a programme of refurbishment and replacement. A number of schemes were identified as part of this, some of which have already been completed, others are currently on site and some are yet to be started. Further details are set out below under 'Solutions' and provided in the Infrastructure Schedule (Appendix 1).

**Issues and Risks**

214. Although the overall network of public buildings is considered to be appropriate for the population, the review of libraries did indicate that some libraries were surplus to requirements such as Larkhill Library on Queens Drive (L13) and Lister Drive Library on Green Lane (L13), while others were in need of refurbishment or redevelopment.

**Solutions**

215. A number of projects were identified as part of the library building development review mentioned above, they included the following:

- Central Library – this project is currently on site which consists of a £50m PFI redevelopment upgrade of Central Library including the re-building of the Brown Library Extension and renovation of the historic fabric to the Picton Library which is due for completion in 2013.
- Childwall Library – this was a refurbishment / replacement project as part of a new health complex via integrated service with the PCT/School and use of Co-Location Grant Fund - the building was completed in October 2011.
- Edge Hill Library – repairs required
- Old Swan Library – repairs required
- Spellow Library – repairs required
- Woolton Library – not DDA compliant
- Great Homer Street Library – this library is proposed to be replaced as part of the Project Jennifer. See Infrastructure Schedule for further details.
- Toxteth Library – this project was completed in 2010. It involved a £1.3m refurbishment of the library funded by the Big Lottery Fund.
216. In addition to the above, a new public library has been provided as part of the new West Derby Comprehensive School, which was built as part of Building Schools for the Future (BSF) in 2010. This replaces the service provided at Larkhill Library.

**Sport/Leisure Built Facilities**

**Current Provision**

217. The Sport and Recreation Service of the Council operates a network of indoor fitness facilities, mainly through a number of Lifestyles Fitness Centres. These facilities range in scale: from an extensive sports complex at Wavertree Sports Park, which includes the Liverpool Aquatics Centre, Liverpool Tennis Centre and Liverpool Athletics Centre; to multi-use sports centres such as Garston and Everton Park. In addition to indoor facilities there are also a number of outdoor leisure facilities available within Liverpool, these are covered in the Green Infrastructure section of this document. Besides Council-run leisure facilities there are also a number of privately run facilities available.

218. In terms of sports provision, the Sport and Recreation Service operates 11 multi-use sports halls including two dual-use sports halls at local secondary schools.

**Future Direction**

219. The City Council is currently reviewing its Sport and Recreation Strategy 2010-2014 together with developing a Playing Pitch Strategy 2012-2016. These Strategies will identify the development of Local Standards for sports facility provision which will be important to guide future levels of provision, and therefore the capital investment required in an area over a period of time. Local Standards will cover both indoor and outdoor sports facility provision and can be used when new developments are proposed to guide and inform the nature and extent of resources, financial and operational, which are needed to ensure that Liverpool has sufficient up-to-date, fit-for-purpose, and accessible sports facilities. This allows proactive planning to meet any future demand.

220. The key drivers for the development of Local Standards include:

- The need to plan strategically and ensure sustainability of future provision;
- The need to inform the Local Development Framework (LDF) and set out expectations for S106 contributions from developers towards future sports facility provision;
- Socio-economic and demographic factors (ageing population);
- The legacy from the London 2012 Olympics; and
- The need to increase participation in sport (health and well-being) at a local level through the targets and outputs identified in the Liverpool Active City Strategy 2012-2020.

**Issues and Risks**

221. The Sport and Recreation Strategy recommends an average local standard of 3.6 fitness stations (20+ gym) per 1000 population (based on population of 15-74 year olds)
to meet fitness facility needs. Currently, Liverpool has a significant shortfall of approximately 300 fitness stations.

222. As part of the assessment of sports facility provision the Sports and Recreation Strategy identifies that Liverpool more than meets all of its estimated swimming demand and that any future potential shortfalls would be due to the poor quality of some of the pools rather than the amount of water space. This assessment has been confirmed by Sport England as part of its NW Sports Facility Strategy (November 2008).

223. The Sports and Recreation Strategy identifies that the level of sports hall provision, when taking into account the sports halls at voluntary sector locations, universities and schools, represents an appropriate level and distribution within the City.

224. The assessment of swimming and sports hall provision has been confirmed by Sport England as part of its NW Sports Facility Strategy.

Solutions

225. In order to address the shortfall in fitness workstations, highlighted above, the City Council will be seeking to increase the capacity of its existing network over the next 4 years with planned developments at a number of existing Lifestyles Fitness Centres, with planned developments at Liverpool Aquatics Centre, Lifestyles Peter Lloyd and Lifestyles Ellergreen.

226. In light of the needs assessment mentioned above, it is envisaged that no further new swimming pool developments will be required over the period 2008-2018. Instead future proposals will focus on the sustainability of the remaining two Victorian baths (Park Road and Woolton, which is now closed). According to the Sports and Recreation Strategy they are coming to the end of their useful life and a decision will have to be made during the lifetime of the Strategy.

227. To complement public swimming provision and to ensure an adequate level of school learn to swim opportunities a co-ordinated plan is also required to assess which of the City's remaining school pools should be invested in.

228. The priority project for the City Council in terms of sports hall provision is the replacement of the existing Toxteth Sports Centre in partnership with the Merseyside Fire and Rescue Service (see the Infrastructure Schedule in Appendix 1 for further details).
Green Infrastructure

Introduction

229. Liverpool has a significant green infrastructure resource which contributes to the character and environmental quality of the City. Green Infrastructure is described in the Liverpool Green Infrastructure Strategy\(^53\) as "the network of natural environmental components and green and blue spaces within and around Liverpool which provides multiple social, economic and environmental benefits". This network includes land in both public and private ownership, comprising the City's Green Wedges, parks, local wildlife sites, allotments, street trees, hedges, cemeteries and private gardens, and its water spaces, including the River Mersey, the Leeds Liverpool canal, park lakes and water courses. The provision of green infrastructure has a contribution to make to the delivery of all the Core Strategy Strategic Objectives, in particular:

- Strategic Objective One - Strengthen The City’s Economy
- Strategic Objective Four - Attractive and Safe City With A Strong Local Identity
- Strategic Objective Five - High Quality Green Infrastructure
- Strategic Objective Six - Use Resources Efficiently

The provision of green infrastructure will also help deliver some of the Council’s corporate aims and priorities, in particular:

**We will make Liverpool the preferred choice for investment and job creation by...**
- Exploiting the national and international profile of the city and the vitality of its citizens.
- Enhancing the city’s infrastructure, links and distinctive sense and quality of place.

**We will empower people to enjoy the best possible quality of life and reach their full potential by...**
- Reducing inequalities by improving life chances and protecting and promoting good health.
- Giving children the best possible start in life.

**We will make Liverpool a more sustainable, connected and attractive city by...**
- Reducing carbon emissions from buildings, vehicles and operations.
- Ensuring the city has the best possible physical and virtual connectivity.
- Optimising the value of green and public space in the city.

**We will build strong, attractive and accessible neighbourhoods by...**
- Making all area of the city clean, vibrant, accessible and safe.

230. The approach to defining green infrastructure in Liverpool is based on the North West model that describes green infrastructure in terms of types, functions, benefits and values:

\(^{53}\) Liverpool Green Infrastructure Strategy, Mersey Forest, 2010.
• **Type** - a description of the elements that make up green infrastructure, e.g. grassland, woodland, pond;

• **Function** - green infrastructure functions describe what the green infrastructure type does; e.g. intercepting water, noise reduction, recreation. One of the aims of green infrastructure planning is to increase the number of functions that one site provides. More limited or single functionality is considered appropriate only where there is an overriding function that must be safeguarded due to legislation or strategic significance;

• **Benefit** - the public benefit of that function; e.g. flood alleviation, quality of life, health and wellbeing;

• **Value** - the value of that green infrastructure in monetary terms.

231. A number of evidence base studies have been carried out for the City Council which identify Liverpool's green infrastructure resource and offer some guidance on its future direction. These studies also identify issues relating to green infrastructure and some recommend possible actions to overcome them.

**Liverpool Open Space Study**

**Current Provision**

232. This Study was produced for the City Council by Atkins in 2005. It assessed the open space and outdoor sports facilities in the City, to identify local open space needs and to provide an understanding of the existing and potential future heritage role of the City's current open space assets. The Study includes an assessment of the quantity, quality and value of parks and open spaces in Liverpool and whether provision is meeting local needs. The Open Space Study concluded that there is sufficient capacity to accommodate demand for the majority of pitch sports whilst sustaining pitch quality.

233. Although, the Open Space Study (2005) provides some detail on the provision of outdoor sports and recreation facilities it is now somewhat out-of-date. Over the past 10 years there have been substantial changes in terms of the quantity and quality of pitches through significant investment programmes with the aid of Football Foundation/Sports Lottery grant funding and the rationalisation of sites generating capital receipts. There has also been a gradual decline in the demand for adult football sites however there has also been significant increase in demand for junior football sites.

**Future Direction**

234. Although the Open Space Study is somewhat out-of-date it did result in a number of recommendations including:

• Developing a Playing Pitch Strategy 2012-2016
• Adoption of an access standard in relation to football provision within the City
• Investment priorities for sports pitches
• Identify the priority sites
• Changes to existing maintenance and management arrangements
• Continuous review and update of sports pitch provision.
Issues and Risks

235. The Open Space Study also identified a number of issues including:

- That some areas of Liverpool are deficient in public park provision.\(^{54}\) There is likely to be other green infrastructure within these deficiency areas but these types are not included when examining deficiency areas. In addition, the larger areas of the City that are deficient in public park provision are areas containing industrial and employment uses where it is to be expected that park provision is low;
- That only nine of the 59 open spaces in the City which contain children's play provision meet the National Playing Fields Association (NPFA) standards for a Local Equipped Area for Play (LEAP) and none meet the standards for a Neighbourhood Equipped Area for Play (NEAP). There are therefore large areas that are deficient in dedicated children's play provision. However, the assessment considered other open spaces across the City where there were formal and informal opportunities for children's play, and identified that 15% of spaces had a major role, and 30% of spaces had a minor role for children's play.
- The requirements for future allotment provision. The Study identified that as a result of population growth and latent demand (and taking into account the number of vacant plots), there is an estimated requirement for up to 618 plots need to be accommodated within the City. However, the increasing demand for local food production could be met through alternative means of delivery on Council owned land but it is now considered that more up-to-date evidence is required before land is identified for this use.
- To meet playing pitch demand arising from population growth, an additional 17 junior football pitches, 1 rugby pitch and 3 artificial hockey pitches need to be provided in the City.

Solutions

236. The City Council, in partnership with Sport England, is currently developing a new Playing Pitch Strategy (2012-2016) which will update the data contained in the 2005 Open Space Study and provide an Action Plan to adopt to the present and future requirements.

Sports and Recreation Strategy

237. The City Council is currently reviewing its Sports and Recreation Strategy which will provide a clear and prioritised framework for future investment in sports facility provision which is critical given the need for ongoing investment in existing infrastructure. In addition, it is important that accessibility to sports facilities is maintained with the projected increases in the City's population.

\(^{54}\) Deficiency is currently defined in the UDP as those areas which are further than 400m from any public park
Liverpool Space for Nature Study

238. This Study was produced for the City Council by White Young Green in 2006. It updated the existing biodiversity information within Liverpool through a survey of all natural and semi-natural habitats. The Study also includes an Ecological Framework which identifies and recommends areas where biodiversity can be enhanced.

Current Provision

239. There are a number of biodiversity assets across the City:

- Twenty-two candidate Local Wildlife Sites which are currently subject to approval by the City Council.
- Four Local Nature Reserves at Croxteth Country Park, Mill and Alder Wood, Childwall Woods and Fields, and Eric Hardy.
- The Mersey Estuary Site of Special Scientific Interest, Special Protection Area and Ramsar site.

Issues and Risks

240. The Space for Nature Study identified areas of the City that are deficient in biodiversity. The City Centre and areas immediately surrounding it lack areas of high ecological value. The most deficient wards are Riverside, Central, Everton and Kirkdale. The outer wards generally have good access to biodiversity assets, and the Liverpool Loop Line provides a vital link between the north and south of the City.

241. In terms of areas deficient in areas of high ecological value, the Study concluded:

- Areas that are deficient in green space affect social wellbeing and ecological functioning;
- Liverpool lacks both areas of high ecological value and green space in and around the City Centre, whereas the outskirts have a better provision;
- 833ha of natural and semi-natural green space exists within these deficiency areas which is suitable for ecological enhancement;
- The most appropriate habitats to create in deficiency areas are those targeted by, or contributing to, the North Merseyside Biodiversity Action Plan; and
- Novel urban landscape features, such as roundabouts, may provide additional opportunities for habitat creation where no other opportunities exist.

Liverpool Green Infrastructure Strategy

242. This Strategy was produced for the City Council by The Mersey Forest in 2010. It provides a robust evidence base of the City’s green infrastructure resource, and identifies interventions that can help address environmental and socio-economic needs and capitalise on opportunities. The Strategy took into account existing studies, including the Open Space Study and Space for Nature Study (and sub-regional strategies and frameworks) in assessing the green infrastructure resource. The Strategy was developed to support the Core Strategy for Liverpool, which identifies three sub

55 http://www.merseysidebiodiversity.org.uk
areas: City Centre; Urban Core; and Suburban Areas (these areas are referred to as the City Centre; the Inner Areas; and Outer Areas respectively in the Green Infrastructure Strategy because they reflected the Revised Preferred Options version of the Core Strategy which was current at the time).

**Current Provision**

243. Green infrastructure mapping of Liverpool reveals that 62% of the City's area comprises green infrastructure. Table 3 shows the composition of the green infrastructure resource.

<table>
<thead>
<tr>
<th>Type</th>
<th>Area (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Not green infrastructure</td>
<td>38.12</td>
</tr>
<tr>
<td>Private domestic garden</td>
<td>16.12</td>
</tr>
<tr>
<td>Coastal habitat</td>
<td>9.68</td>
</tr>
<tr>
<td>Water course(^{56})</td>
<td>6.65</td>
</tr>
<tr>
<td>General amenity space</td>
<td>4.81</td>
</tr>
<tr>
<td>Grassland, heathland, moorland or scrubland</td>
<td>4.61</td>
</tr>
<tr>
<td>Outdoor sports facility</td>
<td>4.25</td>
</tr>
<tr>
<td>Park or public garden</td>
<td>3.87</td>
</tr>
<tr>
<td>Woodland</td>
<td>3.41</td>
</tr>
<tr>
<td>Institutional ground</td>
<td>3.08</td>
</tr>
<tr>
<td>Agricultural land</td>
<td>1.23</td>
</tr>
<tr>
<td>Cemetery, churchyard or burial ground</td>
<td>1.15</td>
</tr>
<tr>
<td>Derelict land</td>
<td>0.96</td>
</tr>
<tr>
<td>Street trees</td>
<td>0.83</td>
</tr>
<tr>
<td>Water body</td>
<td>0.79</td>
</tr>
<tr>
<td>Allotment, community garden or urban farm</td>
<td>0.42</td>
</tr>
<tr>
<td>Orchard</td>
<td>0.0</td>
</tr>
</tbody>
</table>

\(^{56}\) Only includes open watercourses not culverted watercourses
244. The Green Infrastructure Strategy assessed the role of green infrastructure in achieving five priorities (regeneration, health, biodiversity, climate change and quality of place) in order to support the levels of growth to be delivered through the Core Strategy. It identified issues in terms of supporting regeneration and housing growth,
and also how green infrastructure can support and promote economic growth, by creating an attractive environment where people want to live and work. The areas of the City which are to see the greatest levels of housing and economic growth are also those areas where green infrastructure is limited and so opportunities exist to enhance the quality of green infrastructure through new development.

245. The issues in terms of quality and distribution of green infrastructure identified in this Strategy are not dissimilar to the issues identified in the Open Space Study and Space for Nature Study, but the actions address a much wider range of issues, such as mitigating the effects of climate change, improving health and reducing health inequalities and enhancing biodiversity.

**City Centre**

- Low levels of provision scattered with few large areas;
- High levels of amenity space and derelict land than any other types, some of which is of low quality and functionality;
- High percentage of street trees, but low levels of parks, outdoor sports, woodland and private gardens;
- Restricted opportunities for creating new green spaces;
- Risk from heat island effect; and
- Low levels of biodiversity.

**Urban Core**

- Moderate to low levels of provision, most of which is private gardens, parklands and general amenity space
- High levels of cultural and heritage functionality;
- High levels of derelict land providing opportunities for temporary use, including food growing;
- Low levels of biodiversity and area at risk from heat island effect;
- High levels of vulnerable population with above average levels of health deprivation and the area is bisected by major transport routes with implications for noise and air quality; and
- Regeneration processes may provide opportunities to promote temporary green infrastructure uses.

**Suburban Areas**

- High levels of provision with high levels of woodland, outdoor sports facilities, grasslands, allotments and agricultural land;
- Large presence of private gardens but these are not subject to external management policy and control.
- There are small areas around Fazakerley, Old Swan and Speke in the Suburban Areas where opportunities to use green infrastructure to contribute to meeting health needs should be prioritised.
- House building will be an important development issue particularly within the Regeneration Fringe areas where the opportunity should be considered to increase green infrastructure functionality through the design process.
Solutions

246. The Green Infrastructure Strategy includes an Action Plan which sets out a number of actions which will help deliver Liverpool's green infrastructure. The priority actions identified mainly focus on safeguarding and improving existing green infrastructure assets rather than the provision of new infrastructure. The Action Plan recommends that:

- advantage should be taken of regeneration and development opportunities to secure green infrastructure, such as street trees and green roofs;
- the opportunity for physical activity should be increased through the provision of attractive public realm and green environments;
- the use of SUDS should be encouraged, particularly in Anfield;
- water bodies and water courses should be created to provide water for irrigation in times of drought, particularly in Greenbank;
- opportunities should be taken to de-culvert watercourses and re-naturalise floodplains; and
- walking and cycling should be encouraged through the provision of attractive and safe walkways and cycle lanes.

247. The North Liverpool South Sefton Strategic Regeneration Framework (SRF) emphasises the need and value of Green Infrastructure (GI) and its ability to contribute to all of the established aims of the SRF, relating to the economy, people and place. The core objective ‘C3’ seeks to “create a comprehensive GI network which enhances quality of life and promotes a low carbon economy”. The aim is to combine environmental enhancement, with the removal of investment inhibiting ‘blight’, to create a new ‘Landscape for Prosperity’. Liverpool Vision is developing a ‘GreenPrint for Growth’ in North Liverpool which will combine traditional GI delivery mechanisms with a new employment model to make the area investment ready.

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57 Part of the mechanism of ‘improving’ green infrastructure is to increase its functionality
58 Sustainable Urban Drainage Systems - in accordance with the Flood and Water Management Act (FWMA) 2010
59 North Liverpool & South Sefton Strategic Regeneration Framework 2010 (Liverpool Vision, LCC, SMBC, HCA) - provides an overarching vision and integrated long term strategy to deliver fundamental and sustainable change in North Liverpool and South Sefton.
# Appendix 1 – Infrastructure Schedule

<table>
<thead>
<tr>
<th>What &amp; Where</th>
<th>Why</th>
<th>Specific Requirements</th>
<th>Potential Delivery Partners</th>
<th>Cost</th>
<th>By When - Delivery Period (P1 - Next 5 Years) (P2 - Next 6 - 10 Years) (P3 - Next 11 - 15 Years)</th>
<th>Sources of Funding</th>
<th>Any Dependencies/Risks</th>
<th>Core Strategy Objectives (see Appendix 4 for further details)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Physical Infrastructure - Transportation</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>City centre Connectivity – public realm improvements</td>
<td>To drive and support the continued regeneration of the City Centre by developing and improving public realm within the City Centre business neighbourhoods, improving connectivity between them and improving pedestrian connectivity between the city centre and the surrounding neighbourhoods.</td>
<td>Various roads and spaces in the neighbourhoods will be improved by replacing surface materials and rationalising/improving street furniture providing opportunities for increased street animation and activity with a strong focus on the visitor economy. Also a platform for private sector investment and improved pedestrian connectivity between various destinations e.g. Islington which is a barrier between the city centre and the Everton Park neighbourhood which is a focus for regeneration.</td>
<td>Liverpool City Council and various business led stakeholder groups organised on a neighbourhood basis including Liverpool Waterfront Business Partnership, Baltic Triangle and Rope Walks Stakeholder Groups, Stanley Street, Cavern Walks, St Georges Quarter and Hope Street and the City Centre BID Company.</td>
<td>C.£20m</td>
<td>P1-P3</td>
<td>Section 106, CIL, voluntary area levy, BID levy, private sector investment.</td>
<td>Securing funding</td>
<td>SO1, SO3, SO4, SO5, SO7</td>
</tr>
<tr>
<td>Stonebridge Cross – highway improvements</td>
<td>The provision of infrastructure would assist to bring forward a</td>
<td>- Junction improvements to Back Gilmoss Lane/East Lancs</td>
<td>Liverpool Partnership Asset Backed Vehicle</td>
<td>Infrastructure works listed - £1.5m</td>
<td>P1 – P2</td>
<td>Developer</td>
<td>Subject to planning permissions</td>
<td>SO1, SO2, SO3, SO4, SO5, SO6 &amp; SO7</td>
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<td>mixed-use development, phased over a number of years that will include residential, leisure, commercial and retail development within a quality open-space setting.</td>
<td>junction - Upgrade of junction from East Lancs to Stonebridge Lane including additional right turn pocket/filter lanes - Widening of carriageways to accommodate substantial traffic demands - New signal control to access supermarket from East Lancashire - Creation of new road linking Moss Way to Stonebridge Lane and provide new signal control junction - Provision of safe pedestrian routes and enhancement of highway infrastructure including footway.</td>
<td>Network Rail</td>
<td>Depends on what is involved</td>
<td>Short Term (2011-2020)</td>
<td>Likely to be funded by DfT as part of Northern Hub project</td>
<td>SO1, SO3, SO7</td>
<td></td>
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<tr>
<td>Liverpool Lime Street rail station resignalling and track remodelling</td>
<td>To improve capacity on the City Line and support the Northern Hub project.</td>
<td>Network Rail</td>
<td>Depends on what is involved</td>
<td>Short Term (2011-2020)</td>
<td>Likely to be funded by DfT as part of Northern Hub project</td>
<td>SO1, SO3, SO7</td>
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<tr>
<td>Four tracking of the City Line from Broad Green to Huyton</td>
<td>To improve capacity on the City Line and support the Northern</td>
<td>Network Rail</td>
<td>Depends on what is involved</td>
<td>Short Term (2011-2020)</td>
<td>Likely to be funded by DfT as part of Northern Hub project</td>
<td>SO1, SO3, SO7</td>
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<tr>
<td>Liverpool Central Station</td>
<td>In line with the LTP, this will improve capacity and the passenger experience.</td>
<td>Space either side of the existing Northern Line platforms at Liverpool Central Station should be safeguarded to allow for the addition of more platforms in the future.</td>
<td>Network Rail, Merseytravel, Liverpool City Council.</td>
<td>£30 million Current phases £4 million Moorfields - unknown for longer term improvements.</td>
<td>Short to Medium Term (2011-2030) Apart from Moorfields, the funding is in place. Additional longer term improvements are yet to be agreed or funding found.</td>
<td></td>
<td></td>
<td>SO1, SO3, SO7</td>
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<tr>
<td>Halton Curve.</td>
<td>In line with the LTP, this will primarily enable direct passenger trains from Liverpool and Liverpool South Parkway to West Cheshire and North Wales. But it also may have freight benefits if there is likely to be increased rail freight</td>
<td>Merseytravel, Halton Council, Network Rail</td>
<td>£11 million</td>
<td>Short to medium term (2011-2030)</td>
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<tr>
<td>Bootle Branch passenger reopening aspiration including potential new rail stations at Edge Lane, Tuebrook and Anfield.</td>
<td>In line with the LTP, this will open up new journey opportunities.</td>
<td>Network Rail, Merseytravel.</td>
<td>Unknown at this point.</td>
<td>Short to Medium Term (2011-2030)</td>
<td>Network rail are unsure a credible Benefit Cost Ratio will be established for this scheme. Land may be required for new station facilities.</td>
<td></td>
<td></td>
<td>SO1, SO3, SO7</td>
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<tr>
<td>City Centre SQP and successor initiatives.</td>
<td>In line with the LTP, this will improve the co-ordination, frequency, efficiency and reliability of bus journeys and improve the passenger experience.</td>
<td>Merseytravel, Liverpool City Council, Bus Operators, Merseyside Police.</td>
<td>Depends on what is involved.</td>
<td>Short to Medium Term (2011-2020)</td>
<td></td>
<td>SO1, SO3, SO7</td>
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<td>Other SQPs and successor initiatives.</td>
<td>In line with the LTP, this will improve the co-ordination, frequency, efficiency and reliability of bus journeys and improve the passenger experience.</td>
<td>Merseytravel, Liverpool City Council, Bus Operators, Merseyside Police.</td>
<td>Depends on what is involved.</td>
<td>Short to Medium Term (2011-2020)</td>
<td></td>
<td>SO1, SO3, SO7</td>
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<tr>
<td>Waterloo &amp; Wapping</td>
<td>Safeguard alignments</td>
<td>Network Rail,</td>
<td></td>
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<td></td>
<td></td>
<td>SO1, SO3, SO7</td>
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<td>Tunnels – protect alignment</td>
<td>for potential reuse for sustainable transport and public transport purposes.</td>
<td></td>
<td>Liverpool City Council</td>
<td></td>
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<tr>
<td>Liverpool Loop Line cycleway and green corridor - safeguard alignment.</td>
<td>Safeguard alignment for potential reuse for sustainable transport and public transport purposes.</td>
<td></td>
<td>Liverpool City Council, Sustrans.</td>
<td></td>
<td>Long term (after 2025)</td>
<td></td>
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<td>SO1, SO3, SO7</td>
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<tr>
<td>Canada Dock rail freight link aspiration - protect alignment.</td>
<td>In line with the LTP, Port Masterplan and Liverpool Superport concept, this will improve access to southern part of the operational port and link this area onto the Bootle Branch. It is a key project to increase rail capacity to the Port of Liverpool to enable the growth and continued development and expansion of the Port. It will help safeguard existing business and facilitate significant growth of the Port and related activities.</td>
<td></td>
<td>Merseytravel, Liverpool City Council, Peel Ports, Network Rail, Liverpool Vision, Homes and Communities Agency.</td>
<td></td>
<td>Short to Medium Term (2011-2030)</td>
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<td>SO1, SO3, SO7</td>
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<tr>
<td>Liverpool/Manchester</td>
<td>This will help reduce</td>
<td></td>
<td>Network Rail</td>
<td></td>
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<td>and North West rail electrification.</td>
<td>journey times, improve frequencies and open up new journey opportunities.</td>
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<td></td>
<td></td>
<td>completion likely by 2014/15</td>
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<tr>
<td>Electricrification of the Bootle Branch into the Port of Liverpool.</td>
<td>To increase the efficiency of freight trains and the likelihood of getting paths on busy lines such as the West Coast Main Line for such freight trains.</td>
<td>Network Rail, Peel Ports.</td>
<td></td>
<td></td>
<td>Short to Medium Term (2011-2030)</td>
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<tr>
<td>New Merseyrail rolling stock.</td>
<td>To provide an additional 12 three-car units in traffic, which should be used to lengthen trains, serving Liverpool in the peak periods.</td>
<td></td>
<td></td>
<td></td>
<td>2014</td>
<td></td>
<td>Current stabling and maintenance facilities can be provided in the short-term, but new or upgraded facilities are likely to be required for the replacement fleet in 2014.</td>
<td>SO1, SO3, SO7</td>
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<tr>
<td>Increase in inter-peak frequency of train services from Wigan to Liverpool.</td>
<td></td>
<td>Increase from 3 to 4 trains per hour</td>
<td></td>
<td></td>
<td>2014</td>
<td></td>
<td>Providing stock is available from the existing peak operation.</td>
<td>SO1, SO3, SO7</td>
</tr>
<tr>
<td>Provision of on street real time information.</td>
<td>In line with the LTP this will improve the passenger experience and information.</td>
<td>Merseytravel, Liverpool City Council.</td>
<td>Depends on what is involved.</td>
<td></td>
<td>Short Term (2011-2020)</td>
<td></td>
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<td>SO1, SO3, SO7</td>
</tr>
<tr>
<td>Appropriate public transport infrastructure to serve existing and</td>
<td>In line with the LTP, this will improve sustainable access for all to</td>
<td>Merseytravel, Liverpool City Council, NHS</td>
<td></td>
<td></td>
<td>Short Term (2011-2020)</td>
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<td>new hospitals.</td>
<td>hospitals.</td>
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<tr>
<td>Smarter choices measures.</td>
<td>In line with the LTP, encourages healthy living and access for all.</td>
<td></td>
<td>Merseytravel, Liverpool City Council, Developers.</td>
<td>Short Term (2011-2020)</td>
<td>SO1, SO3, SO7</td>
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<tr>
<td>Protection of land on the approaches to the Kingsway &amp; Queensway Tunnels to allow for highway and junction improvements to improve traffic flows.</td>
<td>In line with the LTP, this will improve traffic flows and capacity.</td>
<td></td>
<td>Merseytravel</td>
<td>Short to Medium Term (2011-2030)</td>
<td>SO1, SO3, SO7</td>
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<tr>
<td>Improved management of buses including layover infrastructure especially in town centres and at suburban termini.</td>
<td>In line with the LTP, this will improve efficiency and reliability of bus services.</td>
<td></td>
<td>Liverpool City Council, Merseytravel, Bus Operators</td>
<td>Short Term (2011-2020)</td>
<td>SO1, SO3, SO7</td>
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<tr>
<td>Relevant infrastructure that would enable public and private low emission vehicles to be catered for. This infrastructure could include things such as electric charging points, sustainable alternative fuels infrastructure, etc.</td>
<td>In line with the LTP, Low Carbon Economy Action Plan, Alternative Fuels Strategy and the Low Emission Strategy this will help move us towards a low carbon transport system.</td>
<td></td>
<td>Liverpool City Council, Merseytravel, Developers</td>
<td>Short Term (2011-2020)</td>
<td>SO1, SO3, SO7</td>
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Chargers
On street standard charger £4000 - £5000
Domestic chargers around £100
Hepton technology chargers (using renewable energy) £20,000

BIONIC Project, Plugged In Places bid
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<td>Liverpool Waters transport improvements -</td>
<td>Merseytravel considers that certain measures are critical to support the development (a bus interchange at Sandhills rail station; new Mersey Ferries terminal and landing stage to serve Liverpool Waters; protection of a public transport and/or light rapid transit corridor through the site; bus infrastructure and highway improvement; smarter choice measures). As part of the planning application process for Liverpool Waters (App no. 10o/2424) conditions and legal agreements set out various measures specifically designed to take Merseytravel’s requests into account where possible. The conditions include the following • 9 (ii) Prior to the submission of an application for reserved matters a Highway &amp; Public Transport Enhancement Strategy is required to be submitted to and approved in writing by the Local Planning Authority. The strategy will detail the proposed implementation of the highway and public transport enhancement works required to serve the development including public transport,</td>
<td>(3 chargers) Biofuel Biofuel tank 15,000 litres - £20,000 plus annual maintenance around £700</td>
<td>Merseytravel, Liverpool City Council, Peel Holdings</td>
<td>Funding likely to be via s106 agreement on planning application</td>
<td>The applicant of Liverpool Waters has sought assurances that contributions will be requested from other developers who may benefit from the Sandhills interchange facility in future planning applications. Merseytravel have undertaken to request such contributions.</td>
<td>SO1, SO3, SO7</td>
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<td>vehicles, cycles and pedestrians needs. The strategy will explain how the essential highway works specified will be delivered up to 2024.</td>
<td></td>
<td></td>
<td>44. No development shall commence until the details and proposed phasing of the highway works specified in Schedule 2 (for development plots A, B and C) have been submitted to and, following consultation with Merseytravel, approved by the Local Highway Authority and have been secured by an Agreement pursuant to Section 278 of the Highways Act 1980.</td>
<td>45. No buildings shall be erected within the neighbourhoods (C, D &amp; E) until the TA submitted and hereby approved with this application has been reviewed and updated, and resubmitted to and approved by the Local Planning Authority and appropriate provision made to undertake the highway works and public transport enhancements identified as necessary within the TA.</td>
<td>46. Contributions towards rail infrastructure capacity enhancements will become payable by the developer if rail infrastructure elements (at James Street Station, Moorfields Station or Central Station; or on trains on Merseyrail routes) are predicted to reach capacity within the life of this development (and 5 years hence), as determined by the ongoing monitoring specified in the Highway &amp; Public Transport Enhancement Strategy and the ongoing</td>
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<td>Sandhills Station - It is considered that the full facility will not be required, due to the impact of the LW development, until after the 2022 interim assessment. Details of the exact stage for implementation will therefore also be required to be provided as part of the Highway &amp; Public Transport Enhancement Strategy and for subsequent review by LCC at the interim assessment stage. More conventional bus stop improvements will be required in the meantime. At present, bus stops on Sandhills Lane only comprise posts with flags.</td>
<td>assessments set out in Schedule 6</td>
<td>Merseytravel</td>
<td>Sort to Medium Term (2011-2030)</td>
<td>Network Rail cannot guarantee that Slow Lines out of Lime Street can be used; a detailed study and monitoring would be needed.</td>
<td>SO1, SO3, SO7</td>
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<td>Merseytram – Line 1, 2 and 3</td>
<td>In line with the LTP, this will create a new transport system to improve capacity and the passenger experience</td>
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<td>SO1, SO3, SO7</td>
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<td>Liverpool John Lennon Airport Expansion - including a runway for long-haul aircraft, a world cargo centre, and a new link road to the south of the airport</td>
<td>To cope with anticipated future growth</td>
<td>Transport links to the Airport have recently improved with the opening of Liverpool South Parkway, and there are also plans to open a new bus-only link road to reduce journey times. New parking spaces will also</td>
<td>Peel Airports</td>
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<td>SO1, SO3, SO7</td>
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<td>The Port of Liverpool - plans for the first post- Panamax container terminal on the UK's West Coast.</td>
<td>To double the container capacity at the Port.</td>
<td>Peel Ports</td>
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<td>Physical Infrastructure - Energy</td>
<td>Eldonians low carbon combined heat and power plant.</td>
<td>To help combat fuel poverty across the city</td>
<td>Eldonian Group Ltd, Liverpool Vision, Liverpool City Council</td>
<td></td>
<td>RGF The North Liverpool City Fringe employment and Investment</td>
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<td>Smart Grid Pilot Scheme - Across the Knowledge Quarter.</td>
<td>To deliver energy more efficiently and reliably.</td>
<td>The Merseyside Partnership.</td>
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<td>SO1, SO2, SO3, SO4, SO6</td>
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<tr>
<td>Physical Infrastructure - Water and Wastewater</td>
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<tr>
<td>Extension to Liverpool Waste Water Treatment Works (Sandon / Wellington Docks).</td>
<td>The existing treatment works at Sandon Dock has been operational since 1991 and in its current form since 2000. When it was opened it used cutting-edge technology and was widely seen as being a state-of-the-art works which would meet all the required standards. The existing plant has improved the standard of treated wastewater discharged into the Mersey and while it has made a valuable contribution to the Mersey clean-up campaign, it is now in need of replacement. As the standards set by the regulators continue to increase and the population served by the works grows, the useful life of much of the existing site is coming to an end.</td>
<td>The existing works will continue to operate whilst an extension to the existing treatment facility is built on the Wellington Dock site. The extension will further improve the treatment of wastewater and, therefore, the quality of the river.</td>
<td>United Utilities</td>
<td>£200 million</td>
<td></td>
<td></td>
<td>SO1, SO2, SO3, SO4, SO6</td>
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<tr>
<td>Physical Infrastructure - Flooding</td>
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<td>Specific Requirements</td>
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<tr>
<td>Liverpool Land Drainage Capital Works.</td>
<td>To reduce the risks from river flooding.</td>
<td>Regional Flood and Coastal Risk Management Programme 2012/13 (Regional Flood &amp; Coastal Committee Approved).</td>
<td>Liverpool City Council, Environment Agency.</td>
<td>£4,193k DEFRA grant in aid</td>
<td></td>
<td>Schemes not funded in 2012/13 but with indicative funding from 2013/14. Confirmation of funding and timing will depend upon the development of outcomes, costs and partnership arrangements, considered in the context of national prioritisation.</td>
<td>SO1, SO2, SO3, SO4, SO6</td>
<td></td>
</tr>
<tr>
<td>Thornhead Brook Improvement and Environmental Enhancement Scheme.</td>
<td>To reduce the risks from river flooding.</td>
<td>Regional Flood and Coastal Risk Management Programme 2012/13 (Regional Flood &amp; Coastal Committee Approved).</td>
<td>Liverpool City Council, Environment Agency.</td>
<td>£154k DEFRA grant in aid</td>
<td></td>
<td>Schemes not funded in 2012/13 but with indicative funding from 2013/14. Confirmation of funding and timing will depend upon the development of outcomes, costs and partnership arrangements, considered in the context of national prioritisation.</td>
<td>SO1, SO2, SO3, SO4, SO6</td>
<td></td>
</tr>
<tr>
<td>Liverpool Land Drainage Investigation Camera Surveys.</td>
<td></td>
<td>Regional Flood and Coastal Risk Management Programme 2012/13 (Regional Flood &amp; Coastal Committee Approved).</td>
<td>Liverpool City Council, Environment Agency.</td>
<td>£537k Reserved DEFRA grant in aid</td>
<td></td>
<td></td>
<td>SO1, SO2, SO3, SO4, SO6</td>
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</table>

**Physical Infrastructure - Waste**

The Publication Draft Waste DPD is currently going through the Merseyside Districts
<table>
<thead>
<tr>
<th>What &amp; Where</th>
<th>Why</th>
<th>Specific Requirements</th>
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<th>Cost</th>
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<th>Any Dependencies/Risks</th>
<th>Core Strategy Objectives(see Appendix 4 for further details)</th>
</tr>
</thead>
<tbody>
<tr>
<td>approvals process with a view to final adoption taking place in November 2012 - it will identify a number of sites to meet waste infrastructure requirements (see main IDP report for further details).</td>
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<td>SO3, SO4, SO6</td>
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**Physical Infrastructure - Broadband**

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<th>Any Dependencies/Risks</th>
<th>Core Strategy Objectives(see Appendix 4 for further details)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Superfast network (offering competitively priced bandwidth of 100 Mbps upwards) and Wi-Fi mesh covering the Commercial District of Liverpool and areas of North Liverpool.</td>
<td>It is anticipated that this will act as a stimulus to ultimately enable a ubiquitous service of very high speed connectivity for all of Liverpool.</td>
<td>Liverpool Vision</td>
<td></td>
<td></td>
<td>Regional Growth Fund</td>
<td>The planning process for this has just commenced so the exact geographies covered have not been confirmed.</td>
<td>SO1, SO6, SO7, SO8</td>
<td></td>
</tr>
<tr>
<td>Creation of high bandwidth test environment for exploring and researching new ways of utilising software applications over a high speed network.</td>
<td></td>
<td>Aimes Ltd</td>
<td></td>
<td></td>
<td>Grant from Technology Strategy Board (£1 million).</td>
<td>This is a research and development project and the network is not commercially available to businesses for normal use.</td>
<td>SO1, SO6, SO7, SO8</td>
<td></td>
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<tr>
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<tr>
<td><strong>Social Infrastructure - Education</strong></td>
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<tr>
<td>Four Oaks Primary School - New 2 form entry primary school with a 26 place nursery on former Adam St. playground, L5</td>
<td>Four Oaks Primary School was created in early 2010 from the merger of Hope Valley and Breckfield Primary Schools. Although reasonably well maintained both existing schools were unsuitable for the delivery of the modern curriculum, also need to reduce surplus school places in the area.</td>
<td>The new school will be located within the Stanley Park Housing Market Renewal Area, Everton Ward.</td>
<td>Liverpool City Council - Children's Services.</td>
<td>Estimated at £8.799m</td>
<td>Start on site - Jan 2011, completion Jan 2012, School decant - Feb 2012, New School open for operation Apr 2012.</td>
<td>Primary Capital Programme</td>
<td>SO1, SO2, SO3, SO4, SO6, SO8</td>
<td></td>
</tr>
<tr>
<td>Holy Family Catholic Primary School, Upper Essex Street, L8</td>
<td>Our Lady of Mount Carmel and St Malachy's have been replaced by Holy Family and have relocated to the former Beaufort Park Community Primary Site.</td>
<td></td>
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<td></td>
<td>SO1, SO2, SO3, SO4, SO6, SO8</td>
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<tr>
<td>New build for Croxteth Community Primary School, Moss Way, L11</td>
<td>High number of surplus places and the second worst condition primary school in the City. New school will provide state of the art facilities for more than 300 children, replacing the worn out</td>
<td>Liverpool City Council - Children's Services, 2020 Liverpool.</td>
<td>£4.6m</td>
<td>Spring 2012</td>
<td>Primary Capital Programme</td>
<td>SO1, SO2, SO3, SO4, SO6, SO8</td>
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<tr>
<td>King David School, Childwall Rd, L15 - new building to house exiting primary and secondary schools.</td>
<td>Part of BSF Wave 2.</td>
<td>Also a kindergarten and Harold House community centre would move to the new building.</td>
<td></td>
<td>£25m</td>
<td>Completion June 2011, Occupation Sept 2011</td>
<td></td>
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</tr>
<tr>
<td>Broughton Hall, Yew Tree Lane, L12 - new buildings. Cardinal Heenan, Honeys Green Lane, L12 - new buildings Joint Sixth Form.</td>
<td>The majority of Cardinal Heenan will be demolished and replaced by a new three storey 8,000m2 teaching block accommodating a food court, art and technology department and a music and performing arts department. This will help the school move towards enterprise and personalised learning. The scheme for Broughton Hall involves the demolition of the main 1950s teaching block and science department. It will be replaced by a brand new three storey 6,000m2 building providing large modern spaces for flexible teaching which will house learning hubs, a separate food court, sports hall and</td>
<td>Will involve a Combined Heat Power System.</td>
<td></td>
<td>£40m</td>
<td>September 2012</td>
<td></td>
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<tr>
<td>Gateacre &amp; Hope Schools - co-location to new school building/site.</td>
<td>Extends services currently offered to the community.</td>
<td>Liverpool City Council - Children's Services.</td>
<td>£30m</td>
<td>Completion due April 2011 (Occupation Sept 2011)</td>
<td>Liverpool City Council - Children's Services.</td>
<td>£30m Completion due April 2011 (Occupation Sept 2011)</td>
<td>SO1, SO2, SO3, SO4, SO6, SO8</td>
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</tr>
<tr>
<td>The Enterprise South Liverpool Academy</td>
<td>New state-of-the-art building to replace New Heys Comprehensive and St. Benedict's College.</td>
<td></td>
<td>£25m</td>
<td>2012</td>
<td></td>
<td></td>
<td>SO1, SO2, SO3, SO4, SO6, SO8</td>
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<tr>
<td>Re-build St John Bosco Arts College</td>
<td>Proposed as part of the EdVenture programme to replace BSF.</td>
<td>Liverpool City Council - Children's Services.</td>
<td>Expected start dependent upon wider Stonebridge Cross scheme.</td>
<td></td>
<td>Delivered and funded as part of the Stonebridge Cross masterplan and releasing the</td>
<td></td>
<td>Subject to consultation which ran until 25th October 2011.</td>
<td>SO1, SO2, SO3, SO4, SO6, SO8</td>
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<tr>
<td>The De la Salle Academy has been offered a capital grant from central government for capital works.</td>
<td>Proposed as part of the EdVenture programme to replace BSF.</td>
<td>Liverpool City Council - Children's Services.</td>
<td>Expected to start: 2013 (estimated as not controlled by the City Council).</td>
<td>Subject to consultation which ran until 25th October 2011.</td>
<td>SO1, SO2, SO3, SO4, SO6, SO8</td>
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<tr>
<td>Re-build Notre Dame Catholic College as a co-educational school on a new site adjacent to Everton Park Sports Centre on Great Homer Street.</td>
<td>This will provide an early catalyst for the Project Jennifer regeneration masterplan and in the longer-term help meet increased demand for provision arising from the Waterfront/ Liverpool Waters development.</td>
<td>Liverpool City Council - Children's Services.</td>
<td>Estimated start: June 2012. Estimated opening: Summer or September 2013.</td>
<td>Outline planning application (11O/2414) - To erect building to provide new school and community uses, including library, PCT, indoor market and associated uses, relocate sports pitches, provide new car park and access off Anderson Street, extension of existing car park and associated works.</td>
<td>SO1, SO2, SO3, SO4, SO6, SO8</td>
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<tr>
<td>Re-build and co-locate Archbishop Blanch Church of England High School and St Hilda's Church of England High School along the Edge Lane Corridor as</td>
<td>Proposed as part of the EdVenture programme to replace BSF.</td>
<td>Liverpool City Council - Children's Services.</td>
<td>Estimated start: early 2013. Estimated opening: 2015</td>
<td>Subject to consultation which ran until 25th October 2011</td>
<td>SO1, SO2, SO3, SO4, SO6, SO8</td>
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<td>part of the regeneration of the area.</td>
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<tr>
<td>Re-model and rationalise Holly Lodge Girls College site and buildings.</td>
<td>The investment would complement the buildings to the rear of the site and improve overall site safety, management and overheads by consolidating the site with access via the existing sports centre access rather than from Queens Drive.</td>
<td>Liverpool City Council - Children’s Services.</td>
<td>Estimated start: 2013. Estimated opening: 2015.</td>
<td>Disposal of the front half of the site for development and use of capital receipts generated to contribute to the new build.</td>
<td>Subject to consultation which ran until 25th October 2011.</td>
<td></td>
<td>SO1, SO2, SO3, SO4, SO6, SO8</td>
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<tr>
<td>Refurbish Sandfield Park School or [for example] co-locate with a mainstream school (2015 onwards).</td>
<td>Proposed as part of the EdVenture programme to replace BSF.</td>
<td>Liverpool City Council - Children’s Services.</td>
<td>2015 onwards</td>
<td>Subject to consultation which ran until 25th October 2011.</td>
<td></td>
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<td>SO1, SO2, SO3, SO4, SO6, SO8</td>
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<tr>
<td>Modest investment in Clifford Holroyde Centre of Expertise.</td>
<td>Proposed as part of the EdVenture programme to replace BSF.</td>
<td>Liverpool City Council - Children’s Services.</td>
<td>2015 onwards</td>
<td>In later years as a Phase 2 of investment dependent upon future DfE capital grant funding. Subject to consultation which runs until 25th October 2011.</td>
<td></td>
<td></td>
<td>SO1, SO2, SO3, SO4, SO6, SO8</td>
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<tr>
<td>Improvement works at Bellerive FCJ Catholic College and The Bluecoat</td>
<td>Proposed as part of the EdVenture programme to replace BSF.</td>
<td>Liverpool City Council - Children’s</td>
<td>2015 onwards</td>
<td>As a Phase 2 of investment dependent upon</td>
<td></td>
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<td>SO1, SO2, SO3, SO4, SO6, SO8</td>
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<tr>
<td>Schools.</td>
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<td>Services.</td>
<td></td>
<td>Estimated start: subject to capital receipts from sites and discussion.</td>
<td></td>
<td>Subject to consultation which ran until 25th October 2011.</td>
<td>SO1, SO2, SO3, SO4, SO6, SO8</td>
</tr>
<tr>
<td>Re-build and co-locate St Julie's Catholic High School with St Francis Xavier’s College, which will be remodelled with some new build also, on the Beaconsfield campus with a shared post-16 centre.</td>
<td>Proposed as part of the EdVenture programme to replace BSF.</td>
<td>Liverpool City Council - Children's Services.</td>
<td></td>
<td></td>
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<td></td>
<td>Subject to consultation which ran until 25th October 2011.</td>
<td>SO1, SO2, SO3, SO4, SO6, SO8</td>
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<tr>
<td>Significant investment/potential full re-build at St Margaret’s Church of England High School with [for example] a co-located special school.</td>
<td>Proposed as part of the EdVenture programme to replace BSF.</td>
<td>Liverpool City Council - Children's Services.</td>
<td></td>
<td>2015 onwards</td>
<td></td>
<td>As a Phase 2 of investment dependent upon future DfE capital grant funding. Subject to consultation which ran until 25th October 2011.</td>
<td>SO1, SO2, SO3, SO4, SO6, SO8</td>
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</tr>
<tr>
<td>Liverpool John Moores University - New 12,000m² Teaching Building. Located</td>
<td>Replace outmoded accommodation.</td>
<td>LJMU</td>
<td></td>
<td>June 2012</td>
<td>Bank loan - funding secured.</td>
<td></td>
<td>SO1, SO2, SO3, SO4, SO6, SO8</td>
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<td>in Clarence Street, City Centre.</td>
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<tr>
<td>Liverpool John Moores University - Replacement High Voltage Network at Byrom Street Campus, City Centre.</td>
<td>Replace outdated infrastructure.</td>
<td></td>
<td>LJMU</td>
<td></td>
<td>Summer 2011</td>
<td>Internal funding - funding secured.</td>
<td></td>
<td>SO1, SO2, SO3, SO4, SO6, SO8</td>
</tr>
<tr>
<td>Liverpool John Moores University - New 250m² Engineering Research Facility. Byrom Street, City Centre.</td>
<td>Replace outmoded accommodation.</td>
<td></td>
<td>LJMU</td>
<td></td>
<td>Summer 2011</td>
<td>Bank loan - funding secured.</td>
<td></td>
<td>SO1, SO2, SO3, SO4, SO6, SO8</td>
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<tr>
<td>University of Liverpool - New Student Residences, Crown Court.</td>
<td>Increase in beds on campus (1200). To meet growth in student numbers.</td>
<td></td>
<td>University of Liverpool</td>
<td></td>
<td>Anticipated Summer 2014</td>
<td></td>
<td></td>
<td>SO1, SO4, SO6, SO7, SO8</td>
</tr>
<tr>
<td>University of Liverpool – Teaching Extension to Management School.</td>
<td>To accommodate increase in student numbers and improve teaching environment.</td>
<td></td>
<td>University of Liverpool</td>
<td></td>
<td>Anticipated Summer 2014</td>
<td></td>
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<td>SO1, SO4, SO6, SO7, SO8</td>
</tr>
<tr>
<td>University of Liverpool – New Research Laboratories, Apex Phase 2.</td>
<td>To accommodate UoL personnel currently located in the Royal Liverpool Hospital.</td>
<td></td>
<td>University of Liverpool</td>
<td></td>
<td>Anticipated Summer 2016</td>
<td></td>
<td></td>
<td>Commencement of hospital PFI scheme SO1, SO4, SO6, SO7, SO8</td>
</tr>
<tr>
<td>University of Liverpool – Refurbishment of Waterhouse Buildings, Block F.</td>
<td>To provide Clinical Trials Centre to enhance research capacity.</td>
<td></td>
<td>University of Liverpool</td>
<td></td>
<td>Anticipated Autumn 2013</td>
<td></td>
<td></td>
<td>ERDF Receipt of ERDF match funding SO1, SO4, SO6, SO7, SO8</td>
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<tr>
<td>University of Liverpool – Refurbishment of Guild of Students Building.</td>
<td>Outmoded accommodation and improve student experience.</td>
<td>University of Liverpool</td>
<td></td>
<td>Anticipated Autumn 2013</td>
<td></td>
<td></td>
<td></td>
<td>SO1, SO4, SO5, SO6, SO7, SO8</td>
</tr>
<tr>
<td>University of Liverpool – Refurbishment of Sports Centre.</td>
<td>Improve existing facilities to attract additional members.</td>
<td>University of Liverpool</td>
<td></td>
<td>Programme of improvements anticipated to complete Spring 2013</td>
<td></td>
<td></td>
<td></td>
<td>SO1, SO4, SO5, SO6, SO7, SO8</td>
</tr>
<tr>
<td>University of Liverpool – Refurbishment of Physics block.</td>
<td>To provide Institution for Renewable Energy.</td>
<td>University of Liverpool</td>
<td></td>
<td>Anticipated to complete late 2012/early 2013</td>
<td></td>
<td></td>
<td></td>
<td>SO1, SO4, SO5, SO6, SO8</td>
</tr>
<tr>
<td>University of Liverpool – Refurbishment of various locations for School of Veterinary Sciences.</td>
<td>To maintain RCVS accreditation.</td>
<td>University of Liverpool</td>
<td></td>
<td>Anticipated to complete Summer 2012</td>
<td></td>
<td></td>
<td></td>
<td>SO1, SO4, SO5, SO6, SO8</td>
</tr>
<tr>
<td>University of Liverpool – South Campus .</td>
<td>Space rationalisation of outmoded accommodation.</td>
<td>University of Liverpool</td>
<td></td>
<td>To be delivered over a 5 year period commencing 2011.</td>
<td></td>
<td></td>
<td></td>
<td>SO1, SO4, SO5, SO6, SO8</td>
</tr>
<tr>
<td>University of Liverpool – Campus Enhancements.</td>
<td>To improve external environment of campus.</td>
<td>University of Liverpool</td>
<td></td>
<td>To be delivered over a 5 year period commencing 2011.</td>
<td></td>
<td></td>
<td></td>
<td>SO1, SO3, SO4, SO6, SO7, SO8</td>
</tr>
<tr>
<td>University of Liverpool – New Student Residences Mulberry Court</td>
<td>Increase in beds on campus (350). To meet growth in student</td>
<td>University of Liverpool</td>
<td></td>
<td>Anticipated completion Summer 2018.</td>
<td></td>
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<td>SO1, SO4, SO5, SO6, SO8</td>
</tr>
<tr>
<td>What &amp; Where</td>
<td>Why</td>
<td>Specific Requirements</td>
<td>Potential Delivery Partners</td>
<td>Cost</td>
<td>By When - Delivery Period (P1 - Next 5 Years) (P2 - Next 6 - 10 Years) (P3 - Next 11 - 15 Years)</td>
<td>Sources of Funding</td>
<td>Any Dependencies/Risks</td>
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<tr>
<td><strong>Social Infrastructure - Health</strong></td>
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<td>(see Appendix 4 for further details)</td>
</tr>
<tr>
<td>New hospital to replace the Royal Liverpool University Hospital on part of the existing site.</td>
<td>The current hospital opened in the 1970’s and is approaching the end of its useful working life. The new build identified as preferred solution on grounds of benefits, costs and timescale. Also requirements to meet patient needs, modern clinical practice, fire safety and government targets for the NHS. The demolition of the existing hospital building will enable full development of the Liverpool BioCampus (which links to investment in the Knowledge Quarter).</td>
<td>The Royal Liverpool and Broadgreen University Hospitals NHS Trust.</td>
<td>Est £451m</td>
<td>New hospital expected to open 2017 and the demolition of existing hospital and landscaping expected to be completed in 2020</td>
<td>PFI</td>
<td>(Outline planning consent - 07O/3373).</td>
<td>SO1, SO2, SO3, SO4, SO6, SO8</td>
<td></td>
</tr>
<tr>
<td>Broadgreen Hospital improvements.</td>
<td>To provide additional capacity and improve the current building stock.</td>
<td>The Royal Liverpool and Broadgreen University Hospitals NHS Trust</td>
<td>Est £14m</td>
<td>2015</td>
<td>PFI?</td>
<td>SO1, SO2, SO3, SO4, SO6, SO8</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Children’s Health Park at</td>
<td>The new hospital is</td>
<td>Alder Hey</td>
<td>£370m</td>
<td>2014</td>
<td>PFI?</td>
<td>SO1, SO2,</td>
<td></td>
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</tr>
</tbody>
</table>
## Alder Hey

- **Why**: Needed to replace the existing 100 year old building stock and to provide improved accommodation with expanded facilities to meet modern NHS standards - the existing buildings are overcrowded and unable to meet national guidelines for space and single-sex accommodation.
- **Potential Delivery Partners**: Children’s NHS Foundation Trust.
- **By When - Delivery Period**:
  - **(P1 - Next 5 Years)**
  - **(P2 - Next 6 - 10 Years)**
  - **(P3 - Next 11 - 15 Years)**
- **Cost**: 
  - £4m capital, £500,000.00 annual lease cost.
- **Est**: 2011
- **Sources of Funding**: Subject to planning permission
- **Any Dependencies/Risks**: SO1, SO2, SO3, SO4, SO6, SO8

## New Neighbourhood Health Centre at Allerton (Booker Ave.)

- **Why**: Forms part of the NHS’ £100m plans for ‘A New Health Service for Liverpool’ which aims to provide new and improved community-based healthcare to enable more services to be delivered closer to peoples’ homes.
- **Potential Delivery Partners**: Liverpool NHS PCT.
- **By When - Delivery Period**:
  - **(P1 - Next 5 Years)**
  - **(P2 - Next 6 - 10 Years)**
  - **(P3 - Next 11 - 15 Years)**
- **Cost**: £4m capital, £500,000.00 annual lease cost.
- **Est**: 2011
- **Sources of Funding**: Subject to planning permission
- **Any Dependencies/Risks**: SO1, SO2, SO3, SO4, SO6, SO8

## New Neighbourhood Health Centre at Anfield (Townsend Lane)

- **Why**: Forms part of the NHS’ £100m plans for ‘A New Health Service for Liverpool’ which aims to provide new and improved community-based healthcare to enable more services to be delivered closer to peoples’ homes.
- **Potential Delivery Partners**: Liverpool NHS PCT.
- **By When - Delivery Period**:
  - **(P1 - Next 5 Years)**
  - **(P2 - Next 6 - 10 Years)**
  - **(P3 - Next 11 - 15 Years)**
- **Cost**: £4m capital, £500,000.00 annual lease cost.
- **Est**: 2011
- **Sources of Funding**: Subject to planning permission
- **Any Dependencies/Risks**: SO1, SO2, SO3, SO4, SO6, SO8

## New Neighbourhood Health

- **Why**: Forms part of the NHS’ £100m plans for ‘A New Health Service for Liverpool’ which aims to provide new and improved community-based healthcare to enable more services to be delivered closer to peoples’ homes.
- **Potential Delivery Partners**: Liverpool NHS PCT.
- **By When - Delivery Period**:
  - **(P1 - Next 5 Years)**
  - **(P2 - Next 6 - 10 Years)**
  - **(P3 - Next 11 - 15 Years)**
- **Cost**: £4m capital.
- **Est**: 2011
- **Sources of Funding**: Subject to planning permission
- **Any Dependencies/Risks**: SO1, SO2
<table>
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<tr>
<th>What &amp; Where</th>
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<th>Specific Requirements</th>
<th>Potential Delivery Partners</th>
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<th>Sources of Funding</th>
<th>Any Dependencies/Risks</th>
<th>Core Strategy Policy/Objective</th>
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<tbody>
<tr>
<td>Centre at Anfield (Mere Lane).</td>
<td>£100m plans for 'A New Health Service for Liverpool' which aims to provide new and improved community-based healthcare to enable more services to be delivered closer to peoples' homes.</td>
<td></td>
<td>PCT</td>
<td>£500,000.00 annual lease cost.</td>
<td></td>
<td></td>
<td></td>
<td>SO3, SO4, SO6, SO8</td>
</tr>
<tr>
<td>Refurbished Neighbourhood Health Centre at Princes Park.</td>
<td>Forms part of the NHS' £100m plans for 'A New Health Service for Liverpool' which aims to provide new and improved community-based healthcare to enable more services to be delivered closer to peoples' homes.</td>
<td></td>
<td>Liverpool NHS PCT</td>
<td>£2.7m capital, £250,000 annual lease cost.</td>
<td>Est 2012</td>
<td></td>
<td></td>
<td>SO1, SO2, SO3, SO4, SO6, SO8</td>
</tr>
<tr>
<td>Refurbished Neighbourhood Health Centre at Norris Green.</td>
<td>Forms part of the NHS' £100m plans for 'A New Health Service for Liverpool' which aims to provide new and improved community-based healthcare to enable more services to be delivered closer to peoples' homes.</td>
<td></td>
<td>Liverpool NHS PCT</td>
<td>£2.7m capital, £250,000 annual lease cost.</td>
<td>Est 2011</td>
<td></td>
<td></td>
<td>SO1, SO2, SO3, SO4, SO6, SO8</td>
</tr>
<tr>
<td>New Neighbourhood Health Centre at Aigburth.</td>
<td>Forms part of the NHS' £100m plans for 'A New Health Service for Liverpool' which aims to provide new and improved healthcare to enable more services to be delivered closer to peoples' homes.</td>
<td></td>
<td>Liverpool NHS PCT</td>
<td>£4m capital, £500,000.00 annual lease cost.</td>
<td>Est 2011</td>
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<tr>
<td>New Neighbourhood Health Centre at Childwall (on site of Childwall Library and Childwall Sports College).</td>
<td>Forms part of the NHS’ £100m plans for ‘A New Health Service for Liverpool’ which aims to provide new and improved community-based healthcare to enable more services to be delivered closer to peoples’ homes.</td>
<td></td>
<td>Liverpool NHS PCT</td>
<td>£4m capital, £500,000.00 annual lease cost.</td>
<td></td>
<td></td>
<td>Est 2012</td>
<td>SO1, SO2, SO3, SO4, SO6, SO8</td>
</tr>
<tr>
<td>New Neighbourhood Health Centre at Croxteth.</td>
<td>Forms part of the NHS’ £100m plans for ‘A New Health Service for Liverpool’ which aims to provide new and improved community-based healthcare to enable more services to be delivered closer to peoples’ homes.</td>
<td></td>
<td>Liverpool NHS PCT</td>
<td>£4m capital, £500,000.00 annual lease cost.</td>
<td></td>
<td></td>
<td>Est 2012</td>
<td>SO1, SO2, SO3, SO4, SO6, SO8</td>
</tr>
<tr>
<td>New Neighbourhood Health Centre at Kensington (Edge Lane/Holt Road).</td>
<td>Forms part of the NHS’ £100m plans for ‘A New Health Service for Liverpool’ which aims to provide new and improved community-based healthcare to enable more services to be delivered closer to peoples’ homes.</td>
<td></td>
<td>Liverpool NHS PCT</td>
<td>£4m capital, £500,000.00 annual lease cost.</td>
<td></td>
<td></td>
<td>Est 2013</td>
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</tr>
<tr>
<td>New Neighbourhood Treatment Centre at North Liverpool.</td>
<td>Forms part of the NHS' £100m plans for 'A New Health Service for Liverpool' which aims to provide new and improved community-based healthcare to enable more services to be delivered closer to peoples' homes.</td>
<td>Liverpool NHS PCT</td>
<td>£12m capital, £1,250,000.00 annual lease costs.</td>
<td>Est 2014</td>
<td></td>
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<td></td>
<td>SO1, SO2, SO3, SO4, SO6, SO8</td>
</tr>
<tr>
<td>New Neighbourhood Treatment Centre at Central Liverpool.</td>
<td>Forms part of the NHS' £100m plans for 'A New Health Service for Liverpool' which aims to provide new and improved community-based healthcare to enable more services to be delivered closer to peoples' homes.</td>
<td>Liverpool NHS PCT</td>
<td>£12m capital, £1,250,000.00 annual lease costs.</td>
<td>Est 2013</td>
<td></td>
<td></td>
<td></td>
<td>SO1, SO2, SO3, SO4, SO6, SO8</td>
</tr>
<tr>
<td>New Neighbourhood Health Centre at Wavertree.</td>
<td>Forms part of the NHS' £100m plans for 'A New Health Service for Liverpool' which aims to provide new and improved community-based healthcare to enable more services to be delivered closer to peoples' homes.</td>
<td>Liverpool NHS PCT</td>
<td>£4m capital, £500,000.00 annual lease cost.</td>
<td>Est 2014</td>
<td></td>
<td></td>
<td></td>
<td>SO1, SO2, SO3, SO4, SO6, SO8</td>
</tr>
<tr>
<td>New Neighbourhood Health Centre at Gateacre/Woolton.</td>
<td>Forms part of the NHS' £100m plans for 'A New Health Service for Liverpool' which aims to provide new and improved community-based healthcare to enable more services to be delivered closer to peoples' homes.</td>
<td>Liverpool NHS PCT</td>
<td>£4m capital, £500,000.00 annual lease cost.</td>
<td>Est 2014</td>
<td></td>
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<tr>
<td>New Neighbourhood Health Centre at Vauxhall (part of Project Jennifer).</td>
<td>Forms part of the NHS’ £100m plans for ‘A New Health Service for Liverpool’ which aims to provide new and improved community-based healthcare to enable more services to be delivered closer to peoples’ homes.</td>
<td>Liverpool NHS PCT</td>
<td>£4m capital, £500,000.00 annual lease cost.</td>
<td>Est 2013</td>
<td></td>
<td></td>
<td>SO1, SO2, SO3, SO4, SO6, SO8</td>
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</tr>
<tr>
<td>Refurbished Neighbourhood Health Centre at Old Swan.</td>
<td>Forms part of the NHS’ £100m plans for ‘A New Health Service for Liverpool’ which aims to provide new and improved community-based healthcare to enable more services to be delivered closer to peoples’ homes.</td>
<td>Liverpool NHS PCT</td>
<td>£2.7m capital, £250,000 annual lease cost.</td>
<td>Est 2013</td>
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<td>SO1, SO2, SO3, SO4, SO6, SO8</td>
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**Social Infrastructure - Emergency Services**

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<th>Specific Requirements</th>
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<th>Core Strategy Policy/ Objective (see Appendix 4 for further details)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aintree Fire Station refurbishment.</td>
<td>In MFRS’ Capital Programme.</td>
<td>Merseyside Fire &amp; Rescue</td>
<td>£310,000</td>
<td>2015</td>
<td></td>
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<td>SO1, SO2, SO3, SO4, SO6, SO8</td>
<td></td>
</tr>
<tr>
<td>Allerton Fire Station refurbishment and Low Level Activity Risk (LLAR).</td>
<td>In MFRS’ Capital Programme.</td>
<td>Merseyside Fire &amp; Rescue</td>
<td>£341,000 + £5,200</td>
<td>2015</td>
<td></td>
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<td>SO1, SO2, SO3, SO4, SO6, SO8</td>
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<tr>
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<tr>
<td>LLAR accommodation Belle Vale.</td>
<td>In MFRS’ Capital Programme.</td>
<td>Merseyside Fire &amp; Rescue</td>
<td>£252,000</td>
<td>2015</td>
<td></td>
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<td>S01, S02, S03, S04, S06, S08</td>
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</tbody>
</table>

### Social Infrastructure - Community Facilities

**Toxteth Fire Fit, Upper Hill Street.**

- Relocation of Toxteth Fire Station and construction of other new facilities such as meeting rooms, gym and sports hall.
- **Merseyside Fire & Rescue**
- £2.3m grant from the lottery's MyPlace scheme, a £2m investment from Merseyside Fire & Rescue, and £500,000 from Liverpool City Council.
- Summer 2012

**Project Jennifer.**

- To provide a new centre for North Liverpool with improved facilities that will attract new shops and businesses to provide more choice for local people.
- New market, modern community facilities (including a health centre with doctors’ and dentists’ surgeries and a Sure Start Centre), a new library, new shops and houses.
- **St Modwen Properties**
- Main district centre elements by 2012.
- - requires Compulsory Purchase Order, full planning application and B2 80,000sq ft outline application 05O/3571, also outline planning application 11O/2414
  - To erect building to provide new school and community uses, including library, PCT, indoor market and associated
- S01, S02, S03, S04, S06, S08
<table>
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<tr>
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<th>Sources of Funding</th>
<th>Any Dependencies/Risks</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Rebuilding of Central Library William Brown Street.</td>
<td>The project will include a new home for the Liverpool Record Office which will house archives and some of the city's most historic treasures from the last 800 years. The new look Central Library will also include: a new entrance to the main library, front and rear access, five new floors with better access including meeting rooms and café, new repository with capacity for 20 years of new archive space, new rooftop atrium</td>
<td>LCC has chosen - Inspire Partnership, which is a joint venture between: Investors Public Partnerships, Asset managers Amber Infrastructure, Constructors and investors Shepherd Construction, Liverpool-based architects Austin-Smith: Lord, Building services engineers Buro Happold, Facilities managers Cofely.</td>
<td>£50m</td>
<td>The restored library is due to open again in 2012.</td>
<td>PFI</td>
<td>uses, relocate sports pitches, provide new car park and access off Anderson Street, extension of existing car park and associated works.</td>
<td>(see Appendix 4 for further details)</td>
<td>SO1, SO2, SO3, SO4, SO6, SO8</td>
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<tr>
<td>Edge Lane Environmental Improvement scheme.</td>
<td>To create a high quality 21st century gateway to Liverpool City Centre.</td>
<td>New housing and community facilities. Improvements to the local environment with planting of mature trees and major highway enhancements to provide a safer environment for pedestrians and motorists.</td>
<td>Liverpool Vision</td>
<td>£65m</td>
<td>2012</td>
<td>Transport element: £15.85m DfT funding (£3.000m in 08/09 and £12.850m in 09/10).</td>
<td></td>
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<tr>
<td>Anfield Stadium Land at Stanley Park (including site of 47-71 Anfield Road), and existing Liverpool FC Stadium, Anfield Road.</td>
<td>60,000 seater football stadium.</td>
<td>Outline planning application for a mixed use development (comprising hotel, commercial</td>
<td></td>
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<td></td>
<td>Full app (07F/2191) and outline for mixed development.</td>
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<tr>
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<tr>
<td>Playing field improvements to Bill Shankly and Walkers Playing Field.</td>
<td>To provide new changing accommodation and sustainable playing pitches.</td>
<td>New purpose built changing accommodation to replace existing steel containers and improved access and car parking on the site.</td>
<td>Football Foundation, Alder Hey Hospital Trust.</td>
<td>£1m</td>
<td>Autumn 2013</td>
<td>S106 agreements and external grant funding.</td>
<td>Finance dependent on new hospital commencing at Springfield Park.</td>
<td>SO4</td>
</tr>
<tr>
<td>Facility improvements to Liverpool Soccer Centre, Walton Hall Park</td>
<td>To provide new synthetic pitches to ensure sustainability of the site for next 10 years.</td>
<td>New floodlit 3G synthetic pitch and training pitches together with changing pavilion and social facilities.</td>
<td>The FA, Complete Football Ltd.</td>
<td>£2.3m</td>
<td>Summer 2012</td>
<td>Private finance</td>
<td>A full planning application to redevelop the site is to be made and requires support from Sport England.</td>
<td>SO4</td>
</tr>
<tr>
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<td>Royal Court Theatre</td>
<td>To make a positive contribution to the regeneration of the St George’s Quarter of the city by renovating the Royal Court Theatre, a grade II listed, art deco building built in 1938.</td>
<td></td>
<td>LCC, Heritage Lottery Fund, English Heritage, Liverpool Vision, Arts Council of England, third sector, general public, Friends of the Royal Court, local businesses and schools.</td>
<td>£10.6 million</td>
<td>P1 2012 – 2017</td>
<td>Heritage Lottery Fund, £1 ticket levy, Adopt-A-Seat,</td>
<td>Securing funding resources and enabling the theatre to operate as much as possible throughout the project to enable income generation to fund the project through the £1 ticket levy. It has recently been awarded a Heritage Lottery Fund grant to begin renovation work.</td>
<td>SO1, SO3, SO4, SO8</td>
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<td>Arena and Convention Centre expansion project: Exhibition Centre Liverpool Kings Dock Liverpool Waterfront</td>
<td>The swift establishment of the ACC Liverpool enterprise evidenced by the levels of business secured and delivered across both the arena and convention centre since opening encouraged ACC Liverpool in 2009 to investigate options for expansion of its facilities to widen the venues scope, accommodation client growth and thereby attract additional business and revenue to the city region.</td>
<td>Exhibition Centre Liverpool will be a state of the art 8100m2 exhibition centre, sub divisible into three interlinked exhibition halls each 2700m2 in size which can be used separately or in combination. The development with its flexibility and interconnectivity and progressive</td>
<td>Liverpool City Council, ACC Liverpool and the Homes and Community Agency have formed a steering group to oversee the project deliverables.</td>
<td>Budget has been set and agreed at £40m</td>
<td>P1 - Short to medium term, to be operational early 2015.</td>
<td>Approved borrowing</td>
<td>None</td>
<td>SO1, SO4, SO5, SO6, SO7, SO8</td>
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<td>What &amp; Where</td>
<td>Why</td>
<td>Specific Requirements</td>
<td>Potential Delivery Partners</td>
<td>Cost</td>
<td>By When - Delivery Period (P1 - Next 5 Years) (P2 - Next 6 - 10 Years) (P3 - Next 11 - 15 Years)</td>
<td>Sources of Funding</td>
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<td>technology will ensure that Liverpool continues to increase its momentum as one of Europe’s leading destinations for large scale conferences exhibitions and events.</td>
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<tr>
<td>Liverpool Loop Line cycleway and green corridor - safeguard alignment.</td>
<td>To provide an opportunity for future public transport, walking and cycling purposes.</td>
<td></td>
<td>Liverpool City Council, Sustrans.</td>
<td>Long term (after 2025).</td>
<td>Potential need for 25m wide corridor to be protected.</td>
<td></td>
<td></td>
<td>SO1, SO3, SO7</td>
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<td>Everton Park</td>
<td>To create a green and attractive Everton Park neighbourhood around a revitalised park that is a major new visitor attraction for the city.</td>
<td>A smaller park, redesigned to create a visitor attraction. High quality new housing and associated facilities on carefully selected sites around the park. Improved connectivity throughout the Everton Park neighbourhood and between it and the city centre.</td>
<td>LCC, Liverpool Vision, Liverpool Biennial, Liverpool Primary Care Trust, Friends of Everton Park, other private and third sector.</td>
<td>c.£20M</td>
<td>P1/P2</td>
<td>Land sales; S106; arts funding</td>
<td>Enabling a coordinated programme of land sales in the currently constrained residential market conditions, securing additional funding for the park redesign, achieving the right mix and quality of housing development, maximising links with other local projects delivering facilities and employment opportunities e.g. Project Jennifer, Notre Dame relocation, Royal Hospital redevelopment.</td>
<td>SO1, SO2, SO4, SO5</td>
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Appendix 2 – Infrastructure Working Group

- Merseyside Police
- Liverpool Primary Care Trust
- Job Centre Plus
- Merseytravel
- Merseyside Fire & Rescue Service
- Liverpool University
- Liverpool John Moores University
Appendix 3 – List of consultees

- Aintree Hospital NHS Trust
- Alder Hey Hospital
- ARRIVA Northwest Ltd
- British Telecom
- City of Liverpool Community College
- Civil Aviation Authority
- Commission for Architecture & the Built Environment (CABE)
- Design Liverpool
- Ellesmere Port and Neston Borough Council (now part of Cheshire West & Chester Council)
- English Heritage
- English Partnerships
- Environment Agency
- E.on UK
- Faith Network Liverpool Charity and Voluntary Services
- Government Office for the North West
- Halton Borough Council
- Home Builders Federation
- Highways Agency
- Liverpool Arts Council
- Liverpool Chamber of Commerce
- Liverpool City Council
  - Transportation
  - Rights of Way
  - Housing
  - Education
  - Adult Care
- Sports & Recreation
- Libraries
- Development
- Parks
- Planning
- Urban Design

- Liverpool Council for Voluntary Service
- Liverpool First
- Liverpool Hope University
- Liverpool Housing Trust
- Liverpool John Lennon Airport
- Liverpool John Moores University
- Liverpool Primary Care Trust
- Liverpool Vision
- Maritime Housing Association
- Mersey Forest
- Mersey Docks & Harbour Company
- Merseyrail
- Merseyside Council of Faiths
- Merseyside Fire & Rescue
- Merseyside Playing Fields Association
- Merseyside Police
- Merseyside Renewable Energy Initiative
- Merseyside Waste Disposal Authority
- Merseytravel
- Mersey Waste Holdings Limited
- Mobile Operators Association
- National Grid
- Natural England
- NewHeartlands
- Network Rail
- North West Ambulance Service
- North West Development Agency
- North West Regional Assembly
- Peel Airport Ltd
- Peel Holdings
- Riverside Housing Association
- Rodney Housing Association
- Royal Liverpool & Broadgreen University Hospital NHS Trust
- Royal Mail
- Scottish Power
- Sefton Metropolitan Borough Council
- South Liverpool Housing
- Sport England (NW)
- St Helens Borough Council
- Sustrans
- The Housing Corporation
- United Utilities
- University of Liverpool
- Virgin Trains
- Warrington Borough Council
- Wirral Metropolitan Borough Council
Appendix 4 – Core Strategy Strategic Objectives

Strategic Objective One - Strengthen The City’s Economy

Ensure sustainable economic growth particularly across all business sectors and areas with strong growth potential, for the benefit of the whole City to ensure economic disparities are reduced. Provide a sufficient quantity and quality of employment land to meet existing and future business needs, including new business incubation, supply chain and follow-on requirements, and maximise the contribution of the City’s assets, including its architectural, historic and cultural heritage. It will also be important for new growth to avoid adverse environmental impact and to be adaptive and resilient to climate change impacts.

City Centre
- To support the City Centre’s role as a regional centre for office, commercial, retail, leisure and tourism and other visitor economy uses and as the primary economic driver for the sub-region
- To maximise the potential of knowledge-based industries

Urban Core
- To maximise the opportunities for economic growth, new business development and job creation (including mixed-uses) within North Liverpool and along the Edge Lane Corridor
- To support the growth of the Port of Liverpool and maximise its contribution to the City's economy

Suburban Areas
- To maximise the economic growth potential of key employment areas at Speke/Garston and Fazakerley/Gillmoss
- To make provision for the sustainable growth of Liverpool Airport
- To support the continuing contribution of the Port of Garston to the City’s economy
Strategic Objective Two - Create Residential Neighbourhoods That Meet Housing Needs

Achieve an overall level of housing growth consistent with Regional Spatial Strategy and Growth Point objectives, ensuring that it is directed to areas of greatest social and economic regeneration need whilst improving the quality and diversity of the City’s housing offer to support the creation of vibrant, mixed, healthy and sustainable communities. New housing should also avoid adverse environmental impact and be adaptive and resilient to climate change.

City Centre
- To focus on the provision of higher density residential development
- To preserve areas of existing family housing

Urban Core
- To focus the majority of new housing growth within the Urban Core
- To deliver more private sector family houses, especially larger homes with gardens, and within a range of values to address the issue of imbalance in the existing housing stock and meet local aspirations

Suburban Areas
- To support the restructuring of housing markets and diversify the existing housing offer by providing predominantly private sector, family housing within the peripheral Regeneration Fringe housing estates
- To ensure that attractive residential areas remain stable and successful
Strategic Objective Three – Vital and Viable Shopping Centres

To encourage sustainable shopping patterns and ensure a sustainable spatial distribution of vibrant district and local centres with a diverse range of quality shops, services, community, health and education facilities, which are highly accessible and meet the everyday needs of local communities. To protect and enhance the role and function of all district and local centres and focus investment in areas of greatest social and economic need.

**City Centre**
- To protect and enhance Liverpool City Centre's role as a regional shopping centre and ensure it maintains its position in the national rankings
- To prioritise peripheral areas of the Main Retail Area for investment

**Urban Core**
- To support the creation of a new comprehensive District Centre at Great Homer Street

**Suburban Areas**
- To support the growth of Broadway District Centre
- To support appropriate new neighbourhood facilities within the Stonebridge/ Croxteth area of the City to meet an identified need and gap in provision
### Strategic Objective Four – Attractive and Safe City With A Strong Local Identity

Protect and enhance the City’s unique historic and architectural environment, including the World Heritage Site, Conservation Areas, Listed Buildings, Registered Parks and Gardens, Ancient Scheduled Monuments and heritage assets of local significance. Ensure all new development achieves high quality and inclusive design to ensure an attractive, distinctive, healthy and sustainable City for those who live in, work in and visit Liverpool; avoids adverse environmental impacts; and is adaptive and resilient to climate change.

### Strategic Objective Five – High Quality Green Infrastructure

Protect and enhance Liverpool’s green infrastructure to ensure more attractive and cleaner residential neighbourhoods; sustain and promote biodiversity; mitigate against and adapt to climate change including contributing to flood risk management; and to provide greater opportunities for sport and recreation and growing food locally to encourage better health and wellbeing.

**City Centre**
- To protect existing open space assets given the limited provision of open space within the City Centre
- To maximise opportunities for enhancing the green infrastructure resource

**Urban Core**
- To improve the overall quality, value and function of the green infrastructure resource for the benefit of local communities and to complement housing renewal

**Suburban Areas**
- To protect and enhance strategically important open space (including the Green Wedges at Otterspool and Calderstones/Woolton) and biodiversity assets
- Ensure that green infrastructure complements housing renewal in the regeneration fringes
Strategic Objective Six – Use Resources Efficiently

Ensure the sustainable growth of the City by:

- Prioritising the development of the City’s vacant and derelict land and buildings,
- Ensuring all new development avoids adverse environmental impact, is adaptive and resilient to climate change, and contributes to the management of Liverpool’s significant surface water flood risk including through the delivery of well-designed sustainable urban drainage systems,
- Minimising adverse impacts on water and air quality,
- Minimising the risk of flooding by managing flood risk at source and so reducing demand on the sewerage system,
- Ensuring high standards of energy efficiency, conservation and low carbon solutions within new developments,
- Managing future water usage, and
- Minimising and managing the quantity and nature of waste generated from construction onwards.

Strategic Objective Seven – Maximising Sustainable Accessibility

Ensure maximum accessibility to employment, shops, services, education and training, by supporting and improving the City’s transport infrastructure, particularly sustainable modes, and ensuring all new development is highly accessible by sustainable modes of transport and that Liverpool's transport infrastructure is resilient to climate change with flood risk management considered from the outset.

Strategic Objective Eight – Maximising Social Inclusion and Equal Opportunities

Major developments should make a measurable contribution to the promotion of social inclusion and equal opportunities in the communities in and around the area where the development is taking place, most notably through targeted recruitment and training and the use of local supply chains.