

# Transforming Cities Fund *Call for Proposals*



## Application Form

### Applicant Information

**Bidding City Region:** Stoke-on-Trent City Council

**Bid Manager Name and position:** David Sidaway, City Director

**Contact telephone number:** 01782 236426      **Email address:** david.sidaway@stoke.gov.uk

**Postal address:** Stoke-on-Trent City Council, Civic Centre, Glebe Street, Stoke-on-Trent, ST4 1HH

**Additional evidence, such as letters of support, maps or plans should be included in an annex.**

The use of statistics, from both government bodies and well-respected independent sources, is encouraged. The suitability and validity of these will be scrutinised as part of the bid.

## **SECTION A – Definition and challenges**

This section will seek a definition of the bidding city. City regions should:

- Explain the city geography, with a clear city region identified
- Indicate workday population (the Fund seeks to target the larger city regions in England)
- Describe the key transport challenges across the city region at a high level. This could include a discussion of productivity, or how transport connectivity is affecting this.
- Further evidence to support this argument – such as congestion, air quality or journey time impacts.

### **A1. Constituent Local Authorities: Stoke-on-Trent City Council**

#### **A2. Geographical area:**

Please provide a short description of area covered by the bid (in no more than 100 words).

Located between the North West and West Midlands conurbations, the City of Stoke-on-Trent is a polycentric urban area with the largest Hanley, the City Centre, at its core and collectively known as “the Potteries”. Key to its connectivity is the City Centre, Stoke-on-Trent rail station, Ceramic Valley Enterprise Zone, Trentham Lakes/Sideway employment sites and the Royal Stoke University Hospital (**Annex 1**).

Whilst proposed interventions are predominantly across the City, they will benefit the wider urban area including the Constellation Partnership area (**Annex 2**), helping its ambitious plan to grow by 100,000 homes and 120,000 jobs by 2040.

Please append a map(s) showing the location of the city region and its boundaries.

#### **A3. Population**

Please include the **workday** population of the city region and relevant references.

**The workday population of the City is 255,094<sup>i</sup>.**

#### **A4. Discussion of key transport challenges:**

**The challenge to Stoke-on-Trent’s economy is congestion and poor connectivity leading to a cost to the local economy of £80m p.a. equating to 23 hours lost productivity per person<sup>ii</sup>. This is a major barrier to our aspirations for growth and job creation.**

Stoke-on-Trent has unique transport challenges. It has developed from multiple urban centres which has created a polycentric city with dispersed travel demands and a physically constrained road network. The City’s location makes it a key connector between the East and West Midlands and the Northwest. The M6, A50, A500 and A34 all converge on the city region. However, these strategic routes – many used for local trips - suffer from peak congestion and the local network is vulnerable to the effects of displaced traffic from the Strategic Road Network (SRN) leading to frequent and unpredictable congestion, and predicted to get worse<sup>iii</sup>, as detailed in **Annex 3**.

Tackling congestion solely through new roads and capacity enhancements is not viable, in terms of physical space required, cost and delivery time.

Congestion also has a major impact on bus journey times and punctuality. There is limited local rail service provision particularly between key locations, and this lack of attractive public transport alternatives has led to an increase in car usage for those who can afford, which further exacerbates congestion and air quality problems.

The City has major pockets of multiple-deprivation being one of the 20% most deprived district/unitary authorities in England<sup>iv</sup>, with 30% of the population of the city living in areas classified as the 10% most deprived areas in England<sup>v</sup>, and with a 6.6% above national average for claimed benefits<sup>vi</sup>. Car ownership in the city is low with 30.9% of households not having a car (rank 286/348 local authorities<sup>vii</sup>). **Annex 4** details comparable travel times and accessibility by mode.

**GVA has grown faster than the UK average, increasing by 22.6% compared to the UK figure of 18.2% 2009-2015, but is still only £18,926 per head of population compared to the £25,601 UK average and behind the West Midlands regional figure of £20,826. This funding will improve connectivity, create new access to jobs and help further close the gap<sup>viii</sup>.**

The City is designated as an Air Quality Management Area (AQMA), with significant air quality issues on the road network. Related health indices are poor. We are current working with the Government towards an Action Plan, which focuses on the corridor between the City Centre and the Ceramic Valley Enterprise Zone. See **Annex 5**.

Please limit responses in section A4 to 500 words.

## **SECTION B: Who & Where**

This section will seek detail on the city's key priority areas to invest in, and motivations. City regions should:

- Identify and prioritise **the main corridors or places for investment**, and why. This could include highlighting where opportunities for growth, productivity or business are within these areas of the city region.
- Identify **who would be affected** by this investment and how user needs are recognised.

Maps identifying the priority areas can be appended as an annex to this section.

Please limit responses to 500 words.

**The places and corridors identified as opportunities are those where we can maximise the scale of improved connectivity and the number of people who will benefit from it, closing the gap between the city's GVA of £18,926 per head and the regional average of £20,826.**

The corridors form an essential link between communities - some with multiple-deprivation – key transport hubs and major employment locations and also have major businesses clusters along them. The proposals build on work done by the Constellation Partnership's Growth Strategy. Key locations are:

1. Stoke-on-Trent Rail Station ("Rail Station") – 3.2 million station users p.a., 28,000 students and staff nearby. The area is a focal point for a Ceramic Sector Deal, bringing significant job, training and research opportunities.
2. Stoke-on-Trent City Centre – a mile from the Rail Station and SRN, a high quality public transport link is required to enable the City Centre to develop into the 'regional capital' referred to by the Constellation Partnership and the next Core City.
3. Ceramic Valley Enterprise Zone – improved transport links to help unlock 9,000 planned jobs<sup>ix</sup>. Currently has poor public transport links but good SRN access.
4. Trentham Lakes/Sideway – expanding development site with 7,000 jobs and emerging housing development, located adjacent to the SRN and rail lines, but with very poor public transport links and localised congestion issues.

To help link communities and the above locations, the corridors that have been identified for investment are:

Rail Station - City Centre – Etruria Valley (Ceramic Valley Enterprise Zone) ("The Growth Triangle")

A key aim is to closely link these three growth sites to effectively create one location. There are business clusters along the corridor. There are poor existing links between all three locations, with significant congestion. Bus priority measures identified.

Royal Stoke University Hospital (RSUH) - Rail Station - City Centre – Burslem & Tunstall

RSUH is one of the largest local employers with over 5,000 jobs, and one of the largest traffic generators in the city. This corridor has a burgeoning student population, significant congestion problems and communities with significant deprivation and poor access to employment. Bus priority measures identified.

North-east residential areas: Stockton Brook to Rail Station

This is a constrained corridor linking the heart of the City to communities in the north-east of the City, serving some of our most deprived communities. Public transport access is poor. A disused rail line provides opportunities.

South-eastern residential areas: Meir Park to Rail Station

This corridor has many deprived communities, as well as local business clusters, with the opportunity to provide direct access to the Rail Station. It is an ideal Park & Ride location adjacent to A50.

Trentham Lakes/Sideway - Rail Station - City Centre

Currently with poor transport links, this corridor will link deprived communities with these major employment locations. Links to the Rail Station and City Centre would give easy interchange access to residents throughout the City.

See **Annex 6**.

## **SECTION C: Ambition for change**

This section will seek evidence of how investment will tackle these challenges, and wider fit with existing plans. City regions should:

- **Articulate their vision for improved connectivity** from the Fund and how this links to the assessment of need outlined in the previous sections.
- **Demonstrate support from stakeholders** for investment in the identified areas, such as from the relevant Local Enterprise Partnership(s), employers and transport providers. This could also include **commitments of further local and private funding**.
- Highlight ambition to align with existing funding streams and to **utilise new approaches and powers available** to improve public transport.
- Demonstrate how the Fund would link to **wider long term plans** and spatial strategies around housing, local growth, productivity and air quality.

Supporting letters may be attached as an annex.

Please limit responses to 500 words.

**This funding will provide a step change in the City's transport offer, facilitating our Vision to create a vibrant, productive and equitable City in which it is attractive to invest, live and work. We want controlled, sustainable growth in new homes and jobs.**

We have identified barriers between the key economic development areas set out within the bid and through improved public transport connectivity and journey times, and a step change in quality, these proposals will help realise our ambition (**Annex 7**).

We have a shared ambition with the LEP, Staffordshire Chambers of Commerce, transport providers and regional bodies. Together, we are funding major developments to improve our economy with over £120m of investment in the last five years, including in the City Centre the £50m Smithfield office development (Hilton Hotel under construction) and £10m bus station, plus £15m of partner funding to deliver improvements close to the Rail Station - complemented by our Station Masterplan, funded by government. The £44m Etruria Valley Link Road will open up the Ceramic Valley EZ. Housing growth is being driven by Fortior Homes' £35m scheme at Smithfield alongside delivering the Housing Zone. Adjacent to the Rail Station, Staffordshire University is building a £40m Innovation and Apprentice Hub, whilst we are working with BEIS to develop the nearby Ceramic Park through a sector deal.

Improving connectivity is a key ambition. We are passionate about delivering innovative solutions to improving public transport, exploring innovative funding models to support our proposals, building on those successfully developed in the Ceramic Valley EZ. We will work with transport operators and DfT to help us deliver the metro-isation of the City, using light or heavy rail and bus rapid transit solutions, linking into multi-modal transport hubs. We will enter into new bus partnership agreements that utilise the powers in the Bus Services Act, developing ticketing and passenger information initiatives.

This funding will enable us to open up key development sites identified in our emerging Joint Local Plan (2013-2033). It will also assist with our Air Quality Action Plan as it targets main air quality hotspots.

The funding will also support regional strategies. The LEP's Strategic Economic Plan states that in the next ten years the economy will expand by 50% and generate 50,000 new jobs with a vision for the LEP area of "*.... the transformation of Stoke-on-Trent into a truly competitive and inspiring Core City (and) enabling the growth of a thriving economy.... **where everyone has the opportunity to access a better job.***"

The Constellation Partnership's government funded Growth Strategy<sup>x</sup> envisages the City as its regional centre.

Transport for the North's Long Term Rail Strategy<sup>xi</sup> identifies the need for partners to implement multi modal integration, whilst Midlands Connect has identified the A50/A500 corridor through the city as a key corridor.

**This funding will allow us to fully realise the potential of the City's economy by transforming its connectivity.**

When authorities submit a bid for funding to the Department, as part of the Government's commitment to greater openness in the public sector under the Freedom of Information Act 2000 and the Environmental Information Regulations 2004, they must also publish a version excluding any commercially sensitive information on their own website within two working days of submitting the final bid to the Department. The Department reserves the right to deem the business case as non-compliant if this is not adhered to.

**Please specify the web link where this bid will be published:**

## **Submission of proposals:**

Proposals must be received no later than 2359 on **Friday, 8 June 2018**.

An electronic copy only of the bid including any supporting material should be submitted to:  
[TCFproposals@dft.gsi.gov.uk](mailto:TCFproposals@dft.gsi.gov.uk)

Enquiries about the Fund may be directed to [TCFenquiries@dft.gsi.gov.uk](mailto:TCFenquiries@dft.gsi.gov.uk)

<sup>i</sup> Stoke-on-Trent population, (2011 Census)

<sup>ii</sup> City Insight, (2017), Stoke-on-Trent, [Internal publication]

<sup>iii</sup> Highways England, (2017), North and East Midlands Route Strategy, (Department for Transport) - [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/600326/North\\_and\\_East\\_Midlands\\_Final.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/600326/North_and_East_Midlands_Final.pdf)

<sup>iv</sup> Health Profile, (2016), Stoke-on-Trent, (Public Health England) - <http://fingertipsreports.phe.org.uk/health-profiles/2016/e06000021.pdf>

<sup>v</sup> The English Indices of Deprivation, (2015), Office of National Statistics (ONS), (Department for Communities and Local Government) - <https://www.gov.uk/government/statistics/english-indices-of-deprivation-2015>

<sup>vi</sup> Stoke-on-Trent Socio-economic statistics based on 2011 Census data, (2011), <https://www.ilivehere.co.uk/statistics-stoke-on-trent-city-of-stoke-on-trent-36516.html>

<sup>vii</sup> RAC Foundation, (2012), Car Ownership rates per local authority in England and Wales - [https://www.racfoundation.org/assets/rac\\_foundation/content/downloadables/car%20ownership%20rates%20by%20local%20authority%20-%20december%202012.pdf](https://www.racfoundation.org/assets/rac_foundation/content/downloadables/car%20ownership%20rates%20by%20local%20authority%20-%20december%202012.pdf)

<sup>viii</sup> Irwin Solicitors (2018), City Growth Tracker - <https://www.irwinmitchell.com/ukpowerhouse>

<sup>ix</sup> Make It Stoke-on-Trent and Staffordshire, (2016), Ceramic Valley Enterprise Zone - <http://www.makeitstokestaffs.co.uk/locations/ceramic-valley-enterprise-zone/>

<sup>x</sup> Constellation Partnership, (2015), HS2 Growth Strategy - <http://constellationpartnership.co.uk/downloads/>

<sup>xi</sup> Transport for the North (TfN), (2018), Long Term Rail Strategy - <https://transportforthenorth.com/reports/long-term-rail-strategy/>