

# **Transforming Cities Fund Tranche 2 Revised Package Proforma**

City region name: City of Stoke-on-Trent

Promoting Authority: City of Stoke-on-Trent

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This form is intended to simplify the development process for Local Authorities by avoiding a comprehensive rewrite of the November SOBCs. The purpose is to explain what further work has been done since then and to highlight key changes and updates to the proposed package.

Where appropriate we would still expect relevant, detailed appendices to be provided, particularly if there have been changes to the appraisal and modelling, but not limited to this. A comprehensive list of appendices would be appreciated, showing clearly if any appendices have been updated since November but also including any new ones. The below sections are just a template, so if there is any further information you would like to provide please do so and add where you feel it is most appropriate.

## Section A Package Overview

### A1 Summary of the revised package:

The revised package comprises the following interventions:

- A52 Leek Road/ Station Road junction improvement – Committed Non TCF
- Cobridge Traffic Lights (A50 Waterloo Road/ A53 Cobridge Road junction) improvement – Committed non TCF
- Joiners Square (A50 Victoria Road/ A52 Leek Road roundabout) improvement – Committed Non TCF
- A5008 Bucknall New Road corridor improvements –Committed Non TCF
- Station Road – multi-modal interchange and public realm – TCF High (Core) and TCF Low
- College Road corridor improvements – TCF High (Core) and TCF Low
- Bus corridor pinch point improvements – TCF High (Core) and TCF Low
- City Centre bus station improvements – TCF High (Core) and TCF Low
- City Centre bus priority measures – TCF High (Core) and TCF Low
- Re-establish cross city routes: new bus fleet (20 -25 buses), Tap on/ Tap off 2nd Readers (200 buses) and Real Time Connector – TCF High (Core) and TCF Low
- Red Routes (A52 Leek Road and A50 King Street/ Victoria Road) – TCF High (CORE) and TCF Low
- Station West Car Park/ Glebe Street Cycle & Pedestrian Link – TCF High (Core) and TCF Low
- Vernon Road Cycle & Pedestrian Link – TCF High (Core) and TCF Low
- Boughey Road improvements – TCF High (core) and TCF Low
- Enhanced walking and cycling routes to Etruria Valley – TCF High (Core)
- Longton Station improvements – TCF High (Core)
- Station building – frontage/ de-clutter/ retail – Potential Future Non TCF
- New southern east-west (unpaid) footbridge connection through station – Potential Future Non TCF
- Longport Station improvements – Potential Future Non TCF

### Table A1 Financial Summary

#### Low Package

Local contribution £2.551m

Private contribution £3.500m

DfT contribution (against a TCF per capita upper (core) allocation of £29.000m)  
£22.600m

Total cost £28.611m

### High (Core) Package

Local contribution £3.222m

Private contribution £3.500m

DfT contribution (against a TCF per capita upper (core) allocation of £29.000m)  
£28.999m

Total cost £35.721m

### **A2 Summary of changes made from the November submission:**

Please provide a short description of what has changed in terms of the schemes selected and the effect of this on the package's impacts.

The following three interventions have been removed from the TCF package, with a combined outturn cost estimate (November 2019) of £33.301 million:

- **Station building (£17.158m):** The scheme that focused on changes to Stoke-on-Trent Railway Station building including internal works to open up the vacant space that would have created the multi-functional mobility uses (convenience retail/ pharmacy/ workspace/ parcel collection/ nursery/ community space) is not deliverable within the TCF timeframe. Furthermore the scheme does not perform strongly in terms of value for money assessed through transport user benefits, and has a relative high cost within the context of the TCF per capita upper (core) allocation of £29 million. Concern raised through the clarification feedback and the Departments letter dated 16 March 2020 that the economic case for the building element of the Station Hub is relatively weak compared to its strategic case has also been noted. The scheme remains an integral part of the Station Gateway master plan to create a multi-functional mobility hub to better serve station users and the surrounding community. The Draft Joint Local Plan Policy E7 recognises that the station needs to contribute as a valuable asset to its immediate surrounds and a gateway to Stoke-on-Trent City Centre and Stoke Town Centre. As such development of the station building will be pursued outside of the TCF funding opportunity;
- **New southern east-west (unpaid) footbridge connection through station (£13.706m):** Scheme is an integral part of the station master plan, that will expand the capacity of cross-station movements between the platforms and provide a more pleasant passenger environment than the existing subway and footbridge. The scheme, however, does present significant challenges in terms of delivery within the timescales of the fund, does not perform strongly in terms of value for money assessed through transport user benefits, and has a relative high cost within the context of the TCF per capita upper (core) allocation of £29 million. By way of illustration discussions with Network Rail have indicated that the timescale for disruptive track possession that would be

required to lift in place any new structure would be a 2 year lead in - a timeframe not now afforded by TCF; and

- Longport Station improvements (£2.437m): Complementary to the Stoke Station Hub proposals that will build on the East Midlands Railway plans to upgrade basic station facilities. Due to low base footfall the scheme does not represent strong value for money. Additionally the scheme, that included a new passenger footbridge is not deliverable within the remaining TCF timeframe due to a disruptive track possession lead in time of 2 years

In addition, the following Bus Priority Measures have been removed from the TCF package:

- Scheme 59 – A50 King Street/ Victoria Place Fenton (£115,374). Scheme was to replace the segregated left-turn lane and one lane of dual carriageway on King Street with a bus lane. Following a high level internal review including the assessment of the scheme against TCF objectives and local knowledge this scheme scored very poorly only 4 out of a maximum 30 marks and as such it did not progress to the bus priority measures shortlist. The scheme could have significantly impacted on private vehicles through additional congestion on the Victoria Road approach to the King Street/Victoria Place roundabout itself. The additional congestion would have negated the benefits of the bus lane due to queueing on Victoria Road and also affected air quality; and
- Scheme 73 – A5007 City Road/ Glebedale Road/ Fountain Square (£16,148). Scheme comprised the lengthening of the right-turn lane into Glebedale Road and banning the right-turn into Fountain Street. Following a high level internal review including the assessment of the scheme against TCF objectives and local knowledge this scheme scored only 15 out of a maximum 30 marks and as such it did not progress to the bus priority measures shortlist. The scheme would have had negligible benefits to all vehicles as right-turn movements are low.

While the following scheme has been added to the TCF Package:

- Red Routes (£167,000). Complementary parking enforcement measures on the A52 Leek Road and A50 King Street / Victoria Road. The Leek Road scheme will help support not only buses using the route, but also general traffic displaced from College Road, which very much prioritises bus. The Victoria Road scheme will help bus journey times and reliability as well as smoothing traffic flow which will support air quality issues in the area.

Finally, the following minor scheme changes have been made to the package of bus priority measures in support of the creation of cross city mass transit services:

- Provision of Passenger Information Systems at the City Centre Bus Station – following review has been revised upwards by £170,000;
- Build of 3 Super Bus Shelters in the City Centre - the price has been revised down per unit from £50,000 to £30,000. Addition of 2 further Super Bus Shelters in the Quadrant Road area of the City Centre £60,000. No net change in price overall as submitted in the November 2019 SOBC;
- Addition to install Real Time Information displays across 18 Cross City Transit bus shelter locations £135,000;
- Addition of a Real Time Information Connector £10,000; and
- Addition to construct 10 Level Boarding Platforms over the Cross City Transit routes 50,000.

### **Scheme Summaries**

Please clearly set out in the tables below which schemes would be:

- Included in the High (Core) package
- Removed in the Low package

A more detailed scheme list should also be completed in the Excel spreadsheet (Tranche 2 Prioritised Scheme List) provided alongside this proforma.

### **A3 Summary of the schemes selected in the new High (Core) package**

(against a TCF per capita upper (core) allocation of £29.000m):

RL1 Station Road - multi-modal interchange and public realm.

Enhanced provision of multi-modal facilities to the front of the station through an enhanced street environment

Total Scheme Cost £9.437m, DfT contribution £8.493m

RL2 Station West Car Park/ Glebe Street Cycle & Pedestrian Link

Creation of a new segregated cycle track and footpath across Station West car park onto the Trent-and-Mersey canal and from Glebe Street to the rear of Stoke Railway Station via the Council's Swift House development site

Total scheme Cost £0.104m, DfT contribution £0.094m

RL3 Vernon Road Cycle & Pedestrian Link

Creation of a new shared or segregated bicycle and pedestrian link directly from the Trent-and-Mersey canal to rear of the Station

Total Scheme Cost £0.197m, DfT contribution £0.177m

RL4 College Road corridor improvements

Creation of a bus priority corridor and quiet street environment between the Station and City Centre following College Road / Cleveland Road / Bethesda Street  
Total Scheme Cost £9.887m, DfT contribution £8.898m

#### RL5 Boughey Road improvements

Improvements along Boughey Road designed to promote active mode walking and cycling links to the City Centre via Hanley Park  
Total Scheme Cost £1.276m, DfT contribution £1.149m

#### RL6 Bus corridor pinch point improvements

Junction improvements at key bus delay hotspots that provide positive discrimination towards bus in favour of private cars  
Total Scheme Cost 31.261m, Dft contribution £1.135m

#### RL7 City Centre bus station improvements

Improvements to the bus station to cater for through services and passenger interchange  
Total Scheme Cost £1.485m, DfT contribution £1.337m

#### RL8 City Centre bus priority measures

Highway infrastructure works in the City Centre to support cross-city bus connectivity  
Total Scheme Cost £0.152m, DfT contribution £0.137

#### RL9 New bus fleet (15 - 20 buses)

Once supporting physical infrastructure works are completed a commitment to purchase of new Euro VI vehicles  
Total Scheme Cost £3.500m, DfT contribution £0

#### RL10 Tap on / Tap Off 2nd Readers (200 buses) + Real Time Connector

Provision of 2<sup>nd</sup> readers to enable contactless variable fare capping  
Total Scheme Cost £0.192m, DfT contribution £0.173m

#### RL11 Red Routes

Complementary parking enforcement measures measure on A52 Leek Road and A50 King Street / Victoria Road  
Total Scheme Cost £0.167, DfT contribution £0.150m

#### RH1 Enhanced walking and cycling routes to Etruria Valley

Improved surfacing, lighting and wayfinding of key bicycle and walking routes to Etruria Valley  
Total Scheme Cost £4.243, DfT contribution £3.819m

#### RH2 Enhanced walking and cycling routes to Trentham Lakes

Improved surfacing, lighting and wayfinding of key bicycle and walking routes to Trentham Lakes

Total Scheme Cost £1.654m, DfT contribution £1.489m

RH3 Longton Station improvements

Station improvements to maximise and capitalise on Midlands Engine Rail proposals and the creation of greater connectivity with HS2 stations across the Crewe - Derby line. Improvement include public realm, cycle hub, waiting shelters and Access for All facilities

Total Scheme Cost £1.213m, DfT contribution £1.092m

TCF Mgmt/Stakeholder engagement & Monitoring Costs

Total Scheme Cost £0.953m, DfT contribution £0.857m

Total £35.721m DfT contribution £28.999m

#### **A4 Summary of the schemes removed for Low package:**

RH1 Enhanced walking and cycling routes to Etruria Valley

Improved surfacing, lighting and wayfinding of key bicycle and walking routes to Etruria Valley

Total Scheme Cost £4.243m, DfT contribution £3.819m

RH2 Enhanced walking and cycling routes to Trentham Lakes

Improved surfacing, lighting and wayfinding of key bicycle and walking routes Trentham Lakes

Total Scheme Cost £1.654m, DfT contribution 1.489m

RH3 Longton Station improvements

Station improvements to maximise and capitalise on Midlands Engine Rail proposals and the creation of greater connectivity with HS2 stations across the Crewe - Derby line. Improvement include public realm, cycle hub, waiting shelters and Access for All facilities

Total Scheme Cost £1.213m, DfT contribution £1.092m

Total £28.611m, DfT contribution £22.600m

## **SECTION B – The Business Case**

### **B1 Background ‘What are the package objectives’**

Please provide a brief description of which issues are to be addressed (e.g. carbon emissions, congestion, access to employment sites, deprivation, air quality, housing etc). This should include details of how these issues have been identified, summarising the option generation, shortlisting and selection process.

The package objectives remain the same as the November 2019 SOBC submission, namely:

- To undertake major development of Stoke-on-Trent Rail Station into the Station Hub a next generation multi-modal and multi-functional Mobility Hub at the centre of the rail corridor including Longton and Longport Stations that serve the city. The multi-functional uses in the Station building itself and improvements to Longport Station will now be delivered outside of TCF;
- To provide high quality mass transit links to the City Centre; and
- To create onward cross city mass transit and sustainable travel links including to Etruria Valley (part of the Ceramic Valley Enterprise Zone) and wider connectivity to employment areas including Longton, Burslem, Tunstall, the Royal Stoke University Hospital and Trentham Lakes.

The issues to be addressed including the need to re-balance the economy, socio-economic deprivation factors, highway congestion, declining bus patronage and quality of bus services, a Railway Station interchange not being suitable to meet the growth in rail passengers, the need to create a legible city to encourage walking and cycling, poor quality local unmanned railway stations, local air quality, road safety and the need to meet wider challenges of Future Mobility have all been clearly identified in the SOBC previously submitted. The creation of the high quality transit link to the City Centre from the Railway Station will also benefit overlooked communities including users of the City Central Mosque that has capacity for 1000 worshippers drawn from across the city.

Following on from the SOBC option generation, shortlisting and selection process further refinement has taken place in response to the reduced size of the TCF funding available based on a per capita upper (core) allocation of £29 million, shortened delivery timeframe, clarification questions raised and modelling of the highway package proposals.

Each proposal in the re-submission package has been re-appraised using the assessment criteria developed at SOBC stage including Accessibility, Deliverability, Affordability, Commerciality, Value for Money and Modelling Surety.



The resultant change in the raft of projects that make up the package and reasons why some projects will now have to be delivered outside of TCF funding is described in Section A of this pro-forma.

## **B2 Strategic Case**

Please provide a clear and high-level summary of the anticipated impacts in relation to the core and secondary objectives of TCF and local challenges and opportunities. This should include an outline of any changes from the original submission and focus on the High (Core) package unless you expect overall impacts to be substantially affected by the removed schemes in the Low Package.

### **Core Objectives**

TCF Core Objectives 1: Drive up productivity through improved connections between urban centres & suburbs. Support the local economy & facilitate economic development e.g. improving access to centres of employment, Enterprise Zones & development sites that have the potential to create additional jobs, reducing congestion, or improving the reliability & predictability of journey times.

Package Impacts: The TCF package represents a coherent investment programme of interlinking interventions which will enhance connectivity for the key commuter routes in the City, better linking the Station to the City Centre and re-establishing cross-city connections, to meet the City Council's ambition for a properly connected sustainable network.

Station Road at present fails to provide a sense of place or identity to users of the station. The core concept for Station Road is to create an integrated transport interchange that unites the internal and external space of the station, where:

- Prioritisation of pedestrian flows would overcome the current dominance of vehicles (including removal of private car access);
- Enhanced bus stops would promote ease of access and encourage increased usage;
- New surface finishes and landscape features would improve the setting of the listed buildings and the character of the Winton Square conservation area;
- Providing elements of shelter would provide weather protection; and
- Signage structures to the ends of the road would provide identity and define the interchange.

College Road is a key movement corridor between Stoke-on-Trent Railway Station and the City Centre; the corridor includes major attractors such as the Staffordshire University, Stoke-on-Trent College and the City Central Mosque. The removal of through traffic on Station Road will lead to a significant reduction in traffic using College Road therefore providing an opportunity to enable a series of improvements. These can strengthen its function as a priority bus corridor, linking the Station to the

City Centre, whilst reflecting the changing needs of its place to prioritise the needs of pedestrians, cyclists and bus users.

Bus is a fundamental and significant component in the delivery of a modern, integrated transport network and a priority outcome for this programme is to support the re-establishment of cross-city bus links. Buses provide an important role in providing people with access to educational, leisure and employment opportunities, particularly lower income groups. In line with national trends, bus travel in Stoke-on-Trent has decreased in recent years with bus journeys to work accounting for just 8% of overall mode share.

Congestion on key bus corridors through the city has a major impact on bus journey times and punctuality leading to unreliable journey times which in turn results in poor overall customer satisfaction, and currently necessitates services terminating at the City Centre bus station. Bus operators do not have the confidence to operate cross-city services, limiting access to employment opportunities due to interchange penalties of time, cost and inconvenience.

Working closely with the main bus operator, significant works, including bus pinch point improvements, city centre bus priority and improved bus facilities at the City Centre bus station have been identified and developed, to improve bus flows on key radial routes focused on Stoke-on-Trent Railway Station and the City Centre.

These interventions will in turn facilitate the re-introduction of cross city transit links to the benefit of existing passengers and future users. Taken together this will represent a step-change in the bus offer in Stoke-on-Trent, with the shared aim of reversing recent patronage declines in the Potteries bus market.

The City Council has agreed with bus operators the first phase of four new cross-city routes for implementation between the centres of employment, learning and other parts of the polycentric city, reducing residents' reliance on the car, encouraging the switch to public transport and improving access, journey times and reliability, namely:

- New Route 3: Kidsgrove – City Centre – Longton – Meir combining services 3/3A & 6/6A and reducing bus journey times by up to 20 minutes;
- New Route 6: Abbey Hulton – City Centre – Station – Trentham combining services 5 & 21 and reducing bus journey times by up to 28 minutes;
- New Route 7: Biddulph – City Centre – Station – Hospital – Keele combining services 7 & 25 and reducing bus journey times by up to 29 minutes; and
- New Route 8: Ball Green – City Centre – Station – Blurton combining services 8 & 23 and reducing bus journey times by up to 29 minutes.

Rail travel has an opportunity to play a much more significant role in movement around the City and greater connectivity is needed to HS2 stations. Along with commuter stations just outside the City, such as Blythe Bridge and Kidsgrove,

Longton station lies towards the south of the City. Longton is served by 1tph, on the route between Derby, Stoke-on-Trent and Crewe, with a journey time of only 6 minutes into Stoke-on-Trent Station with the potential for significant increases in footfall (with steady pre-COVID growth of circa 5% per annum over the previous 5 years) through improvements to existing facilities that are complementary to the station hub and cross city bus priority proposals including:

- Lifts to each platform to provide step-free access;
- A cycle hub to promote sustainable travel; and
- Improved public realm including an improved pedestrian connection to the existing bus station and Town Hall / Library.

TCF Core Objectives 2: Increase journeys made by low carbon, sustainable modes. Reduce carbon emissions, e.g. by bringing about an increase in the volume & proportion of journeys made by low carbon, sustainable modes including walking & cycling.

Package Impacts: Stoke-on-Trent Rail Station is at the heart of our Transforming Cities Fund proposals. Its position on the West Coast Mainline offers the city significant advantages and as one of the key business gateways serving the city region, it is of strategic importance that investment in station facilities continues.

The station is located within an area designated as the University Quarter. It is in the immediate vicinity of Staffordshire University, the Stoke-on-Trent College and the new Sixth Form College. It is only 2km from the City Centre, 500 metres from the main City Council civic offices, and 200 metres from the heart of Staffordshire University campus. However, the railway running north – south in parallel with both the Trent & Mersey Canal and the A500 creates significant severance between the polycentric centres within the city. Vehicular, pedestrian and cycle movement between the two sides of the city are constrained to a limited number of corridors, of which Glebe Street to the south, and Stoke Road to the north of the station are pivotal.

This situation is exacerbated even further as the existing station layout is predominantly unidirectional, facing eastwards towards the University Quarter and the City Centre, and effectively turning its back on the western side of the city. Although half the station car parking is currently to the west (rear) of the station and a station entrance is present, the route is so vehicular-dominated that pedestrians and cyclists do not choose to access the station from the rear, instead electing to travel by another mode, or use the longer walk to the front of the station.

The TCF proposals help to overcome these barriers through the provision of segregated pedestrian and cycle links from the Trent & Mersey canal via Vernon Road and via the Station West car park / Glebe Street (through the City Council's Swift House development site) to the rear of the Station.

Boughey Road is a key movement corridor between Stoke-on-Trent Railway Station and the City Centre by low carbon, sustainable modes. To complement the proposals to enhance pedestrian and cycle facilities on College Road, further improved pedestrian and cycling linkages through the University Quarter on Boughey Road are proposed which would link together the TCF Tranche 1 legible city proposals through Hanley Park with those at Boughey Road / Leek Road. Complementary enhanced walking and cycle routes are proposed as part of the TCF package to existing and future employment opportunities at Etruria Valley and Trentham Lakes.

## **Secondary Objectives**

TCF Secondary Objective 1: Improve access to work

Package Impacts: Stoke-on-Trent Railway Station and the City Centre will play a key economic and strategic role in the future prosperity and growth of Stoke-on-Trent, the Stoke and Staffordshire LEP area, and Midlands Engine.

Significant new developments in the immediate vicinity of the Station and City Centre are already in the pipeline, and will only meet their full potential with enhanced transport connectivity linkages being in place; including the City Council's Swift House development site adjacent to Stoke-on-Trent Station, a new business quarter for the City at Smithfield, and plans for a major retail and leisure led development on the former East-West Precinct site, adjacent to the City Centre Bus Station.

TCF Secondary Objective 2: Delivering apprenticeships & improving skills. Help deliver wider social & economic benefits for the community (e.g. improving skills & use of apprenticeships, accessibility & social inclusion)

Package Impacts: Bus and rail accessibility is a vital part of improving educational attainment in the city – upskilling the next generation. Reference is made to this by one of the establishments close to the rail station:

“The onward cross city transit links to be created through TCF are particularly welcomed by Stoke-on-Trent Sixth Form College. The College has 1550 young people on its further education programmes of which 398 are entitled to a bursary to support them financially. This financial support includes help with the purchase of a bus pass or rail pass of which 285 have been issued for bus travel and 33 for train travel. Coupled with a further 152 students outside of the bursary cohort purchasing a bus pass through College a total of 437 young people use the bus to access their learning representing 28% of the total student population.”

Longton is one of the six polycentric centres of Stoke-on-Trent, and is an active town centre in its own right. There is a large residential catchment for Longton station supporting a strong commuting flow into Stoke-on-Trent, and in particular, from the student population.

TCF Secondary Objective 3: Support Housing Delivery

Package Impacts: Focussed on the College Road / Boughey Road corridors between the Station and City Centre the TCF package proposals will support a sustainable transport strategy for the North Shelton Delivery Framework for up to 300 new dwellings within the North Shelton area and a significant part of Stoke Housing Zone requirement if 1,200 new homes.

TCF Secondary Objective 4: Tackle air pollution & reduce carbon emissions. Bring about improvements to air quality, particularly to support compliance with legal limits in those areas where NO2 exceedances have been identified & are in the process of developing plans

Package Impacts: Bus operators have committed to establishing the first phase of cross-city bus services once the physical infrastructure works are completed, with an undertaking that the savings made particularly through the city centre improvements could be reinvested to deliver a significant modernisation of current fleets. If the TCF bid is successful, bus operators could invest £3.5 million 'in-kind' match funding into the purchase of at least 15 new double decker Euro VI vehicles.

TCF Secondary Objective 5: Encourage the use of new mobility systems & technology align to the Future of Mobility Grand Challenge. Robust to a range of futures, given wider societal & technological changes such as urbanisation & uptake of connected & autonomous vehicles

Package Impacts: Bus operators are keen to further progress the digital ticketing offer in the city with the early roll out of “tap on/tap off” ticketing across the area, so that passengers know that no matter how much they travel, they will not be charged more than a fixed amount.

Crucially, it will reduce dwell times, hugely improving end to end journey impacts.

## **Local Challenges**

Local Challenge 1: Highway congestion

Package Impacts: Congestion and poor connectivity currently costs the local economy £80 million per annum, equating to 23 hours lost productivity per person (INRIX 2016 Traffic Scorecard).

Highway congestion is a major barrier to the City’s growth aspirations. The city’s highway network is constrained in terms of its polycentric geography and land use and has limited scope for traditional highway improvements due to the nature of historic streets.

Tacking congestion solely through new roads and capacity enhancements is not viable in terms of physical space required, cost and delivery timescales or fit with local or national transport policy.

Congestion has a major impact on bus journey times and punctuality. Journeys by bus can take twice as long as the equivalent trip by car reducing the ability of this mode to be a practical option for regular travel to employment and training.

The impact of the TCF proposals will be to create a dedicated public transport corridor (with general vehicle traffic restricted) between Stoke-on-Trent Railway Station and the City Centre. The introduction of city-wide bus priority measures improving bus journey times and speed coupled with red route introduction will make the bus viable alternative to the car. The TCF bid focus on improving the first/ last mile by active travel to areas of major employment will also encourage more users to switch mode from the car.

Local Challenge 2: Declining bus patronage & quality of bus service offer including punctuality

Package Impacts: Buses have an important role in providing people with access to educational, leisure and employment opportunities, particularly lower income groups.

In line with national trends, bus travel in Stoke-on-Trent has decreased in recent years with bus journeys to work accounting for just 8% of overall mode share.

Congestion has a major impact on bus journey times and punctuality leading to unreliable journey times resulting in poor overall customer satisfaction. It may be expected that bus journey times and punctuality will continue to deteriorate with increased demand to travel if not addressed.

Stoke-on-Trent currently has limited dedicated physical infrastructure giving priority to bus services. In order to achieve punctuality accounting to variable congestion, bus operators have had to sacrifice fast journey times, allowing extra time in timetables (via a layover period at the City Centre Bus Station) to enable on-time departure from timing points.

As a result of these problems, bus operators have not had the confidence to operate cross-city services, limiting access to employment opportunities by sustainable modes for all.

The actions and schemes in the TCF bid will reverse this. The impact of bus prioritisation measures agreed in partnership with operators will result in the introduction of cross-city services that will be commercially viable.

The provision of a direct, quick and uncongested north-south link through the City Centre with associated passenger facilities will mean that operators are able to achieve more efficient journey times.

The resource released thereby, will also allow the provision of higher bus frequencies to areas such as Newstead and permit the penetration of the north of the shopping area by routes from the south and west of the conurbation. Through TCF passengers will not only benefit from faster more reliable cross city routes but improved more accessible waiting facilities, real time information and faster boarding resultant to electronic tap on/ tap off payment.

Local Challenge 3: Meeting the needs of rail passenger growth & provision of legible, safe, high quality last mile/ first mile provision by active modes

Package Impacts: The TCF bid's priority to create a multi-modal transport Hub at Stoke Railway Station will have several impacts:

- For local commuters travelling from within the Staffordshire conurbation (Longton, Longport, Stone, Stafford, Rugeley, Lichfield, Blythe Bridge, Uttoxeter, Kidsgrove) the Hub will provide seamless transfers between rail and other modes, including bus services, taxi's and the national cycle network, while;
- For visitors including for shopping, cultural and leisure (including business tourism) activities The TCF will significantly enhance the first impressions of the city through creation of a world-class station hub

Local Challenge 4: Lack of interchange provision at Stoke Railway Station & severance issues

Package Impacts: Stoke-on-Trent Station currently turns its back onto Stoke Town Centre access constrained by the West Coast main railway line itself, the A500, low traffic bridges that are unpleasant to navigate and the Trent & Mersey Canal.

The TCF bid will address these severance issues through the creation of two new pedestrian and cycling routes directly into the Station from the Canal and Stoke town.

The proposed route through the Swift House redevelopment site will, with its proposed retail and leisure offer help turn Stoke-on-Trent Railway Station into a destination in its own right. The customer experience of interchange will be improved through the provision of quality bus shelters, protection against the weather, real time information and wayfinding, removal of conflict with vehicles, improved safety and a quality environment.

Local Challenge 5: Access to further & Higher Education

Package Impacts: Access to education is vital in equipping people with the skills they need to meet the needs of the Stoke-on-Trent economy.

The TCF Programme actions will increase access to education. Staffordshire University's published Access & Participation Plan 2020/21 to 2024/25 highlights that 28% of its students are drawn from the local Stoke-on-Trent area. 30.2% of neighbourhoods in Stoke-on-Trent are classed in the most deprived 10% of neighbourhoods nationally, placing the local authority 14th overall in the index of Multiple Deprivation.

The University's students have well-established and distinctive characteristics:

- **Commuter Students:** The majority of students (59.1% full-time) commute to the University, which presents a range of recognised challenges that the University is actively addressing;
- **Low Participation:** 48.8% of all student groups covered by the plan are drawn from POLAR4 Quintile 1 & 2, including 51.26% of full-time students and 42.69% part-time students. A significant number are from the most deprived groups as measured by

the Income Deprivation Affecting Children (IDAC) index. 24.51% of students are from Quintile 1 of the index;

- Mature students: 50.5% of all student groups covered by this plan are classified as mature on entry, including 35.1% of full-time (compared to 21% nationally) and 88.8% of part-time students (89% nationally);
- Multiple deprivation: 44.80% of students fall within IMD Quintile 1 (25.85%) and Quintile 2 (18.95%).

49.30% of full-time and 33.54% of part-time students fall within IMD quintiles 1 and 2; and

- Disabled students: 15.9% of all student groups covered by the plan have a declared disability, including 19% of fulltime students (compared to 13.4% nationally) and 8.3% part time students (19.3% nationally). Only 40% are currently registered for a Disabled Students' Allowance (DSA), a trend that is being actively reviewed.

The TCF Programme will vastly improve access for the 59% of Commuter students through creation of the Mobility Hub, cross city bus routes and improved active mode access. The improvements will also cater to the needs of a younger cohort accessing the University Quarter to study as part of an apprenticeship. Staffordshire University's Catalyst Building that will cater for 6,500 new apprenticeships by 2030 is nearing completion. Traditionally this cohort aged from 16 (school leavers) is highly dependent upon public transport. The three education providers in the area are set to benefit most from the TCF proposals.

The TCF access improvements will benefit collaborative initiatives undertaken by our education establishments from outreach programmes with the City's High Schools to industry links:

- Staffordshire University is one of the biggest digital skills ecosystems in the UK higher education sector. The University has partnerships with leading organisations around the globe, built up over 50 years. These include Google, Amazon, Cisco, Microsoft, Epic Games, BBC, BT, NHS, Vodafone, MoD and Sony;
- The University recently secured £750k of income to establish the Staffordshire Digital Innovation Partnerships with the SSLEP and to support knowledge exchange between academia and industry in digital innovations'
- The University is already working with 36 local and regional businesses to develop business innovations in AI, data analytics, IoT, virtual reality and augmented reality through student placements. Staffordshire University has also been awarded University Enterprise Zone status which will host a specialist centre for advanced materials which will support and engage with companies across the area.

National and international visitors working alongside the University arriving by train will benefit from the creation of Station Hub.



### Local Challenge 6: Meeting future mobility trends

Package Impacts: Now outside of the TCF package, changes to the Stoke-on-Trent Railway Station building remain an integral part of the Station Gateway master plan to create a multi-functional mobility hub to better serve station users and the surrounding community.

The Draft Joint Local Plan Policy E7 recognises that the station needs to contribute as a valuable asset to its immediate surrounds and a gateway to Stoke-on-Trent City Centre and Stoke Town Centre.

### Local Challenge 7: Local air quality

Package Impacts: Stoke-on-Trent City Council, Newcastle Borough Council and Staffordshire County Council are developing solutions to respond to the ministerial direction on air quality. This is assessing a range of transport interventions across the network.

The TCF proposals have been developed in parallel, aiming to be consistent and complementary to those related to air quality, which could deliver additional benefits as a package. For example, bus pairing options was sensitive to routes that would support the air quality related proposals.

## **Local Opportunities**

Local Opportunity 1: Accessing a growing city (link between the Station and the City Centre key development sites and other areas of major employment).

Package Impacts: Access to the key employment sites in the City Centre including Smithfield (GenR8 £200 million mixed use development comprising 750,000 sqft Grade A office space, 60,000 sqft leisure & retail space, recently opened £20 million 140 bed Hilton Garden Inn Hotel & £23 million 151 City Centre Apartments) will be improved through creation of a high-quality mass transit link via College Road from Stoke-on-Trent Railway Station.

Additional wayfinding and provision of high quality active mode links from the Station to City Centre via both College Road and Boughey Road will also encourage more intra city connectivity (e.g. commuters coming in from Longton Railway Station) as the TCF bid addresses attractiveness and severance issues connected with the 'last mile' journey to the City Centre.

Access to Festival Park and the burgeoning Ceramic Valley Enterprise Zone employment area (more than 600,000sq ft of office & business space & 400,000 sqft retail & leisure space completed, 2,000 occupier & construction jobs to date ) will also be improved through the re-introduction of cross city bus routes, the Etruria Valley Cycling & Walking scheme and the creation of direct cycle access from the rear of Stoke-on-Trent Station to the national cycle network.

Access to the Trentham Lakes employment area (3,000 jobs) will be improved through the proposed walking and cycle scheme.

Access to employment areas in and around Longton home to significant employers including Dob Bur, Walkers Non-Such and S J Bargh will be improved through Longton Station and the re-introduction of cross city bus routes.

Local Opportunity 2: Station Hub development opportunities including Swift House.

Package Impacts: Future development will not turn its back on the railway station. The TCF grant will construct a new pedestrian and cycle link from the national cycle network to the rear of Stoke Station through the Swift House redevelopment site. The 0.58 hectare (1.43 acre) canal site has already been unveiled at the international property showcase MIPIM.

Coupled with the Tranche 1 works the TCF Tranche 2 bid will bring about induced investment through dependent development both commercial and residential.

Appendix L Economic Appraisal 'SOT LVU Note & Workbook' presented in the SOBC November 2019 submission found that three development sites, two of which are identified in the Local Plan, have some degree of dependency on the delivery of the TCF programme. This has been calculated as a land value uplift of £766,000 (2010 prices) and is based on 2.9 hectares of land at Stoke Station, Swift House and further Network Rail owned land.

Local Opportunity 3: Alignment with wider transport schemes and strategies

Package Impacts: The TCF proposals have taken into consideration wider transports schemes and strategies – including the following committed non-TCF schemes which form an integral and complementary part to the City Council's sustainable transport strategy where:

- A52 Leek Road/Station Road junction improvement: Complementary improvements to the Station Road / Leek Road junction will be delivered with SSLEP funding. The aims of the scheme are to: reduce congestion and delay at this junction; reduce journey times (including those to the City Centre); improve pedestrian crossing facilities and linkages between the two Staffordshire University campuses; improve safety; and improve local air quality. The scheme design is now complete. The appointed Highway Framework Term Contractor has been engaged to provide early contractor involvement prior to commencing on site with completion in 2022/23;
- Cobridge Traffic Lights (A50 Waterloo Road/A53 Cobridge Road junction) improvement: Complementary improvements at Cobridge will see widening and realignment of the existing Waterloo Road/Cobridge Road A50/A53 junction and an upgrade of signals using smart technology which will reduce congestion, improve journey time reliability and serve new development set to come forward in the area. Improvements to support active travel will also be implemented. The scheme is approved by Stoke-on-Trent City Council for delivery. Design work is complete. The appointed Highway Framework Term Contractor has been engaged to provide early contractor involvement prior to commencing on site. The City Council is in final

negotiation with the remaining landowners. Phase 1 works are expected to start on site November 2020;

- Joiners Square (A50 Victoria Road/A52 Leek Road roundabout) improvement: Complementary improvements at Joiners Square aims to reduce congestion / improve capacity at the junction and improve air quality; reduce journey times for all users, including journeys to the City Centre; create a prominent Gateway to the City Centre; and enhance provision for pedestrians and cyclists. The scheme forms an 'early win' as part of the City East Link Road (CELR) - a Midlands Connect prioritised large local major transport scheme focussed on providing a new route to connect the inner urban core of Stoke-on-Trent and the south and east of the city onwards towards the Strategic Road Network (SRN). The appointed Highway Framework Term Contractor has been engaged to provide early contractor involvement. Commencement orders have been placed with statutory undertakers for the diversion of utilities and work has commenced. The scheme is fully approved by Cabinet; and

- A5008 Bucknall New Road corridor improvements: This scheme is a complementary part of the CELR. The widening of Bucknall New Road will allow for the future provision of a dedicated bus lane into the City Centre. Importantly this route carries approximately a third of all bus movements into the city centre. The design is now complete and no third party land is required. All City Council approvals are in place. The estimated start date is January 2021.

When appraised against a Do-Minimum scenario that includes the Etruria Valley Link Road scheme these complementary non-TCF schemes when taken together have been shown to deliver a present value benefit of some £98.082 million.

Local Opportunity 4: Rail partnership working, building on rail industry commitments  
Package Impacts: TCF bid preparation led to the formation of a Rail Industry Working Group. Partners agree the TCF investment will be a catalyst for further investment both within and outside of the TCF delivery timeframe. Improvements to Stoke-on-Trent Station itself the Station Masterplan Vision will be facilitated through policies embedded in the Draft Joint Local Plan.

Local Opportunity 5: Historic setting:

Package Impacts: The man-made historic environment forms a key part of Stoke-on-Trent's industrial heritage creating the sense of identity and place which the TCF proposals seek to build upon and accentuate.

Winton Square is a small Conservation Area of high architectural quality, centred on the square and mainline Railway Station. All the buildings within the square are listed or curtilage buildings and Wedgwood's monument in the centre of the square is listed in its own right. Renowned architectural historian Sir Nikolaus Pevsner cited Winton Square as: "the finest piece of Victorian axial planning in the County".

Given the sensitivities of design, located within a Conservation Area, early engagement was held with the City Council's Principal Heritage and Conservation

Officer to fully understand the constraints and opportunities, with ongoing dialogue of paramount importance during the option development phase(s). Through sensitive design the Tranche 2 proposals for Station Road seek to enhance the setting of the Winton Square Conservation Area. The proposed relocation of the statue and access road will create a wider, pedestrian space with a more appropriate setting for the station frontage and statue. The width of the pavement changes emphasis in response to the key pedestrian flows, switching from one side to the other, while the coordinated design of the canopies and landscaping is essential to minimise the clutter of street furniture that can dominate transport interchanges.

### **Strategic Case Policy Update**

Since the November 2019 SOBC submission the Staffordshire and Stoke-on-Trent Local Enterprise Partnership (SSLEP) has published its Local Industrial Strategy (LIS) for investment that focuses on opportunities for boosting productivity, economic renewal and growth, whilst tackling local challenges to help to level up Staffordshire's towns, cities and rural areas.

Following a thorough examination of socio-economic and labour market intelligence the LIS was developed in close collaboration with businesses, HE/FE, public sector leaders and other stakeholders throughout 2019.

Following a period of public consultation, partners agreed a final draft in early 2020, which has been updated during March and April to reflect the current economic circumstances due to the COVID-19 pandemic. A detailed summary of the LIS and other relevant economic indicators is contained at Appendix 1.

### **Continued Stakeholder Support**

#### Local Political Support

The TCF Bid has unilateral cross party political support from the City Council Cabinet its Leader, Deputy Leader all elected Members of Parliament see Appendix 2a & 2b.

#### Bus Operator Update

Engagement has continued since the November 2019 submission to agree the bus priority pinch points that has given the main bus operator the confidence to commit to establishing cross city bus services.

#### West Coast Train Operating Company (TOC)

The TOC remains supportive of the revised TCF Bid proposals centred on the creation of a multi-modal hub to the front of Stoke Railway Station Appendix 4.

The ambition to realise the full redevelopment potential of the station building, now outside of the TCF funding opportunity, is still being progressed through partnership working.

Since the new TOC took over the franchise on 8 December 2019 it has worked with the City Council to deliver the Tranche 1 project that includes the power upgrade.

These works, once complete, will enable vacant floorspace within the station building

to be brought forward for redevelopment. Delivery of the scheme is on-track for completion by December 2021.

#### East Coast Train Operating Company Update

The proposed Longton Railway Station enhancements remain fully supported by the TOC. A further letter of support is contained in Appendix 5. The TOC has explained that during this period of transition resultant from entering into a new Emergency Recovery Measures Agreement with Government it is not currently in a position to commit a definitive financial match sum to the TCF Programme.

### **B3 Value for Money (VfM)**

Please provide a short description of your assessment of the VfM of the programme including your estimate of the Benefit Cost Ratio. Please base this on the High (Core) package; however if you expect the VfM to substantially differ in the Low package, then you should explain how the removed schemes affect this. Non-monetised impacts should also be outlined here.

The Value for Money (VfM) of the High (Core) packages appraised considers both the monetised and non-monetised impacts with regards to economic, environmental, social and distributional impacts. The schemes proposed seek to maximise the overall VfM of the packages (as opposed to an individual scheme level assessment), identifying all the positive and negative impacts including any uncertainties around the estimation of key impacts, and assumptions used in analysis.

### **Monetised Benefits**

Completion of the scheme will transform Stoke-on-Trent as a public transport city, with reduced congestion, increased public transport revenues, and vastly improved connectivity for work, education, training and commercial leisure opportunities. Securing the key strategic corridor between Stoke Railway Station and the City Centre via Station Road and College Road for much greater public transport priority will be a watershed in the city's relationship with public transport. It will enable increased levels of commuting by rail-bus, and also attract to the city centre more of the lucrative Meetings, Incentives, Conferences, and Events (MICE) trade – and, indeed, leisure tourism – that cities with better public transport systems are able to win. TCF is also necessary to maximise the economic and commercial benefits of HS2 for Stoke-on-Trent.

TCF will revolutionise the city's ability to get itself moving. It will re-establish lost cross-city bus routes that cannot currently be run to any kind of reliable timetable. Bus journeys and bus borne consumer footfall in the city have been in steady decline for a decade, doing nothing will not leave us where we are, it will leave us in a spiral of decline. The College Road corridor is a necessary first step in a coherent public transport future – one that can evolve into a tram network; one where the car is not the only answer. It will make the city more liveable and attractive to commercial

enterprise and, focused around the University Quarter, assist the city in increasing rates of graduation retention by increasing the affinity students have with the city as a whole.

Overall, the benefits considered to derive the VfM assessment for the proposed scheme are listed below:

- Rail passenger benefits related to an improved environment and improved station facilities at Longton Rail Station;
- Bus passenger benefits from journey time saving between the Stoke-on-Trent Rail Station and the City Centre via College Road, improved and more reliable journey times through bus pinch-point locations, bus interchange time savings for re-established cross-city bus service journeys, and reduced bus dwell times as a result of the roll out of “tap on/tap off” ticketing across the area;
- Active mode user benefits in terms of amenity, physical activity and time saving benefits from improved Rail Station access, College Road and Boughey Road corridor improvements and improved access to strategic employment areas for pedestrians and cyclists; and
- Highway user impacts as a result of modifications to the highway network via the North Staffordshire Multi-Modal Model and TUBA appraisal.

### **Costs**

The base cost estimate of the scheme includes: professional fees, construction costs, land and utilities. For economic appraisal optimism bias has been applied at 44% for local road, walking & cycling facilities, and bus priority measures and 51% for the rail station facilities (at Longton). A 5% uplift has then been applied to reflect ongoing incremental operation and maintenance costs over the appraisal period.

### **Non Monetised Impacts**

By revolutionising the city’s identity as a public transport city, not just a car city, TCF will:

- Level up transport outcomes across the city by allowing cross-city bus services to run and making rail-bus commuting much more attractive. This in turn will provide demand for increasing local rail service frequencies to complement the proposed reopening of Meir station (currently advancing through the Reverse Beeching programme) and further proposals such as the Stoke-Leek line. This is hugely important in a city with low car ownership and significant urban splintering caused by late twentieth-century road schemes. TCF is a necessary catalyst to all future progress;
- Improve the public transport user experience through inter-modal legibility and transport user information;
- Greatly enhance the sense of destination at Stoke-on-Trent Railway Station and showcase the Winton Square Conservation Area on arrival;

- Improve air quality in parts of the city currently under Ministerial Directions to improve; and
- Improve connectivity to the University Quarter including Staffordshire University, Stoke-on-Trent Sixth Form College, Stoke-on-Trent College and the City Central Mosque that in turn will facilitate improved educational aspirations and outcomes for left behind communities

### **Distributional Impacts**

Despite an improving labour market picture, the City still has significant pockets of deprivation which is much higher than the national average with 80% of the city being an area with some deprivation and 18% of households living in fuel poverty. The city is the 14th most deprived local authority area in England, and some 30% of residents live in areas classified in the 10% most deprived in England. Overall, 74% of the scheme user benefits are experienced by those in the 40% most deprived communities.

The majority of schools in Stoke-on-Trent do not have sixth forms so to get any FE level qualifications young people need to go to the Sixth Form College or Stoke College. Cross-city accessibility to both of these colleges is significantly improved by the plans for Station Road and College Road in the TCF Programme. This will level up educational opportunity in the city, and improve educational outcomes. The Apprenticeship Hub under construction at Staffordshire University will also soon be a key destination for anyone wanting to do apprenticeships. Improved access to the University Quarter for and from the whole city is a key need that the TCF Programme will address.

### **Direct Economy Impacts**

The Stoke-on-Trent and Staffordshire economy has experienced strong growth over the past seven years and is set to be the 4th fastest growing economy in the UK by 2020.

Despite its many strengths as a location, significant infrastructure challenges still remain which we need to address to continue this positive progress and ensure the city achieves its true potential - physical regeneration will be an important element of this process.

Funding from the programme would support sustainable growth detailed in the Local Plan, which sets out how the city will develop circa 200 hectares of land, supporting 17,000 jobs and 27,800 new homes by 2033. The Fund will support delivery of three major regeneration areas within a five-year period all ahead of HS2, namely, the Smithfield development, City Centre Regeneration Area and wider Station Masterplan. It would also strengthen mass transit and sustainable transport

infrastructure in time for HS2 services that are scheduled to run from the city by 2026, subject to infrastructure delivery and Royal Assent.

Three development sites, two of which are identified in the Local Plan, have been identified as having some degree of dependency on the delivery of the TCF programme. This has been calculated as a land value uplift of £766,000 (2010 prices).

### **Low Package Table**

Present Value of Benefits £22.691m

Present Value of Costs £21.157m

Initial Benefit to Cost Ratio (excluding reliability, wider economic benefits etc) 1.07

Adjusted Benefit Cost Ratio – Unchanged

Estimated Value for Moany category (based off both monetised and non-monetised impacts) – Low see notes

### **High (Core) Package Table**

Present Value of Benefits £25.305m

Present Value of Costs £27.030m

Initial Benefit to Cost Ratio (excluding reliability, wider economic benefits etc) 0.94

Adjusted Benefit Cost Ratio – Unchanged

Estimated Value for Moany category (based off both monetised and non-monetised impacts) – Low see notes

### **Notes**

1. The present value of benefits (PVBs) less highway appraisal impacts are £91.619 million (low) and £94.233 million (high/core) equivalent to a BCR of 4.33 and 3.49 respectively.

2. The PVB associated with the highway appraisal impacts resulting from the physical changes to the highway network through introduction of the TCF bus priority measures that are aimed at positively discriminating against private car is -£68.928 million. The highway demand matrices do not reflect any modal shift arising from the TCF proposals and cross-city services thereby presenting a worst-case scenario. By far, the greatest highway impact is associated with the closure of Station Road and College Road to through traffic, which are core elements of the TCF package. The City Council is satisfied that the operation of the highway network, from the perspective of all road users, is not unduly affected by the changes made as a result of the TCF proposals.

3. In contrast, the PVB associated with the complementary committed non-TCF junction improvements (at Cobridge, Joiners Square, Station Road/Leek Road and



Bucknall New Road) is £98.082 million which have been designed in part to mitigate the impacts of the TCF proposals. These type of interventions and specific schemes were not permissible for inclusion in the TCF package under the terms & objectives of this Fund.

4. Approximately 84% of the highway travel time disbenefits are associated with journey time changes of less than 2 minutes. In contrast, the re-establishment of the first phase of four cross city services, which are predicated on the TCF bus priority measures being implemented, will deliver travel time savings of between 17 and 29 minutes throughout the day.

5. Updates to long-term economic and population projections, published by the Office for Budget Responsibility (OBR) in March 2020, alongside their updated medium-term economic projections published in July 2020 which reflect their assessment of the impact of COVID-19 on economic growth, have been assessed by way of a sensitivity test in line with WebTAG advice until such time that the updates become definitive. The OBR forecasts sensitivity test reduces the PVB from £22.691 million to £21.040 million for the low package and from £25.305 million to £23.654 million for the high (core) package, and resultant BCRs of 0.99 and 0.88 respectively

#### **B4 Financial Case**

Please provide the costs for the overall packages in the tables below, and separately state here any significant changes to individual scheme costs from the November submission and why.

There are no significant changes to individual scheme costs from the November 2019 submission.

#### **B4.1 Funding Requested and Profiling (£000's)**

Low Package

Requested from DfT

2020/21 = £2.131m,

2021/22 = £13.521m

2022/23 = £6.948m

2023/24 = 0

Total £22.600m representing 90%

Low Package

LA Contribution

2020/21 = £266k,

2021/22 = £266k

2022/23 = £266k  
2023/24 = £1.714m  
Total £2.511m representing 10%

Low Package  
Third Party Contribution  
2020/21 = £0  
2021/22 = £0  
2022/23 = £3.500m  
2023/24 = 0  
Total £3.500m In Kind

Low Package  
Total All Sources of Funding  
2020/21 = £2.397m  
2021/22 = £13.787m  
2022/23 = £10.713m  
2023/24 = £1.714  
Total £28.611m

High (Core) Package  
Requested from DfT (against a TCF per capita upper (core) allocation of £29.000m)  
2020/21 = £2.034m  
2021/22 = £14.494m  
2022/23 = £12.471m  
2023/24 = 0  
Total £28.999m representing 90%

High (Core) Package  
LA Contribution  
2020/21 = £503k,  
2021/22 = £503k  
2022/23 = £503k  
2023/24 = £1.714m  
Total £3.222m representing 10%

High (Core) Package  
Third Party Contribution  
2020/21 = £0  
2021/22 = £0  
2022/23 = £3.500m  
2023/24 = 0  
Total £3.500m In Kind

High (Core) Package

## Total All Sources of Funding

2020/21 = £2.536m

2021/22 = £14.997m

2022/23 = £16.473m

2023/24 = £1.714

Total £37.721m

## **B5 Management case**

Please provide summarised details of the management case and highlight any changes from the November submission and outline why those changes were necessary.

Changes have been made within the Management Case to the proposed Governance of the Programme in response to:

1. Clarification questions received on the Local Assurance Framework that it should be revised to meet the key requirements of the National Local Growth Assurance Framework guidance such on VfM requirements and level of appraisal and scrutiny;
2. Co-development feedback and best practice across other TCF bidding city regions to prepare a separate Governance supplementary paper;
3. The primary change that governance will not be a function of the Stoke-on-Trent and Staffordshire Local Enterprise Partnership (SSLEP) but Stoke-on-Trent City Council. These changes have been made to reflect that as Accountable Body for any Transforming Cities Fund (TCF) grant made under Section 31 of the Local Government Act 2003 expenditure has to be lawfully incurred by Stoke-on-Trent City Council *not* the SSLEP); and
4. Achieve compliance with the guidance issued 'Transforming Cities Fund Supplementary Guidance for Shortlisted City Regions Tranche 2' January 2019 to ensure that good governance and project oversight, funding decisions on individual projects or packages of projects within the Programme are made with reference to the SSLEP's Assurance Framework (September 2020 v8).

A detailed Governance document has been prepared and is contained in Appendix 6

- 1) The project management 'Gateway' progress system to be adopted (page 2);
- 2) How management of the TCF Programme will comply with the SSLEP Assurance Framework including adoption of the SSLEP Full Business Case assessment and application forms and the role and requirement for independent external assessment of Business Cases (page 2);
- 3) That the expectation is that some projects will be packaged together for the purpose of preparing a Full Business Case (page 3);
- 4) the LEP Assurance Framework policy and guidelines and how the City Council as accountable body for the TCF Programme will adopt and implement the Assurance principles (pages 4 -6);

- 5) Minor changes to the TCF Board Membership (page 6);
- 6) Revised terms and reference of the TCF Board (pages 6 -7)
- 7) Introduces guidance on dealing with any conflicts of interest (page 7);
- 8) Introduces a statement on the acceptance of gifts and hospitality (page 8);
- 9) Outlines the requirement and frequency of audit and scrutiny (page 8);
- 10) Highlights the need for transparency and local engagement (page 8 and page 13);
- 11) Sets out the policy for dealing with complaints and whistleblowing (page 9);
- 12) Introduces the role of the Section 151 in managing the Programme finance (page 9);
- 13) Provides an update on the approval process c on the parameters of the value for money assessment (page 11-13); and
- 14) Sets out what is expected of project proposers as regards reporting project progress and the basis of Funding Agreements (page 13).

### **Local Assurance Framework Update**

At its Company Executive Board Meeting on the 15 October 2020 the SSLEP reviewed and approved an update to its Assurance Framework. The Framework sets out the procedures and practices of the Partnership, its Board and sub groups. It is continually kept under review by the SSLEP Secretariat to ensure that the SSLEP is fit for delivery of the government's economic growth agenda, and is fully in line with the National Local Growth Assurance Framework (January 2019). The Secretariat reviews also respond to any feedback received in the Mid-Year and Annual Performance Reviews with Cities and Local Growth Unit (CLGU). The work in undertaken by the LEP Secretariat, working with Board Directors, overseen by the Accountable Body S151 Finance Officer who is required to confirm to government that the updated document is in line with the National Assurance Framework. A copy of the revised SSLEP Assurance Framework is attached at Appendix 7.

### **Summary of SSLEP Assurance Framework Updates in the September 2020 Version 8**

Since the Assurance Framework was last presented to the Board for endorsement in May 2020 the following amendments have been approved:

- 1) Insertion of a Board Operating Structure Diagram (page 12);
- 2) Inclusion of Roles and Responsibilities of the Chair of the Strategic Programme Management Group (page 21);
- 3) Minor clarification to roles/ job titles in LEP Secretariat (page 41);
- 4) Minor amendment to matters on which the SSLEP will be held to account by the Scrutiny Committees of the constituent Local Authorities, to include the Local Industrial Strategy and other matters of strategic importance as well as the Strategic Economic Plan (page 43);

- 5) Draft minutes to be approved by Chair, disseminated to members of the Board. Group and published within 10 clear working days of the meeting rather than 5, this brings the Assurance Framework in line with the of the national framework (pages 55 – 56);
- 6) Update to the SSLEP Operating Structure Diagram at Appendix 5 of the Constitution (page 59);
- 7) Updates to contact details in the Enquiries, Comments and Complaints Policy (page 120);
- 8) Section 8 –‘Business cases, project prioritisation and Grant Funding Agreements’ changes to layout and specific wording have been made throughout although largely principles remain the same. There is specific additional detail regarding the publication of final business cases, the management of confidential information in relation to business cases; and the need for business cases to demonstrate how opinions expressed by the public and stakeholders have been taken into account (pages 133-134); and
- 9) Appendix C to Section 8 ‘Grant Funding Agreement has been updated.

Please also provide a revised local assurance framework that meets the key requirements of the National Local Growth Assurance Framework Guidance the link being [National Local Growth Assurance Framework guidance](#)

## **B6 Commercial Case**

Please provide summarised details of the commercial case and highlight any changes from the November submission and outline why the changes were necessary.

The Commercial Case remains largely the same as that submitted in the SOBC in November 2019 with two notable changes firstly an update to Section 7.3.1 Procurement Options specifically City Council Managed Frameworks and secondly to section 7.6.1 concerning Network Rail maintenance liabilities. In addition more information is provided on the maintenance of new Bus Real Time Information upgrades. Each is detailed in turn:

### **Professional Services in the Built Environment**

Since the November 2019 submission the Professional Services in the Built Environment Framework has been established following a legally compliant procurement process. The opportunity was advertised in compliance with the Public Contract Regulations 2015; the OJEU Contract Notice reference is 2019/S 134-329680

The framework agreement commenced on the 7th February 2020, and will end on 31st January 2024. Contracts under this framework must be awarded prior to the latter date (although services delivered under those contracts can continue beyond the framework end date).

There are 16 Lots in all that the TCF Programme Team will be able to use:

### **Table B6.1**

Lot 1A Architectural Services to support capital projects with a budget of up to £750k, 6 suppliers, £2 million maximum value

Lot 1B Architectural Services to support capital projects with a budget over £750k, 6 suppliers, £6 million maximum value

Lot 2 Building Surveying, 6 suppliers, £2 million maximum value

Lot 3, Employers Agent, 6 suppliers, £4 million maximum value

Lot 4 Cost Management/ Quantity Surveying, 6 suppliers, £2 million maximum value

Lot 5, Facilities Management Advisory, 4 suppliers, £1 million maximum value

Lot 6, Planning consultancy, 6 suppliers, £2 million maximum value

Lot 7, Mechanical and Electrical Design, 4 suppliers, £1 million maximum value

Lot 8A Highway & Civil Engineering to support project with a budget less than £1m, 4 suppliers, £1 million maximum value

Lot 8B Highway & Civil Engineering to support projects with a value over £1m, 4 suppliers, £5 million maximum value

Lot 9, Fire Safety Management, 4 suppliers, £500,000 maximum value

Lot 10, Programme and Project Management, 6 suppliers, £5 million maximum value

Lot 11 Not used

Lot 12, Water and Environmental Management, 6 suppliers, £2 million maximum value

Lot 13, Clerk of Works, 3 suppliers, £500,000 maximum value

Lot 14, Principal Designer Services, 3 suppliers £500,000 maximum value

Lot 15, Transport and Traffic Modelling, 4 suppliers £3 million maximum value

Lot 16, Structural and Geotechnical Engineering, 4 suppliers, £3 million maximum value.

The Programme Team will in the first instance identify a requirement which is eligible under this framework and consider whether requirements can be met under a single lot or whether requirements can only be achieved by using providers across two or more Lots. In this situation the TCF Team will have a choice of either appointing providers across separate Lots or appointing a project manager through Lot 10 to assemble the necessary supply chain.

The Programme Team will define a clear scope of services and commissioning brief against which providers on the Lot will provide a fee proposal. There are two means of appointment.

- a) Further competition – this is the preferred route in which case all providers on the Lot will be approached and invited to submit a fee proposal; and
- b) Direct award – suitable only if the Programme Team identify a strong rationale for doing so, direct awards are permissible. Usually this would be the extension of an

existing contract with a previously appointed provider or it could be for other legitimate reasons such as extreme urgency.

In terms of further competition the Programme Team will use e-Procurement platforms (where those platforms allow for a restricted procedure) to invite fee proposals. For lower value and simpler requirements a simple exchange of emails will suffice.

Any further competition will be evaluated on one of the following approaches

- a) A straightforward commercial proposal (i.e. price only) where the scope of services is straightforward and relatively low value;
- b) A mix of commercial (80%) and technical (20%) responses. Technical responses are usually limited to method statements at this stage reflecting that technical competencies will have already been established at the framework stage; and
- c) A more complex proposal can be evaluated on the basis of commercial (60%) and technical (40%) scoring.

The advantage of the Framework now established is that it will save time commissioning work. This includes time entering into Contract as call-off is made by using a call-off order form which forms Schedule 1 to the Professional Services Framework Agreement based on the NEC4 Professional Services Contract. Programme Team. Officers are already using such Agreements.

#### Operation and Maintenance Liabilities

The removal of the Stoke-on-Trent Railway Station unpaid Footbridge from the package means that the arrangement to pay a commuted sum to Network Rail for a period of three years for upkeep of the Footbridge is no longer required.

#### Bus Real Time Information

Stoke-on-Trent City Council owns and manages the City Centre Bus Station at which new small screens at bus bays, departure boards and information totems are proposed as part of the TCF bid. The purchase of these items includes a three year maintenance warranty after which ongoing maintenance will be paid for by the City Council. The installation of 18 Real Time Information screens at various cross city transit locations also includes a 5 year maintenance warranty as standard in the capital purchase price. Again ongoing maintenance will then be included in future City Council budget planning. The super bus shelters to be procured will not incur ongoing maintenance costs as this is specified in connection with ongoing and any future advertising contracts. The purchase of the real time connector to bus operator's ticket machine system is a one off payment. In order that data is linked to the connector each operating bus will be charged a fee circa £95 per vehicle per annum for the real time add on. The annual cost of this will be paid for by the bus operators with whom such discussions have taken place.

## **SECTION C Monitoring and Evaluation**

### **C1 Monitoring and Evaluation**

Please outline, if applicable, any changes to the Monitoring and Evaluation plan since the November SOBC was submitted:

Not applicable there are no significant changes to the Monitoring and Evaluation Plan since the November submission. Subject to any award of TCF funding the Logic Model will be revised to reflect some outputs such as the creation of a new unpaid footbridge at Stoke Railway Station have been removed from the package. The Logic Model evaluation approach will also be updated to reflect the increased availability of data that the purchase of the real time connector now part of the Cross City Bus Priority measures will allow for collection.

### **Appendices**

Please also include a list of appendices if necessary, making it clear whether you are referring to appendices from the November submission or new/updated documents for this submission.

Appendix 1 Strategic Case Policy Update

Appendix 2a & 2b Leader, Deputy & Elected Members of Parliament Letters of Support

Appendix 3 Bus Operator Letter of Support

Appendix 4 West Coast TOC Letter of Support

Appendix 5 East Coast TOC Letter of Support

Appendix 6 Governance Supplementary

Appendix 7 SSLEP Assurance Framework