

**STOKE ON TRENT & STAFFORDSHIRE
LOCAL ENTERPRISE PARTNERSHIP
EXECUTIVE BOARD MEETING
21 NOVEMBER 2019**

**ETRURIA VALLEY LINK ROAD PROJECT
PROJECT PROGRESS UPDATE**

1.0 SCHEME DESCRIPTION

1.1 A summary of the key elements of the Etruria Valley Link Road Project is detailed below:

- Core Scheme:
 - Construction of a new viaduct spanning the West Coast Main Line railway and Fowlea Brook flood plain from the A500/Wolstanton junction into the Etruria Valley site.
 - Improvements to the two existing dumb-bell roundabouts at the A500/Wolstanton junction including a dedicated segregated left-turn from the southbound A500 slip road into the Etruria Valley site.
 - To the east of the new viaduct, new highway infrastructure running south to north from the end of Shelton Boulevard to Newport Lane with pedestrian / cycle only access to the existing Newport Lane route.
 - A new west to east road linking the new viaduct to Festival Way which also includes a new canal bridge crossing.
- The following off-site Mitigation Measures:
 - Improvement to the existing Festival Way/Marina Way roundabout.
 - Signalisation of the Festival Way approach to the A53 Etruria Road/Festival Way roundabout.
 - Improvement to the existing A527 Grange Lane/B5368 High Street junction.

2.0 STRATEGIC CASE

2.1 The core objectives of the Etruria Valley Link Road Project are detailed below:

- Unleash economic growth by improving the efficiency and safety of the transport network to support existing and encourage new businesses;
- Facilitate development in the Inner Urban Core of North Staffordshire as set out in the adopted Core Spatial Strategy, in particular the award winning Ceramic Valley Enterprise Zone - Etruria Valley site;
- Improve east-west connectivity in North Staffordshire by reducing severance and improving safety for all transport users, including active travel and the high proportion of vulnerable groups, to improve access to key centres and locations for employment, services and facilities;
- Improve linkages between the Strategic Road Network (A500) and Stoke-on-Trent City Centre and the surrounding Inner Urban Core, complemented by the ongoing Highways England scheme to widen the A500 from Porthill to Wolstanton; and

- Reduce congestion, thereby improving the environment (noise and air quality) and enable improved townscape, in particular, in sensitive areas surrounding Etruria Valley.

2.2 Local access and congestion problems are a major deterrent to the redevelopment of the 39 hectares of brownfield land within the Etruria Valley site, which have lain idle for over 15 years. Stoke-on-Trent City Council began promoting the delivery of the Etruria Valley Link Road Project in 2011 since when the site has gathered increasing support both locally and nationally. The Etruria Valley Link Road Project's critical role in delivering the Etruria Valley site (and the wider Ceramic Valley Enterprise Zone) is acknowledged by the SSLEP, embodied in the Supplementary Planning Document and supported by a wide range of key stakeholders.

2.3 As well as addressing the congestion and connectivity problems that continue to hamper growth in and around Stoke-on-Trent City Centre, the Etruria Valley Link Road Project will contribute towards the achievement of wider economic objectives such as the restoration of employment in Stoke-on-Trent to SSLEP average levels (or above) and securing the levels of inward investment needed to achieve sustained economic growth.

3.0 KEY OUTPUTS

3.1 New Infrastructure:

- 2 km of new road
- 178m multi span viaduct (Over West Coast Main Line railway and Fowlea Brook flood plain)
- New road bridge crossing over the Trent and Mersey Canal
- 2 new junctions
- 5 Major improvements to existing junctions
- 2 tie-in connections to existing roads

3.2 Jobs :

- Up to 2,200 direct jobs
- Present Value Benefits £127m

3.3 Land Unlocked:

- 32.8 hectares of employment Land (Ceramic Valley Enterprise Zone – Etruria Valley Site)

3.4 Other:

- Significant improvements to air quality

4.0 PROJECT PROGRESS UPDATE

4.1 Since project inception Stoke-on-Trent City Council has been working to develop and deliver the Etruria Valley Link Road Project in line with the aspirations set out on in the SSLEP Strategic Economic Plan and Growth Deal. This process has involved the delivery of detailed works packages involving a variety of key disciplines and close consultation with key stakeholders to agree and deliver the proposals.

4.2 A summary of recent key achievements on the project is noted below:

- Detailed Design fully complete and priced by main works contractor.
 - Full Planning Permission in place for the Etruria Valley Link Road Project from both Stoke-on-Trent City Council Local Planning Authority and Newcastle-under-Lyme Local Planning Authority.
 - Heads of Terms agreed on all major land interests.
 - All required Legal Agreements (Sides Roads Order, Section 6 Agreement, Section 8 Agreement, Overbridge Agreement, S106 Canal Bridge Agreement) agreed pending submission / legal documentation.
 - Licence arrangements for site clearance / enabling works in place.
- 4.3 In addition to the above, the Transport Business Case has been submitted to the Department for Transport (DfT). Approval of the Business Case will then secure £18.5m of DfT funding towards the Etruria Valley Link Road Project. The £8.2m funding from the LEP (Local Transport Body) is also dependant on approval of the Business Case.
- 4.4 The current Benefit to Cost Ratio (BCR) for the project is 4.6. This falls into the 'Very High' BCR category (based on DfT Guidance) and therefore represents excellent Value for Money.
- 4.5 Final construction costs are currently being agreed with the main works contractor. The total outturn scheme cost is currently £42,994,270.
- 4.6 Construction is expected to commence in March 2020 with completion expected in March 2022. The Main Works Contract will be delivered by Balfour Beatty plc. whom have been procured through the OJEU-compliant Scape Procure National Civil Engineering & Infrastructure Framework. Stoke-on-Trent City Council is currently working closely with the contractor to ensure all funding and delivery deadlines are met by developing a strategy to fast-track works across multiple portions of the site and accelerate programme activity.
- 4.7 It is widely recognised the level of difficulty in securing monies for major infrastructure projects, hence the need us to secure funding from a wide and diverse range of funding bodies for Etruria Valley Link Road, as can be seen from the funding package of £43,383,815. A breakdown of the funding sources are noted in the table below:

Funding	Value
DfT Local Pinch Point	£1,500,000
Regional Growth Fund	£1,000,000
SoTCC Capital	£7,908,000
SoTCC Risk	£3,000,000
Local Levy Fund	£95,000
LEP Growing Places	£2,400,000
DfT Funding	£18,500,000
Single Local Growth Fund	£8,200,000
SOTCC Revenue	£689,815
LEP Revenue	£91,000
TOTAL	£43,383,815

