

TRAFFORD COUNCIL

Report to: Executive
Date: 27th September 2021
Report for: Decision
Report of: Executive Member for Housing and Regeneration

Report Title

Carrington & Partington Transport Infrastructure – Carrington Relief Road Update

Summary

The 2012 Trafford Core Strategy proposed a number of transport improvements around Carrington – including the provision of a new link road to provide better capacity, alleviate congestion and improve public transport and cycling.

The Council has undertaken further appraisal of route options for the proposed new link road and has identified that the offline route (Option F) as the preferred option to be taken forward to submission of a planning application. This report sets out the rationale for selection and the strategy for progressing the scheme.

Recommendation(s)

It is recommended that the Executive:

- 1. note the outcome of the public engagement process**
- 2. approve Option F as the route for the new Carrington Relief Road and authorise the Corporate Director of Place to:**
 - a. engage external resources where this will assist in implementing the relief road, including a professional team where reasonably required.
 - b. Commission, submit and/or authorise as appropriate:
 - i) an application for planning permission to deliver the relief road; and
 - ii) any surveys/investigations where such surveys will reduce risks and/or assist with the preparation, submission and resolution of any planning permission application, or any other usual pre-construction survey or investigation.
 - c. authorise community engagement and consultations where the Corporate Director deems it necessary or advantageous
- 3. note the funding position for the next development phase**
- 4. note the current funding gap and strategy for securing further funds**

Contact person for access to background papers and further information:

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Appendices

Appendix 1 – Route Options Drawing

Appendix 2 – Preferred Option Report

Appendix 3 – Public Engagement Summary Questions and Update

Background Papers: None

Implications:

Relationship to Policy Framework/Corporate Priorities	<i>Carrington Relief Road is a requirement of Trafford Core Strategy (2012) Policy SL5, 'Carrington Strategic Location' and stated component of The Local Plan and it forms the baseline of new highway infrastructure set out in the emerging Places for Everyone (PfE) New Carrington allocation policy.</i>
Relationship to GM Policy or Strategy Framework	<i>Delivery of the scheme will support the growth ambitions articulated within the emerging Places for Everyone Plan and the GM Strategy. The scheme will be delivered in the context of the GM 2040 Transport Strategy, GM Congestion Plan, and Made to Move walking and cycling plan to identify improvements tackling traffic congestion, promote sustainable modes of travel and better integrate transport and new developments.</i>
Financial	<i>The estimated capital cost of the scheme is £29.4m. The scheme has received approval for grants of £6.0m and £8.4m from the Growth Deal fund and Housing Infrastructure Fund respectively. Further S106 contributions from forthcoming developments amount to approximately £2.8m and The Council is exploring mechanisms for addressing the residual funding gap.</i>
Legal Implications:	<i>None as a consequence of this report</i>
Equality/Diversity Implications	<i>None as a consequence of this report</i>
Sustainability Implications	<i>The delivery of the schemes will be required to meet current policy in relation to sustainability.</i>
Carbon Reduction	<i>See Section 7.</i>
Resource Implications e.g. Staffing / ICT / Assets	<i>Existing resources have been identified to support the delivery of the schemes and related activity across all the partners.</i>
Risk Management Implications	<i>The delivery of the schemes will be supported by a risk plan setting out the key risks to delivery and proposed mitigation measures.</i>
Health & Wellbeing Implications	<i>The Carrington Relief Road will include new active travel infrastructure on the route, as well as the existing A6144 encouraging residents to make healthier choices in life and thereby improving the health and wellbeing of Trafford's residents.</i>
Health and Safety Implications	<i>None as a consequence of this report.</i>

1.0 Background

- 1.1 The improvement of transport in and around Carrington has been a key component of Council Policy since the adoption of the 2012 Core Strategy. This recognised that the opening up of the former Shell petrochemical site and related areas for development was dependent on improving access for all road users. A principal component of this is the Carrington Relief Road that is intended to take traffic away from the narrow A6144 Carrington Lane and Manchester Road – thus alleviating existing congestion, improving overall capacity and providing a safe and more effective route for cycling and public transport.
- 1.2 On 18th December 2020, following the completion of a Preliminary Options Appraisal Report, approval was given to undertake a public engagement exercise and carry out further work to identify a preferred option from the two shortlisted route options for the Carrington Relief Road (CRR).
- 1.3 The Council has now completed this work and the purpose of this report is to recommend a preferred option to be taken forward to the next development stage.

The two shortlisted options, retaining their identifying option name from the previous report, are:

- Option A: Improving the capacity of the A6144 through on-line widening and rationalisation of existing junctions, and
- Option F: Creating a newly built link between the Banky Lane junction and Route A1 at Isherwood Road.

Both options share the same alignment to the west, following the full length of the A1 Route, and are shown in Appendix 1 to this report.

- 1.4 This report sets out the methodology and criteria on which the assessment was undertaken and on which the recommendation is based. The methodology and outcomes of the public engagement exercise are also summarised below.
- 1.5 Since the last report, progress has been made in securing additional funds for the project and this report will summarise the current funding position, including the methodologies for seeking further funding support.
- 1.6 The Preferred Option Report is contained in Appendix 2.

2.0 Places for Everyone and Strategic Programme

- 2.1 The Carrington, Partington and Sale West area has been identified as a significant development location in the Places for Everyone (PfE) 2021 Plan. The area is proposed for approximately 4,300 homes in the plan period to 2037 and 5,000 homes overall, as well as approximately 350,000 sqm employment floorspace. The proposed PfE allocation builds upon the Carrington Strategic Location which was identified in the Trafford Core Strategy 2012, Policy SL5. The Strategic Location covered land which is within the existing urban area, including a significant area of brownfield land from previous industrial uses and petrochemical works. The proposed PfE allocation includes this area, but also identifies significant land beyond this much of which is currently in the Green Belt and which PfE proposes to release.
- 2.2 Integral to the successful delivery of the New Carrington allocation will be the phased delivery of infrastructure alongside the development. The first phase of the New Carrington allocation primarily relates to the land identified in Core Strategy Policy SL5, this includes the development sites at Carrington Village, Voltage Park and Heath Farm Lane. The Core Strategy policy clearly set out a need for new link road and sustainable transport infrastructure to support the development and to relieve congestion on the A6144. The CRR is therefore needed to support the development which is already coming forward in the Carrington area. In relation to the proposed PfE New Carrington allocation, the CRR will form the strategic link to the development site, providing increased capacity to the strategic road network and access to the development parcels and link roads within the site.
- 2.3 The Trafford Core Strategy outlined a number of infrastructure improvements under Policy SL5. Amongst these was a new bridge over the Ship Canal linking Carrington to Irlam. This was proposed in addition to and not as a replacement for other improvements, notably the new link road. The bridge was stated to have a cost of approx. £49 million in 2012 and was indicated to be privately funded. It is likely that the cost of a bridge would be significantly higher than the 2012 estimate – and there is no prospect of the bridge being privately funded. The provision of such a bridge, whilst ultimately desirable in linking through to Port Salford, would require very significant planning, modelling and feasibility work. Accordingly, any such bridge

cannot provide a solution to the transport challenges currently faced by Carrington and Partington in the short / medium term

3.0 Transport Strategy

3.1 The Greater Manchester Transport Strategy 2040 Delivery Plan 2021-2026 identifies the Carrington Relief Road as a project which can be delivered in the next five years. The route will support growth in the Carrington area and assist in creating a safe environment for walking, cycling and public transport.

3.2 A key benefit of the CRR will be the improvements which can be made to the A6144. Much of the traffic, particularly HGVs, will use the new route thereby allowing for traffic calming measures and improved walking, cycling and public transport access on the existing A6144 route. This will be of significant benefit to the existing Carrington / Partington community providing enhanced public transport and active travel access to the surrounding area. The PfE New Carrington allocation policy requires new and improved cycling and walking access to be delivered as part of the development and both the CRR and A6144 will form integral parts of the network and also link to the wider Bee Network and MCF schemes.

The CRR will also deliver improved bus access to the Carrington area as part of wider improvements planned for the PfE allocation, this could include improved bus stops, priority bus junctions and greater service frequencies and routes. These improvements will be made in the context of the wider GM Bus Reforms programme which will lead to greater control of routes and service frequencies helping to better connect communities across GM, including at Carrington / Partington.

4.0 Public Engagement

4.1 In advance of undertaking any formal statutory public consultation on the relief road scheme, The Council undertook an early public engagement exercise which aimed to assist in the selection of a preferred route option, calibrate scheme objectives, and to inform the subsequent development of the design.

4.2 The engagement exercise comprised a range of tools including:

- The creation of a dedicated Council web page which included a video presentation of the Preliminary Options Appraisal Report
- The distribution of 10,000 leaflets to local residents and businesses
- The facility for respondents to easily feed back comments directly via the web page
- The issue of a direct email invitation to over 400 contacts on the Audience Insight contact list, which included councillors, local businesses, media contacts, stakeholders, community groups and residents

4.3 The window for returning responses was open for 4 weeks and the team included in their appraisal the small number of returns that arrived past the deadline. From all the invitations and opportunities to engage that were created, 123 direct individual responses were received.

4.4 Responses from specific interest groups were received from:

- Himor
- Lyondell Bassell (Polyolefins UK) Ltd
- Natural England

- Friends of Carrington Moss (FOCM)
- Peak & Northern Footpath Society
- Trans-Pennine Trail
- British Horse-Riding Society
- Altrincham & Bowdon Civic Society

4.5 Of the groups listed above, FOCM, created a template on their website for respondents to use which contained a range of questions. A total of 35 individuals felt that this largely met their needs and responded using this format which formed 28% of all responses received. Their template did not select a preferred option but asked for further clarification and information on the following themes:

- Plans for further public engagement
- Traffic volumes and the Carrington Spur
- Environmental impact assessment methodology
- Impact of noise and air pollution for residents
- Provision for horse riders
- Option for a bridge
- Decision-making process

4.6 The analysis found that of the 123 responses received, just 21 respondents expressed a preference between Option A (on-line widening) and Option F (new build). Eleven indicated Option A as their preference and 10 indicated Option F as their preference, and a further responder wished to see both options progressed.

4.7 There is a range of themes under which responses were able to be categorised, and the most common were questions about the environmental impact of a future road scheme and the nature of the future traffic flow conditions. The summary of themes is depicted in fig 1 below.

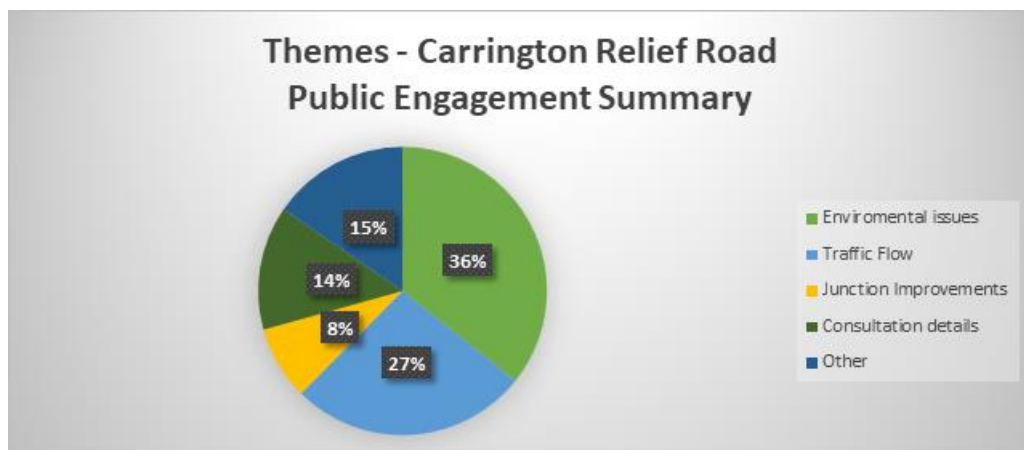


Fig 1. Feedback Themes

4.8 Every comment received has been evaluated in detail and recorded on a response tracker. Many individuals raised a number of points, so their responses were recorded separately in all relevant categories. The team created a list of 11 “standardised questions”, under which response themes could be allocated.

4.9 Methodologies for addressing themes have included:

- Updating and refining scheme objectives
- Informing the appraisal analysis
- Acting on issues that need to be addressed through design

4.10 Appendix 3 summarises the standardised questions and sets out how the specific issues have been or will be addressed as the project develops.

5.0 Scheme Objectives and Appraisal Methodology

5.1 The main purpose of the CRR scheme is to create new network capacity to sustain development and regeneration of the Carrington Area. This remains a fundamental requirement, however, the public engagement process has enabled Trafford Council to enhance and update the required deliverables, having taken on board the issues that have been raised by the community.

5.2 Based on this analysis the strategic objectives for the scheme will include:

- Providing sufficient capacity within the transport network to deliver growth in housing and employment
- Improving journey times and journey time reliability to create a network suitable for improved public transport services
- Providing an alternative route for traffic using the A6144
- Creating the ability to introduce speed and safety measures and to encourage active travel, especially through Carrington Village
- Providing improved infrastructure and environmental enhancements which encourage active travel to and within the development area, including walking, cycling and horse riding

5.3 In selecting a preferred option, the scheme taken forward will need to be capable of delivering these overall objectives, as well as being demonstrably deliverable in a realistic timescale and to a realistic budget.

5.4 The Preferred Option Appraisal Report (Appendix 2) evaluated the two options, A and F, based on the following range of criteria derived from the above requirements, and based on current industry best-practice. The criteria for the assessment and the methodology used in each case is listed in Table 1 below:

Appraisal Criteria	Appraisal Methodology
The ability to deliver the required network capacity	A team of specialist transportation engineers and modellers has evaluated each option including drawing up draft layouts of junctions
The ability to create improvements for public transport and active travel	The transportation and modelling team have undertaken research on journey time and journey time reliability
Carbon Budget	A model for each option has been drawn up by specialists using industry standard best practice PAS 2080: Carbon Management in Infrastructure.
Road Safety	A team of Traffic Engineers carried out an assessment of the ability for both options to deliver road safety improvements on the existing network.
Environment, Ecology and Heritage	A specialist subconsultant was engaged to undertake an appraisal for this study
Availability of land	A study of land ownership was undertaken to identify any areas required by each scheme that was not in the ownership of The Council or developers

Geotechnical Assessment	Specialist Geotechnical Engineers have carried out a desk study and referred to available invasive survey data to compare the two options
Drainage and Flood Risk assessment	Specialist Drainage Engineers have evaluated each scheme in terms of its potential impact on drainage and flood risk
The ability to create new landscape or environmental Improvements	A Landscape Architect has worked with the team to evaluate the potential for each option to deliver environmental enhancements
A comparison of the impact of the construction phase	The project engineering team has carried out an assessment of how each option would be constructed and what impact this has on the network
Assessment of the impact Statutory Undertakers equipment	The project engineering team has carried out an assessment of the presence of utility equipment and have advised on the likely impact on each option

Table 1. Appraisal Criteria and Methodology

6.0 Summary of the Appraisal and Recommendation

6.1 Table 2 shows the outcome of the appraisal that has been undertaken in line with the methodology outlined in Table 1. Table 2 indicates which, if any, of the options came out more favourably, or whether the difference in performance of each was marginal.

Appraisal Criteria	BEST PERFORMING OPTION / MARGINAL DIFFERENCE	Key Points
Ability to deliver the required network capacity	OPTION F	Option F delivers the required network capacity in a less disruptive and more robust manner. It also provides greater network resilience and better access to sites, particularly towards the east of the area
The ability to create improvements for public transport and active travel	OPTION F	Both options will allow public transport improvements, but Option F allows greater flexibility in routing and will allow for more flexible services and provide better journey time reliability for buses
Carbon Budget	MARGINAL	Both schemes have been modelled, each resulting in a similar carbon budget
Road Safety	OPTION F	The directness of the route, the potential for diverting traffic away from already congested areas, the lower number of junctions and reducing traffic on a road which already has a history of collisions makes Option F the better performing option
Environment, Ecology and Heritage	MARGINAL	The analysis indicates that there are potential environmental, ecological and heritage impacts with both options. Any scheme taken forward would be subject to a comprehensive statutory process of environmental impact assessment

		incorporating a wide range of surveys and studies
Availability of land	OPTION F	For the offline option (Option F), the developer owns the land required and has committed to making it available for the scheme. In order to widen and improve the A6144 Carrington Lane (Option A), there would be a requirement to acquire property through CPO and demolish buildings
Geotechnical Assessment	MARGINAL	From information available to date, there is no basis on which to score either scheme differently. There is already physical site survey data available for Option F and analysis of this concludes no adverse issues from an engineering perspective
Drainage and Flood Risk assessment	OPTION F	Overall, from a drainage and flood risk perspective Option F performs better than Option A, with the exception of the requirement for a greater volume of attenuation required. Option F is therefore considered to perform best in terms of drainage and flood risk
The ability to create new landscape or environmental Improvements	OPTION F	Option F would be the preferred landscape solution as it provides more potential for landscape treatments, recreational areas, more opportunities for walkers, cyclists and horse riders.
Construction Phase Impact	OPTION F	If the A6144 was widened, this would require a significantly longer construction period and impact more heavily on the network with a higher number of road closures and temporary traffic restrictions
Assessment of the impact Statutory Undertakers equipment	OPTION F	The presence of existing Statutory Undertaker services running alongside the existing A6144 would present a significant challenge to the option for widening the carriageway

Table 2: Summary of Appraisal Outcome

- 6.2 The Preferred Option Selection Report, Appendix 2, summarises the result of the analysis under each category in more detail, together with a summary and conclusion. As set out in the report, Trafford Council recommends the selection of Option F, i.e. to build a new link connecting the Carrington Spur at Banky Lane to the A1 Route at Isherwood Road, as the preferred option to be taken forward to the next stage of development.
- 6.3 Whilst some appraisal criteria have identified marginal differences between the two schemes, the study has identified that there are two fundamental outcomes of the appraisal which relegate the on-line widening option (Option A) to being not viable. These are:
- That the on-line widening scheme cannot generate sufficient capacity to accommodate the forecast growth and required future-proofing, and
 - That the land required for widening is not in the ownership of Trafford Council, meaning that a lengthy and contentious Compulsory Purchase Order process

would have to be instigated, which would not deliver a road scheme in line with the overall project timescales

- 6.4 Notwithstanding the viability issues associated with Option A, it generally performs poorly in several other assessment criteria. Factors such as the impact on Statutory Undertakers equipment, inability to provide environmental enhancements, and inability to resolve drainage and flood risk issues would result in an under-performing scheme offering little or no enhancement to the current situation.
- 6.5 A factor which has arisen during consultation, which must always be carefully considered when creating new infrastructure, is the likely impact on the environment, local community and travelling public during the construction period. The on-line widening (Option A) performs very poorly against a new link under this assessment.
- 6.6 It is estimated that the offline scheme (Option F) would take approximately 18 months to build and, apart from access points at each interface with the highway network, would largely be constructed safely and securely behind a fence line on private land. For the widening option (Option A) it is estimated that the smaller working areas available, the need for multiple highway access points and restricted working time would result in a significantly increased works duration. Disruption from noise, dust, dirt and temporary traffic restrictions would inevitably be greater and would create a less-safe environment.
- 6.7 Having derived an improved level of understanding through this evaluation, it is now possible to recognise a number benefits from a newly built link between Banky Lane and Isherwood Road, that an on-line option could not achieve. Some of these include:
- The ability to create new environmental landscape features adjacent to the carriageway, which could incorporate new sustainable drainage and flood control ponds, and the creation of new habitats
 - The ability to provide walking and cycling infrastructure, clearly segregated from the road, which enhances connectivity with the Moss and the newly created landscape improvements
 - Providing a full alternative route to the A6144 from Banky Lane to Common Lane relieving the existing route from substantial commercial traffic

7.0 Climate Change and Carbon Budget

- 7.1 In the process of identifying a preferred option, the review commissioned specialist expertise in the field with the appropriate credentials to undertake an assessment of the relative carbon impact of each option.
- 7.2 The appraisal methodology was based on PAS 2080: Carbon Management in Infrastructure, which is a recognised framework for assessing carbon impact. A budget was created for each scheme based on the estimated carbon emissions for materials, transport, construction and waste. The values are:
- Option A (online): 2410.365tCO_{2e}
 - Option F (offline): 2358.322tCO_{2e}

Loss of sequestration through de-vegetation was calculated thus:

- Option A (online): 629.962tCO_{2e}
- Option F (offline): 370.137tCO_{2e}

It should be noted that a further full appraisal will be developed to a greater level of detail as the design progresses.

- 7.3 One of the concerns raised in the public engagement exercise related to the potential disturbance of peat with the offline option (Option F). From the detailed invasive ground investigation work that has taken place along this alignment, peat has been encountered at one isolated location. This was a small occurrence approximately 50mm thick at a depth of around 1.2m. At the present time, we do not know if peat would be encountered in the excavation for the road widening option (Option A) as there has been no opportunity to commission a ground investigation.
- 7.4 Having found peat, albeit in a small and isolated instance, the project will commission the necessary further ground investigation work to better understand its extent. From information available at the present time, however, it is unlikely to be disturbed as the excavation for the road construction is unlikely to reach the depth of the peat.
- 7.5 In terms of wider carbon-related objectives, the relief road will achieve a significant enhancement to the local area by creating an environment to encourage modal shift to various means of active travel and reduce dependence on motor vehicles. The project will provide significant relief to the A6144 through Carrington Village, where there are long-standing concerns from local residents about large polluting vehicles/HGV's, traffic speed and congestion which restrict opportunity for safe active travel.
- 7.6 Carrington Lane similarly experiences significant traffic related issues which severely impede opportunities for walking, cycling and horse-riding.
- 7.7 In the recent analysis, a suite of potential improvements has been identified to facilities for walking, cycling, public transport and for calming traffic generally. These measures represent a value of approximately £1m which it is proposed to incorporate into the overall CRR project budget, with an opportunity for a further £400k of improvements being possible where option F is selected. These would present significant steps towards The Council's stated objectives of reducing carbon use.
- 7.8 Feedback from residents in Partington has described significant frustration that the current road network effectively isolates the area due to poor road conditions, congestion, lack of sustainable public transport and safe cycling opportunities. The relief road will create a significant opportunity for the Partington community to benefit from improved sustainable transport access, and to embrace new and improved active travel modes linking to the wider area.

8.0 Budget and Funding

- 8.1 The Council has pursued a range of external funding opportunities to support the project to date and is continuing to explore further funding sources. The support that has been received so far is summarised in Table 3 below:

Funding Source	Value	Terms
Growth Deal 3 (TfGM)(GD3)	£6.0m	Conditionally awarded based on an Outline Business Case. Full Business Case to be submitted post planning consent

Housing Infrastructure Fund (Homes England)(HIF)	£8.4m	Conditionally awarded based on a Marginal Viability Appraisal supporting the Relief Road or Enabling Works
Evergreen Fund	£100k	Supports design development work
S106	£2.8m	Identified to date from forthcoming developments
Total To Date	£17.3m	

Table 3: CRR Funding

- 8.2 In terms of satisfying the conditions of the grants, The Council has been required to engage in monitoring processes set by each funding body to ensure that the grants achieve final approval.
- 8.3 The GD3 award is subject to a monthly reporting regime which tracks progress of scheme development, and this will lead to the submission of a Full Business Case once the scheme acquires planning consent and a tendered price from a contractor.
- 8.4 In the case of the HIF award, there was originally a funding availability window that ended in March 2022. The Council has worked closely with Homes England to obtain an extension to this by 12 months to accommodate various delays which have been encountered.
- 8.5 The current budget for the scheme is £29.4m which means that there is a £12.1m shortfall identified at the present time. The cost of the scheme is based on various high-level assumptions and therefore, as the scheme progresses and the design develops to a greater level of detail, the current scheme budget, which includes risk allowances, will be further refined.
- 8.6 The budget includes approximately £1m for further professional services to develop the scheme through the next stages of design, Environmental Impact Assessment, planning determination and procurement.
- 8.7 In recent dialogue with Homes England, Trafford Council has successfully negotiated an early draw down of funds to support the design and development work, which will be paid largely relieved of the main conditions of the original £8.4m grant. This means that Trafford Council can procure the professional services needed to deliver the next identified activities without requiring internal budgets, thus significantly reducing risk to scheme deliverability. This funding is payable in advance avoiding any potential cash flow issues.
- 8.8 To address the issue of the funding shortfall for the main works, The Council anticipates further s106 monies from future private developments which would benefit from the scheme as planning applications come forward. The Council is developing proposals to attract funding from other central government sources and is preparing submissions accordingly. These are:
- The Levelling Up Fund and
 - The City Region Sustainable Transport Fund
- 8.9 At the present time, the final detail of the bid requirements are in development but Trafford Council has drafted outline proposals based on the interim advice of central government.

9.0 Next Steps in Delivering the Relief Road

- 9.1 The work undertaken to date on the scheme has been based on a level of design development sufficient to conduct an analysis of route options. The recommended next stage requires the development and refinement of the design on a pathway towards submitting a planning application, funded by the grant outlined above. In summary these stages are:
- Resolving residual engineering issues to achieve a fixed alignment and a red line boundary
 - Undertaking further traffic modelling work to enable junction layout design
 - Carrying out formal public consultation
 - Preparing an Environmental Impact Statement
 - The submission of Planning Application
 - Preparation of a Full Business Case for the Growth Deal grant
- 9.2 The design team has acquired a sound knowledge of the site as well as the views of the local community and they will make full use of this in developing the scheme to the next level of detail. Nevertheless, the site is very complex and there are challenging engineering issues to overcome in the process of achieving a finalised fixed alignment.

Other Options

The alternative to the recommendations of this report would be to do nothing in terms of selecting a preferred option and approval to move to the planning stage of the scheme. This would mean that the project would fall behind its strategic programme. The consequences of this would be to risk losing external funding which is time-limited, and ultimately stifling any further development of the Carrington area due to lack of network capacity.

Consultation

This report sets out in detail how the public have been engaged so far.

Reasons for Recommendation

The recommendations of this report represent key milestones in the overall strategic programme for delivery of the Carrington Relief Road. It is important that the project retains momentum and avoids time delays as the risk to external funding is significant, and developers are outlining further proposals that will rely on an improved transport network. Long-standing issues around the performance of the network have caused significant frustration for the residents of Carrington and Partington and providing this new road will deliver far-reaching mitigating benefits.

Key Decision (as defined in the Constitution): Yes

If Key Decision, has 28-day notice been given? Yes

Finance Officer Clearance FF

Legal Officer Clearance TR

[CORPORATE] DIRECTOR'S SIGNATURE (electronic, )

To confirm that the Financial and Legal Implications have been considered and the Executive Member has cleared the report.

