



# TRAFFORD COUNCIL

## AGENDA PAPERS MARKED 'TO FOLLOW' FOR SCRUTINY COMMITTEE

Date: Wednesday, 10 July 2024

Time: 6.30 pm

Place: Committee Rooms 2 & 3, Trafford Town Hall, Talbot Road, Stretford  
M32 0TH

AGENDA	PART I	Pages
1. ATTENDANCES		
To note attendances, including Officers, and any apologies for absence.		
2. MEMBERSHIP OF THE COMMITTEE 2024/25		1 - 2
To note the Membership of the Committee for the 2024/25 Municipal Year including the appointment of Chair and Vice Chair.		
3. COMMITTEE TERMS OF REFERENCE 2024/25		3 - 6
To note the Terms of Reference of the Committee for the 2024/25 Municipal Year.		
4. MINUTES		7 - 16
To receive and, if so determined, to agree as a correct record the Minutes of the meeting held on 13 March 2024.		
5. DECLARATIONS OF INTEREST		
Members to give notice of any interest and the nature of that interest relating to any item on the agenda in accordance with the adopted Code of Conduct.		
6. QUESTIONS FROM THE PUBLIC		
A maximum of 15 minutes will be allocated to public questions submitted in writing to Democratic Services ( <a href="mailto:democratic.services@trafford.gov.uk">democratic.services@trafford.gov.uk</a> ) by 4		

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p.m. on the working day prior to the meeting. Questions must be relevant to items appearing on the agenda and will be submitted in the order in which they were received.

7. **LEADER OF THE COUNCIL'S PRIORITIES AND CORPORATE PLAN 2024/27** 17 - 34

To receive a verbal report from the Leader of the Council.
8. **CONSTITUTIONAL REVIEW 2024** 35 - 42

To consider a report of the Constitutional Working Group from the Monitoring Officer
9. **EXECUTIVE RESPONSE TO THE EVENTS AT OLD TRAFFORD TASK AND FINISH GROUP** 43 - 50

To receive the response from the Executive following submission of the Task & Finish group report, Events at Old Trafford, to the meeting of the Executive on the 29<sup>th</sup> January 2024.
10. **EXECUTIVE RESPONSE TO ACCESS TO COUNCIL SERVICES SCRUTINY REPORT** 51 - 54

To receive the response to the Scrutiny report submitted to the Executive on the 11<sup>th</sup> December 2023.
11. **REDUCING CAR DEPENDENCY TASK AND FINISH GROUP DRAFT REPORT** 55 - 90

To receive the draft report from the Chair of the Task and Finish group.
12. **COMMITTEE WORK PROGRAMME 2024/25** 91 - 100

To consider items for the 2024/25 work programme.
13. **URGENT BUSINESS (IF ANY)**

Any other item or items which, by reason of special circumstances (to be specified), the Chair of the meeting is of the opinion should be considered at this meeting as a matter of urgency.
14. **EXCLUSION RESOLUTION (REMAINING ITEMS)**

Motion (Which may be amended as Members think fit):

That the public be excluded from this meeting during consideration of the remaining items on the agenda, because of the likelihood of disclosure of "exempt information" which falls within one or more descriptive category or categories of the Local Government Act 1972, Schedule 12A, as amended by The Local Government (Access to Information) (Variation) Order 2006, and

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specified on the agenda item or report relating to each such item respectively.

### **SARA TODD**

Chief Executive

### Membership of the Committee

Councillors F. Hornby (Chair), M.J. Taylor (Vice-Chair), J.M. Axford, G. Coggins, F. Cosby, W. Frass, K Glenton, B. Hartley, D. Jarman, W. Jones, S. Thomas, D. Butt (ex-Officio) and D. Western (ex-Officio).

### Further Information

For help, advice and information about this meeting please contact:

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Tel: 07977 717252  
Email: [harry.callaghan@trafford.gov.uk](mailto:harry.callaghan@trafford.gov.uk)

This agenda was issued on **Tuesday, 9 July 2024** by the Legal and Democratic Services Section, Trafford Council, Trafford Town Hall; Talbot Road, Stretford, Manchester, M32 0TH

### WEBCASTING

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The whole of the meeting will be filmed, except where there are confidential or exempt items.

Members of the public may also film or record this meeting. Any person wishing to photograph, film or audio-record a public meeting is requested to inform Democratic Services in order that necessary arrangements can be made for the meeting. Please contact the Democratic Services Officer 48 hours in advance of the meeting if you intend to do this or have any other queries.

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**TRAFFORD COUNCIL**

**MEMBERSHIP OF COMMITTEES 2024/25**

**Notes on Membership:**

(1) The Scrutiny Committee shall have a membership of 11, or, where this does not achieve the political balance required under the Local Government and Housing Act 1989, whatever figure is necessary to reflect the proportional representation of political groups.

(2) The Scrutiny Committee shall be chaired by a Councillor who is a member of the largest political group on the Council. The person appointed as Vice-Chair shall not be a member of the same political group as the person appointed as Chair.

(3) The Chairs of both the Health Scrutiny Committee and the Children and Young People’s Scrutiny Committee shall be appointed as ex-officio Members of the Scrutiny Committee.

<b>COMMITTEE</b>	<b>NO. OF MEMBERS</b>			
SCRUTINY COMMITTEE	11  (plus the Chair of Health Scrutiny Committee and the Chair of Children and Young People’s Scrutiny Committee as ex-officio Non-Voting Members)			
<b>LABOUR GROUP</b>	<b>CONSERVATIVE GROUP</b>	<b>LIBERAL DEMOCRATS GROUP</b>	<b>GREEN PARTY GROUP</b>	
Councillors:	Councillor:	Councillor:	Councillor:	
Fianna Hornby <b>CH</b> Jill Axford Francis Cosby Keleigh Glenton Benjamin Hartley David Jarman Will Jones Simon Thomas	Michael Taylor <b>V-CH</b>	Will Frass	Geraldine Coggins	
<b>TOTAL</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>1</b>

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## **SCRUTINY COMMITTEE**

### **Terms of Reference**

1. To act as the Council's Overview and Scrutiny Committee and Crime and Disorder Committee for the purposes of all relevant legislation including, but not limited to, the Local Government Act 2000 (as amended), and Police and Justice Act 2006.

### **General Role**

2. Subject to statutory provision, to review and scrutinise decisions made or actions taken in connection with the discharge by the Council of its functions and by relevant partner authorities.
3. In relation to the above functions:
  - a) to make reports and/or recommendations to the full Council, Executive of the Council, any joint committee or any relevant partner authority as appropriate
  - b) to consider any matter affecting the area or its inhabitants
4. In relation to any function within the remit of this Committee:-
  - a) as set out in (b) below to exercise the power to call in, for reconsideration, executive decisions made but not yet implemented set out in Section 21(3) of the Local Government Act 2000.
  - b) The call-in of an executive decision is to be exercised as follows:-
    - i) the decision must not have been designated as urgent by the decision taker
    - ii) the request to call in a decision must be made within 5 working days of the decision being published
    - iii) any 3 members of an overview and scrutiny committee or select committee can ask the Chair of this Committee or, in his/her absence, the Vice-Chair to call in an executive decision
    - iv) in deciding whether or not to approve the request to call in a decision, the Chair or Vice-Chair may consult the Vice-Chair and the chairs of the Select Committees as appropriate
    - v) if the Chair, or Vice-Chair as appropriate, approve the call in of a decision the request to call in the decision must be made to the Chief Executive within the timescale set out in (ii) above

- vi) the Chair may decide, after consulting as appropriate, to call in a decision whether or not a request under (iii) has been received.
5. To put in place and maintain a system to ensure that referrals from overview and scrutiny to the Executive, either by way of report or for reconsideration, are managed efficiently and do not exceed the limits set out in the Constitution.
  6. At the request of the Executive, to make decisions about the priority of referrals made in the event of reports to the Executive exceeding limits in the Constitution, or if the volume of such reports creates difficulty for the management of executive business or jeopardises the efficient running of Council business.
  7. To report annually to full Council on its workings, set out their plans for future work programmes and amended working methods if appropriate.

### **Specific functions**

8. Maintain a strategic overview of progress towards the achievement of the ambitions and priorities within Trafford's Sustainable Community Strategy.
9. Identify the Committee's strategic priorities and determine the Overview and Scrutiny work programme to facilitate constructive evidence based critical-friend challenge to policy makers and service providers within the resources available.
10. Assist and advise the Council in the continued development of the Overview and Scrutiny function within Trafford.
11. Receive, consider and action as appropriate requests:
  - a) from the Executive in relation to particular issues; and
  - b) on any matters properly referred to the Committee
12. Identify areas requiring in-depth review and allocate these to an appropriate Topic Group. The Committee in consultation with the leader of the relevant Topic Group will set the terms of reference, scope and time frame for the review by the Topic Group.
13. In relation to the terms of reference of the Committee it may:
  - a) assist the Council and the Executive in the development of its budget and policy framework by in-depth analysis of policy issues;
  - b) review and scrutinise the decisions made by and performance of the Executive and/or committees and Council officers both in relation to individual decisions and over time;
  - c) review and scrutinise the performance of the Council in relation to its policy objectives, performance targets and/or particular service areas;



- d) review and scrutinise the performance of other public bodies in the area and invite reports from them by requesting them to address the overview and scrutiny committee and local people about their activities and performance;
- e) conduct research, community and other consultation as it deems appropriate in the analysis of policy issues and possible options;
- f) question and gather evidence from any other person with their consent.
- g) consider and implement mechanisms to encourage and enhance community participation in the development of policy options;
- h) question members of the Executive and/or committees, senior officers of the Council and representatives of relevant partner authorities on relevant issues and proposals affecting the area and about decisions and performance;
- i) liaise with other external organisations operating in the area, whether national, regional or local, to ensure that the interests of local people are enhanced by collaborative working; and
- j) undertake any other activity that assists the Committee in carrying out its functions.

### **Delegation**

14. The Scrutiny Committee shall have all delegated power to exercise the power and duties assigned to them in their terms of reference.

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## **SCRUTINY COMMITTEE**

**13 MARCH 2024**

### **PRESENT**

Councillor D. Acton (in the Chair).

Councillors J. Holden (Vice-Chair), J.M. Axford, G. Carter, W. Frass, D. Jarman, W. Jones and L. Walsh

#### In attendance

Councillor Ross	Leader of the Council
Councillor Patel	Executive Member for Economy and Regeneration
Councillor Williams	Executive Member for Climate Change
Sara Saleh	Corporate Director of Strategy and Resources
Adrian Fisher	Director of Growth and Regulatory Services
Harry Callaghan	Democratic Officer

### **APOLOGIES**

Apologies for absence were received from Councillors G. Coggins, M.J. Taylor, B.G. Winstanley, D. Butt and D. Western

## **26. MINUTES**

Councillor Carter raised that he had not had a response from officers on two questions asked at the Scrutiny meeting dated 16<sup>th</sup> January 2024. Firstly, regarding a knotweed issue within his ward, and the second around plans surrounding William Wroe golf course.

#### RESOLVED:

- 1) That the minutes of the meeting held 16 January 2024, be agreed as an accurate record and signed by the Chair.
- 2) That Councillor Carter receive responses to the two questions raised.

## **27. DECLARATIONS OF INTEREST**

No declarations were made.

## **28. QUESTIONS FROM THE PUBLIC**

No questions were received.

## **29. CORPORATE PLAN UPDATE**

Councillor Ross, Leader of the Council, spoke through the presentation that was circulated with the agenda, which provided an update on the activity to date relating to the Corporate Plan, key highlights relating to the three strategic priorities in the last year, and the next steps in progressing the Corporate Plan.

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The Committee were informed that the number of Corporate Priorities started with seven, however, this had gone down to three, with the Leader informing the Committee of the highlights and achievements done by the Council across the Municipal Year to address them.

The first priority – Reducing Health Inequalities – included the following: launch of Trafford’s Tobacco Alliance; accessible cycling activity via Wheels for All; a physical activity referral scheme in Partington; a new cycle hub at Stretford Leisure Centre; place based physical activity plans, starting with the inaugural Broomwood Moving Network; beat the streets, which promoted physical activity between families; and the establishment of a fall’s prevention service.

The second priority was ‘Supporting People out of Poverty’ and the Leader shared the work done over the past year. Trafford Council was now paying the Real Living Wage and signed up to the Greater Manchester (GM) Good Employment Charter, Trafford’s Council tax support scheme was now the best in GM, and the Trafford Assist scheme was administering support more than £3.2Million. The Committee were informed that the Poverty Action Group continued to meet quarterly, with the Trafford Poverty Strategy refreshed in autumn 2023, incorporating the poverty truth commission’s findings. The Leader added that one of the recommendations of the Poverty Truth Commission had led to the creation of the One Stop Shop. This was being trialled at Stretford Public Hall and provided residents access to different Council service in one location.

The final priority – Addressing the Climate Crisis – included highlights such as the establishment of a strategic partnership supporting the decarbonisation of Trafford Park Business under the Bee Net Zero Brand, grant funding to progress the development of the civic quarter low carbon heat network, the replacement of existing gas boilers with air source heat pumps and solar panels at the refurbished Altrincham Leisure Centre, and the introduction of Be.EV Electric Vehicle Charging infrastructure in the Borough. The Leader also mentioned the programme of urban tree planting, agreed with City of Trees, and the Walking, Wheeling and Cycling Strategy which had been launched.

The Leader shared other key activity achieved across the year, which included but was not limited to the following projects; the Right to Streets Project, work to tackle violence against women and girls with the Policy Lab, Trafford LIVE, the launch of a new supported housing strategy, a £160 million residential scheme bringing 639 new private and affordable homes, and the launch of the new Cultural Strategy.

The Leader finished by reminding the Committee that the current Corporate Plan came to an end that year and highlighted the changes which had taken place in this time. A timeline for the implementation of the next Corporate Plan was then shared, with this expected at the Executive and Council in July.

Councillor Axford was unsure what the performance indicators within the presentation were and asked whether there were any case studies of how people had been supported out of poverty. Councillor Axford asked further whether there were any statistics on the take up of cycling and the impact of active travel

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schemes. Councillor Axford highlighted that the level of licensed vehicles being electric, was remaining consistent at 2.5% and not going up. The Leader referred Councillor Axford to a report that went to the Executive in January, which included a lot more information and statistics supporting the headline figures included within the presentation. The Leader felt it was too soon to review what had happened with regard to active travel, however, was very keen to review the impact over the medium-to-long term. The Leader and the Corporate Director of Strategy and Resources assured Councillor Axford that there would be case studies within the end of year Corporate Plan report. Councillor Williams, Executive Member for Climate Change, agreed that more needed to be done to present how many people are using the Active Travel schemes to promote the facilities more widely. Councillor Williams also added that around £90,000 had been secured in grant funding to be spent on installing cycle storage facilities across the Borough.

Councillor Carter asked the Leader several questions. Firstly, Councillor Carter was pleased to see how importantly the Council was taking vaccinations for children and asked how schools were engaged in this, particularly during admissions. The Leader referred Councillor Carter to the work done, and ongoing, by the Director of Public Health on vaccinations in schools, especially around measles.

Councillor Carter asked if a headline summary could be provided of the Council tax support scheme, including a comparison of generosity against other GM Boroughs. The Leader agreed with this point and would take this away to provide a headline summary for Members moving forward.

Councillor Carter enquired as to whether it would be possible to see how the climate change priority will be embedded in the redevelopment plans of Trafford Wharfside. The Leader responded that this would be embedded within the plans and was pleased with the appointment of the Head of Climate Change in the Municipal year.

Continuing with the climate change priority, Councillor Carter asked whether there had been any consideration of solar power in Local Authority schools, highlighting the case study of a school he was parent governor. The Leader pointed to the public sector decarbonisation scheme which had taken place some years earlier, which had not been successful. However, the Leader added that the GM Green Summit in October 2023, included a solar schools initiative which several primary schools within Trafford had signed up to.

Councillor Carter asked finally if the Council knew why ultra-low emission vehicles in Trafford was only a third of what it was in similar boroughs. The Leader did not have an answer to this in the meeting and would get back to Councillor Carter on this.

Councillor Holden supported the right to the streets project, however, felt dimming of streetlights was taking effect across the Borough and asked if there had been any discussion around street lights during this project. The Leader responded that this feedback would be considered as the project continued.

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Councillor Holden asked further when the Bee Network was going to arrive in Trafford. The Leader felt Trafford was already benefitting from the Bee Network, through the £2 fare on buses and the Bee Network app which had been through improvements. The Committee were informed that the yellow buses would be in Trafford by January 2025, with Trafford having to wait until tranche three for this. However, the Leader felt this had given the Borough the chance to take some learning from how the new system had worked in other boroughs. The Leader recognised that wards such as Manor and Bucklow St. Martins were underserved by buses and felt that this extra time to consider the Bee Network provided greater opportunity to look at where the network was not working for residents. Councillor Williams added that the rationale for Trafford being in tranche three was due to areas in North GM being less served by the Metrolink.

Councillor Frass referred to the next steps of the Corporate Plan and asked Councillor Ross who the key stakeholders referenced in the presentation were to be. Councillor Frass also asked whether the Leader could provide any support on a particularly underserved school bus route within his ward, where he had struggled to get contact from Transport for Greater Manchester (TfGM). The Leader asked Councillor Frass to email him regarding the school bus route. The Leader informed Councillor Frass that there were a vast range of partners who would be involved in the establishment of the new Corporate Plan. This included the police, housing providers, NHS Providers, and Trafford College. The Leader emphasised his excitement for the plan.

Councillor Jones appreciated the Be.EV rollout and asked if there were any plans of extension of Be.EV to increase its output and improve its app, which he considered poor. The Leader highlighted the desire to expand the network of electric chargers across Trafford and GM. However, despite Trafford being in a strong position regarding EV rollout, other authorities were at different stages. The Leader asked Councillor Jones to share the app issues with him after the meeting, so he could take this away.

Councillor Jones asked further if any of the themes being thought of for the next Corporate Plan could be shared. The Leader provided a taste for what priorities were being considered for the new Corporate plan. The climate crisis was to remain high, as well as providing the best start for children and young people in the borough, allowing people to live healthy independent lives, housing for all, and culture, arts, and heritage for all across the Borough.

Councillor Walsh recognised how sobering the budget could be. However, Councillor Walsh felt it important to remember and recognise how much work really went on and applauded the Council for this.

The Chair thanked the Leader and the Corporate Director for attending and providing the presentation.

**RESOLVED:**

- 1) That the presentation be noted.

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- 2) That the Leader provide Councillors with a headline summary of the Council's Council tax support scheme including a comparison with other Greater Manchester boroughs.
- 3) That the Leader provide Councillor Carter a response to his question on electric vehicle usage in Trafford.
- 4) That Councillor Frass should email the Leader regarding the school bus route in his ward.
- 5) That Councillor Jones provide the Leader with feedback on the Be.EV app for the Leader to take back to relevant officers at Be.EV.

**30. CARRINGTON RELIEF ROAD**

The Chair highlighted that questions and queries had been received from the Friends of Carrington Moss group. The responses to these questions had been shared with the Committee prior to the meeting and had also been sent to the group directly.

The Director of Growth and Regulatory Services introduced the report and spoke through a presentation to illustrate the background for why the Council needed to make improvements to infrastructure. The Committee were informed and reminded that the Carrington and Partington area had been through rapid industrial expansion over the last 100 years. Despite previously being well connected areas, especially by rail, over the last 40 to 60 years, the infrastructure had eroded, and the area was left with a legacy road network with the area now isolated. The Director provided an overview of the geography of the area which caused this isolation. As such, the Director informed Committee Members that this placed significant pressure on the A6144.

The Director continued by highlighting the decision by the Council to make the area one of focus, most recently through the Places for Everyone scheme, which aimed to bring significant investment to the area, with 5000 homes by the 2040s.

As such, the Director added that this level of new development, in an area with poor accessibility compounded the need for infrastructure development. The relief road and its location had been identified in September 2021. The route totalled 3.5KM and included work to the adjacent roads. The Director then shared the funding behind the project.

The Carrington Spur which currently existed in the area, had deliberately excluded pedestrians and cyclist and had been designed in a time when car was king. The Director informed Members that the new road was being designed to encourage further support to the Council's active travel schemes. The Director finished by sharing a draft picture of what the road would look like.

Councillor Axford understood the rationale behind the road, however, remained concerned about the implications of increased car usage on the road. Councillor Axford enquired as to why there was no bus lane on the road. Councillor Axford asked how confident the Director was of receiving the funding from the Greater

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Manchester Combined Authority (GMCA) which was included in the report. Councillor Axford also asked how the public engagement in January had gone.

Regarding the bus lane, the Director of Growth and Regulatory Services responded that there was increasing thinking that buses should be incorporated with the main carriageway, with liaison ongoing with Transport for Greater Manchester (TfGM) to look at the approach which should have been taken with buses. The Director did add that discussions with TfGM did involve whether buses required their own arrangements at the junctions along the road.

The Director of Growth and Regulatory Services apologised, saying the report should have been updated regarding the public engagement. This had been due to take place in the Spring, however, due to logistical and technical reason this had been delayed, with an intention to launch in May.

The Director recognised the very clear risk related to funding, mentioned a formula which had gone to the Planning and Development Management Committee around how the Council could gather proportionate contributions from developers, which had been developed and was now active. The Director did inform Members that some public funding would be required, however, was confident that across this area of Greater Manchester, there were schemes which would support the infrastructure due to the housing and economic benefits of the project. The Executive Member for Climate Change, Councillor Williams, added that work was already being advanced to get funding from the Department for Transport, with every opportunity to receive funding being explored.

Councillor Axford understood what the Director of Growth and Regulatory Services was saying regarding the buses, however, reiterated her disappointment. The Executive Member for Economy and Regeneration, Councillor Patel, encouraged Councillor Axford to not be disappointed, as they felt the road would hugely increase the bus link to Partington and without the new road there would have been no improvement to the service.

Councillor Carter asked whether the buses would be staying on the A6144 to service residents and workers in Carrington, rather than coming onto the new road which would bypass the area. The Director of Growth and Regulatory Service felt that with bus franchising it allowed greater influence for the Council to determine the routes they took. The Director recognised that there would be a combination, with some bus routes offering faster routes out of Partington via the new road, whilst other routes remaining and serving Carrington, with the route being calmer.

Councillor Carter asked what the level of risk would be relating to the £50Million of funding still to be secured. The Director responded that in theory there was enough funding in the development to meet the needs currently required. The risk would arise from getting the first part of the infrastructure development underway, as once this began, it would enable development to come forward.

Thirdly, Councillor Carter asked how the road would impact the peat land South of the proposed carriageway, particularly in relation to drainage. The Director of Growth and Regulatory Service shared an old image, displaying how the road ran



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entirely North of the peat area. Initial ground inspections, with more to follow, had shown only a very small lens of peat in one area. As such, despite being a factor, the Council was not currently concerned about peat.

Councillor Carter's final question asked what chance there would be to reopen the old rail lines which still existed in the area. The Executive Member for Climate Change informed Councillor Carter that this was not something the Council was opposed to, however, it was not something the Council had the gift to determine. Trafford had recognised that the road was currently at capacity and to deliver the 5000 homes involved in Places For Everyone, the existing highways network would need to be upgraded. Councillor Carter encouraged the Council to make the message clear around how the establishment of railway line was not a decision for the Council to make. The Executive Member for Economy and Regeneration took the point, adding that there were plans to make use of the disused rail lines for the Council's active travel strategy.

Councillor Frass recognised the requirement for Government to instigate the railway being reopened, however, questioned why the Council would be allowed to repurpose it as a walking and cycling route instead. As such, Councillor Frass enquired as to whether it could be repurposed as a tram route which would have Greater Manchester control. The Director of Growth and Regulatory Services informed the Committee that the railway was still owned by Network Rail and the Council had surveyed some of the structures to find them to have deteriorated. Regarding the Metrolink, the Director highlighted the rapid transit strategy which was currently being developed by TfGM. The Council was pushing for New Carrington to be included in longer term projects related to this strategy, however, recognised the demand for projects of expansion to the Metrolink due to its success.

The Chair asked if the cancelling of the Manchester HS2 expansion was going to make a difference to funding. The Executive Member for Economy and Regeneration responded that there was currently no evidence supporting the idea that this money would be put into public transport.

Councillor Holden asked whether there was sufficient expert advice, guidance, and information being sought to avoid issues going through the old petrochemical site. The Director of Growth and Regulatory Services responded that this consideration had been included within the report, with it likely to be an issue and concern. The Committee were reassured that the aim was to disturb the ground as little as possible.

Councillor Frass enquired as to where suspected contaminated drainage was going, with it being separated to prevent cross-contamination. The Executive Member for Economy and Regeneration responded that a formal remediation strategy was being worked on with the landowner and the Environment Agency, with the answer to this to come through that. The Director provided a further response referring to ensuring that the water from the road does not mingle with the ground water and its contaminants.

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Chair thanked Councillors and Officers for their responses.

RESOLVED: That the contents of the report be noted.

**31. ITEMS FOR CONSIDERATION FOR THE MUNICIPAL YEAR 2024/25**

Councillor Acton provided an overview of what work had been completed across the year, and referenced the Reducing Car Dependency task and finish group report which would come in the next Municipal Year. Councillor Acton also informed Members of the Committee that responses to the Scrutiny reports looking at Access to Council Services and Events and Old Trafford would come to the Committee in 2024/25. Councillor Acton also reminded Members of the Budget reports which come every year, firstly in November, outlining the draft proposals, and the Scrutiny response that goes to the meeting in January, with Budget Scrutiny set to take place in late November again.

Councillor Walsh recognised the Events at Old Trafford Task and Finish group report, adding that the report did not scrutinise the parking service on matchdays at Old Trafford, and felt this was something that the Committee could bring to a meeting in the future. Councillor Walsh added that there was an opportunity for Council officers to play a greater role in matchday parking at Old Trafford.

Councillor Axford asked whether the topic of Travellers in the Borough be brought back in the new year, with persistent issues remaining.

Councillor Axford added further that there would be opportunity later in the year to look at the Bee Network as it comes to Trafford through Tranche three by the end of 2024. Councillor Axford raised the opportunity to get colleagues from the Greater Manchester Combined Authority (GMCA) to attend and discuss.

Councillor Axford also raised concerns on affordable housing in the Borough, as well as looking at remaining issues with housing providers such as L&Q.

Councillor Carter questioned whether Carrington Relief Road needed to come to the Committee again, if there is not going to be a fundamental change in that time. The Chair responded that it had been agreed to monitor the project once agreed by the Executive, however, added that it was up to the Committee to decide when they felt it was relevant to bring the item. Councillor Axford felt that the financial risk of the project should be considered. Councillor Carter did not disagree with either of these points but felt that unless there was set to be a significant decision point over the 12 months, the Committee would be considering the same points.

Councillor Carter added further whether a work needed to be considered on the duration and duplication of roadworks, citing the case of Kings Road and the timeline behind this. Councillor Carter asked whether there was appetite of the Committee to review and assess the Council's ability to govern Trafford's roadworks, due to the Community impact of roadworks overrunning. Councillor Axford agreed that this would be interesting to look at.

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Councillor Carter raised a further point regarding Council investment in IT systems and resources, adding that he could not find any measure of performance within the Council of how these systems performs versus what was in the capital expenditure request to justify it being invested in. Councillor Holden raised caution with measuring IT due to the everchanging world and scenario of IT. Councillor Carter responded that he felt it was legitimate to look back at the expectations offered in IT services, to see how they succeeded.

Councillor Jones raised concern around transparency from One Trafford and their Traffic department, questioning how their matrixes worked around completing road repairs and putting new crossings. Councillor Jones felt there was a lack of transparency on this, adding that One Trafford had mentioned to him in the past that they could bring a presentation on this.

Councillor Frass raised the point on Access to Council Services and felt more work could be done on this topic. The Chair responded that a response to the report would come from the Executive in the new Municipal year, adding that there could be an opportunity to look at this in more detail following that response.

Councillor Frass applauded the September meeting which looked at the issues of Damp and Mould and felt there was opportunity to revisit this again. Councillor Acton responded that it would be worthwhile to have officers from these housing providers to come again and provide a response to some of the promises which were made last time round.

The meeting commenced at 6.30 pm and finished at 8.37 pm

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# Corporate Plan 2024 – 2027 Scrutiny Update

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**Cllr Tom Ross**

**Leader of the Council**

**July 2024**

# The Journey So Far...

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# Corporate Plan: Where are we now?

Trafford had a Corporate Plan from **2018-2022** with seven priorities.

It was refreshed in **November 2021** following the impact of covid and to simplify the council's focus. Consultation with residents and staff took place.

**Three corporate priorities** were agreed in 2021 and the current plan runs from **2021 to 2024**.

# Our Trafford, Our Future: 2021-2024



## Vision

Trafford – where all our residents, communities & businesses prosper

## Outcomes



All our residents will have access to quality learning, training and jobs



All our communities will be happy healthy and safe



All our businesses and town centres will be supported to recover and flourish for the benefit of everyone

## Priorities



Reducing health inequalities



Supporting people out of poverty



Addressing our climate crisis

**'better health, better jobs, greener future'**



# So much has changed....

Post covid recovery

Trafford narrative

EPIC values

Devolution Trailblazer

Elections

Carbon Neutral Action Plan

CCG and ICB integration

Finance and Change

NHS Waiting lists

Cost of Living

Places for Everyone

Culture Strategy

Levelling Up Fund

Children's Mental Health

Budget position

Census

Growth Agenda

New Leader

Inequality widening

Ofsted

Strategic Partnerships

Poverty Truth Commission

# Corporate Plan: Current position

The new **3-year plan** retains the vision and the outcomes.

The priorities have been expanded to contain **five priorities**, which better reflect the breadth of Council activity.

**Each priority is supported by 'We Will' statements** and are outlined in the following slides.

The new Corporate Plan will go to **Council** on 17 July 2024.

The work on the new Corporate Plan is helping us to prepare for the **Peer Review in January 2025**.

# VISION & PRIORITIES





# Priority 1: The best start for our children and young people

## We will

1. Work with our local education and business partners to ensure our young people in Trafford have the best possible access to education, apprenticeship and employment opportunities.
2. Encourage and promote good mental and physical health in children.
3. Provide the right help at the right time for families.
4. Work with our partners to support our children and young people who have Special Needs and Disabilities.
5. Be ambitious for children by continuing to invest in services for Children and Young People and delivering in house youth services.
6. Work positively with our Children in Care, and our young people who have experienced care, to ensure we put them at the heart of what we do.





## Priority 2: Healthy and independent lives for everyone

### We will

1. Improve health and wellbeing to reduce the impact of poverty, concentrating on communities with the greatest need.
2. Work with our partners to provide fair and accessible services to maximise our residents' physical and mental wellbeing.
3. Work in partnership with communities and the voluntary sector to deliver our priorities.
4. Make sure our residents and carers receive the right level of support at the right time.
5. Safeguard our residents through the right, coordinated response.



# Priority 3: Thriving economy and homes for all

## We will

1. Help people to gain skills and improve access to employment, to improve household income.
2. Enable an economy that works for all by supporting businesses, increasing investment, and improving our economic resilience.
3. Deliver on our regeneration priorities in town centres and key locations.
4. Work in partnership with agencies to prevent homelessness and to support those who are experiencing homelessness back into housing.
5. Deliver new housing developments that are affordable, adaptable, sustainable, and low-energy use, while working with partners to increase the energy efficiency in our homes.
6. Ensure accessibility for all by improving our highways, streetlighting, footpaths and resurfacing.



# Priority 4: Address the climate crisis

## We will

1. Show leadership by reducing Trafford council's carbon footprint and increasing the amount we re-use, repurpose and recycle, as well as encouraging partners to do the same.
2. Adapt to climate change impacts, to increase local resilience and protect residents.
3. Ensure our green spaces are biodiverse and provide opportunities for residents to be social and active.
4. Work with businesses to reduce carbon output by decarbonising Trafford Park industrial estate and promoting it as area of good employment.
5. Expand electric vehicle charging infrastructure across Trafford.
6. Promote active and public travel by delivering our Walking, Wheeling and Cycling Strategy and ensuring Trafford's streets are safer and accessible.





# Priority 5: Culture, sport and heritage for everyone

## We will

1. Expand access to culture and creativity, embed the new Cultural Strategy and attract further investment in arts and culture.
2. Invest into Trafford's leisure centres and deliver the programme in Partington.
3. Provide accessible, effective and sustainable physical activity and sport opportunities for our communities.
4. Ensure that Trafford's rich and diverse heritage is enjoyed by residents and visitors.
5. Expand and enhance the long-standing sporting heritage of Trafford to maximise future opportunities for businesses and communities.



# Corporate Plan Outcomes

- All our residents will have access to quality learning, training and jobs.
- All our communities will be happy, healthy and safe.
- All our businesses and town centres will be supported to recover and flourish in an inclusive way.

# Corporate Plan Timeline



# Feedback from our engagement activities

- Engagement activity included hearing from residents, colleagues and partners, to find out what they thought about our new priorities and 'we will' statements.
- This activity included a feedback survey, discussion at Department Management Team meetings, attendance at partnership events, drop-in sessions for staff and promotion of the changes through our internal communications and social media.
- **Majority of survey respondents felt that the priorities were the right ones to focus on.**
- 77% of the respondents either 'strongly agreed' or 'agreed' that our priorities can meet the Council's current and future challenges.
- **Respondents supported the new 'we will' statements** and these have been ranked according to feedback from the survey

# What is most important to people?

- Good provision for children in Early Years
- Support for those with additional needs and older people
- Timely access to assessment and support services when these are needed
- Support for people living in poverty
- Access to great public transport
- Building cohesive communities
- Strong supported living provision
- Access to green spaces and opportunities for physical activity

# Next Steps

- Present the new Corporate Plan at **Council on 17 July**
- Continue to **develop the Key Performance Indicators (KPIs) and success criteria** to shape the Annual Delivery Plan
- Commence half yearly reporting including KPIs and case studies to Executive
- **Embed the corporate plan by:**
  - Presenting at Let's Talk events July/August
  - Preparing videos for each priority
  - Newsletters, team meeting briefings
  - Liaising with businesses, schools and voluntary sector
  - Delivering social media plan
  - Updating key documents i.e. EPIC check in
- **Prepare for the Local Government Association Peer Review**
- Bring further updates to Scrutiny

**Thank you and any  
questions?**



## TRAFFORD COUNCIL

**Report to:** Scrutiny Committee  
**Date:** 10 July 2024  
**Report for:** Decision  
**Report of:** Director of Legal & Governance and Monitoring Officer

### Report Title

**2024 Review of Constitution: Council Meeting Arrangements**

### Summary

This report sets out the current constitutional provisions in respect of arrangements for Council meetings at Trafford Council.

Following a review by the Council's Constitutional Working Group (CWG), as summarised in the report, the report details recommendations to amend the Council's constitution it believes are required to improve the quality and equality of debates at meetings due to an increase in the items being placed on the meeting agenda.

### Recommendation(s)

It is recommended that the Scrutiny Committee:

- i) Consider the current constitutional arrangements in respect of Council meetings as detailed in the report and
- ii) Agree the recommended constitutional changes proposed by the Constitutional Working Group, as detailed in the report; and
- iii) Recommend to Council that the recommended constitutional changes, as detailed in the report, are approved.

### Contact person for access to background papers and further information:

Name: Dominique Sykes

## **1.0 Introduction**

- 1.1 Due to a significant increase in the number of questions, motions and motion amendments, plus a number of external factors, it has become increasingly difficult to manage the meeting agenda, and as a result there were concerns about the quality and equality of debates during meetings.
- 1.2 As per a recent motion agreed at Council, it was determined that a review of the constitutional provisions in respect of meeting arrangements should be undertaken.
- 1.3 A review of the Council's constitutional provisions in respect of meeting arrangements provided an opportunity to look at how meetings are managed

and also conduct Executive and Council meetings more generally to see if the arrangements for those meetings can be improved in any way.

## 2.0 **Constitutional Review**

- 2.1 The Constitutional Working Group (“CWG”) is a group which is convened from time to time to review specific sections of the constitution. Membership of the CWG is determined by a calculation of political balance. The terms of reference for the CWG are developed for each specific task. The scope of the review is also determined within the CWG’s TORs.
- 2.2 The CWG was established by Council to review those sections of the Constitution which rules of procedure relating to the conduct of meetings of the Council and management therefore. It was agreed that the CWG would undertake its role by:
- a) Reviewing areas in the Constitution to ensure that they are fit for purpose;
  - b) Considering changes proposed by Members, Officers and Committees to ensure that the proposed changes are fit for purpose;
  - c) Recommending proposed changes to the Standards Committee and the Scrutiny Committee for consideration;
  - d) Having due regard to advice from relevant officers and/or the Monitoring Officer;
  - e) Having due regard to the process for amending the constitution as detailed in the constitution.
- 2.3 The CWG agreed the following objectives for the review:
- a) The CWG recognises the importance of ensuring that meetings can be conducted in a democratic, fair and efficient way.
  - b) The CWG will review the Council’s constitution to review those sections of the Constitution which rules of procedure relating to the conduct of meetings of the Council and management therefore.
- 2.4 The CWG met as soon as possible following the elections in May 2024 and agreed that it should complete its review and shall use reasonable endeavours to ensure that final recommendations for changes to the Council’s constitution are presented to the Scrutiny Committee and Standards Committee prior to the Council’s ordinary meeting in July 2024.
- 2.5 The CWG have completed a review of the following:
- a) Review the following areas in the Constitution to ensure that they are fit for purpose;
    - i. Part 1 – How the Council Operates: Rights of Members of the public
    - ii. Part 3 – Article 3 – Rule 3: Right of Members of the Public
    - iii. Part 4 –
  - b) Rules of Procedure, in particular (but not limited to):
    - Rule 2: Ordinary Meetings of Council
    - Rule 5: Time and Place of meetings
    - Rule 9: Duration of meeting
    - Rule 10: Questions by members
    - Rule 11: Motions on notice
    - Rule 13: Rules of debate
    - Rule 21: Disturbance by public



- c) Executive Procedure Rules, in particular (but not limited to):
    - Rule 1.7: Place and Time of Executive Meetings
    - Rule 2.3: Business to be conducted
    - Rule 3.3: Attendance and speaking at meetings
    - Rule 2.6: Time and Duration of the Meeting
    - Rule 3.2: Public Questions
  - d) Access to Information Procedure Rules, in particular (but not limited to):
    - Rule 3: Rights to attend meetings and ask questions
  - e) The Council's Petition Scheme
  - f) any section of the constitution which is substantially linked and/or affected by the above rules and any other areas of the constitution as agreed by the CWG throughout the review.
- 2.6 Having completed the review, the CWG now make the recommendations detailed in section 3 to the Scrutiny Committee and Standards Committee
- 2.7 The Scrutiny Committee and Standards Committee are asked to consider and agree the proposed recommendations to change the constitutional arrangements and to recommend the approval of such changes to the Council at its ordinary meeting in July 2024.

### 3. **Constitutional Review 2024: Council Meeting Arrangements**

- 3.1 In summary, considerations of the CWG were largely focused around the following arrangements:
- a) Meeting Time and Length
  - b) Petitions
  - c) Questions
  - d) Motions
  - e) A review mechanism for constitutional changes made.

### 4. **Current Constitutional provisions.**

- 4.1 Meeting time and length: Council meetings and Executive meetings are currently scheduled in the evening. Council meetings must be concluded by 9.30pm with a requirement to reconvene to conclude any unfinished items of business.
- 4.2 Petitions: The Council's petitions process allows members of the public to have direct influence on the political process and to raise concerns that are important to them/the Borough. The Council will respond to all the petitions it receives. Where the petition is heard is determined by the number of signatures. Those petitions with in excess of 500 are heard in Council meeting, subject to the arrangements set out in the Council's petition scheme.
- 4.3 Questions:
- a) The Councils procedure provides either: for a response to be issued at the meeting itself; or for a fuller written response to be issued to the questioner after the meeting.
  - b) Public Questions: any member of the public can ask a question at any meeting of the Executive or at any Committee subject to them complying with the following:

- i. The questions being within the remit of the Executive or that they relate to a matter under discussion at the meeting.
  - ii. The questions being submitted to the Council via email by 4 p.m. on the day before the meeting.
  - iii. That the time to be allowed for all questions to be put and answered is limited to 15 minutes at the start of the meeting. If a question is deemed valid for referral to the meeting, the questioner will be offered the chance to present the question in person at the relevant meeting.
- c) Member Questions:
- i. A member of the Council may ask the Leader, a Member of the Executive or the Chair of a committee any question without notice upon an item of the report of the Executive or a committee when that item is being received or is under consideration.
  - ii. A member of a committee or sub-committee may ask its Chair a question on any matter in relation to which the Council has powers or duties or which affect the Borough and which falls within the terms of reference of that committee or sub-committee, provided the following criteria is met: the question does not relate to a matter currently under review by an Overview and Scrutiny Committee; and notice of the question has been given to the Head of Paid Service in writing not later than 4.00 p.m. one clear working day before the date of the meeting; or (c) where the question relates to urgent matters, he/she has the consent of the Member to whom the question is to be put and the content of the question is given to the Head of Paid Service by 12 noon on the day of the meeting. A member asking a question with notice may ask a supplementary question without notice of the member to whom the first question was asked. The supplementary question must arise directly out of the original question or the reply.
- d) In recent Council meetings, the Chair has asked for original questions on notice to be taken as read. There has also been a request for responses to the original question to also be taken as read and published prior to the meeting, allowing business to move directly to supplementary questions. The objective of this approach has been to manage agenda items more effectively in order to completed all items of business within the meeting timeframe.
- 4.4 Motions: There are a number of procedural motions which can be moved without notice at a Council meeting. Pursuant to a motion which was agreed at a recent Council meeting, it was determined that the Council's constitution should be reviewed in respect of motions on notice. Motions must be about matters for which the Council has a responsibility or which affect the Borough, must be signed by at least 2 members, or with electronic consent of at least 2 members and must be delivered or submitted electronically to the Head of Paid Service not later than 4.00 p.m. six clear working days before the date of the Council meeting.
- 4.5 Review mechanism: The Council's constitution can be reviewed at any time subject to all constitutional changes being considered by the Council's Constitutional Working Group who make recommendations to both the Standards Committee and the Scrutiny Committee who, in turn, would make recommendations to full Council.

## 5.0 **CWG Recommendations**

5.1 Meeting Time and Length: current provisions to remain unchanged. The time that Council meetings are scheduled for and length of Council meeting, with an end time of 9.30pm, was felt to be inclusive and caused no concern. The approach is a long-standing approach and attendance at meetings has been good.

### 5.2 Petitions:

- a) The forum for hearing petitions going forward shall be amended to the Executive meeting. The current Petition Scheme shall be reviewed by the Director of Legal and Governance with a view to introducing a similar process for the conduct of petitions within an Executive meeting.
- b) It was acknowledged that whilst petitions do not often feature on Council agendas, that there is perhaps a need to ensure that the process is more embracing and informative for the petitioner.
- c) It was agreed that the Executive meeting would provide a more welcoming and relaxed forum to facilitate an interactive petition debate, improving the overall experience for the petitioner.
- d) It was also agreed that the principles of the current petition scheme should be transferred to the Executive forum to ensure that we have a structured debate across all parties.
- e) It was noted that the remit of the Executive meeting falls within the discretion of the Chair, the Leader and that this proposal would need his approval.

### 5.3 Questions:

- a) Public questions provisions are to remain unchanged.
- b) Provisions relating to Member questions without notice are to remain unchanged.
- c) Member Questions on Notice:
  - i. Questions and responses shall be afforded a maximum amount of 10 minutes on the agenda to conclude all associated business.
    - i. Any questions and/or responses that are not dealt with during the allotted time shall be dealt with outside of the meeting and shall be published along with the minutes of the meeting.
  - ii. Questions shall be placed at the beginning of the business agenda.
  - iii. Questions to be listed in order of political balance: Labour, Conservative, Liberal Democrats and Greens.
  - iv. The current informal approach of both primary questions and responses being circulated and published ahead of the meeting and thus taken as read at the meeting, to be adopted as a standard approach. Only supplementary questions and responses to be dealt with in the meeting.
  - v. The Chair shall exercise a strict control over the format and scope of supplementary questions.
  - vi. A process, with reasonable timescales, shall be developed by the Director of Legal and Governance in consultation with the CWG, for the submission of questions and provision of primary responses ahead of the Council meeting:
    - Noting that the current submission deadline of 4pm, one clear day prior to the meeting, will need to be amended to bring the submission deadline forward to provide more

time for officers and members to facilitate a process before the meeting.

- vii. A process, with reasonable timescales, shall be developed by the Director of Legal and Governance in consultation with the CWG, for the provision and publication of questions and/or responses which are not provided within the meeting timeframe.
- d) It was agreed that the current approach to primary questions and responses seemed sensible but it was acknowledged that improvements were needed to ensure that a primary response was provided in a reasonable timeframe before the meeting. It was acknowledged that receiving questions up to 4pm one working day before a meeting can cause some difficulties in obtaining a response ready for the relevant meeting. It was also agreed that this was equally important for any supplementary questions or responses that are to be concluded in writing after the meeting. It was agreed that a procedure in this respect should be developed.

#### 5.4. Motions:

- a) Motions without notice provisions are to remain unchanged.
- b) Motion with notice:
  - i. It was agreed that the current scope of motions shall not be amended.
  - ii. The total number of motions on any one Council agenda shall be limited to 5.
  - iii. It was also agreed that the total number of motions shall be allocated to each political party in accordance with political balance. Labour may submit up to two motions per meeting. The Conservative Party, the Liberal Democrats and the Green Party may each submit one motion, should they choose to.
  - iv. Cross party motions shall be dedicated to the proposing party in terms of their entitlement to submit motions.
  - v. If Parties choose not to submit a motion, the entitlement of other parties shall remain unchanged.
  - vi. The process, particularly the timescales for submission of motions and amendments, shall be reviewed and amended by the Director of Legal and Governance, in consultation with the CWG:
    - Noting that the current submission deadline of 4pm, six clear working days prior to the meeting for motions, will be amended to bring the submission deadline forward to provide more time for officers and members to facilitate a process before the meeting;
    - Noting that the current submission deadline of 4pm, one clear working days prior to the meeting for amendments, will be amended to bring the submission deadline forward to provide more time for officers and members to facilitate a process before the meeting.
  - vii. It was agreed that more qualitative and substantive debates would be welcomed and that limiting the number of motions would help to ensure equality of debate across all agenda items. It was acknowledged that receiving amendments up to 4pm one working day before a meeting can cause some difficulties for officers and members.

#### 5.5 Review Mechanism: New measures are to be introduced and reviewed after a period of 6 months by the CWG. It was felt that a six month review would help

to ensure that that new measures were working in the way that they are intended to and if not, allow further consideration of changes.

## **6.0 Standards Committee Recommendations**

6.1 Recommendations made by the CWG were considered by members of the Standards Committee on 28 June 2024.

6.2 During the Standards Committee meeting the following was confirmed:

- i) *Paragraph (e) does not make it clear if the Chair of the Executive would retain their discretion, once the current Chair has “approved” the transfer of the principles of the current petition scheme which ensures all parties are represented.*

*Response: To clarify, the intention would be to seek the endorsement of the current Chair of the Executive committee to include the proposal to move Petitions to the executive forum in the CWG’s report to Council, after which full Council would make a decision. If the decision to move Petitions to the executive forum was ratified by Council, then this decision would become a permanent protocol which would then fall outside of the Chair’s discretion. Likewise, the intention was to acknowledge the Chairs role in respect of how the executive meeting is conducted. To be clear, the intention would be to seek the endorsement of the current Chair of the Executive committee to include the proposal to move the current Petition scheme principles over to the executive forum in the CWG’s report to Council, after which full Council would make a decision. If the decision to move the current Petition scheme principles over to the executive forum was ratified by Council, then this decision would become a permanent protocol which would then fall outside of the Chair’s discretion.*

- ii) *The full petition practices that have been adopted for Full Council – namely the structure of debate which allows for the petitioner, the administration and all opposition groups to address the subject of the petition in full – must be replicated at Executive. These procedures must be fully codified within the revised Constitution*

*Response: The CWG has already agreed that the principles of the current petition scheme should be transferred to the Executive forum to ensure that we have a structured debate across all parties (see recommendation d above). However, these principles currently sit within the Council’s petition which is a document which sits alongside the Council’s constitution. The recommendation is that the current position is retained and the petition scheme document is updated rather than the detailed procedural provisions being included the constitution.*

6.3 The Standards Committee:

- i) agreed the recommended constitutional changes proposed by the Constitutional Working Group, as set out in section 5 of the report; and
- ii) Recommend the additional changes set out in section 6.4, to the Constitutional Working Group for consideration in its final report to Council; and
- iii) Recommend to Council that the constitutional changes as detailed in the report, including those set out in section 6.4, are approved.

6.4 Standards Committee Recommendations to CWG:

- i) In addition to the ten minute maximum amount of time on the agenda, the number of questions shall be limited to two per political group in any given meeting of the Full Council.
- ii) That the following amendments shall be made to the text of the original report and any such repetition thereof going forward:

**Motion with notice:**

It was agreed that the current scope of motions shall not be amended. The total number of motions on any one Council agenda shall be limited to 5.

It was also agreed that the total number of motions shall be allocated to each political party in accordance with political balance. [Delete – Labour] **The Administration Group** may submit up to two motions per meeting. [Delete – The Conservative Party, the Liberal Democrats and the Green Party] **Each different Opposition Group** may each submit one motion, should they choose to.

Cross party motions shall be dedicated to the proposing party in terms of their entitlement to submit motions.

- 6.5 These recommendations will need to be considered by the CWG before it makes its final recommendations to Council. If the CWG do not agree to the recommendations made by the Standards Committee, the views of standards committee would also be presented to Council who would be asked to make a final determination.

## 7.0 Other Options

- 7.1 Members of the Scrutiny Committee instead of agreeing the recommendations as set out above, could:
- a) Make their own recommendations;
  - b) Propose amendments to the recommendations contained in this report;
  - or
  - c) Determine that no changes should be made to the current constitutional provisions in respect of meeting arrangements.
- 7.2 Any alternative recommendations or amendments proposed by the Standards Committee and/or the Scrutiny Committee would result in a referral being made back to the CWG for their consideration. Where agreement cannot be reached between the CWG, Standards Committee and/or Scrutiny Committee, the recommendations of the CWG shall be presented to full Council for determination with the views from committees confirmed.

## 8.0 Reason for recommendations.

- 8.1 The recommendations to amend the constitution as detailed in the report are necessary to bring about changes to how meetings are administered and managed. The objective of reviewing the constitutional arrangements in respect of meetings is to improve the quality and equality of debates at meetings.

## TRAFFORD COUNCIL

**Report to:** Scrutiny  
**Date:** July 2024  
**Report for:** Information  
**Report of:** Executive Members for Highways, Environmental & Traded Services; Communities and Safety & Climate Change

### Report Title

**Response to Scrutiny Committee Task & Finish Group – Events at Old Trafford**

### Summary

This report has been prepared following consideration of, and in response to, the Scrutiny Committee Task and Finish Group findings as detailed in the report dated 29 January 2024 in respect of events at the Old Trafford Stadium. Investigation by the Scrutiny Committee revealed a number of concerns, principally relating to parking, access and transportation.

### Recommendation(s)

Scrutiny is asked to note the response.

### Contact person for access to background papers and further information:

Name: Adrian Fisher Director of Growth & Regulatory Services  
adrian.fisher@trafford.gov.uk  
Chris Morris Director of Highways & Environment  
chris.morris@trafford.gov.uk

Background Papers: None

Appendices: None

Relationship to Policy Framework /Corporate Priorities	The desire to improve sustainable travel to football matches aligns with the Corporate objective to address our climate crisis.
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Relationship to GM Policy or Strategy Framework	The TFGM 2040 Transport Strategy supports modal shift away from reliance on private cars.
Financial Implications	The direct financial implications on the Council arising from this report are relatively minor and can be accommodated within existing staff time / established budgets. A number of specific initiatives below will be funded from external support, e.g. TfGM. More broadly the presence of Manchester United within the Borough creates certain specific regulatory obligations for the Council – for example in terms of Stadium safety, licensing and parking. For the most part these operate on a cost-recovery basis. Conversely, the regular influx of 70,000 visitors into the area and wider City region has a significant economic benefit – especially in terms of the hospitality industry. In addition, the linkage between Manchester United, a major global brand, and Old Trafford creates profile and prominence for the area which could not be bought by conventional means.
Legal Implications	<p>The Safety of Sports Grounds Act 1975 introduced a system of safety certification of sports grounds by local authorities.</p> <p>A safety certificate sets the permitted capacity for a sports ground together with the detailed terms and conditions with which the ground management must comply in order to operate the sports ground at its permitted capacity.</p> <p>Under the 1975 Act, a local authority is required to issue a safety certificate to a designated sports ground or to a regulated stand at a non-designated ground.</p> <p>The regulation &amp; management of Highways is governed by the Highways Act 1980 and Traffic Management act 2004.</p>
Equality/Diversity Implications	Dangerous or anti-social parking has a particular impact on those with restricted mobility or other accessibility problems.
Sustainability Implications	The Report considers how sustainable travel could be better promoted around Old Trafford Stadium.
Carbon Reduction Implications	Better use of public transport and less reliance on the private car will also assist in meeting Carbon reduction ambitions.
Resource Implications e.g. Staffing / ICT / Assets	No significant implications arising directly from this report. More broadly issues connected with Manchester United have day to day implications for staff within the Council's Highways and Regulatory services.
Risk Management Implications	None directly arising.
Health & Wellbeing Implications	The issues highlighted by the scrutiny committee link to the health and well being of the local community – these are addressed within the report.
Health and Safety Implications	Dangerous Parking connected with football matches has implications for the safety of other road users.

## 1.0 Background



1.1 In 2022 the Scrutiny Committee agreed to form a Task and Finish Group to look at the impact of Events at Old Trafford Football Ground upon the local Community and to look at ways that impact could be reduced. As part of this work a survey was sent to local residents – and 438 responses were received. The main issues recorded included:

- Reducing the reliance on car travel
- Improving parking arrangements and information
- Better integration of travel information for residents and visitors
- Better liaison between the club and community.
- Improving facilities for cycling

1.2 These issues were set out in a report by the Task and Finish group which was presented at the Executive meeting on 29 January 2024. This Report provides a detailed response to the matters raised.

## 2.0 Analysis and Commentary

2.1 Manchester United have played at the Old Trafford Stadium since 1910, aside from a ten year break during the second World war. Capacity at the ground has varied over time – peaking at around 76,000 in the 1930's before dropping back significantly in the 1940's before reaching over 60,000 by the 1970's. The introduction of further safety regulation and ultimately the requirement for all seater stadia led to a reduction in capacity once again by the 1990's. A series of major redevelopments over the past thirty years has seen the capacity of the stadium rise to 74,879. Despite major stadium redevelopments elsewhere in the country, Old Trafford remains by some margin, the largest ground in the Premier League.

2.2 It is evident therefore that large crowds have been visiting Old Trafford for well over a hundred years; the name is synonymous with football and is well known at home and abroad because of the connection with Manchester United. Football is part of the character and heritage of the area – and the regular influx of tens of thousands of fans can come as no surprise to residents or businesses.

2.3 However the benefits and challenges associated with large numbers of visitors inevitably varies over time as the nature of society and football also changes with the passing of each decade. There are some particular factors that have prompted a change in visitor patterns in recent years. These are set out below:

The Closure of Railway Station. Rail services have not used the Manchester United Halt since 2018 following health and safety concerns. As a consequence the Stadium is now poorly served by Rail – the nearest stations being at Trafford Park (1.3 miles) or Deansgate (2.1miles). Heavy Rail has a much larger passenger capacity than Metrolink – and so the closure of the Halt has inevitably placed greater pressure on to other travel modes – and to areas further away from the ground.

The Covid Pandemic. The onset of the pandemic saw severe restrictions on mass gatherings between March 2020 and July 2021 – impacting both the 2019/20 and 2020/21 football seasons. When spectators returned, new patterns of behaviour were adopted, reflecting concerns over infection – resulting in an increased use of car travel. This in turn prompted a spate of inappropriate and anti-social parking in several locations near the stadium. Despite the substantive end of Covid risks, this pattern of travel has been slow to revert back to its pre-pandemic picture.

Train Service Limitations. The United fan base appears to be as broad as ever with many supporters travelling over distance to attend games. Last trains to common destinations such as London, Edinburgh or Glasgow leave Manchester in the early evening – making train travel unattractive for late afternoon and evening fixtures. In addition, a succession of

train strikes have been ongoing across the network since June 2022 – leading to unreliable or cancelled services. This factor has further impeded modal shift to rail travel.

Expansion of Metrolink The expansion of Metrolink with the opening of the route to the Trafford Centre in March 2020 has created new opportunities for travel to the ground. The Station at Wharfside is now the closest to the stadium – situated less than 500m walk away. Although the full operation of the line was slow to become established, given its opening at the onset of the pandemic, the addition of a second line in the locality helps to spread visitor impacts. In due course the implementation of the wider Bee Network with bus franchising and integrated ticketing across different transport modes, should also broaden travel opportunities.

- 2.4 These different factors have evidently had an impact on the local community in recent years – however the changing transport environment also now presents an opportunity to address some of these in a more coordinated fashion. This is discussed further in the next section.

### 3.0 Response to Recommendations

- 3.1 Following their investigations, the Task and Finish group identified 12 principal recommendations. A response to each of these is set out below.
- 3.2 Recommendation 1: Red Routes - Support plans to classify certain roads around Manchester United as red routes.

The Council have been in discussions with TfGM since 2019 with intentions to propose Red Route schemes in Trafford

- Red routes are designed to enhance the experience of all road users by improving journey times and bus reliability while reducing congestion and improving air quality through managing start/stopping vehicle movements.

Trafford set out proposals for a Red Route on the A56 from junction 7 of the M60 to the boundary with Manchester City Council (including White City Circle), also, a Red Route Clearway on the A5081 from junction 9 of the M60 to White City Circle. These plans for parts of the busy A56 and A5081 roads in Stretford and Trafford Park would also provide a safer environment for people, walking, cycling, wheeling and driving, by discouraging obstructive and dangerous parking

These were shared for comment and approval to go out to Statutory Traffic Regulation Order consultation within Trafford with:

- Trafford Highways Team and TfGM
- Trafford Director and Corporate Director
- Trafford Executive responsible for Highways
- Trafford Leader
- Local Cllrs

The Red Route Traffic Regulation Order (TRO) consultation launched on Monday 18 March 2024. Any comments/objections to the proposals, together with the grounds on which they are made, were to be sent, in writing by Monday 8 April 2024. Communication announcing this consultation was made via a press release and social media. Currently the Traffic Management team is reviewing all feedback from the consultation and will be producing an updated report with a recommended way forward for the Executive to consider.

The costs of establishing the red route are met by funding from TFGM; any fines accrued via enforcement will be used to offset the related operating costs or invested back into local transportation measures.

- 3.3 Recommendation 2: Modal Shift - *Work with Manchester United over time to reduce the number of spectators arriving by car, noting that there are currently around 16,000 cars not able to park at Old Trafford*

Trafford are committed to modal shift and will be collaborating with Manchester United together with TfGM to promote behavioural change and reduce car dependency. The loss of the rail halt remains a factor in patterns of travel and it is very unlikely that this facility will re-open in the foreseeable future. Consequently effort is focussed around better use of Metrolink and buses.

In the longer term opportunities to promote better accessibility by public transport will be fully explored as part of the potential redevelopment of the stadium.

- 3.4 Recommendation 3: Shuttle Buses - *Work with TFGM to extend the Shuttle service and the possibility of providing car parks further away from the ground, for example within Trafford Park*

The shuttle bus service has continued during the current season and extension of the service is being explored for the forthcoming season. The operation and management of the buses requires care and coordination to ensure it does not pose problems at the busiest periods of ingress or egress.

The Shuttle buses are currently funded by TFGM rather than Manchester United. A similar system of shuttle buses successfully operates from the Etihad Stadium, but it should be noted that this is funded by Manchester City

- 3.5 Recommendation 4: Parking - *Request Manchester United to provide a list of all genuine car parking facilities to fans they have.*

Manchester United will be looking to provide details of genuine parking provision as part of its newsletter, on its website and other communications as appropriate.

- 3.6 Recommendation 5: Parking - *Work with Manchester United and TFGM to see whether car parking facilities for games are highlighted on Google Maps, Waze, or other mapping apps*

As above the provision of parking and communicating the locations via appropriate communication platforms and APPS will be actively worked on by TfGM and Manchester United. Several car parks are already highlighted on such maps.

- 3.7 Recommendation 6: Traffic Data. *Look to link to TFGM's live Traffic Data and Manchester United information from the Council website and social media accounts.*

TFGM provide bespoke information on match days to inform the Clubs management of the ground – as traffic or travel disruption has a direct linkage to rates of ingress or egress at the stadium. The form of this data is currently within a platform that does not facilitate its wider distribution. There are thus some technical issues that need to be explored and if necessary, overcome. Ongoing assessment and sharing of traffic data will be continuing to enable appropriate action to be taken when needed by the travelling public. Alongside steps can be taken to ensure visitors are aware of other existing traffic and transport alert systems that are free to use.

- 3.8 Recommendation 7: Awareness - *Spread awareness of the monthly newsletter to ensure people are made aware of when matches are being held.*

Awareness of the monthly newsletter and uses of other communication tools will be utilised to ensure that the match fixtures are effectively communicated to all those who may be affected. The Council's communications team has a new dedicated officer handling place-based issues – and is working to expand its social media influence. This provides an opportunity to reach those who are either new to the area or who had no previous engagement on Club related matters.

- 3.9 Recommendation 8: Cycling - *Look at the option to run a secure bike storage trial with Manchester United to see if it increases cycling to matches, and if positive, encourage Manchester United to commit to further provision of safe, secure cycle parking facilities on site.*

The active travel improvements installed in and around Old Trafford over the past 18 months mean that cycling to the locality is easier and safer than in the past. Manchester Utd currently provide bicycle parking on conventional stands at the N2, E2 and W2 car parks. This provision is better than certain clubs in the premier league – but others go further still. For example, Liverpool FC operate a cycle hub where bicycles can be stored under the supervision of Club stewards. Secure bike storage trials will be explored with Manchester United and TfGM as this will capitalise on recent active Travel investment and will benefit modal shift.

- 3.10 Recommendation 9: Parking - *Work with TFGM and the Trafford Centre with a view to utilising the parking spaces at the Trafford Centre for Match Day Parking.*

The Trafford Centre has previously discouraged match day parking at its (free) car parks – especially as it appeared many visitors were not using the shops and services of the centre. The optimum position is where fans utilise the many food and beverage offers before or after a match – or alternatively some group members stay and shop while other watch the football.

There is a clear opportunity for mutually beneficial leisure activities to take place – and ones that make the best use of both available car parks and the proximity of the Trafford Park Metrolink line. The Council has regular meetings with the Trafford Centre and further discussion on a suitable approach to match day parking is planned.

There is also an existing official Metrolink Park and Ride facility off Westinghouse Road adjacent to Parkway Metrolink Stop, which is convenient for use on Match days.

- 3.11 Recommendation 10: Traffic Data - *Ensure that the monitoring data from Manchester United Traffic Management Plan be shared with Ward Councillors.*

Sharing of monitoring data from the Traffic Management Plan can be shared with Ward Councillors when made available

- 3.12 Recommendation 11: Community Liaison - *Support the continuation of the regular meetings between Manchester United and ward Councillors and that performance data from the Traffic Management Plan be shared at those meetings.*

Manchester United currently hold meetings with Ward Councillors – and also other ad hoc meetings with community groups. This provides an opportunity for the sharing of information and There is an ongoing commitment to continue the meetings that already take place between Manchester United, TfGM and Trafford Council so that all parties are

brought into discussions around transportation. Such liaison also ensures traffic management is monitored and changes made to traffic arrangements as necessary.

- 3.13 Recommendation 12: Resident Issues - Support the reforming of the task and finish group to look at significant issues by residents if they occur.

Should any significant issues occur going forward relative to the parking and traffic management associated with match days there is a commitment to reform a suitable task and finish group to look at the impacts of such issues with the potential to look at solutions that all parties can contribute to.

#### 4.0 Next Steps

- 4.1 The Council continues to work closely with Manchester United over the management of the ground and its environs. The Council has ongoing duties and obligations in terms of stadium safety, highways, parking and community safety – and therefore the matters highlighted by the Task & Finish Group will remain under sharp focus.
- 4.2 As has been widely reported, Manchester United are considering making significant changes to their Stadium and environs. Should such plans come to fruition, matters such as access and transport will be central to those proposals.

### 5 Reasons for Recommendation

In order to address the matters highlighted by the Scrutiny Task & Finish Group.

**Key Decision** No

**If Key Decision, has 28-day notice been given?** n/a

**Finance Officer Clearance** (type in initials).....PC.....

**Legal Officer Clearance** (type in initials).....EM.....

**[CORPORATE] DIRECTOR'S SIGNATURE** (electronic).....

To confirm that the Financial and Legal Implications have been considered and the Corporate Director has cleared the report prior to issuing to the Executive Member for decision.

**Appendices: None**

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**TRAFFORD COUNCIL**

**Report to:** Scrutiny Committee  
**Date:** 03/06/2024  
**Report for:** Update and Information  
**Report of:** Cllr Joanne Harding, Executive Member for Finance, Change & Governance  
**Report author:** Simon Davis, Head of Customer Services, Libraries and Culture

**Report Title**

**Access to Council Services**

**Summary**

This report contains the Executive's response to the Chair of Overview and Scrutiny's report to Executive in December 2023. Which includes an overview of how the recommendations will be addressed and how this links with other ongoing work.

**Recommendation(s)**

Scrutiny is asked to –

1. Note the contents of this report
2. Note the improvement plan for updating the Council Website
3. Note the communication to all colleagues regarding contact details being updated.

**1. Background**

- 1.1 Scrutiny reported to the Executive in December 2023 with recommendations to improve access to Council services, the full report can be found online - ([Public Pack](#))[Agenda Document for Executive, 11/12/2023 18:30 \(trafford.gov.uk\)](#)
- 1.2 The recommendations within the report are –
  - a) That the Council should ensure that no phone number is visible on the website or given out by Customer Services unless a clear guarantee of service relating to that number has been agreed with that department. This guarantee should include that the facility to leave a message if the call is not answered should exist, and that every message left will be responded to within NN hours. If this service level is not possible for a department, their number should not be made available to the public.
  - b) That all Departments do a sweep of their website to ensure pages are up to date with accurate contact information to reduce the residents' need to contact the Council via phone or email and that clear time scales for responses are in place.
  - c) That all Departments within the Council regularly check staff phone numbers posted on the internet are correct. Furthermore, ensure that the

- numbers are active, consistently staffed and/or have voicemail inboxes that are checked on a regular basis.
- d) That all public phone numbers for contacting services by the public have an out of office message, which provides a team inbox email where contact can be made.
  - e) That a Council-wide policy be developed that outlines the expectation for teams to be contactable by residents, other Council Services and that this policy includes time scales to manage customer contacts.
  - f) To identify where existing and new technology can be utilised to make access to services easier for residents. For example, online forms parking permits application.

## **2 Executive Response**

- 2.1 Access to Council services by residents is an important aspect of effective service delivery, currently the ways for residents to contact the council vary depending on the service area required and the contact method.
- 2.2 Digital self-service via the website is provided in 3 main ways -
  - 1. CRM system used for Environmental Services, Pest Control, Blue Car Badge and Feedback. The CRM system enables various processes to be completed end-to-end digitally, e.g. reporting a missed bin or pot hole, applying for Blue Car Badge or booking an appointment with Pest Control.
  - 2. Service specific online system/portal, e.g. Council Tax, Planning, Libraries and Housing Options. These systems allow residents to access information and manage their accounts with the specific service. The specific functionality will vary between services.
  - 3. Webforms are widely used across the website to enable residents to supply information and/or make enquiries. The majority of webforms will deliver the information/enquiry to the relevant team via email.
- 2.3 The Access Trafford Contact Centre provides customer service via the phone for Council Tax, Benefits, Planning, Pest Control, Tree Unit, Libraries, Blue Car Badges and Adult Social Care (including finance). For all these service areas there are agreed processes to enable enquiries to be dealt with or referred to the back office via the appropriate system. Additionally, the Access Trafford Contact Centre also answers the calls to the Council's general number (912 2000), the service provided for these calls is limited to providing information from the website and/or transferring to relevant team during normal working hours.
- 2.4 The AMEY Contact Centre provides customer service via the phone for the Environmental Services delivered by AMEY, including Parks, Highways and Waste Management.
- 2.5 Both Contact Centres monitor performance and are able to report on this.
- 2.6 All other teams and services handle phone enquiries directly and have limited reporting capabilities.
- 2.7 Email service – The vast majority of public emails will be sent directly to team mailboxes or individuals and therefore managed within services. The Access Trafford Contact Centre manages the general Council email address ([access.trafford@trafford.gov.uk](mailto:access.trafford@trafford.gov.uk)), the service provided by email is mainly signposting to the website or forwarding to the relevant team and advising the resident.

## **3. Ongoing work and plans**

- 3.1 During 2024/25 there are several workstreams taking place that will contribute to meeting these recommendations.



- 3.2 Corporate Plan – Programme of work underway to introduce a new Corporate Plan, included within the programme is a workstream to review the content of the website. All Directorates are included in the review to ensure that all website content is reviewed and updated. The review is due to be completed by October 2024.
- 3.3 Right Care Right Person (RCRP) and Neighbourhood working – These work programmes are reviewing the online information and contact details available via our website and other council information services to enable partner agencies to more accurately direct and refer residents to relevant Council services.
- 3.4 Implementing a new Content Management System (CMS) – The CMS is used to manage web content and a project to introduce a new CMS (Drupal) is currently being led by IT and Digital. The new CMS will bring improved tools for managing and reviewing web content. The new CMS is due to be fully implemented by during 2025.
- 3.5 Unified comms project which is in the process of replacing current telephony platforms including the contact centre solution, replacing with modern technology to streamline and improve accessibility via phone.
- 3.6 Digital Strategy refresh – This is underway, however will still have a digital first approach and the ambition of Trafford being a digital borough. For residents contacting the Council the aspiration is that the vast majority will self-service, either independently or with support from friends and family.
- 3.7 Digital Inclusion – There is an ongoing and expanding focus on Digital Inclusion with the aim of ensuring that every resident can get online. The 2 main focuses for Digital Inclusion are skills and access and there is a partnership approach to delivery. Within the Council this is led by the Digital Inclusion Officer in the Inclusive Economy and Communities team with significant collaboration with Libraries and IT & Digital. Digital Inclusion will also be a key element of the Digital Strategy.
- 3.8 Customer Vision – Plan to start work on this during 2024 and it will be closely aligned with the Digital Strategy ensuring a digital first approach where appropriate.
- 3.9 Customer Vision will aim to set out corporate expectations and minimum requirements to ensure accessibility for residents using all platforms, which aims to address points d and e in part one of this report.
- 3.10 Using available data from customer surveys and feedback to help shape and improve accessibility and processes.

#### **4. Recommendations**

Scrutiny is asked to –

1. Note the contents of this report
2. Note the improvement plan for updating the Council Website
3. Note the communication to all colleagues regarding contact details being updated

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## TRAFFORD COUNCIL

**Report to:** Scrutiny Committee  
**Date:** 10<sup>th</sup> July 2024  
**Report of:** Scrutiny Committee Task & Finish Group: Reducing Car Dependency

### Report Title

**Reducing Car Dependency**

### Summary

In 2023 the Scrutiny Committee agreed to form a Task and Finish Group to look at how car dependency within Trafford could be reduced. This report provides a summary of investigations carried out by the Task and Finish group on how the Council could tackle the issue of car dependency in Trafford and provides recommendations to support.

### Recommendation(s)

That the recommendations set out below be endorsed by the Scrutiny Committee for referral to the Executive:

The Executive are asked to consider the following recommendations:

1. That an overarching strategy is implemented to link up the active travel and public health initiatives already happening, and to provide a cohesive, integrated and visionary approach of what Trafford could look like with streets free from cars.
2. That the strategy is shown to be effective by strong leadership with a clear positive vision of what life could be like in Trafford with less traffic and congestion, and increased safe road and pavement space for pedestrians, wheelers and cyclists. We recommend working closely with Transport for Greater Manchester (TfGM), and other Greater Manchester (GM) Councils, and learning from other Councils who are demonstrating good practice, while maintaining autonomy in our decision making.
3. That the following recommendations are included in the strategy:

**Make our streets and pavements safer:**

That the Executive:

1. Develop a Trafford wide strategic approach to introducing 20 mph speed limits, which, unlike 20 mph zones, do not require traffic calming measures (using models such as Wirral Council's which set up a working group on road safety and recommended focusing on all residential, retail and education areas, divided up appropriate 20 mph roads into areas and time phases, based on ability to complete and costings, and prepared for when money becomes available).
2. Look at options for bringing the speed limit down to 40mph on rural roads and enforcing speed limits on the A56.
3. Liaise with GM Police to increase the use of enforcement measures to ensure that drivers obey the speed limit – this will form part of the GM Zero Vision Strategy.
4. Prepare for future grants and funding bids to retrofit our roads, transforming our streetscape, making pavements wider, changing the infrastructure to reduce speed at junctions, narrowing road lanes to ensure drivers drive more carefully, creating blended crossings where the pedestrian and wheeler are prioritised, and improving access for those restricted by disability or mobility.
5. Consider proceeding the identified Trafford Council transport strategy officer post, to provide a more joined up, strategic approach and improve communication between Council Officers and Councillors.
6. Be proactive in working with TfGM to request more pedestrian and wheeler prioritisation at pedestrian crossings, suggesting gradually reducing all timings to 10 seconds where safe.
7. Ensure EV points and infrastructure do not clutter the pavement, acknowledging that electric cars are only one part of the solution.
8. Campaign and raise awareness for drivers who have no alternative but to park on pavements to allow enough space for pedestrians and wheelers.

### **Make our streets greener and more pleasant to walk along:**

That the Executive look to:

1. Increase shade and prevent flooding by aiming to plant a tree every 25metres on the kerbside as Lambeth Council have done in their plan for trees to provide 25% canopy cover (the UK average is currently 16%) – this will make Trafford's pavements safer and more pleasant to walk, wheel and cycle along, and also reduce traffic noise (see Appendix B).
2. Increase the planting of wildflowers along road verges and roundabout borders, exploring the options for creating raingardens, looking at good practice such as in Salford Council.
3. Engage with businesses to provide funding to enhance our streets, for example sponsoring benches as resting places for those walking.

### **Enable residents to make the modal shift from car use to public transport and active travel:**

That the Executive:

1. Support the establishment of a Trafford Car Club, aiming for electric car hire within walking distance of all residents, with access in allocated car parks and bays on the kerbside.
2. Continue to work with community groups, engaging with those who may be less likely to cycle.
3. Increase access to bicycle libraries and look to offer mobile bicycle repair services.
4. Identify locations to install cycle hangars which offer secure bicycle storage so that bicycle and cargo bike owners can park their vehicles safely on the street, as well as offering a registration form on our website to allow for residents to register their interest in cycle hangar storage.
5. Ensure there are cycle stands outside all major public services, green areas, and along residential streets.
6. Explore the feasibility of introducing car free days and pedestrian high streets on Sundays.

**Communications:**

That the Executive:

1. Develop a coordinated Communications Strategy highlighting the positive benefits of reducing car reliance, and the reasons for these, ensuring consistent, clear and positive messaging on readdressing the balance towards alternative forms of travel and walking.
2. Aim to gain a consensus on the policies before introducing them by reaching out and engaging with a broad and diverse cross section of our community including those with disabilities, to gain a balanced range of views from a wide range of demographics.
3. Use the Trafford Council website and social media to display more positive images of residents cycling and walking and cargo bikes to present this as a norm.
4. Promote bus journeys as an attractive, appealing mode of transport and fully prepare for an increased uptake of bus journeys when franchising takes place in Trafford in January 2025, in liaison with TfGM.
5. Promote the economic benefits to local businesses of people using active travel to get to town centres.
6. Ensure the Walking, Wheeling and Cycling forum provides a safe forum to express views and make suggestions and is representative of Trafford's demographics, with representatives from all communities.

**Review parking policy:**

That the Executive:

1. Ensures the current parking policy review looks at the feasibility of introducing variable parking charges in car parks, pay and display and resident parking

schemes, including increasing charges according to engine and car size, and reviewing the number of streets under resident parking schemes.

2. Explore the possibility to free up appropriate car parking space, exploring adopting a social justice approach around the use of kerb space that works for all residents, setting a target of repurposing street parking spaces for alternative uses as modal shift takes place, such as trees, green spaces, pocket parks, car club spaces, rental bikes, and EV chargers.
3. Explore the feasibility of more effective parking enforcement, including the use of ANPR.

**Enable more children/young people to walk, wheel or cycle to school:**

That the Executive:

1. Fully engage with GMCA and TfGM in their plans to encourage and facilitate more children to walk to school and to expand School Streets across Trafford and GM.
2. Make the School Streets Officer post permanent.
3. Fully cost the installation of ANPR on all School Streets so that they can become permanent, taking into account the revenue.
4. Encourage and enable schools to set up walking and bicycle buses as cost effective, community-based ways of enabling children to walk or cycle to school safely.
5. Promote Park and Stride and inform parents of where they can park safely when driving their children to school.
6. Initiate communication with businesses to explore ways to incentivise employers to travel to work by active transport, including flexibility in working hours to facilitate parents walking their children to school.

Contact person for access to background papers and further information:

Name: Harry Callaghan

Report Author: Councillor Jill Axford

## 1. Membership, Scope and Direction of the Task & Finish Group

Councillors Acton, Axford, Boyes, Coggins, Hornby, Leicester, Welton and Zhi initially volunteered to take part in the Task and Finish Group and a meeting was arranged to discuss the scope of the group on 11 January 2023. It was agreed that Councillor Axford would chair the group.

Councillor Boyes left the group in May 2023, Councillor Hornby in August 2023 and Councillor Coggins in February 2024.

At the initial scoping meeting in January 2023 many ideas and suggestions were raised to form the baseline of a formal strategy which would be differentiated from the Trafford Walking, Wheeling and Cycling Strategy. Questions to ask Council Officers were suggested.

It was decided to hold information gathering meetings with Councils who have progressive policies in this area, and to find out what was already happening in Trafford by speaking to Council Officers and TfGM. It was decided to hold a meeting with Trafford Data Lab to find out their role in providing data. Some public consultation was also suggested but was not followed up due to lack of resource.

Terms of Reference were agreed in February 2023.

## 2. Background

The task and finish group arose from a request by Cllr Axford to set up a group to explore reviewing our parking policy to include measures to disincentivise car use. Cllr Acton suggested a wider exploration of ways to reduce car dependency, which was agreed on by the Scrutiny Committee.

According to Sustrans 75% of GM residents think that their streets are dominated by moving or parked motor vehicles. Every year walking and cycling in GM prevents 2,612 serious long term health conditions: [Walking and Cycling Index 2021: Greater Manchester \(sustrans.org.uk\)](https://www.sustrans.org.uk/walking-and-cycling-index-2021-greater-manchester).

The reliance on cars as the main means of transport can result in reduced well-being for our residents, due to poor air quality, inactivity, car collisions, and lowered community cohesion as roads are primarily used for car transport rather than walking, and places to meet up. The needs of pedestrians, wheelers and cyclists are often deprioritised, with pavements cluttered with parked cars.

According to the January 2024 Vision Zero Strategy Greater Manchester draft report: "People not vehicles use roads, roads are not just about travel...Roads are about connecting people and places, and are places where we live, work and spend time. Safe roads can bring people and communities closer together": [5A. DRAFT Vision Zero Strategy Greater Manchester Jan 24.pdf \(greatermanchester-ca.gov.uk\)](https://www.greatermanchester-ca.gov.uk/media/10000/5A-DRAFT-Vision-Zero-Strategy-Greater-Manchester-Jan-24.pdf)

Reliance on cars also leads to economic costs, with, according to the report, congestion in GM costing £1.6 billion a year in lost productivity, and causing delays to our newly franchised bus services which could contribute so much to reducing car dependency : [Made to move.pdf \(ctfassets.net\)](https://www.ctfassets.net/made-to-move.pdf)

Unlocking road space leaves space for essential travel.

The issues of safety on the roads seems fundamental to enabling people to choose forms of active travel, and without a reduction in car use, this appears to be difficult to

achieve. The amount of people injured or killed on our roads by cars and other motor vehicles would not be accepted in any other form of transport, and the term “road accident” is still being used for collisions. In the last five years on average 1000 people were killed or seriously injured each year on GM roads. In 2022 there were 64 deaths and 787 serious injuries on GM roads. Furthermore, mental health problems such as depression or Post Traumatic Stress Disorder are common following collisions. The greatest proportion of those who suffer death or serious injury are pedestrians (31%), followed by car drivers (22%), cyclists (16%), motorcyclists (15%) and car passengers (13%). Vulnerable road users, including mostly children and older people, account for two thirds of those killed or seriously injured: [5A. DRAFT Vision Zero Strategy Greater Manchester Jan 24.pdf \(greatermanchester-ca.gov.uk\)](#)

In 2021 there were 286 road casualties in Trafford of which 52 were pedestrians and 55 were cyclists. According to the Vision Zero Strategy report, Trafford had the highest proportion of cyclists killed in GM, at 24%, in 2018-22: [5A. DRAFT Vision Zero Strategy Greater Manchester Jan 24.pdf \(greatermanchester-ca.gov.uk\)](#)

The case for 20mph speed limits is strong. A pedestrian hit by a car travelling at between 30mph and 40mph is 3.5 to 5.5 times more likely to be killed than one struck by a car travelling at less than 30mph: [Introducing 20 mph Limits \(rospa.com\)](#). Journeys are more efficient when vehicles are travelling at similar speeds and traffic can flow through the network without needing to stop and start constantly.

The prioritisation currently given to cars is also an issue of social justice and inequality. People from our most deprived communities without access to a car are more likely to be killed or seriously injured on our roads but have no choice but to cycle, walk or motorcycle. According to the Trafford Data Lab, in 2021 the average proportion of households in Trafford without access to a car was around 19%, with the highest amount at 35.3% in Gorse Hill and Cornbrook, followed closely at 34.5% in Old Trafford, with the lowest proportion at 8.7% in Hale Barns and Timperley South. Further disparity is shown by 15.5% of households in Hale Barns and Timperley South having access to three or more cars, compared with only 3.4% in Gorse Hill and Cornbrook. Interestingly, 11.3% of households in Davyhulme have access to three or more cars, which may reflect poor public transport links in this ward. Moreover, those living in deprived areas are more likely to live closer to noisy, busy roads and so to suffer more from diseases related to poor air quality and those with disabilities are unfairly discriminated against on pavements with the many obstacles blocking their path.

[https://www.trafforddatalab.io/ward\\_profiler/?theme=Transport&name=Households%20with%20no%20car](https://www.trafforddatalab.io/ward_profiler/?theme=Transport&name=Households%20with%20no%20car)

[https://www.trafforddatalab.io/ward\\_profiler/?theme=Transport&name=Households%20with%20three%20or%20more%20cars](https://www.trafforddatalab.io/ward_profiler/?theme=Transport&name=Households%20with%20three%20or%20more%20cars)

Transport emissions are the third largest source of CO2 emissions in Greater Manchester after industry and household emissions. According to 2022 government statistics, transport accounts for over a quarter of the UK’s greenhouse gas emissions, with 90% of this coming from road transport vehicles, the largest share from cars and taxis: [Transport and environment statistics 2022 - GOV.UK \(www.gov.uk\)](#)

A recent BBC report indicated global temperatures in 2023 were about 1.48C warmer than pre-industrial levels and it is likely that 2024 will be even warmer. This has already led to catastrophic weather conditions, forest fires, floods and displacement.



The Climate Agreement threshold is 1.5 degrees and we only have a small window to make changes: [2023 confirmed as world's hottest year on record - BBC News](#)

At a recent briefing for the GM Joint Clean Air Scrutiny Committee, GMCA's Megan Black reported that "Nitrogen oxides cause 1200 deaths a year in the UK, with road transport being responsible for 80%, with diesel being the main source". Despite improvements in vehicles, levels of particulate matter in the atmosphere remain high, with increases in PM from brake and tyre wear in 2020 12% above the 1990 total, and from road abrasion 8% higher than in 1990: [Transport and environment statistics 2022 - GOV.UK \(www.gov.uk\)](#) Commenting on Greater Manchester's non charging plan Andy Burnham says "cleaning up the air that people breathe is a priority for Greater Manchester".

The GM Transport Strategy 2040 has a target of reducing car use to no more than 50% of all journeys in GM, with the remaining 50% made by public transport, walking and cycling, with no increase in motor vehicle traffic by 2040: [Greater Manchester Transport Strategy 2040 | Bee Network | Powered by TfGM](#)

The Walking, Wheeling and Cycling Strategy has a target of 90% of journeys under 1 mile being taken by foot, bicycle or wheeled equipment and 80% of journeys under 5 miles being taken by foot or wheeled equipment over the next 10 years: [Trafford Walking Wheeling and Cycling Strategy 2023 V4.pdf](#)

GM has a goal of creating a future where nobody is killed or receives life changing injuries on the road network by 2040, while increasing safe, healthy, equitable mobility for all, with a target of a 50% reduction by 2030: [5A. DRAFT Vision Zero Strategy Greater Manchester Jan 24.pdf \(greatermanchester-ca.gov.uk\)](#)

To reach these ambitious targets, urgent, bold policy and infrastructure changes are required. Alongside our active travel initiatives, we therefore feel that there must also be a focus on reducing Trafford residents' dependency on cars as their main source of transport.

### **3. Task and Finish Group meetings**

Group meetings were held regularly to review and discuss the group's next steps, suggest who to invite to meetings and what questions to ask, and to discuss our recommendations, alongside regular email communication. The importance of giving people options was discussed and suggesting quick wins, thereby influencing the direction of travel. A request for car dependency to be on the agenda for the next Trafford Climate Change Network meeting was made, which was not granted.

### **4. Meetings with Amey and Council Officer (Appendix A)**

**4.1** Seven meetings were held with Amey and Council officers including the Director of Public Health, Head of Planning and Development, Head of Climate Change and Sustainability, Head of Leisure, Head of Highways, Transportation and Greenspaces, and several Amey officers. The first of these took place on the 1<sup>st</sup> February 2023 and the final one on the 6<sup>th</sup> March 2024.

**4.2** From our meetings, it appeared that Council Officers are extremely aware of the issues, and are keen to implement change, but there appears to be a lack of connection between the actions of each department and a lack of an

overarching strategy as well as a clear vision. A lot of work has been achieved on active travel, but there appears to be less focus on behaviour change and reducing car dependency per se and less focus on encouraging walking, with safe pavements and roads. The lack of funding is clearly a barrier, but a strategic approach would enable better preparation for possible funding bids.

## **5. Meetings with Councillors from good practice Local Authorities (Appendix B)**

The Group met with representatives of several Councils who had been identified as exhibiting good practice when it came to Reducing Car Dependency. These Members were;

- Councillor James McAsh, Southwark Council (24<sup>th</sup> April 2023)
- Councillor Mike McCusker, Salford Council (15<sup>th</sup> August 2023)
- Councillor Rezina Chowdhury, Lambeth Council (4<sup>th</sup> October 2023)
- Councillor Tracey Rawlings, Manchester Council (14<sup>th</sup> November 2023)
- Councillor Clyde Loakes, Waltham Forest Council (9<sup>th</sup> January 2024)
- Councillor Liz Grey, Wirral Council (24<sup>th</sup> April 2024)

Overall, we were really impressed with the level of ambition and vision that these Councils displayed, with the courage to move forward on contentious issues for the wellbeing of their residents despite the voice of the car lobbyists. Clearly, more funding is available to some of these Councils, but also having enough Council Officers to secure bidding seemed fundamental to their success.

## **6. Meeting with Transport for Greater Manchester (Appendix C)**

The group met with representatives from Transport for Greater Manchester (TfGM) on the 4<sup>th</sup> December 2023. It appears that TfGM shares the group's aspirations, and are slowly beginning to implement action, but with caution. They seemed to be heavily reliant on the impact of buses on their ambitions. They stressed that Trafford Council have the option to set things up autonomously rather than waiting for the Greater Manchester Combined Authority (GMCA) to deliver, but it appeared unclear whether the GMCA prefers a consistent Greater Manchester wide approach.

## **7. Meeting with Dame Sarah Storey, Greater Manchester Active Travel Commissioner (Appendix D)**

The group met with the Greater Manchester (GM) Active Travel Commissioner, Dame Sarah Storey on the 15<sup>th</sup> April 2024. Dame Sarah was passionate about the subject and provided helpful insights to the group. She supported the groups' view that the balance needs to be shifted away from the motorist to give all equal rights to safe streets and pavements. Dame Sarah also emphasised that electric cars are not the panacea.

## 8. Task and Finish Group Summary

The group concluded that Trafford would benefit from a strategy that distinguishes itself from the Cycling, Wheeling and Walking strategy in that it would focus on reducing the over reliance on cars which leads to traffic congestion, road collisions, poor air quality, reduced physical activity and an increase in carbon emissions. This is an issue of social justice, as the poorer members of our community often do not have access to vehicles.

The aim is to offer positive choices to residents, by shifting the balance away from the priority that has been given to car drivers towards the needs of the pedestrian, wheeler and cyclist, so that our street space is shared safely and fairly by everyone.

Inspired by what other Councils have achieved, especially Waltham Forest, the group acknowledged that with strong leadership and a clear vision, and an improved bus service rolled out in January 2025 in Trafford, a modal shift could be achieved. It is hoped that bus use will be fully promoted as an affordable, accessible, reliable option, considering how important access to active travel is as a prerequisite for using public transport.

Effective communication is essential, with the ability to ride out the pro car lobby. It is important to have conversations with the people involved before formal consultations, and to talk about the topic of travel more broadly and to those who sit in the middle ground. It is also important to include items such as the introduction of 20 mph speed limits into the Council manifesto as a demonstration of our wish to improve the quality of life for all our residents, so that consultations can be more about providing detail, rather than allowing a voice to the car lobby. All the effective Councils we spoke to highlight the importance of being bold and visionary where necessary to deliver change and to have the courage to carry positive measures through.

Reducing speed limits would appear to be an important step in enabling our residents to feel safe on the roads and to encourage more people to walk and cycle. The group were especially interested to learn from other LAs that introducing 20 mph speed limits across a wide area could be seven times more cost effective in terms of speed reduction achieved than spending money only on isolated zones and that implementing 20 mph speed limits, rather than zones, requires very little signage and no traffic calming measures. According to Living Streets, the cost of road signs is low and Portsmouth, for example, converted 1200 streets to 20 mph for just over £500,000. This is extremely cost effective when related to the impacts from road collisions. The 20mph zones in London are estimated to be saving more than £20m in crash prevention annually. <https://www.livingstreets.org.uk/policy-reports-and-research/20mph/>.

The group concluded from learning about other Councils' School Streets projects and from Dame Sarah Storey that the only sustainable and permanent option is to instal ANPR and that this pays for itself by creating revenue. The Trafford team are also recommending this.

Creating a parking policy that considers the disproportionate amount of road space cars take up appears to be an effective way to reinforce the message that a more balanced use of road space is required. It is hoped that this would disincentivise car use and further encourage a modal shift to active travel.

There seemed to be some affordable quick win solutions, such as setting up an EV car club, which allows residents the opportunity to have use of a car only when they really need one, which has been proven to create modal shift; working in partnership with a cargo bike delivery company, as Waltham Forest do, which again raises people's awareness of cycling as an option; installing cycle parking hangars on streets which also give a visual message that parking space is being given to bikes as well as cars and so raises awareness of cycling being a feasible option; and creating opportunities for people to experience the impact of car free streets, such as car free days, and town centre car free roads on Sunday.

It is recognised that our lives and the places where we live and work are currently designed around the car and that for residents to make the modal shift towards active travel, and for Trafford to redress the balance from streets for cars to streets for people, we will need to offer our residents more attractive options to driving, so they have genuine choices. Interventions need to be multi-faceted, with a balance of behavioural and infrastructure interventions, with protection offered to those who are vulnerable. Above all, the vision of a cleaner, quieter, safer, healthier Trafford must be held by strong leadership so that this can become a reality for our residents.

## **9. Recommendations**

That the recommendations set out below be endorsed by the Scrutiny Committee for referral to the Executive:

The Executive are asked to consider the following recommendations:

1. That an overarching strategy is implemented to link up the active travel and public health initiatives already happening, and to provide a cohesive, integrated and visionary approach of what Trafford could look like with streets free from cars.
2. That the strategy is shown to be effective by strong leadership with a clear positive vision of what life could be like in Trafford with less traffic and congestion, and increased safe road and pavement space for pedestrians, wheelers and cyclists. We recommend working closely with Transport for Greater Manchester (TfGM), and other Greater Manchester (GM) Councils, and learning from other Councils who are demonstrating good practice, while maintaining autonomy in our decision making.
3. That the following recommendations are included in the strategy:

### **Make our streets and pavements safer:**

That the Executive:

1. Develop a Trafford wide strategic approach to introducing 20 mph speed limits, which, unlike 20 mph zones, do not require traffic calming measures (using models such as Wirral Council's which set up a working group on road safety and recommended focusing on all residential, retail and education areas, divided up appropriate 20 mph roads into areas and time phases, based on

ability to complete and costings, and prepared for when money becomes available).

2. Look at options for bringing the speed limit down to 40mph on rural roads and enforcing speed limits on the A56.
3. Liaise with GM Police to increase the use of enforcement measures to ensure that drivers obey the speed limit – this will form part of the GM Zero Vision Strategy.
4. Prepare for future grants and funding bids to retrofit our roads, transforming our streetscape, making pavements wider, changing the infrastructure to reduce speed at junctions, narrowing road lanes to ensure drivers drive more carefully, creating blended crossings where the pedestrian and wheeler are prioritised, and improving access for those restricted by disability or mobility.
5. Consider proceeding the identified Trafford Council transport strategy officer post, to provide a more joined up, strategic approach and improve communication between Council Officers and Councillors.
6. Be proactive in working with TfGM to request more pedestrian and wheeler prioritisation at pedestrian crossings, suggesting gradually reducing all timings to 10 seconds where safe.
7. Ensure EV points and infrastructure do not clutter the pavement, acknowledging that electric cars are only one part of the solution.
8. Campaign and raise awareness for drivers who have no alternative but to park on pavements to allow enough space for pedestrians and wheelers.

### **Make our streets greener and more pleasant to walk along:**

That the Executive look to:

1. Increase shade and prevent flooding by aiming to plant a tree every 25metres on the kerbside as Lambeth Council have done in their plan for trees to provide 25% canopy cover (the UK average is currently 16%) – this will make Trafford's pavements safer and more pleasant to walk, wheel and cycle along, and also reduce traffic noise (see Appendix B).
2. Increase the planting of wildflowers along road verges and roundabout borders, exploring the options for creating raingardens, looking at good practice such as in Salford Council.
3. Engage with businesses to provide funding to enhance our streets, for example sponsoring benches as resting places for those walking.

### **Enable residents to make the modal shift from car use to public transport and active travel:**

That the Executive:

1. Support the establishment of a Trafford Car Club, aiming for electric car hire within walking distance of all residents, with access in allocated car parks and bays on the kerbside.
2. Continue to work with community groups, engaging with those who may be less likely to cycle.

3. Increase access to bicycle libraries and look to offer mobile bicycle repair services.
4. Identify locations to install cycle hangars which offer secure bicycle storage so that bicycle and cargo bike owners can park their vehicles safely on the street, as well as offering a registration form on our website to allow for residents to register their interest in cycle hangar storage.
5. Ensure there are cycle stands outside all major public services, green areas, and along residential streets.
6. Explore the feasibility of introducing car free days and pedestrian high streets on Sundays.

### **Communications:**

That the Executive:

1. Develop a coordinated Communications Strategy highlighting the positive benefits of reducing car reliance, and the reasons for these, ensuring consistent, clear and positive messaging on readdressing the balance towards alternative forms of travel and walking.
2. Aim to gain a consensus on the policies before introducing them by reaching out and engaging with a broad and diverse cross section of our community including those with disabilities, to gain a balanced range of views from a wide range of demographics.
3. Use the Trafford Council website and social media to display more positive images of residents cycling and walking and cargo bikes to present this as a norm.
4. Promote bus journeys as an attractive, appealing mode of transport and fully prepare for an increased uptake of bus journeys when franchising takes place in Trafford in January 2025, in liaison with TfGM.
5. Promote the economic benefits to local businesses of people using active travel to get to town centres.
6. Ensure the Walking, Wheeling and Cycling forum provides a safe forum to express views and make suggestions and is representative of Trafford's demographics, with representatives from all communities.

### **Review parking policy:**

That the Executive:

1. Ensures the current parking policy review looks at the feasibility of introducing variable parking charges in car parks, pay and display and resident parking schemes, including increasing charges according to engine and car size, and reviewing the number of streets under resident parking schemes.
2. Explore the possibility to free up appropriate car parking space, exploring adopting a social justice approach around the use of kerb space that works for all residents, setting a target of repurposing street parking spaces for

alternative uses as modal shift takes place, such as trees, green spaces, pocket parks, car club spaces, rental bikes, and EV chargers.

3. Explore the feasibility of more effective parking enforcement, including the use of ANPR.

**Enable more children/young people to walk, wheel or cycle to school:**

That the Executive:

1. Fully engage with GMCA and TfGM in their plans to encourage and facilitate more children to walk to school and to expand School Streets across Trafford and GM.
2. Make the School Streets Officer post permanent.
3. Fully cost the installation of ANPR on all School Streets so that they can become permanent, taking into account the revenue.
4. Encourage and enable schools to set up walking and bicycle buses as cost effective, community-based ways of enabling children to walk or cycle to school safely.
5. Promote Park and Stride and inform parents of where they can park safely when driving their children to school.
6. Initiate communication with businesses to explore ways to incentivise employers to travel to work by active transport, including flexibility in working hours to facilitate parents walking their children to school.

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## **Appendix A – Meetings with Amey and Council Officers: 01.02.2023 - 06.03.2024**

### **Public Health**

The Public Health Team agreed with the urgent need for the actions the group aimed for, as car dependency has a proven detrimental impact on public health as a result of poor air quality and lack of exercise. The Trafford 2023 Public Health Annual Report highlights this issue and suggests high impact measures the Council could implement, recognising that a package of interventions is required that work together to make active travel easier and safer, placing some limits on motorised vehicles and recognising and addressing cultural or social factors.

The report contained similar aims to those of the group:

- Reallocate road space away from cars towards better use of space per traveller.
- Remember not everyone drives and it is not a right – older people, disabled people and those on lower incomes are not likely to drive.
- Provide protected space for cyclists.
- Restrict parking and increase parking charges.
- Lower and enforce speed limits.
- Improve the public realm – benches, street lighting, greenery.
- Improve public transport.

They provided us with some evidence. Walking, including using mobility aids, is an important contributor to meeting physical activity thresholds for women, people with disabilities, older people, people on lower incomes, and people from ethnic backgrounds, and also provides benefits for diseases such as cardiovascular disease and diabetes. The more people there are that walk and cycle, the safer active travel becomes for everyone. Electric cars still produce particulates and cause congestion, so they are not a long-term solution for urban areas. Air pollution causes even more harm to children than to adults with peak exposure on the school run and air pollution coming into schools. In addition, air quality is worse in more deprived areas.

15-minute neighbourhoods remain an aspiration.

### **Right to the Streets**

This is a successful project which contributes towards aiming to make our streets safer and to encourage walking. It was not explored further as it appears to be a successful strategy in raising the profile of safety while walking, cycling and using public transport.

### **Play Streets**

The group were informed there were difficulties in implementing Play Streets. If more were agreed to, this would appear to offer another opportunity to allow people to see the benefits of car free roads, which could offer a safe space for children to play outside.

### **School Streets**

The group were informed that the Urmston School Streets scheme appears to be the most successful of the current schemes, able to run full time and with regular volunteers, supported by Enforcement Officers and Police Traffic Officers. A 6-month experimental TRO has been applied for this scheme and also for the Seymour Park Community Primary Scheme through One Trafford Partnership with the erection of permanent signage. The team feel that there have been very positive steps made with the schemes in a relatively short amount of time and they have clearly worked very hard to achieve this.

There are clearly challenges in implementing School Streets due to the reliance on volunteers and the cost implications of installing ANPR. Parents are generally supportive, but according to the Public Health team, there is resistance to children using buses to get to school and parents are still cautious about letting their children walk to school on their own. Infrastructure spending is required to improve safety at junctions. Although School streets do not reduce car dependency as cars simply park on roads nearby, they can prevent road collisions and enable children to walk a short distance to school. It is clear that community engagement is essential as well as effective enforcement. However, despite the fact that installing ANPR has been proven to bring in revenue, there are cost restrictions.

The team are requesting a dedicated School Streets Officer as School Streets funding is due to cease at the end of March 2024 and there is concern over the post's sustainability. They are keen to explore setting up School Streets in areas where there are health inequalities and where the community would most benefit, such as Partington. They recognise that a volunteer-based model offers lots of benefits in terms of education and community building in the short term, but is unsustainable in the long term, and that ANPR is needed as a long-term solution. The view is that ideally school streets would start with volunteers for a fixed period such as 6 months, then followed by ANPR. At the last GMCA Overview and Scrutiny meeting Andy Burnham agreed that School Streets should be a GM initiative.

## **20 mph zones**

The group were informed that the costs of implementing a blanket 20 mph would require a large capital investment linked to signage and TRO implementation, which would increase street clutter and maintenance. Consultation costs and time to do this would take increased resource to manage objections, hence a blanket zone is not considered to be a more cost-effective approach than the current practice. Increased enforcement demand would also potentially be needed where there were reports of non-compliance. The rollout of blanket 20mph is also being potentially challenged by the government as per the Plan for drivers' guidance, and a site-by-site introduction is being advocated. They are awaiting guidance on the best approach to introducing 20 mph: [Plan for drivers - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/consultations/plan-for-drivers)

There are currently 10 sites under consideration.

## **Signage on streets**

The group asked about the feasibility of having signage on roads, reminding residents that cars should not dominate e.g., requesting drivers to prioritise pedestrians at roundabouts. They were informed that there is no regulatory signage that can be put on the highway to support this messaging and that they would need to apply to the DfT for such signs, which often do not get approval and contradict street clutter initiatives. The Highway Code was changed in 2023 to prioritise pedestrians but this is difficult to enforce. Trafford propose to work with GM and promote campaigns via the Vision Zero initiative that is being developed by GM and utilise digital signage.

### **Pavement blocking**

Pavement blocking is difficult to tackle, even though it discourages walking and damages the infrastructure, and changing parking policy is not straightforward.

### **ANPR for School Streets**

The group was informed that ANPR in School Street projects was not likely to happen in the short term as it comes at considerable cost and consultation would be required. Future criteria are required to be agreed for other sites and this could be a couple of years away. Moving camera enforcement requires investment and working with GMP.

### **Planning**

The group was informed of the relevant policy and guidance documents, including National Planning Policy Framework guidelines, the Local Plan, which has as one of its objectives “reduce the need to travel”, and the Trafford Core Strategy. Places for Everyone prioritises pedestrians in new developments and requires the reduction of the negative effects of car dependency by prioritising new and enhanced walking, cycling and public transport routes and stops, and reducing the need to travel by ensuring that community services are within the site or within walking distance. The tilted balance required, however, means some aspirations may not be achievable if the harm of not achieving them is outweighed by the benefits offered by the planning application.

Designing streets that prioritise walking, wheeling and cycling are included in the Trafford Design Code, with a maximum speed limit of 20mph, and a focus on connected neighbourhoods and sustainable movement, but these are for new developments only. Information and designs of an active travel street, and a destination street were shown to us. The group was informed that planning applications are however not the only way of delivering the Council's aspirations.

### **Car club**

The group were informed of issues regarding isolation and social exclusion in some areas such as Partington and Broadheath due to the lack of public transport, and it

was agreed that a car club would be good in these areas, but there has been no progress on this.

### **Public transport**

The use of public transport has now returned to pre Covid levels on the tram. There is as yet no evidence available of whether the cheaper fares have impacted bus travel in Trafford. The roll out of the Bee Network to Trafford in January 2025 offers a lot of opportunities to encourage bus use.

### **Pedestrian prioritisation at crossings**

The group was informed that there are not many people taking up the option to request pedestrian prioritisation at crossings, probably due to a lack of awareness, and that this is in TfGM's remit.

### **Trafford Walking, Wheeling and Cycling Strategy**

The Trafford Walking, Wheeling and Cycling Strategy was presented to the group, with its aim to encourage a modal shift from the car to other more active and sustainable forms of travel including walking, wheeling and cycling via the approved Strategy, with other initiatives such as bike hire, car clubs, Bee Network bus investment, and EV charging: [Trafford Walking Wheeling and Cycling Strategy 2023 V4.pdf](#) Its vision is that Trafford is a green and connected borough where more people choose active travel every day. The group were informed that they see the Council's role as providing inspiration and leadership, enabling change and delivering infrastructure. Conditions for change include increasing confidence and knowledge about bicycles and School Streets, social interaction, such as led rides and walks, feeling safe, such as better walking and cycling routes, and the Right to the Streets project, and better infrastructure such as the active travel schemes. They are working with community groups in targeted areas and have established the Walking, Wheeling and Cycling Forum. However, no mention is made in the report of reducing the number of cars on the road to improve confidence and safety for active travel.

### **Parking policy**

A breakdown of free and paid Council parking spaces and the revenue from these was requested and given to the group. The group was informed about the new parking services contract to commence in April 2024 and the Council's new powers to enforce on and off-street parking infringements. Additional enforcement activity would require increased presence or cameras, and fixed cameras come at considerable cost, and consultation would be required. Use of moving camera enforcement can be considered a more flexible option but will require investment and work with GMP who still retain some prohibition of driving enforcement powers. The cost can be offset by PCN income, and any surplus can be invested into highway investment, which can also be used for pavements.

The group was informed that there was to be a review of parking procedures in 2024 following publication of the Plan for Drivers that requires evidence-based enforcement changes, which can link resident permits to engine size and size of vehicle. Costs can then penalise larger cars, and engines that are low emissions would benefit. Increased EV spaces and usage across the borough would be reviewed alongside.

However, the group were informed that increased parking charges may mean that cars park on residential streets. Also, business and economic growth pressures often seek a decrease or suspension in parking charges and hence there is a balance to be had with setting the right charges.

The group asked if it is possible to change the protocols such as no waiting for idling enforcement. They were informed that the Council would need to apply to the Secretary of State for Transport and be designated as an 'air quality management area' to allow Trafford to utilise these powers and to issue fixed penalty notices. TfGM are managing the introduction of air quality management areas on behalf of GM as the combined authority; hence Trafford cannot apply for these powers in isolation. Any future income from such a scheme will be centralised and controlled by GM and hence there would be no income for Trafford to reinvest.

Red Routes will be introduced to improve match day impacts.

### **Head of Climate Change**

The group was presented with data about the impact, outcome and challenges related to reducing carbon emissions and informed that transport creates a major proportion of our emissions, only less than household and industry. The recommendations given were to reduce the need for travel, use less carbon intensive models and improve the efficiency of transport.

### **Trafford Data Lab**

A meeting with Trafford data lab was set up to find out how their data might help with this topic. Data is available for example on driving, car use, road collisions, the location of bus stops, and the reachability to schools by different forms of transport. Social media has been used to publicise this information. It was suggested that the school admissions team are made aware of the data on reachability. Information about where the most polluting vehicles were located and used was requested and about the levels of parking permits provided each year, whether it was increasing or reducing. The data lab does not hold that information. It was suggested that they could look at the impact of parking on local businesses, comparing a pedestrianised shopping street to one that is not. It was suggested that they could provide data to Council Officers to help with creating and analysing surveys.

### **Meeting with Amey officers: 23.2.2024**

Officers informed us that they are very much focused on reducing their carbon footprint, but they do not set policy, working instead with the Trafford partnership and

TfGM. However, decision making is to a degree with Amey in their role of highways authority.

They are aware that they have to show leadership and stand firm, such as in the A56 cones situation, acknowledging that courage wins through.

They are decarbonising their fleet but have no plans as yet for electric refuse vehicles.

They spoke to us about their active travel schemes. They plan to put infrastructure in place for buses, aiming to make journeys seamless, such as bikes schemes linking into Metrolink car parks. They have to work hard to get the bids for active travel funding. Regarding the UAN they are concentrating on Flixton in response to the survey, but also because these schemes are likely to be accepted more by a younger family demographic. They are focusing on the north of Trafford to aim for better connectivity with Salford and Manchester, and because there are lower incomes here and lower car ownership.

They are aware that footways have been neglected, but investment is centred around claims, and there are more complaints about potholes. There is a walking initiative included in active travel funding, for example they are looking at dropped kerbs in Urmston, but the tendency is towards cycling.

They aim to get as much School Streets enforcement as possible, but the main constraint is the funding.

They are negotiating the recruitment of a Council Officer transport strategy post at band 8/9 to enable a more strategic approach, such as connecting up schemes.

They agreed to our suggestions that they give all Councillors an annual briefing to explain the capital strategy and their policy reasons.

### **Meeting with Public Health: 6.3.2024**

We decided to hold another meeting to look at progress from our meeting last year. We were pleased to see that a more joined up approach is beginning, with a focus on behaviour change.

School Streets projects are doing well, but there is still a precarious overreliance on volunteers, and uncertainties regarding ANPR. There is only anecdotal evidence that these initiatives are increasing the number of children walking to school. They are also now looking at walking buses.

They are working with areas of the community that are not so confident with active travel, such as Asian groups, and Trafford now has 3 bicycle libraries, with applications for cargo bikes, adapted bikes, cycle parking and storage, and are linking in cycle hangars with School Streets. They feel that they are still too safe with their comms and could use case studies better.

They are aware that a more connected up approach is needed, and they hope that the new Council Officer transport strategy role will help towards this.

### **Summary of meetings with Amey and Council Officers**

It was concluded that Council Officers are extremely aware of the issues, and are keen to implement change, but there appears to be a lack of connection between the actions of each department and a lack of an overarching strategy. A lot of work has been achieved on active travel, but there appears to be less focus on behaviour change, reducing car dependency per se and on encouraging walking, with safer pavements and roads.

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## **Appendix B: Meetings with Councillors from LAs with good practice: 24.04.2023 - 24.04.2024**

### **Meeting with Cllr James McAsh, Southwark Council: 24.04.2023**

Southwark's Streets for People strategy explores how best to use street space moving away from the default position of providing space for cars and car storage: [Streets for People Strategy 2023-2030 \(1\).pdf](#) "Our Streets for People strategy sets out a bold vision and a firm commitment to improve our residents' quality of life and take action on climate change, by changing how we all travel and use streets in our borough." Although they recognise that EVs are a better option than petrol cars they want to reduce the amount of overall car usage.

The draft strategy was consulted on with the response that over 70% of residents wanted to see traffic reduced in Southwark. In the 8-month programme of engagement there was an aspiration to knock on all doors, talking to one tenth of all residents.

The strategy has 4 sub themes:

- Streets for communities: Reclaiming space to make it accessible for communities to connect, socialise and play, in a safe and pleasant environment.
- Streets for journeys: Making healthy and sustainable travel the safest, easiest, quickest, and most convenient choice.
- Streets for the economy: Supporting town centre economies to run efficiently and sustainably, reclaiming space to create high quality environments where people want to spend time.
- Streets for nature: Cleaning air and reducing the impact of climate change by increasing biodiversity, making streets greener and more resilient to extreme weather.

It includes five pledges to be fulfilled by 2030:

- Your home will be within 200m of a safe and pleasant walking route.
- Your local school will have a School Street or other new safety measures.
- Your bike will have a place in a cycle hangar within 6 months of applying.
- Your neighbourhood will have parking spaces for cycles, e-bikes, hire cars, electric vehicles, and disabled parking.
- Your street will have improvements to make it cleaner, greener, and safer, chosen by you.

Every road that Southwark controls has had a speed limit of 20 mph since 2015, and streets are designed to make it difficult to drive quickly rather than relying on enforcement measures.

ANPR is paying for itself, and they make a surplus from parking permits and violations of LTNs.

They have funding from Transport for Greater London.

## Meeting with Cllr Rezina Chowdhury, Lambeth Council: 04.10.2023

Lambeth Council's kerbside strategy was presented to us. This has the transformative goal of reimagining and revisioning public realm to enable 25% of kerbside space to be re-allocated by 2030 to uses which enhance community and business resilience to climate change such as tree planting, SUDS, cycle parking, child play, parklets, and shared community space, such as meeting and chatting spaces for young people. The aim is to ensure economic resilience, and create opportunities for people to walk, wheel, cycle safely so improving health and wellbeing: [Lambeth's Kerbside Strategy | Executive Summary \(lambeth-kerbside.org\)](#) 60% of residents in Lambeth do not have a car, so it is considered to be unfair that those without one are subjected to the impacts of car use, such as toxic air.

This initiative arose out of a 2020 climate assembly, which enabled residents to take full part in the process as well as Council Officers. Knowing that they had the support from the climate change assembly, political parties felt able to go faster and further on-air quality, traffic reduction, and School Streets.

They have four priority uses for the kerbside. The focus is on rebalancing priorities towards fairness and equity:

- **Enable accessible and active travel** – using the kerbside to ensure that pavements are clear and accessible, particularly for those with mobility impairments. This includes minimum commitments for cycle parking and shared bikes, and high-quality walking networks, safe crossings, and dropped kerbs. An example is ensuring that all households have free cycle parking within 50m.
- **Create places for people** – using the kerbside for social spaces, with every resident having the opportunity to apply for a community parklet, and businesses for outdoor seating.
- **Increase climate resilience** – increasing shade and preventing flooding by planting a tree every 25m on the kerbside, creating biodiversity, and providing green space with more shrubs, SUDS, and rain gardens.



- **Reduce emissions and traffic** – providing an electric car club on every street and shared cargo bike hire, with easy to charge EVs with income going to the Council.

They charge £30 a year for each bicycle space in a hangar with 6 parking spaces: [On street cycle hangars - for residential use | Lambeth Council](#)

Variable parking rates were launched in January 2023, and they hope to include the size and weight of car when they have the data to do so, with an increase in fees and charges related to this. Emissions based parking charging has divided opinion, with many drivers not happy with this in the consultation, but it has been decided that this will have to happen to clean up the air and to help with modal shift. They intend to introduce controlled parking zones on all streets. The costs of dropped kerbs have been increased, with a premium charged if residents want a faster service, and a requirement to have a semi permeable drive.

They are looking at gaining revenue by charging hire bicycle companies to hire out pavement space and chasing them up if they find a bike cluttering the pavement, increasing revenue from EV charging points, investing in owning EV charging points so they can keep the income and charging for car clubs. They have a free market approach on bicycle hire but would prefer a TfL approach.

They are an ideal market for car clubs as they have such low car ownership rates, and they are being lobbied by companies. They aim to have an electric car on each street. They have data that this does create modal shift.

School Streets cameras are paying for themselves, and installing cameras is paid for by parking charges. They use mobile ANPR on cars and fixed cameras for LTNs and school streets. More people are now taking children to school on cargo bikes. They have an aim of 85% coverage for school streets by 2026.

They have invested a lot of money in behaviour change in the community. They have a community influencer programme aiming to change the image of what a cyclist or cycling family looks like, that it is not just the norm for white middle class people and tackling the image that everyone needs a car. An example of this is their work with Pedal My Wheels. [Welcome | PeddleMyWheels](#). 30 people were recruited as a cross section of the community. They were each given a bike, kit, support and cycle confidence training, and a community was created for them to share their journey, posting on social media, thus enabling, and empowering them to become community influencers and cycle leaders.

Consultations are highly targeted to reach those with varying views on the issues, working with a variety of community groups including schools, colleges, older and young people.

An ambitious cohesive Council Officer team is considered to be essential, with Officers who are keen on delivering the commitments of the strategy and skilled at bidding for pots of money.

### **Meeting with Cllr Clyde Loakes, Waltham Forest Council: 09.01.2024**

Waltham Forest do not have a specific policy strategy, preferring a pragmatic approach. Action initially arose in 2013 due to Sadiq Khan wanting outer boroughs to make bold changes towards active travel, offering £27m for infrastructure packages, such as redesigning the streets to change who has priority, implementing 20mph, making pavements wider, narrowing junctions, installing blended crossings to allow pedestrian to be prioritised and complementary measures such as parking, free cycle training, cycle hangars, cycle stands, adapted bicycles, free loaning of bikes including e cargo bikes, free doctor bikes, 900 trees, and support groups to encourage diverse communities to walking and cycling. 50% of householders do not own a car.

This has resulted in huge improvements in air quality, a huge boom in cargo bikes, which have become a status symbol and far more children feeling confident to walk to school, with 22 ANPR camera enforced School Streets. The cost of installing ANPR has been balanced out and they find it extremely gratifying to see children walking down the middle of the road safely. Parking spaces have been removed from residential streets.

Resident parking charges have been increased, with extra charges for second and third vehicles, as has the charge for a dropped kerb.

Car clubs have 20,000 members, with car club bays located in many places, which they see as playing a key part in helping people make the transition.

They have their own cargo bike delivery company, Zed, which is a partnership between the Council and Zedify: [ZED Waltham Forest | London Borough of Waltham Forest](#)

They work with diverse community groups, engaging with those who may be less likely to cycle, such as the Cycle Sisters project: [Cycle Sisters | Waltham Forest](#)

There was again acknowledgment that it is important to speak to those who sit in the middle ground with a neutral position on this, rather than those with entrenched views, so that they can take ownership rather than feeling that something is being done to them and that skilled Council Officers, politicians and activists are fully involved in the process. From consultations, it was found that people wanted wider pavements, reduced traffic, and not free parking.

### **Meeting with Cllr Mike McCusker, Salford Council: 15.8.2023**

Salford Council have a clear vision on reducing car dependency based on GM's Streets for All policy as part of the GM 2040 Transport Strategy. Cllr McCusker spoke of the imperative of having courage, strong leadership, and commitment, and braving out hard decisions. They have a change in demographics with many young people living in blocks of flats and not owning cars.

They are aware of the difficulties arising from reactive consultations, and are reviewing the consultation process, with Councillors engaging residents early on in projects with appropriate messaging, listening to feedback and adapting and making changes in response.

They have enough officer capacity to be proactive, getting bids lined up ready for when funding is available, their clarity and forward thinking resulting in strong bids. They recently took the Council Officers on a trip to Waltham Forest, a leader in reducing car dependency.

They have partnered with a car club, Salford Co Wheels, a CIC, to offer cheap car hire: [Salford | Co Wheels \(co-wheels.org.uk\)](http://co-wheels.org.uk)

They stressed how important it is to work across Councils on this agenda.

### **Meeting with Cllr Tracey Rawlings, Manchester Council: 14.11.2023**

Manchester's active travel strategy was presented to us which aims to reduce car dependency by improving walking routes, cycle lanes and public transport.

They are looking at joining up travel routes, so they are more efficient and reduce waiting times for those using public transport and increase the numbers of children walking to school. They are building paths as this is the way people want to walk and looking at designing areas to encourage alternative forms of transport rather than favouring cars.

As they do not have funding for all their plans, they are focusing on the behavioural aspects of car dependency, such as highlighting the health benefits of active travel and public transport. They are getting information out to people on how fast other forms of transport can be in order to challenge preconceptions. It has been found difficult to find a way for people to access information. They use Facebook pages and community engagement. It is important to consider the barriers that people have when using other forms of transport, such as the cost of living and the expense of buying bicycles. Similar to how smoking was stopped, they are messaging that people have the right to the streets.

To get people on side Cllr Rawlings recommends having a conversational approach with residents, with broad discussions around travel, not looking at a single element and having many conversations before formal consultation to ensure people are informed and their voices are heard. They engaged with the public by speaking to people in school halls, libraries, empty shops in shopping precincts, telling human stories, and highlighting the impact of traffic collisions.

Using cameras has helped with School Streets, but community and school engagement is still required. Volunteers are being recruited by door knocking around

the school area, finding retired people who are not connected to the school who were happy to volunteer.

20mph zones are to be implemented across the whole city and they have mapped the zones to plan them. They have been gradually reducing speed limits after doing an audit of all their streets.

They are looking at different charges for parking, conversing with Sheffield council on this.

The importance of having a clear vision and aim and holding one's nerve was stressed, being bold when it is necessary to deliver change. Cllr Rawlings is unable to drive due to disability, so is very aware of the issues.

They are keen to work with Trafford on this agenda.

### **Meeting with Cllr Liz Grey, Wirral Council: 20 mph: 24.04.2024**

A meeting was arranged with Wirral Council due to their successful implementation of 20 mph speed limits which they hope to do across the Council: [lcr-road-safety-strategy-final.pdf \(merseysidepcc.info\)](#)

#### [Appendix B - Wirral Road Safety Plan.pdf](#)

They achieved this by setting up a Road Safety Working Group, looking at evidence from around the world, including the road safety charity, Brake, RoadPeace, which supports those bereaved or injured in road crashes and advocates for justice and road safety, a Wirral pedestrian campaign group, and the EU guidance for Vision Zero. Data suggests that each road fatality has a costing of £2m. Following this a wish list was created with the aim of implementing vision zero with safer speeds in all residential, retail and education areas, with cross party support apart from Conservative Councillors.

With this objective, they divided the potential 20 mph streets into 50 areas and 4 phases, based on their do ability and costing, using near miss data, and looking at collision hot spots. Phase 1 took a year, they are now implementing phase 2, with plans for phase 3 to be completed over the next 2 years.

The TRO consultation was minimal. As they had gone through the election with 20 mph speed limits on their agenda, they felt they had a democratic right to go ahead, rather than asking residents for permission, as they had received lots of complaints about speeding. The consultation asked residents if they envisaged any road safety issues if 20 mph was rolled out in their area and they received useful feedback, with residents generally pro 20 mph where they live but not in other areas: [20mph Scheme | Have your say Wirral](#) During phase 1 there was little negative response, however during phase 2 well-funded protesters, representing about 2% of the population, leafleted against the issue. However, despite this, there appeared to be far more in favour than against. Cllr Grey stressed how important it is not to budge and to be resilient, but also that cross party unity is important.

They recruited new Council Officers who were on side. Plans need to align with the Combined Authority.

Regarding funding, there is a lot of money available for road safety. They received £4m from their Combined Authority, and spent £300,000-350,000 a year, but the cost may go up if it is necessary to instal infrastructure and TROs and statutory consultations are time consuming and expensive. It is important that Council Officers bid early and work with the Combined Authority to get the bids right.

Clearly implementing 20 mph as a default is cheaper. Wales only required one TRO to change 30 mph to 20 mph, with LAs able to opt out. But Wirral Council Officers saw this as too risky.

Signage is minimal. All that is required are 20 mph roundels on the tarmac and repeater signs on lamp posts, with the only street signage being entrance and exit markers at the start of each zone. They do not want to put in chicanes or speed bumps due to the cost. 20 mph zones would need at least one physical traffic calming measure within its zone, so speed limits are cheaper to install and maintain.

They work closely with the police as they can provide good insight and evidence and it is important to get them on side. Police are likely to want 20 mph. Police are called in if drivers do not adhere to the speed limit.

There has been no evidence that it slows down ambulances.

### **Summary of meetings with Councillors from LAs with good practice**

Overall, we were really impressed with the level of ambition and vision that these Councils displayed, with the courage to move forward on contentious issues for the wellbeing of their residents despite the voice of the car lobbyists. Clearly, more funding is available to some of these Councils, but also having enough Council Officers to secure bidding seemed fundamental to their success.

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## **Appendix C: Meeting with TfGM: 04.12.2023**

TfGM responded to the questions the group had presented them.

### **Has bus usage increased in Trafford? Has the £2 fixed price had an impact within Trafford? How are people being encouraged to use buses?**

The £2 bus fare offer contributed to an increase in bus patronage of 10% across GM between September and November 2022. 5% of those using the bus fare offer in the first 3 months of the scheme had not travelled by bus before. This may be partly due to returning to pre pandemic levels. They are carrying out a further evaluation. There is no data yet available on the increased uptake in Trafford. They are optimistic of the impact of the bus franchising and once it is fully rolled out, it will enable people to make travelling by bus their first choice, as buses will be more frequent and reliable.

Bee Network committees will be set up in advance of the bus franchising in January 2025 to facilitate consultations on new routes, with the aim of 90% of residents living within 40 minutes of a service that runs every 30 minutes. The target is 30% growth in patronage by 2030. Part of the vision is demanding responsive bus services, which will have light touch Bee Network branding, and night buses. The hope is that with a strengthened commercial network children will use the bus network to travel to school.

### **What is the situation regarding 24-hour transport?**

They have a Nighttime Economy Strategy in which they are piloting improving late night transport options. In Trafford there are no night buses, but Metrolink runs until 1 am on Friday and Saturday and cycle hire is available 24/7.

### **Bikeability: Councillors were concerned about the catch up of delayed Bikeability sessions due to Covid.**

They are working with LAs and the Bikeability Trust to review the delivery of Bikeability in GM as there is a backlog. There is a government objective for it to reach a greater audience by 2025.

### **Right to the Streets: how is the work in Trafford linking up with GM active travel?**

They support, but are not directly involved in, GM Moving, which is the initiative running in Trafford, that aims to help people to become more active, and which includes the Rights to Streets initiative. They have launched the Is this Ok campaign. Other safer streets funding initiatives are supported by TfGM.

### **What is the situation regarding bikes on trams?**

They are carrying out a pilot on bikes on trams.

**Public engagement: how are you appealing to people from different backgrounds and engaging with demographics who are less likely to want to do active travel?**

A TfGM annual report was presented to the Bee Network Committee in December, and this covers how they engage with diverse groups and sections of the community in support of behaviour change, with LAs encouraged to follow best practice guidance in developing their transport schemes in liaison with communities.

**What is the situation regarding the Workplace Parking Levy?**

Funding for public transport in Greater Manchester is overly reliant on fares and this has resulted in a vicious cycle of higher fares, and lower usage. As part of devolution, they are asking for more powers to be devolved to GM that would allow them to raise more funds locally. They consider that implementing a Workplace Parking Levy scheme would be too controversial, but they can do more with existing powers such as introducing parking charges on all highways as there is specific legislation on this.

**How do you work with Trafford on these issues? What autonomy does Trafford have?**

Trafford Council is the local highway authority and TfGM works to support the Council in delivering their active travel programme. In some cases, they manage whole schemes, or they provide infrastructure support and activation, on a case-by-case basis. They work closely with the Council to deliver the Bee Network. There is comprehensive best practice engagement and consultation guidance in place to help ensure seldom heard voices are considered and brought into planning and delivery from the earliest opportunities. Trafford officers regularly attend meetings such as the Transport Strategy Group and the Highways Group. Trafford also has political representation on the Bee Network Committee.

**Car Clubs: how is forming a GM wide car club progressing? Can Trafford look to do their own which would link into the wider scheme?**

They are looking at solutions regarding procurement for a GM wide EV car club with a central contract through GMCA or TfGM. Districts are being advised that they can start to look at their own solutions regarding procurement in their local area, if they engage with TfGM, and they suggested that Trafford can set one up autonomously.

**How are you encouraging changing mindsets re using public transport, such as marketing and design of public spaces?**

Get on Board is a campaign encouraging people to use public transport and active travel that was launched in September 2022. It builds on the low bus fares and directs people to sources of information that can help them to access the best value for money for their journey, promoting all sustainable travel.

Inclusive Street Design aims for streets to work for everyone, including making neighbourhoods universally accessible, pleasant, safe, and welcoming places, making it easier to walk, ride and scoot, and integrating all public transport. The aim is to create green, vibrant streets that are welcoming and safe spaces to spend time in. This includes:

- Streets that enable people to drive less.
- Goods are delivered on time with minimal impact on local communities.
- A reliable, integrated, and accessible public transport network.
- A safe and connected cycling experience.
- An attractive and inclusive walking and wheeling environment.
- A future proofed street network.

The GM Streets for All design guide was adopted by GMCA in November 2023. This sets out design and infrastructure options aiming for inclusive street design which seeks to minimise barriers or issues faced by different people in using streets, the aim being that no one is excluded from using our streets. Measures include reducing street clutter, creating places to sit and rest, socialise, and meet as a community, greener, healthier streets, and introducing cycle facilities that accommodate adapted cycles. They aim to introduce a variety of measures to reduce the attractiveness of driving and change the unrestricted access of cars, with pedestrians being championed. Streets for All aims to balance conflicting needs and conflicted space, and they acknowledge that the balance needs to shift away from roads.

### **What is the situation regarding pedestrian prioritisation at crossings?**

They review traffic signal timings on an ongoing basis. Where there are opportunities, where they are aware of changing circumstances or where they are advised of a particular issue, they do give additional priority to pedestrians. They must balance this with their requirement to balance the competing demands of other road users (including public transport) in supporting LAs in their network management duties. If there are locations, they can look at these. They suggested that Trafford Council could be pushing for more pedestrian prioritisation at crossings.

### **What is the situation regarding 20mph zones?**

They informed us that implementing 20mph is still within Local Authority jurisdiction. They suggested that it would be good to have a consistent approach in GM.

**Summary of meeting with TfGM**

It appears that TfGM share the group's aspirations, and are slowly beginning to implement actions, but with caution. They seem to be heavily reliant on the impact of the buses on their ambitions. They stressed that Trafford Council have the option to set things up autonomously rather than waiting for GMCA to deliver but it appears unclear whether GMCA prefers a consistent approach.

## **Meeting with Dame Sarah Storey, GM Active Travel Commissioner: 15.04.2024 (Appendix D)**

Sarah is aiming for a GM connected network to make journeys safer and travelling more accessible for everyone, with a focus on active travel.

Regarding 20 mph speed limits, she advised us that if we have evidence and it is data driven, we can go ahead with installing these, regardless of the Government's current advice. It is best to start small and build out gradually. A road should be seen as somewhere to live, not simply a thoroughfare. As Wirral Council have experienced, the police need to be involved which is difficult due to low resource. Alongside reducing speed limits, we should also be looking at engineering solutions to encourage drivers to drive more carefully, such as creating narrower lanes.

She commented that road rage is a huge issue, and that we should also be looking at enforcing speed limits on the A56, suggesting proactive measures, such as installing temporary average speed cameras to enforce speed limits.

Regarding pedestrian prioritisation, she suggested that timings should be adjusted to 10 seconds everywhere, as we need to inconvenience the motorist. Timings can be reduced on a gradual approach that is not noticeable. As this is a political decision, it would need a Council directive. But this can be supported by evidence, such as how not being able to cross a road can mean missing a bus, and so does not encourage using public transport.

She said that School Streets can only be effective if they are permanent, and the priority should be to make them permanent though using cameras. Also, she suggested schools could be providing data to us regarding the reasons why parents are driving to school. She also said that Park and Stride should be looked at and directing parents to larger car parks, with park and rides.

She suggested ensuring our network of clean air cameras is being used for solving crime and monitoring vehicles.

She mentioned a TfGM audit that has taken place which demonstrated that a lot more crossings are needed to deliver a dense network of walking and cycling opportunities, which has not yet received LA response which is needed for future planning. She suggested identifying where third parties are involved, such as waterways, in integrating active travel. This may access more funding pots.

Sarah was asked about zebra crossings. The Active Travel Fund has currently allocated £200,000 to West Midlands Combined Authority to trial simple zebra crossings on side roads.

She stressed the importance that active travel is a prerequisite for increasing bus usage.

Finally, she commented that electric cars are not a clear-cut solution due to the large amount of particulate matter they create and that we should be cautious about focusing solely on EV charging.

### **Summary of meeting with Dame Sarah Storey**

Sarah is very passionate about this subject and gave us some helpful insights. She supports our view that the balance needs to be shifted away from the motorist to give us all equal rights to safe streets and pavements. She also emphasised that electric cars are not the panacea.

## Trafford Scrutiny Committee 2024/25 Work Programme

**Wednesday 10<sup>th</sup> July 2024 – 6:30pm, Committee Rooms 2&3, Trafford Town Hall**

*Report submission deadline – midday Tuesday 2<sup>nd</sup> July 2024*

<b>Item</b>	<b>Information</b>	<b>Executive Member(s)</b>	<b>Lead Officer(s)</b>	<b>Comments</b>
Leaders Priorities 2024/25	To receive a report from the Leader of the Council's Priorities and the Corporate Plan 2024/27	The Leader	Sara Saleh	
Constitutional Working Group report	To receive a report of the Constitutional Working Group		Dominique Sykes	
Executive Response to Scrutiny T&F Group report on Old Trafford	To receive a response from the Executive following submission of the T&F group report from the Committee to the Executive meeting 29 <sup>th</sup> January 2024	Executive Member for Highways, Environmental & Traded Services	Adrian Fisher and Chris Morris	
Executive Response to Scrutiny Access to Council Services Report	To receive a response from the Executive following submission of the report from the Committee to the Executive meeting 11 <sup>th</sup> December 2023	Executive Member for Finance, Change & Governance	Simon Davis	
Reducing Car Dependency T&F Group report	To consider the interim T&F Group report for submission to the Executive			

Committee Work Programme 2024/25	To Agree the Committee work programme for the year.	N/A		
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**Wednesday 18 September 2024 – 6:30pm, Committee Rooms 2&3, Trafford Town Hall**

*Report submission deadline – midday on Tuesday 10 September 2024*

Item	Information	Executive Member(s)	Lead Officer(s)	Comments

**Wednesday 6 November 2024 – 6:30pm, Committee Rooms 2&3, Trafford Town Hall**



<i>Report submission deadline – midday on Tuesday 29 October 2024</i>				
<b>Item</b>	<b>Information</b>	<b>Executive Member(s)</b>	<b>Lead Officer(s)</b>	<b>Comments</b>
Budget Presentation	To receive an outline of the budget position for 2024/25 to inform the Budget Scrutiny process	Executive Member for Finance, Change, and Governance	Director of Finance and Systems	

### **Budget Scrutiny**

There are two Budget Scrutiny sessions scheduled for the 25 November and 27 November 2024. Discussions at these sessions, will help formulate the Scrutiny Committee's Budget Scrutiny report to the Executive (To be presented to Scrutiny at the 22 January 2025 meeting).

**Wednesday 22 January 2025 – 6:30pm, Committee Rooms 2&3, Trafford Town Hall**

*Report submission deadline – midday on Tuesday 14 January 2025*

<b>Item</b>	<b>Information</b>	<b>Executive Member(s)</b>	<b>Lead Officer(s)</b>	<b>Comments</b>
2024/25 Budget Scrutiny Report	A report produced by the Scrutiny Committee providing its recommendations on the 2025/26 Budget Proposals.	N/A – Report of the Scrutiny Committee		

**Wednesday 12 March 2025 – 6:30pm, Committee Rooms 2&3, Trafford Town Hall**

*Report submission deadline – midday on Tuesday 4 March 2025*

<b>Item</b>	<b>Information</b>	<b>Executive Member(s)</b>	<b>Lead Officer(s)</b>	<b>Comments</b>
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<b>Ongoing Task and Finish work</b>				
<b>Item</b>	<b>Information</b>	<b>Executive Member(s)</b>	<b>Lead Officer(s)</b>	<b>Comments</b>
Scrutiny Review				

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## Key

Scheduled	To be scheduled	Not to be considered
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Item Prioritisation				
Title	Outline	Importance	Impact	Details
Housing development and stimulating housing development.	To look at opportunities for housing development in Trafford starting with Brown field areas and see whether all possibilities have been considered. How brown field sites can be made more attractive to prospective developers.	4	2/3	This item was suggested by Councillor Carter in March 2023. Look at Places for Everyone and Trafford's Housing Strategy.
Highway Infrastructure Asset Management Plan (HIAMP)	To look at the scoring matrix system for road repairs and other areas of highways.			Councillor Jones suggested this in March 2024, and was supported by other Members.
Traffic Regulation Order Process and Assessment Matrixes				
Duration and Duplication of Roadworks	To assess the Council's ability to govern Trafford's roadworks, timeline of roadworks			Suggested by Councillor Carter – March 2024
Leaf Clearing				Raised by Councillor Frass at the January 2024 meeting
Old Trafford Parking Service				Suggested by Councillor Walsh in March 2024
Travellers	To look at the issues around supporting the travelling community in areas of Trafford.			
IT Investments and Performance				Councillor Carter raised this topic

Damp and Mould response	To invite back colleagues from housing providers who attended in September 2023, to discuss the enquiries and promises made.  Wider feedback about the issues, resident feedback.			Councillor Axford raised issues with L&Q which had remained  Bring back to one meeting (?) – whole meeting. Branching out to further issues.  Or a smaller meeting – with the biggest two (?)
Bee Network	To invite colleagues from the GMCA in to discuss the Bee Network once it has been rolled out in Trafford as part of Tranche 3.  Implications of the changes – and the bus role out.  School bus provision in Trafford. School travel patrols, schools etc. (possible T&F group)  Active Travel Schemes and the funding			Councillor Axford raised this item and would come later in the Municipal year (Jan or March?)  Combine as one meeting – September 24?
Corporate Plan	Likely to come to the Committee.			September
Culture, Sport and Heritage Strategy				Councillor Axford
Engagement with residents				Councillor Axford
EV Charging				Councillor Coggins suggested. Scrutiny on how little has changed.

Council's Banking	How the Council makes decisions on where it puts its money, ethical banking.			A&A possibly (?)
Streetscape issues / leaf clearing				Councillor Frass & Hartley mentioned

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