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**TRAFFORD
COUNCIL**

AGENDA PAPERS FOR EXECUTIVE MEETING

Date: Monday, 19 September 2022

Time: 6.30 p.m.

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

A link to the meeting broadcast can be found at:

<https://www.youtube.com/channel/UCjwbIOW5x0NSe38sgFU8bK>

A G E N D A	PART I	Pages
1. ATTENDANCES		
To note attendances, including officers, and any apologies for absence.		
2. QUESTIONS FROM MEMBERS OF THE PUBLIC		
A maximum of 15 minutes will be allocated to public questions submitted in writing to Democratic Services (democratic.services@trafford.gov.uk) by 4 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.		
3. 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.		
4. MINUTES		1 - 12
To receive and, if so determined, to approve as a correct record the Minutes of the meeting held on 25 th July 2022.		
5. MATTERS FROM COUNCIL OR OVERVIEW AND SCRUTINY COMMITTEES (IF ANY)		
To consider any matters referred by the Council or by the Overview and Scrutiny Committees.		

6. **CONSULTATION RESULTS FOR MCF CROSSINGS PROPOSALS AT A56 DUNHAM ROAD AND GORSEY LANE, ALTRINCHAM** 13 - 60
- To consider a report of the Executive Member for Climate Change and Transport Strategy.
7. **UTILITY CONTRACT RENEWAL - GAS AND ELECTRICITY** 61 - 66
- To consider a report of the Executive Member for Economy and Regeneration.
8. **TAMWORTH DEVELOPMENT UPDATE** 67 - 78
- To consider a report of the Executive Member Economy and Regeneration.
9. **REAL LIVING WAGE: PROGRESS UPDATE** 79 - 84
- To consider a report of the Executive Member for Adult Social Care.
10. **BUDGET MONITORING 2022/23 PERIOD 4 (APRIL TO JULY 2022)** 85 - 124
- To consider a report of the Executive Member for Finance and Governance and the Director of Finance and Systems.
11. **URGENT BUSINESS (IF ANY)**
- Any other item or items which by reason of:-
- (a) Regulation 11 of the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012, the Chairman of the meeting, with the agreement of the relevant Overview and Scrutiny Committee Chairman, is of the opinion should be considered at this meeting as a matter of urgency as it relates to a key decision; or
 - (b) special circumstances (to be specified) the Chairman of the meeting is of the opinion should be considered at this meeting as a matter of urgency.

12. **EXCLUSION RESOLUTION (IF REQUIRED)**

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

SARA TODD
Chief Executive

COUNCILLOR ANDREW WESTERN
Leader of the Council

Membership of the Committee

Councillors A. Western (Chair), C. Hynes (Deputy Leader), S. Adshead, K.G. Carter, J. Harding, E. Patel, T. Ross, J. Slater, A.J. Williams and J.A. Wright.

Further Information

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

Jo Maloney, Governance Officer
Email: joseph.maloney@trafford.gov.uk

This agenda was issued on Thursday 8th September 2022 by the Legal and Democratic Services Section, Trafford Council, Trafford Town Hall, Talbot Road, Stretford M32 0TH.

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EXECUTIVE

25 JULY 2022

PRESENT

Leader of the Council (Councillor A. Western) (in the Chair),
Executive Member for Climate Change and Transport Strategy (Councillor A. Williams),
Executive Member for Culture, Leisure and Strategic Partnerships (Councillor J. Harding),
Executive Member for Economy and Regeneration (Councillor L. Patel),
Executive Member for Environmental Services (Councillor S. Adshead),
Executive Member for Finance and Governance (Councillor T. Ross),
Executive Member for Health, Wellbeing and Equalities (Councillor J. Slater) (part only),
Executive Member for Housing and Neighbourhoods (Councillor J. Wright).

Also present: Councillors Acton, Blackburn, Butt, Chalkin, Frass, Holden, Jerrome, Newgrosh and Whetton.

Officers in attendance:

Chief Executive (Ms. S. Todd),
Deputy Chief Executive (Ms. S. Saleh),
Corporate Director, Place (Mr. R. Roe),
Corporate Director, Adult Services (Ms. D. Eaton),
Corporate Director, Children's Services (Ms. J. McGregor),
Director of Finance and Systems (Mr. G. Bentley),
Head of Legal and Governance (Mr. S. Boyle),
Governance Officer (Mr. J.M.J. Maloney).

APOLOGIES

Apologies for absence were received from Councillors C. Hynes and K. Carter.

12. QUESTIONS FROM MEMBERS OF THE PUBLIC

The Leader of the Council advised the Executive that a question had been submitted in relation to the Key Roads Network report elsewhere on the agenda, but that it had been received after the deadline and too late for consideration at this meeting. A response would, however, be issued to the questioner outside the meeting.

13. CONSIDERATION OF PETITION - WALTON ROAD ACTIVE NEIGHBOURHOOD

The petition organiser was in attendance to set out for Members' information more detail of the rationale and residents' views which lay behind the petition, whose text was as follows: "*We the undersigned petition the council to stop ALL the proposed road closures (Modal filters) in the Walton Road area shown in the Sustrans Walton Road Active Neighbourhood Plan. The proposed road closures will result in an increase in traffic problems and compromise safety in the area and on surrounding roads.*" The Leader of the Council noted that correspondence had been received setting out a contrary viewpoint, and that a range of views had been expressed in a large response to the consultation already undertaken.

The Executive Member for Climate Change and Transport Strategy was invited to respond to the petition, and did so in the following terms: "*Firstly, please allow me to express my thanks to Mr Marsh for his role with this petition and for taking time to attend Executive Committee this evening to introduce the item before members. It is very much appreciated, and I welcome the recent increase in dialogue between residents and councillors which we have seen through the increased use of mechanisms such as petitions at our meetings.*"

I note that the petition expressly requests that all proposed road closures on the estate be halted, and think that it might be worthwhile to explain that at present no decisions have been made regarding the implementation of modal filters or the precise nature of plans to change traffic use.

A consultation exercise was undertaken earlier this year, and residents were posted a document pack presenting proposals to reduce traffic flow of motorists cutting through the estate. The intention had been to make streets on the estate safer to use for local residents, and to streamline traffic flow in a more effective manner.

During this consultation exercise the survey circulated to local residents in the document pack yielded 906 responses, and further comments were also collated at an in-person feedback event. I would like to thank all of those that have participated in this process. I consider that the best policy decisions are made when people with local knowledge contribute to the decision-making process.

The project team has analysed this feedback and developed a number of potential alternative solutions that respond to this feedback, whilst still achieving the aims of the project such as reducing traffic volumes and speeds, which are being discussed with officers and the local ward councillors. It is clear from the consultation exercise that has been completed that there is not a sufficient level of

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popular support for the original plans to be implemented. In particular many residents expressed concerns about the original plans to restrict traffic leaving the estate turning right onto the A56 (such as at the junction with Langdale Road), as we have heard from Mr Marsh this evening.

As such, the Council has requested that a further set of plans be drawn-up, which are informed by the feedback that was received during the first round of consultation. Next steps are likely to include further engagement and consultation on a revised proposal. This further engagement and consultation could then be followed by a trial phase, where measures are implemented on a temporary basis and monitored, to allow further consultation with the community around any proposed changes before they are made permanent.

Lastly, I would like to confirm that I, along with Cllrs Jones and Thompson, met with ARUP [Note: consultancy firm, working with TFGM and the Council on the proposed scheme] at the end of June following the closure of the first round of consultation. Having held this meeting, I am confident that the feeling of the community has been understood. I'd like to thank Cllrs Jones and Thompson, as well as Cllr Boyes, for the hard work they have done in engaging with and representing residents. I know that they will be meaningfully involved with any work soon to be undertaken as it progresses through the next stages, and for my part I'd like to extend the offer to also be involved in that process."

An opportunity was provided for Members to comment. In discussion the diversity of views was noted, along with the importance of engagement with key stakeholders. In conclusion the Leader of the Council noted that no firm decision had yet been taken, and that further consultation would be undertaken; and thanked all participants for their contribution to the discussion.

RESOLVED – That the content of the petition, the presentation by its organiser, and the response by the Executive Member, be noted.

14. DECLARATIONS OF INTEREST

No declarations were made by Executive Members.

15. MINUTES

RESOLVED – That the Minutes of the Meeting held on 20th June 2022 be approved as a correct record.

16. MATTERS FROM COUNCIL OR OVERVIEW AND SCRUTINY COMMITTEES (IF ANY)

Councillor Acton, as Chair of the Scrutiny Committee, advised the Executive that the substantive item for consideration was the Executive's response on the Review of Disability Access. (The following Minute refers.)

17. SCRUTINY COMMITTEE - TASK AND FINISH GROUP: REVIEW OF DISABILITY ACCESS WITHIN TRAFFORD - RESPONSE TO INTERIM REPORT

As Chair of the Scrutiny Committee, Councillor Acton made some preliminary remarks in connection with the report of the Executive Member for Economy and Regeneration which set out the Executive's response to the Scrutiny Task and Finish Group's interim review report on Disability Access within Trafford. He noted that, whilst the progress of the review had been slower than envisaged, he welcomed the Executive's response, agreeing that implementation of the recommendations would constitute a significant step forwards. He expressed his thanks to the review group, and in particular to its Chair.

In presenting the response, the Executive Member acknowledged delays in reaching the current point, but recognised the ambition of the Group's report, and that there remained work to be done on a broader front. She had met with Councillors Acton and Winstanley, and would keep them informed of progress. In conclusion, she noted, with agreement from the Executive, that the text of the response report be slightly amended, by the deletion of the word "applications" at the conclusion of the first bullet point in paragraph 2.4; this would allow the benefits of training to be realised across the planning system, and not solely in the determination of planning applications.

RESOLVED -

- (1) That the recommendations of the Scrutiny Committee Task & Finish Group be noted.
- (2) That in response to the recommendations of the Task & Finish Group, the Corporate Director, Place be directed to:
 - a. Ensure the Planning service makes the most of opportunities to improve accessibility within planning applications for new developments – via staff training, early discussion with developers and proactive consideration by Highway Officers to ensure the provision of an accessible environment.
 - b. Ensure that the Trafford Design Guide & Design Code fully reflects accessibility principles.
 - c. Retain a policy on Adaptable & Accessible Housing within the Local Plan when it is presented to the Executive to approve its final formal consultation.

18. LEISURE STRATEGY REVIEW

The Executive Member for Culture, Leisure and Strategic Partnerships submitted a report which sought approval to proceed to the next stage of the refurbishment of Altrincham Leisure Centre, RIBA stage 4, including the submission of the planning application and the commencement of construction to completion. It also provided an update on the leisure investment strategy and associated refurbishment options for Sale, Partington and Stretford Leisure Centres. It was noted that a related report setting out financial details of the proposals was to be considered in Part II of the meeting's agenda.

In discussion, there was a broad welcome for the proposals, including their contribution to the health and wellbeing agenda and the move away from fossil fuels. Questions were raised on the availability in the new facilities of storage space for items such as prams; and, on financial matters, on the extent of borrowing in respect of Urmston refurbishment which had already been repaid, and the level of reserves deployed in supporting Trafford Leisure. It was agreed that responses to these questions would be provided outside the meeting.

RESOLVED -

- (1) That the outcomes of the RIBA Stage 3 consultation for the redevelopment of Altrincham, Sale and Stretford Leisure Centre be noted.
- (2) That the facility mix, and design for the redevelopment of Altrincham Leisure Centre as set out in the report, be approved.
- (3) That approval be given to progression to RIBA Stage 4 and full construction within the approved capital budget following the completion of RIBA stage 3 for Altrincham Leisure Centre, and updated business case.
- (4) That the temporary full closure of Altrincham Leisure Centre be approved, to allow refurbishment work to take place.
- (5) That authority be delegated to the Corporate Director of Place, in consultation with the Director of Legal and Governance, to negotiate terms with and agree the terms of any contracts and appointments for the relevant contractors and specialists required to deliver the project and to award such contracts and appointments.
- (6) That authority be delegated to the Corporate Director of Place to submit planning permission for the redevelopment of Altrincham Leisure Centre including for Public Sector Decarbonisation Scheme (PSDS) works once confirmed.
- (7) That authority be delegated to the Director of Legal and Governance to enter and sign and/or seal the said agreements and contracts on behalf of the Council.

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- (8) That it be noted that any significant changes, to either the capital costs identified on completion of RIBA stage 4 or the independently reviewed business case for Altrincham Leisure Centre, will be brought back to Executive for further review and/or approval, and in advance of the Council entering into contractual commitments on the overall capital spend if required.
- (9) That the update on the refurbishment proposals for Sale and Stretford leisure centres be noted. Any further commitments to the future phases of the leisure investment programme will only be made when it can be confirmed back to the Executive that the future ongoing subsidy requirements can be contained within the existing budgetary provision. This is to avoid any additional pressure being placed on the current medium term budget gap of the Council.

19. TRAFFORD POVERTY STRATEGY 2022-25 AND TRAFFORD VCFSE STRATEGY 2022-27

The Executive Member for Culture, Leisure and Strategic Partnerships submitted a report which provided a summary of the work completed to date to develop the Trafford Poverty Strategy 2022-25 and Trafford VCFSE Strategy 2022-27. The report was broadly welcomed; and, in response to a question it was agreed that advice would be provided outside the meeting on when data from the 2021 census would be available to inform the Trafford Data Lab.

RESOLVED - That the work completed to date be acknowledged and the Trafford Poverty Strategy 2022-25 and Trafford VCFSE Strategy 2022-27 be approved for publication.

20. GREATER MANCHESTER'S CLEAN AIR PLAN - JULY 2022 UPDATE

The Executive Member for Climate Change and Transport Strategy submitted a report which set out the case for a new Greater Manchester Clean Air Plan and Greater Manchester's annual mean standards for Nitrogen Dioxide in 2021. It was noted that no response to proposals had been received from the Government, whose approval would ultimately be needed for the implementation of any scheme. Members were advised that the report was also to be referred to Council at its meeting on 27th July 2022.

RESOLVED -

- (1) That it be noted that the 'Case for a new Greater Manchester Clean Air Plan' document attached as Appendix 1 and associated appendices A to E have been submitted to the Secretary of State as a draft document subject to any comments from Trafford Council ahead of the next Air Quality Administration Committee.

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- (2) That it be noted that that Executive Member for Climate Change and Transport Strategy, as Trafford Council's appointed representative on the Air Quality Administration Committee, will represent Trafford Council's comments.
- (3) That the initial screening be noted, undertaken to assess which protected characteristics are likely to be impacted by the new GM Clean Air Plan, and in scope for the Equalities Impact Assessment.
- (4) That the updated Do Minimum position for 2023 and 2025 and the forecasted points of exceedance in GM in 2023 and 2025 be noted.
- (5) That the participatory policy development approach and the next steps for the GM Clean Air Plan be noted.
- (6) That the new 'ask' from Government be noted, to remove out-of-area operation by private hire drivers/vehicles to support the new GM Clean Air Plan.
- (7) That feedback from early engagement activity with vehicle owner representative groups be noted.
- (8) That the NO₂ monitoring results and the exceedances of the annual mean across sites set up for GM Clean Air Plan purposes between 2018 and 2021 be noted.
- (9) That it be noted that the report will be considered by Council at the meeting on 27th July 2022.

21. CAPITAL PROGRAMME 2022/23 - KEY ROUTE NETWORK SCHEME APPROVALS

The Executive Member for Environmental Services and Executive Member for Climate Change and Transport Strategy submitted a report which sought to update the Executive on which schemes were being proposed as part of the current capital programme for the Key Route Network (KRN) that included a proposed list of KRN highway capital works to be delivered during the next 5 years, following allocation of funds via TfGM, and an update on how the schemes will be delivered with the funds available. In introducing the report, the Executive Member for Environmental Services noted the distinction between the Key Road Network scheme and other highways maintenance programmes, and that separate funding schemes were available to support the cycling infrastructure.

RESOLVED - That the works programmes associated with the allocation of KRN capital funds for 2022/27 as outlined at Appendix A of the report be approved.

22. PLACES FOR EVERYONE JOINT LOCAL PLAN 2021: DELEGATED APPROVALS FOR EXAMINATION IN PUBLIC

The Executive Member for Economy and Regeneration submitted a report which sought approval to delegate authority to agree such modifications to the submitted Places for Everyone Plan Joint Local Plan (2021) as may be appropriate to make the Plan 'sound' (and capable of subsequent adoption) that arise throughout the statutory Independent Examination (Examination in Public). In discussion it was emphasised that the substantive aspects of the Plan had already been discussed. The current report was intended to provide for timely responses to be made on behalf of the Council, aimed at securing legal compliance and not any significant change of direction.

RESOLVED -

- (1) That authority be delegated to the Corporate Director of Place, in consultation with the Executive Member for Economy and Regeneration and the Director of Legal & Governance and Monitoring Officer, to agree proposed main modifications to the Places for Everyone Joint Local Plan (2021) as may be necessary to meet the tests of 'soundness' defined in the National Planning Policy Framework (2021) (or any equivalent following the amendment or revocation thereof); and the relevant statutory requirements of the Town and Country Planning (Local Planning) (England) Regulations 2012 (or any equivalent Regulations following the amendment, re-enactment or revocation thereof).
- (2) That authority be delegated to the Corporate Director of Place to make any minor modifications to the Places for Everyone Joint Local Plan (2021), as may be necessary.
- (3) That authority be delegated to the Corporate Director of Place, in consultation with the Director of Legal & Governance and Monitoring Officer, to prepare and agree Statements of Common Ground for the Places for Everyone Joint Local Plan (2021) as required.

23. CARRINGTON & PARTINGTON TRANSPORT INFRASTRUCTURE - CARRINGTON RELIEF ROAD

The Executive Member for Climate Change and Transport Strategy submitted a report which gave an update on progress since the Executive report in September 2021 selecting a preferred route, and set out the next steps in the process, including an update on project budget, risks and further consultation. Members were advised that the Council did not own all the land and therefore intended to acquire parcels of land that would be needed for the scheme to progress. It would endeavour to acquire the land through negotiations; however, to prevent delay, it would make a Compulsory Purchase Order for the land required as a risk mitigation measure. Appendix 2 to the report set out the indicative CPO Plots and Schedule; and in principle approval was now sought.

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In discussion queries were raised regarding the usage of s.106 contributions, expectations in respect of HGV usage, flood mitigation and cost risks; though the relief road's strategic significance for facilitating regeneration was also emphasised. It was agreed that clarification would be presented outside the meeting regarding the report's presentation of the Homes England funding drawdown referred to in paragraph 5.2 of the report.

RESOLVED -

- (1) That in principle support be provided to undertake the acquisition of land and new rights required for the construction of the Carrington Relief Road including:
 - 1.1.1 The making of an order under sections 239, 240, 246, 250 and 260 of the Highways Act 1980 and all other powers as appropriate for the compulsory purchase of land and rights required for the construction of the Carrington Relief Road ("CPO")
 - 1.1.2 The making of a Side Roads Order (or orders) under Sections 8, 14 and 125 of the Highways Act 1980 and all other necessary powers to improve, stop up existing highways, construct lengths of new highway and stop up and provide replacement private means of access as required to deliver the Carrington Relief Road ("SRO")

- (2) That authority be delegated to the Corporate Director for Place in consultation with the Director of Legal and Governance to take all steps necessary to prepare a CPO or SRO (together Orders) to be made including but not limited to:
 - (a) the carrying out of land referencing including without limitation the service of notices under section 16 of the Local Government (Miscellaneous Provisions) Act 1976 and/or section 5A of the Acquisition of Land Act 1981;
 - (b) the authorisation of entry onto the land and other land for the purpose of carrying out surveys pursuant to section 172 of the Housing and Planning Act 2016;
 - (c) the preparation of a draft statement of reasons;
 - (d) the preparation of draft Orders and Order Schedules; and
 - (e) the preparation of notices to owners, lessees and occupiers, site notices and any other notices required to be served and/or advertised in accordance with the Acquisition of Land Act 1981 should the Executive authorise the making of an Order.
 - (f) Delegates authority to the Corporate Director for Place to negotiate for the voluntary acquisition of land and rights over land needed to enable the scheme to be delivered in advance of confirmation of an Order, as if such Order had been confirmed.

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- (g) Delegates authority to the Corporate Director for Place in consultation with the Director of Legal and Governance to consider alternatives to the use of compulsory purchase powers.
- (h) Notes that before an order is made a further detailed report will be drafted seeking authority for the making of an Order and that such a report will need to address a number of issues including:
- (i) that the Order is necessary to facilitate the carrying out of development, redevelopment or improvement on, or in relation to, the land being acquired;
 - (ii) that the scheme complies with the aspirations of the Local Plan with regards to the area and other relevant planning policy;
 - (iii) that there is a compelling case in the public interest for the land to be acquired which outweighs the interference with the human rights of those with an interest in the land affected;
 - (iv) that the scheme will contribute to the promotion or improvement of the economic and/or social and/or environmental well-being of the local area;
 - (v) that the scheme is viable and that there is a reasonable prospect that the scheme can be implemented within a reasonable timescale;
 - (vi) that there are no physical or legal impediments to the scheme proceeding;
 - (vii) that all reasonable steps have been taken to acquire land and rights over land needed to deliver the scheme by negotiation and voluntary agreement;
 - (viii) that alternatives to the use of compulsory purchase powers have been considered; and
 - (ix) that the compulsory acquisition would not infringe the Council's equality duty.
- (3) That the funding position for the next development phase and the strategy for securing further funds be noted.
- (4) That authority be delegated to the Corporate Director for Place and the Director of Finance in consultation with the Executive Member Climate Change and Transport Strategy to negotiate and agree contracts with Grant Funding providers and external parties relating to grant funding, including variations of grant agreements and other related agreements regarding funding towards the design, pre-commencement works and development of the Carrington Relief Road.

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- (5) That the Director of Legal and Governance be authorised to finalise and enter into all legal agreements required to implement the above decisions.

24. BUDGET MONITORING 2022/23 - PERIOD 2 (APRIL TO MAY 2022)

The Executive Member for Finance and Governance and the Director of Finance and Systems submitted a report which informed Members of the 2022/23 summary forecast outturn figures relating to both Revenue and Capital budgets. It also summarised the latest forecast position for Council Tax and Business Rates within the Collection Fund. Members' attention was drawn in particular to the potential impact of rising inflation rates; and that in consequence the Council's working assumption on the impact of the various inflation pressures in 2022/23 was that a prudent figure of £6.0m would be needed, revised up from £4.0m as stated in the 2021/22 outturn.

RESOLVED – That the updated summary positions on the revenue budget, collection fund and capital programme be noted.

25. 2021/22 TREASURY MANAGEMENT ANNUAL PERFORMANCE

The Executive Member for Finance and Governance and the Director of Finance and Systems submitted a report which outlined the main treasury management activities undertaken during 2021/22, including in relation to compliance with all legislative and regulatory requirements, including all treasury management prudential indicators; average levels of external debt and interest rate payable for 2021/22; the average level of treasury investments for 2021/22; and the outturn position for the Council's Treasury Management function. It was noted that the key variances related mainly to the levels of income the Council received from Manchester Airport Holdings Ltd (MAH) due to the ongoing impacts of the Covid-19 pandemic. It was noted that the Accounts and Audit Committee had endorsed the report, and the Executive's thanks were accorded to the Treasury Management team for its effective management of a challenging environment.

RESOLVED – That the treasury management activities undertaken in 2021/22 programme be noted.

26. PROGRESS REPORT FOR THE CORPORATE EQUALITY STRATEGY 2021 TO 2025

The Executive Member for Health, Wellbeing & Equalities submitted a report which provided the second progress update on achievements since the Equality Strategy was launched in January 2021 with four key objectives, as well as an update on the work of the Equality Review being carried out by APSE (Association for Public Service Excellence). In discussion, the Executive Member drew attention to a number of successes achieved, but also to work remaining to be done. In response to a query, it was noted that the Council had an aspiration for its workforce to reflect its community; but that incomplete information was currently unavailable on the workforce's composition, and that the aspiration would take some time to achieve.

RESOLVED –

- (1) That the content of the report be noted.
- (2) That a further progress report containing updates on the success measures within the Corporate Equality Strategy be presented in January 2023.

27. EXCLUSION RESOLUTION

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

28. LEISURE STRATEGY REVIEW

Further to the report considered in Part I of the agenda, the Executive Member for Culture, Leisure and Strategic Partnerships submitted an additional report which set out supporting financial detail of proposals for the refurbishment of Altrincham Leisure Centre. Details of all formal resolutions are set out in the relevant Minute above.

In discussion, questions were raised in relation to the financial model supporting the refurbishment, and more generally to projections of ongoing support to Trafford Leisure. Responses were provided at the meeting, it also being noted that the development of design and costings on a project of this nature was by its nature an iterative process, with greater clarity being achieved as progress was made; and that further reports would be made as appropriate to the Executive in the event of any significant changes.

The meeting commenced at 6.30 p.m. and finished at 8.14 p.m.

TRAFFORD COUNCIL

Report to: Executive
Date: 19th September 2022
Report for: Decision
Report of: Executive Member for Climate Change and Transport Strategy

Report Title

Consultation Results for MCF Crossings Proposals at A56 Dunham Road and Gorse Lane, Altrincham

Summary

To seek approval to proceed with proposals for the introduction of a new Crossing on A56 Dunham Road in between its junctions with Gorse Lane and St Margaret's Road, Altrincham. (Altrincham and Bowdon wards)

Recommendation(s)

It is recommended that that the Executive:

- 1. Note the content of this report.**
- 2. Agree that the proposals for the junctions in this report be progressed to detailed design, subject to no significant design amendments, proceed to delivery**

Contact person for access to background papers and further information:

Chris Morris, Director of Highways, Transport & Environment
Chris.morris@trafford.gov.uk

Background Papers: None

Implications:

Relationship to Corporate Priorities	The project aligns with Trafford’s Corporate Priority 3 – Addressing our climate crisis, point 4 – Promote and increase environmentally friendly travel, such as walking and cycling.
Relationship to GM Policy or Strategy Framework	<p>Trafford Council’s Corporate Plan 2021-2024</p> <ul style="list-style-type: none"> Trafford Council’s Corporate Plan 2021-2024 identified three strategic priorities that are considered key to enabling Trafford residents, businesses and communities prosper. Cycling and walking is linked to Priority 1 – Reducing health inequalities; and aligned with Priority 3 – Addressing our climate crisis, Point 4 – Promote and increase environmentally friendly travel. <p>Made to Move</p> <ul style="list-style-type: none"> The Made to Move plan details fifteen steps to improve walking and cycling across GM, of which eight of the steps are intertwined specifically to the extents of the highway in this report. <p>Bee Network</p> <ul style="list-style-type: none"> The Bee Network proposes routes for quality walking and cycling infrastructure across GM. <p>Greater Manchester Strategy</p> <ul style="list-style-type: none"> The Greater Manchester Strategy identifies ten priorities considered to improve the lives of the residents of Manchester of which 3 priorities have cycling and walking integrated within <p>The Greater Manchester Transport Strategy 2040 and Streets for All Strategy</p> <ul style="list-style-type: none"> The Greater Manchester Transport Strategy 2040 sets out a vision for 50% of all journeys in Greater Manchester to be made by walking, cycling and public transport, while the Streets for All Strategy details how GM deliver this across all boroughs. <p>Greater Manchester Clean Air Plan</p> <ul style="list-style-type: none"> The Greater Manchester Clean Air Plan sets out a plan to kick-start the region’s green revolution to tackle air pollution by bringing nitrogen dioxide (NO₂) levels on local roads within legal limits.
Financial	The project referred to within the report is wholly funded by the GMCA via the Mayor’s Challenge Fund.
Legal Implications:	Trafford Council would need to advertise the proposals to establish and amend pedestrian crossings, under section 23 of the Road Traffic Regulation Act 1984
Equality/Diversity Implications	Provision of walking and cycling facilities in line with the Cycle Infrastructure Design - Local Transport Note 1/20, provide design requirements to support vulnerable road users of all abilities.
Sustainability Implications	Provision of improved walking and cycling facilities promotes economic growth whilst cutting carbon emissions through promoting sustainable modes of travel and creating a sense of place.

Carbon Reduction	On 28th November 2018, Trafford Council declared a Climate Emergency. The proposals supports the Council's Carbon Neutral Action Plan and pathway to carbon neutrality by 2038 by seeking to reduce congestion and improve air quality through the development of healthy, safe, and attractive local environments which seek to encourage a greater modal shift towards more sustainable and active travel
Resource Implications e.g. Staffing / ICT / Assets	Staffing for the implementation of the proposed actions will be provided from within the project resources. There are no significant Asset Management implications.
Risk Management Implications	<ul style="list-style-type: none"> • Reputational damage for Trafford Council and the Greater Manchester Combined Authority could lead to future highway funding being withheld into the region, which could result in wider strategic implications to Trafford Council in attracting future funding. • An Equality Impact Assessment could be undertaken to provide assurance for Trafford Council should there be a challenge for potentially breaching its public sector equality duty.
Health & Wellbeing Implications	The scheme is aimed at all age groups and abilities and seeks to improve the health and wellbeing of residents of Greater Manchester, supporting Trafford's key policies to develop and sustain healthy, safe, and attractive local environments which in turn promote health and wellbeing
Health and Safety Implications	The proposed actions are aimed at improving the health and safety of vulnerable road users.

1.0 Background

- 1.1 The Bee Network, unveiled in 2018, is a plan to revolutionise travel across Greater Manchester, making active travel the number one choice for travelling to work, to school and to the shops. But this can only happen if trips by foot or by cycling are a safe and pleasant experience.
- 1.2 The network will be made up of more than 1,800 miles of routes and will be the largest joined-up system of walking and cycling routes in the UK. Once built, the network will better connect every community in Greater Manchester, benefitting 2.8 million people and making cycling and walking a real alternative to the car.
- 1.3 A paper petition, signed by 619 people, was received in February 2019, requesting a pedestrian crossing outside St Margaret's Church on A56 Dunham Road, Altrincham.
- 1.4 Transport for Greater Manchester (TfGM) has developed proposals to introduce two new crossings in Trafford – A56 Dunham Road at its junction with Gorse Lane, and A560 Shaftesbury Avenue at its junction with Aimson Road East.
- 1.5 The proposal for the two crossings were consulted at the same time, see Appendix 1 – *Bee Network Crossings – Trafford – Consultations Leaflet*.
- 1.6 This report seeks approval to proceed with the proposals for the A56 Dunham Road junction with Gorse Lane, due to it spanning two wards. The recommendations to proceed with the proposals for the junction improvement at A560 Shaftesbury Avenue at its junction with Aimson Road East was approved by the Executive Member for Climate Change and Transport Strategy on the 9th August 2022.

2.0 Existing Arrangement

- 2.1 The existing arrangement provides an uncontrolled crossing for pedestrians crossing A56 Dunham Road, with a small pedestrian refuge in the middle of the road. Access to the southern side of the A56 is particularly poor. The footways either side of the A56 Dunham Road are of insufficient width to enable cyclists to use it, and therefore cyclists would be expected to join traffic on A56 Dunham Road before turning onto Gorse Lane or St Margaret's Road.
- 2.2 Gorse Lane is a two-way road providing access to St Margaret's Church, and the local Oldfield Brow community, north of A56 Dunham Road.
- 2.3 Devisdale Road joins A56 Dunham Road opposite the junction of A56 Dunham Road and Gorse Lane, and approximately 20m west of the junction of A56 Dunham Road and St Margaret's Road. There is a layby sited between Devisdale Road and St Margaret's Road, providing parking and is used as a bus/coach stop for local school buses/coaches.
- 2.4 St Margaret's Road is a two-way road providing access to the Bowdon community, south of A56 Dunham Road, as well as a route to Altrincham Grammar School for Girls.

3.0 Proposal

- 3.1 The proposals for both locations are in line with the Cycle Infrastructure Design - Local Transport Note 1/20, which refers to minimum design widths acceptable on highways. This Department for Transport note details the standards highway authorities are to work towards, where practical, which aim to deliver cycle lanes at a minimum width of 2.0m, or 1.5m as an absolute minimum at constraints.
- 3.2 The proposal provides a quality route from Gorsey Lane to St Margaret's Road, and vice versa, for pedestrians and cyclists with a signalised crossing for pedestrians and cyclists crossing A56 Dunham Road, utilising the existing layby sited between St Margaret's Road and Devisdale Road.
- 3.3 The proposal details that Gorsey Lane would be made one-way in a southerly direction from the church access to its junction with A56 Dunham Road, resulting in no access to Gorsey Lane from A56 Dunham Road. The alternative routes will be via Highgate Road or Booth Road.
- 3.4 There are 'no waiting at any time' restrictions proposed on both sides of Gorsey Lane from its junction with Dunham Road for approximately 25 metres in a northerly direction. This is to ensure the one-way section remains clear of parked vehicles. These restrictions are also part of a wider package of additional waiting restrictions in the Booth Road area of Altrincham for which a statutory consultation took in May this year. Subject to the approval of these restrictions it is likely that they would be in place prior to any work for this scheme taking place.
- 3.5 Devisdale Road will be changed and access to Dunham Road will be via St Margaret's Road. Parking on the north side of the access road between St Margaret's Road and Devisdale Road will be removed and the number of bays reduced on the south side. The footway will be built out on both corners of St Margaret's Road and its junction with Dunham Road. A pedestrian island will be installed to reduce the width of, and improve the crossing facility across St Margaret's Road.
- 3.6 A bus stop/coach parking bay will be introduced on St Margaret's Road (west side) south of its junction with Devisdale Road for the school bus drop off/pick up although the final location of this Bus Stop and associated waiting restrictions will be the subject of a separate statutory consultation process that the council will undertake in due course subject to the recommendations within this report being agreed.
- 3.7 The existing 'no waiting at any time' restrictions on the east side of St Margaret's Road will be extended south approximately 40 metres. This is to allow vehicles to safely pass on St Margaret's Road when a bus is parked. The existing 'no waiting at any time' restrictions on the north side of Devisdale Road will be extended approximately 40 metres and on the south side for approximately 5 metres. This is so people have an unobstructed place to cross. The proposed limited waiting parking bays on the south side of Devisdale Road will be the same as it is currently.

4.0 **Consultation**

- 4.1 The proposals for the crossing were consulted on by TfGM between 16th August and 10th September 2021.

- 4.2 Letters detailing the proposals were mailed to 255 properties within a 150m radius of the proposed crossing.
- 4.3 An online survey was also available for members of the public to provide feedback via the Active Travel website. Residents were also able to submit their views to TfGM Customer Relations by telephone or in writing.
- 4.4 The consultation was publicised in the following ways:
 - 4.4.1 A press release was drafted by TfGM and send out to contacts across Greater Manchester. This led to an article published in the Manchester Evening News. In addition, the Executive Member was interviewed by a local Television station regarding the proposals.
 - 4.4.2 The TfGM Twitter account sent out regular tweets publicising the consultation whilst it was live.
 - 4.4.3 The consultation was also publicised on Twitter by Trafford Council.
 - 4.4.4 Prior to the public consultation process the Executive Member and ward councillors were informed of the proposals through a briefing. Local councillors helped to publicise the consultation on local Facebook groups.
 - 4.4.5 The Greater Manchester Police as well as Trafford's Traffic Management Unit members have also been consulted on the proposals. No objections were raised.
- 4.5 In addition to the above, St Margaret's Church, Loreto Grammar and Altrincham School for Girls were contacted directly.
- 4.6 Following the initial consultation, a site visit was undertaken with two residents of Dunham Mount to discuss their concern about the scheme.
- 4.7 The local MP, Sir Graham Brady, has also been in contact with TfGM regarding the proposed changes. This led to an additional local engagement exercise taking place between 10th and 24th November 2021.
- 4.8 During November 2021, following a request by Councillor Whetton, an additional 363 properties were sent consultation materials.
- 4.9 169 responses were received to the online survey for A56 Dunham Road junction with Gorsey Lane.
- 4.10 The responses to the online survey showed high levels of agreement with the proposals; 69% of respondents said they supported the proposals, 11% said they partially supported the proposals and 20% said they did not support the proposals.
- 4.11 128 respondents provided a reason as to why they agreed or disagreed with the proposals. 47% of these respondents (60) cited safety or ease when walking or cycling as reasons for agreement with the proposals.

- 4.12 27% of respondents who provided reasons why they agreed or disagreed with the proposals felt that the proposal to make Gorsey Lane one way could worsen safety or congestion issues on Dunham Road or surrounding streets.
- 4.13 Responses were received from the following organisational and political groups and detailed in Appendix 2 – *Consultation Report – MCF Bee Network Crossings – Trafford*.
- St Margaret’s Church
 - Bowdon Conservation Group
 - A councillor for Bowdon
 - Residents of Dunham Mount
- 4.14 In conclusion, the proposals received reasonably high response rates when compared to the typical response for these types of consultations.
- 4.15 Full details of the Consultation are included in Appendix 2 – *Consultation Report – MCF Bee Network Crossings – Trafford*.
- 4.16 A number of residents expressed concern about queueing at the junction of Dunham Rd with St Margaret’s Rd. As a result, minor alterations were made to mitigate this issue, including the following:
- 4.16.1 A right-turn pocket has been added to Dunham Road for traffic entering St Margaret’s Road.
- 4.16.2 A yellow box is proposed on Dunham Road westbound across the junction with St Margaret’s Road.
- 4.16.3 There are two lanes at the exit of St Margaret’s Rd.
- 4.16.4 There is a kerb buildout to the north of the new bus stop on St Margaret’s Rd.
- 4.17 The above changes are reflected in Appendix 3 - *Dunham Rd E of Gorsey Ln - General Arrangement*.

Other Options

An alternative layout which could be considered include upgrading the junction to include two stage bicycle turn. This involves cyclists proceeding on a green light with traffic and then waiting in a pocket within the junction to join the green light for the perpendicular traffic. This particular layout has been used in cities such as London, however, it leaves cyclists in a vulnerable position within the junction, while it would require extensive training and guidance within the local community for people to understand how to use them. A CYCLOPS junction such as the one proposed, protects pedestrians and cyclists throughout the junction, and is easier to navigate.

Reasons for Recommendation

It is recommended to progress the proposals for the junction of A56 Dunham Road and Gorse Lane into detailed design stage, and subject to no significant design amendments, proceed to delivery following the consultation while taking the viewpoints of the public to refine the scheme where applicable.

The proposals align with Trafford Council's Corporate Plan, improves pedestrian and cycle facilities at the junction and has general support from the local community.

Key Decision (as defined in the Constitution): Yes
If Key Decision, has 28-day notice been given? Yes

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

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

[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.



Bee Network Crossings – Trafford

Have your say on proposals to make crossing roads on bike or by foot easier in your area

**Monday 2 August to
Friday 10 September 2021**



ANDY BURNHAM
MAYOR OF
GREATER
MANCHESTER





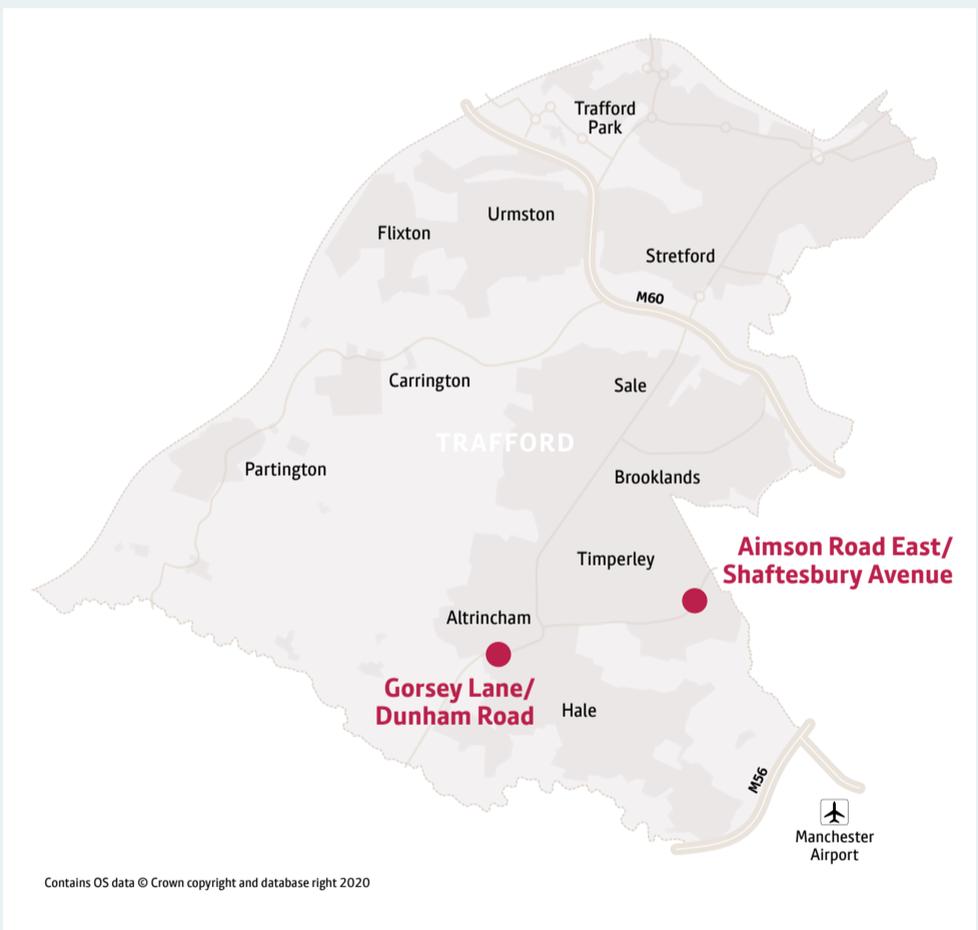
Proposals to revolutionise travel on foot or by bike in your area

We are looking to make some changes to the roads in your area, with the aim of making your neighbourhood safer and more pleasant and encouraging more people to walk and cycle for short journeys. This involves implementing a new controlled crossing across Dunham Road at the junction with Gorse Lane, Altrincham, and upgrading the crossing facilities at the junction of Shaftesbury Avenue and Aimson Road East, Timperley.

Work has started on a Greater Manchester-wide programme to make journeys on foot or by bike much easier and more attractive. Chris Boardman, Greater Manchester’s Transport Commissioner, unveiled an innovative new plan to create a city-region-wide cycling and walking network, The Bee Network.

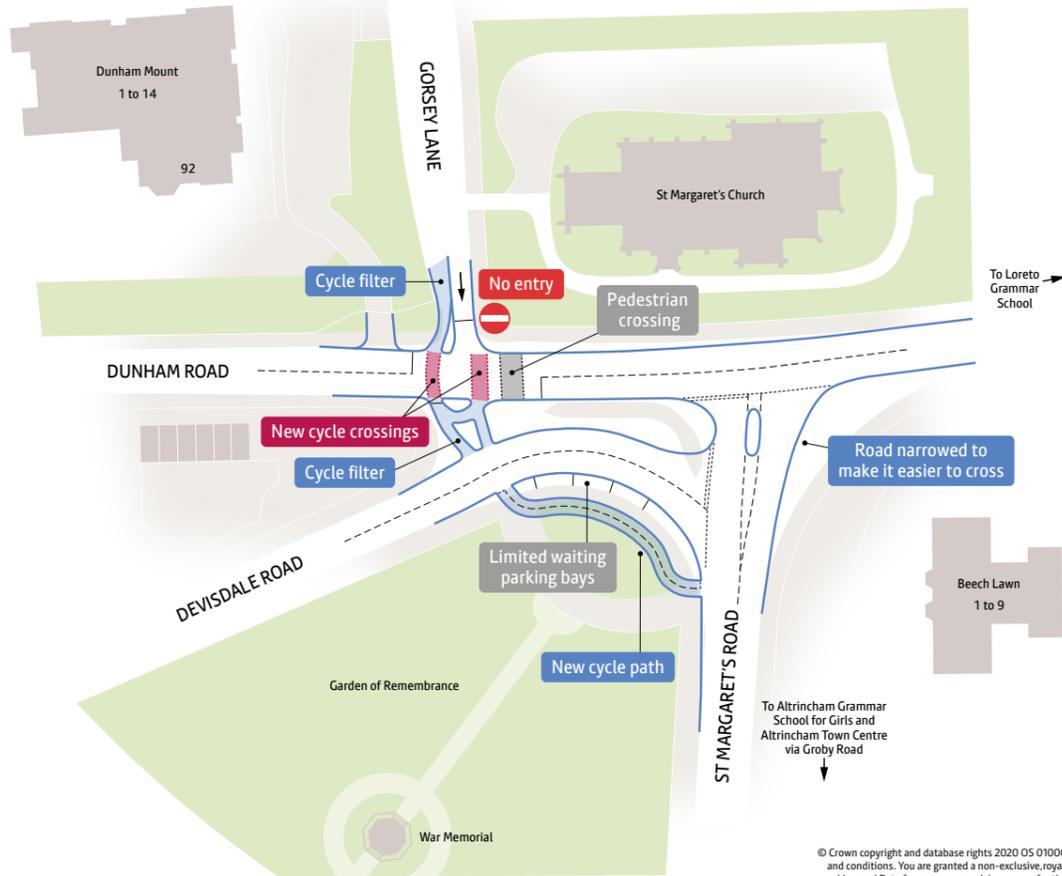
The network will be made up of more than 1,800 miles of routes and will be the largest joined-up system of walking and cycling routes in the UK. Once built, the network will better connect every community in Greater Manchester, benefiting 2.8 million people and making cycling and walking a real alternative to the car. In support of this ambition, the Mayor of Greater Manchester has allocated £160 million to the Mayor’s Cycling and Walking Challenge Fund. This has been made possible thanks to the national government’s Transforming Cities Fund which is investing in public and sustainable transport to improve productivity and spread prosperity.

In partnership with Trafford Council, we have developed the following proposals which we would like your feedback on.



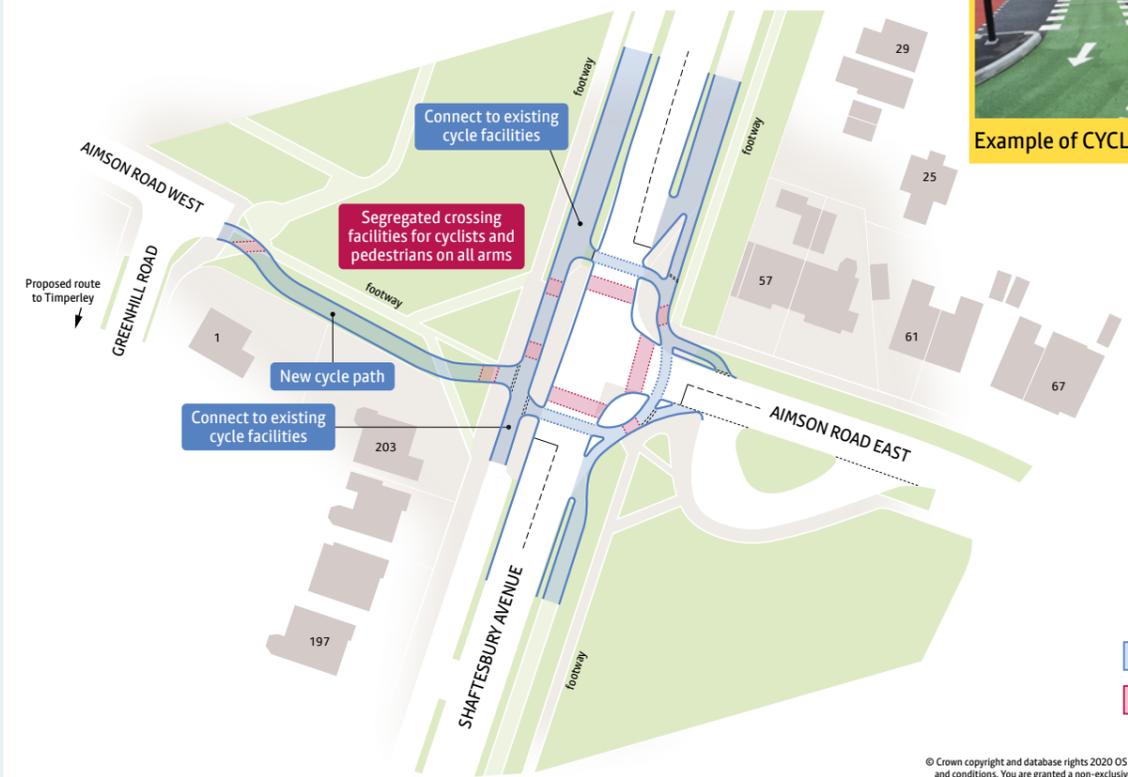


Dunham Road junction with Gorsey Lane



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Shaftesbury Avenue at the junction with Aimson Road East



Blue box: Cycle facilities
Pink box: Pedestrian facilities

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Dunham Road junction with Gorsey Lane

We are proposing to improve the cycling and walking facilities on Dunham Road at the junction with Gorsey Lane, Altrincham. The new crossing will provide a much-needed facility for local school children across a busy main road.

A new segregated cycling and walking crossing across Dunham Road at the junction with Gorsey Lane is proposed. Gorsey Lane would be made one-way in a southerly direction from the church access to its junction with Dunham Road, this means there will be no access to Gorsey Lane from Dunham Road. Alternative routes will be via Highgate Road or Booth Road. There are 'no waiting at any time' restrictions proposed on both sides of Gorsey Lane from its junction with Dunham Road for approximately 25 metres in a northerly direction. This is to ensure the one-way section remains clear of parked vehicles.

Devisdale Road will be changed and access to Dunham Road will be via St Margaret's Road.

The parking on the north side of the access road between St Margaret's Road and Devisdale Road will be removed and the number of bays reduced on the south side. The footway will be built out on both corners of St Margaret's Road and its junction with Dunham Road and a pedestrian island installed to improve the crossing facility across St Margaret's Road.

A bus stop/coach parking bay will be introduced on St Margaret's Road (west side) south of its junction with Devisdale Road for the school bus drop off/pick up. The existing 'no waiting at any time' restrictions on the east side of St Margaret's Road will be extended south approximately 40 metres. This is to allow vehicles to safely pass on St Margaret's Road when a bus is parked.

The existing 'no waiting at any time' restrictions on the north side of Devisdale Road will be extended approximately 40 metres and on the south side for approximately 5 metres. This is so people have an unobstructed place to cross. The proposed limited waiting parking bays on the south side of Devisdale Road will be the same as it is currently.

Shaftesbury Avenue at the junction with Aimson Road East

We are proposing to improve the cycling and walking facilities at the junction of Shaftesbury Avenue and Aimson Road East, Timperley. The aim is to ensure that people who cycle or walk feel safe and are safe when using the junction. This will be achieved by introducing a Cycle Optimised Protected Signals (CYCLOPS) style junction that provides segregated facilities for all pedestrian and cyclist movements. The two-way cycle path will remain on the west side of Shaftesbury Avenue along with the one-way cycle path on the east side. A new segregated cycle path will be created between Shaftesbury Avenue and Greenhill Road, linking Aimson Road West and Aimson Road East.

How can I give my views on the proposed changes?

Transport for Greater Manchester (TfGM) is working with Trafford Council to ensure all residents, businesses and other stakeholders are kept up-to-date on all changes and plans for the scheme.

A consultation on these proposed changes will take place from 2 August to 10 September 2021. Should the schemes be progressed, in addition to this there will be a further consultation process managed by Trafford Council regarding any changes to Traffic Orders associated with these schemes.

Anyone with views and opinions on the proposed changes to the Bee Network Crossings – Trafford scheme should complete the online survey:

Online

activetravel.tfgm.com/schemes/trafford/bee-network-crossings

By email

customer.relations@tfgm.com

By post

Bee Network Crossings – Trafford
2 Piccadilly Place, Manchester, M1 3BG

By phone

0161 244 1000

Monday to Friday 7am – 8pm

Saturday, Sunday & public holidays 8am – 8pm

“More people travelling on foot or by bike is a by-product of creating better places to live, work and socialise. The improvements to crossings in Trafford will make life easier for people who want to be able to make local trips on foot or by bike, leaving the car at home.”

Chris Boardman

Greater Manchester’s Transport Commissioner





Trafford Bee Network Crossing Consultation

Date: 12th November 2021

Title: Consultation Report

Subject: MCF Bee Network Crossings- Trafford

Report of: Anna Butler – Project Manager and Charlotte Patterson – Consultation and Inclusions Officer

PURPOSE OF REPORT

To summarise the outcome of the public consultation on the MCF Bee Network Crossings scheme proposals in Trafford in order for a decision to be taken as to whether the two schemes should be progressed to the detailed design and delivery stage.

CONTACT OFFICERS:

Joanne Waddington (TfGM)

Joanne.Waddington@tfgm.com

1. Introduction

Transport for Greater Manchester (TfGM) has recently consulted on proposals to introduce two new crossings in Trafford.

Two Bee Network Crossing proposals in Trafford were consulted on between 16th August and 10th September 2021

202 unique submissions to the online survey were received during the initial consultation in August and September, with 169 responses to the Dunham Road Junction with Gorse Lane proposals and 116 responses to the Shaftesbury Avenue with Aimson Road East. Some individuals responded to both proposals. 38 responses were also received by email or letter.

The Bee Network, unveiled in 2018, is a plan to revolutionise travel across Greater Manchester, making active travel the number one choice for travelling to work, to school and to the shops. But this can only happen if trips by foot or by cycling are a safe and pleasant experience.



The network will be made up of more than 1,800 miles of routes and will be the largest joined-up system of walking and cycling routes in the UK. Once built, the network will better connect every community in Greater Manchester, benefitting 2.8 million people and making cycling and walking a real alternative to the car.

2. Background

The proposals for Trafford include:

Dunham Road junction with Gorse Lane: We are proposing to improve the cycling and walking facilities on Dunham Road at the junction with Gorse Lane, Altrincham. The new crossing will provide a much-needed facility for local school children across a busy main road.

A new segregated cycling and walking crossing across Dunham Road at the junction with Gorse Lane is proposed. Gorse Lane would be made one-way in a southerly direction from the church access to its junction with Dunham Road, this means there will be no access to Gorse Lane from Dunham Road. Alternative routes will be via Highgate Road or Booth Road. There are 'no waiting at any time' restrictions proposed on both sides of Gorse Lane from its junction with Dunham Road for approximately 25 metres in a northerly direction. This is to ensure the one-way section remains clear of parked vehicles.

Devisdale Road will be changed and access to Dunham Road will be via St Margaret's Road. The parking on the north side of the access road between St Margaret's Road and Devisdale Road will be removed and the number of bays reduced on the south side. The footway will be built out on both corners of St Margaret's Road and its junction with Dunham Road and a pedestrian island installed to improve the crossing facility across St Margaret's Road.

A bus stop/coach parking bay will be introduced on St Margaret's Road (west side) south of its junction with Devisdale Road for the school bus drop off/pick up.

The existing 'no waiting at any time' restrictions on the east side of St Margaret's Road will be extended south approximately 40 metres. This is to allow vehicles to safely pass on St Margaret's Road when a bus is parked. The existing 'no waiting at any time' restrictions on the north side of Devisdale Road will be extended approximately 40 metres and on the south side for approximately 5 metres. This is so people have an unobstructed place to cross. The proposed limited waiting parking bays on the south side of Devisdale Road will be the same as it is currently.

Shaftesbury Avenue at the junction with Aimson Road East: We are proposing to improve the cycling and walking facilities at the junction of Shaftesbury Avenue and Aimson Road East, Timperley. The aim is to ensure that people who cycle or walk feel safe and are safe when using the junction. This will be achieved by introducing a Cycle Optimised Protected Signals (CYCLOPS) style junction that provides segregated facilities for all pedestrian and cyclist movements. The two-way cycle path will remain on the west side of Shaftesbury Avenue along with the one-way cycle path on the east side.



A new segregated cycle path will be created between Shaftesbury Avenue and Greenhill Road, linking Aimson Road West and Aimson Road East

3. Methodology and Consultation Material

A leaflet and cover letter were sent out to 314 properties in total. This was all properties within a 150m radius of the proposed location of the crossings, 255 were sent out to properties in the vicinity of the Gorsey lane crossing and 59 for the Aimson Road crossing. An online survey was available for members of the public to provide feedback via the Active Travel website- [Scheme Trafford Bee Network Crossing | TfGM Active Travel](#). Residents were also able to submit their views to TfGM Customer Relations by telephone or in writing:

By email
customer.relations@tfgm.com

By post
Bee Network Crossings – Wigan,
2 Piccadilly Place, Manchester, M1 3BG

By phone
0161 244 1000
Monday to Friday 7am – 8pm
Saturday, Sunday & public holidays 8am – 8pm

The consultation was publicised in the following ways:

- A press release was drafted by TfGM and send out to contacts across Great Manchester. This lead to an article published in the Manchester Evening News (link to article can be found [here](#)). In addition, the Executive Member was interviewed by a local Television station regarding the proposals.
- The TfGM Twitter account sent out regular tweets publicising the consultation whilst it was live.
- The consultation was also publicised on Twitter by Trafford Council.

Prior to the public consultation process the Executive Member and Ward Councillors were informed of the proposals through a briefing. Local councillors helped to publicise the consultation on local Facebook groups.

The Greater Manchester Police as well as Trafford’s Traffic Management Unit members have also been consulted on the proposals. No objections were raised.

In addition to the above St Margaret’s Church, Loreto Grammar and Altrincham School for Girls were contacted directly.



Following the initial consultation, a site visit has been undertaken with two residents of Dunham Mount to discuss their concern about the scheme.

The local MP, Sir Graham Brady, has also been in contact with TfGM regarding the proposed changes. This led to an additional local engagement exercise taking place between 10th – 24th November 2021 (further details can be found in Appendix 4).

4. Summary of Results and Equality Impact Considerations

Dunham Rd Junction with Gorsey Lane

The majority of respondents to the online survey agreed with the proposals for Dunham Road junction with Gorsey Lane, with the proposed cycling and walking crossing across Dunham Road receiving particularly high levels of support. 70% (117) of respondents to the survey question, 'Overall, do you support the proposals for this crossing,' said they supported the proposals, 11% (18) said they partially supported them, and 20% (33) said they did.

Among the respondents to the online survey and via email or letter, 128 respondents provided a reason as to why they agreed or disagreed with the proposals. 46% of these respondents (60) cited safety or ease when walking or cycling as reasons for agreement with the proposals. 14 of these respondents felt that the crossing would be of particular benefit to more vulnerable road users including school aged children, elderly, or disabled pedestrians.

27% of respondents who provided reasons why they agreed or disagreed with the proposals felt that the proposal to make Gorsey Lane one way could worsen safety or congestion issues on Dunham Road or surrounding streets. One respondent felt that the proposed parking changes would negatively impact visitors to Gorsey Mount Road, particularly elderly visitors who may be more reliant on their car.

Organisational and Political Responses

A response was received from St Margaret's Church which stated an anticipated adverse impact to the congregation due to concerns that the proposals would mean the closure of Gorsey Lane and prevent individuals who rely on their car from accessing the church car park which would mean they would not be able to attend the church.

A response was also received from Bowdon Conservation Group. Their principal concerns were as follows:

- Welcomed the principle of a crossing on Dunham Lane however requested further details on the proposals
- Lack of cyclists that would use the crossing, questioned evidence base for this
- Questioned Appropriateness of Gorsey Lane as a cycle route
- Traffic impact on the surrounding roads especially the impact on the Dunham Road/ Highgate Road junction



- Re-routing vehicle traffic from Devisdale Road to / from Dunham Road via St Margaret's Road and the impact on the Dunham Road St Margaret's Road junction. Also, the impact of this on the war memorial and mature trees
- Question the amount of parking being lost due to changes to the access road
- Concerns about the impact of losing the right turn lane from St Margaret's Road onto Dunham Road
- Impact on school buses if the loading bay is to be moved onto St Margaret's Road
- A need to review parking restrictions on St Margaret's Road due to use by commuters

The response from a Councillor for Bowdon Ward outlined concerns from residents including:

- The possibility of a significant increase to the levels of congestion by removing access to the A56 from Devisdale Road and narrowing of St Margaret's Road
- The opinion that changes to Gorsey Lane are unnecessary and would cause traffic flow issues
- That the re-locating of the school bus pick up point would mean buses will need to turn on the roads off St Margaret's Road which would result in safety issues and traffic delays
- That the re-location of the school bus pick-up point cannot be properly accommodated on St Margaret's Road, given the volume of bus traffic, the need to turn or re-route through Altrincham and the impact on existing parking spaces.
- That the re-location plan does not take into account the volume of parking required simply for parents dropping and collecting school children for the bus
- Questions about whether the bus companies have been consulted
- Perceptions that the number of parking spaces on Devisdale Road would be insufficient

There were also concerns that some local residents near to the Dunham Rd Junction with Gorsey Lane proposals were not aware of the consultation, either because they mistook the consultation material mailout for advertisement/junk mail or because their property was not included in the distribution radius for the consultation material. For this reason, it has been agreed to undertake an additional period of local engagement with these residents. The additional engagement period ran from 10th November for two weeks, closing on 24th November 2021. All responses that were received to the initial consultation have been considered and are summarised within this report, therefore residents who have already responded to this consultation were not required to submit their views again. The responses to the additional consultation have been reviewed and are reported in Appendix 4.

A site visit took place between residents of Dunham Mount and TfGM on Tuesday 5th October. The main concerns that were raised were as follows:

- The lack of visitor parking provision as part of their planning constraints
- Sightlines for the exit of Dunham Mount onto Gorsey Lane
- Lack of cyclists that will use the route
- Impact of reduced parking on Gorsey Lane
- Questions over what is happening with the land/ road to the north that belongs to Loreto Grammar
- That the crossing will cause air and noise pollution and increased congestion.



Shaftesbury Avenue at the junction with Aimson Road East

The responses to the online survey showed high levels of agreement with the proposals; 75% of respondents said they supported the proposals, 3% said they partially supported the proposals and 22% said they did not support the proposals. The majority of individuals (60%) who provided a reason why they agreed or disagreed with this set of proposals, were in agreement that the proposed interventions would improve safety when walking and cycling at this junction or that the interventions could encourage uptake of walking and cycling in the area

There were 8 respondents who felt that the proposals do not address existing safety issues at this junction or that the proposals would create more danger for drivers. 7 respondents felt that there were no existing safety issues at this junction or that other areas were a greater priority for improvements.

5. Full Results

The responses to the survey questions for each of the proposals are shown in the table below.

Which crossing proposal would you like to comment on?

Table 1: Responses to the survey question 'Which crossing proposal would you like to comment on?'

Respondents were able to more than one crossing proposals. The total number reflects the number of submissions there were to the survey questions for each crossing proposal, *not* the number of unique of respondents

Proposal	Number of submissions (Count)
Dunham Road Junction with Gorsey Lane	169
Shaftesbury Avenue at the junction Aimson Road East	116
Total	285

Table 2: Table showing the number of respondents who selected one proposal to comment on and both proposals to comment

The survey software used does not track unique respondent data. Therefore, it is not possible to ascertain how many if any, individuals have submitted more than one response.

Proposal	Number of Respondents (Count)
Dunham Road Junction with Gorsey Lane only	86
Shaftesbury Avenue at junction with Aimson Road East only	33
Dunham Road Junction with Gorsey Lane and Shaftesbury Avenue at the junction with Aimson Road East`	83
Total	202



Dunham Rd Junction with Gorsey Lane

Table 3: Chart showing the responses to the survey question ‘To what extent do you agree or disagree with the following elements of the proposal’ as a percentage of the number of respondents who answered the question

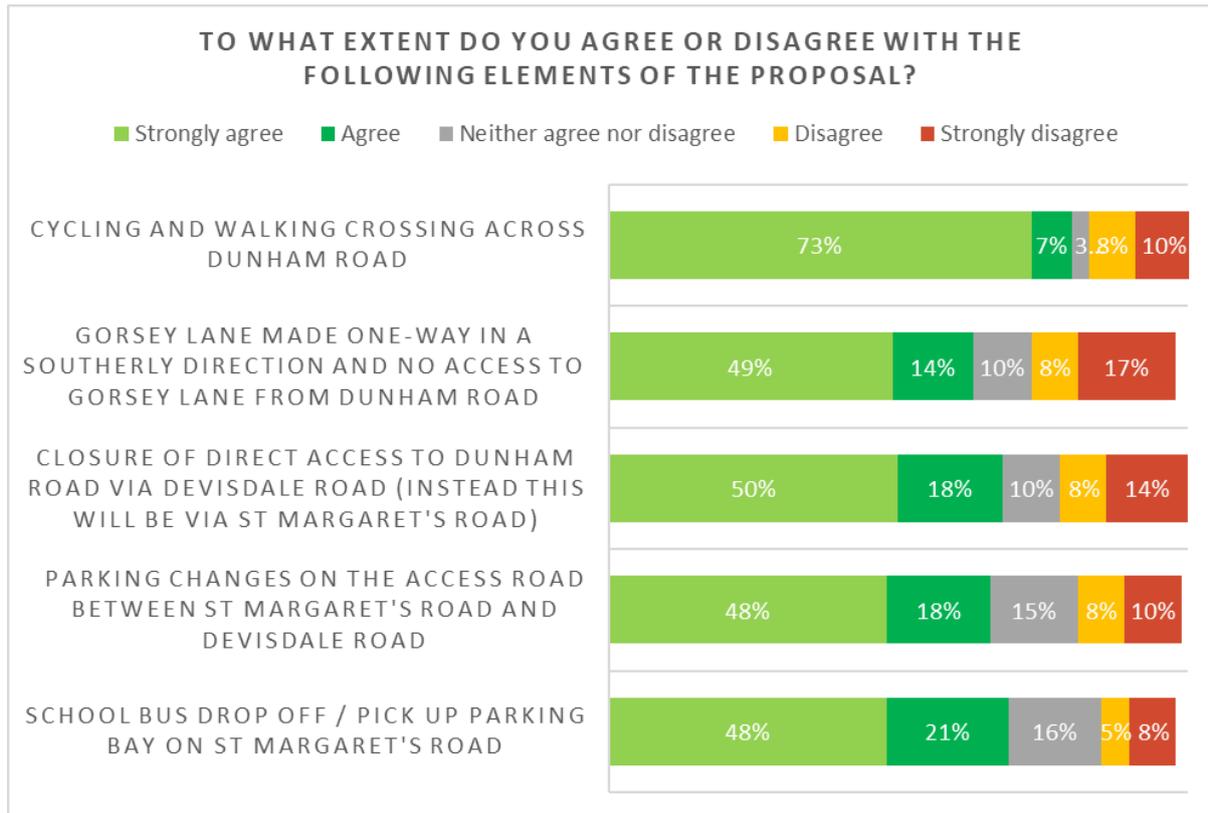


Table 4: Responses to the survey question: ‘To what extent do you agree or disagree with the following elements of the proposal?’ displayed as a count of the number of respondents who responded.

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know	Total
Cycling and walking crossing across Dunham Road	122	11	5	13	16	-	167
Gorsey Lane made one-way in a southerly direction and no access to	81	24	16	14	28	3	166



	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know	Total
Gorse Lane from Dunham Road							
Closure of direct access to Dunham Road via Devisdale Road (instead this will be via St Margaret's Road)	82	30	16	13	23	1	165
Parking changes on the access road between St Margaret's Road and Devisdale Road	78	29	24	13	16	3	163
School bus drop off / pick up parking bay on St Margaret's Road	80	34	26	9	13	3	165

Why do you agree or disagree with the proposal?

97 responses were received to this question via the online survey. 31 responses by email or letter related to the Dunham Road proposals and have been included in the analysis of this question.

Note that the count refers to the number of responses that raised a particular theme. Therefore, the total count of themes does not equal the number of respondents who responded to this question as some respondents provided more than one reason why they agree or disagree with the proposals.

Table 5: Thematic grouping of responses from individual representations via email or letter and to the survey question 'Why do you agree or disagree with the proposal?'

Opinion	Number of responses (count)
Comments in support of proposals	
The proposals will make it easier and safer to walk and cycle in the area	53
The proposals will improve safety for children and/ or people with limited mobility	15
The proposals will improve safety/ congestion for drivers	9
The proposals will improve safety in general, non-specific)	7
General support for proposals	7
Will improve safety for pupils on school busses	1



Opinion	Number of responses (count)
Will make turning off Gorse road less complicated	1
Comments against proposals	
The proposals will cause congestion or safety issues on Dunham Rd or surrounding streets (including Gorse Lane or St Margaret's Road)	35
Proposals are unnecessary because there are no current safety issues	7
Won't improve existing safety issues around Dunham Road	5
Proposals are unnecessary because there are few cyclists	5
Will cause confusion/ the proposals are too complicated	4
Resurfacing of roads should be carried out instead	3
Won't encourage people to cycle/ won't improve things for cyclists	3
Concern that proposals will increase noise and light pollution	2
Concern over changes to parking/ lack of visitor parking	2
The proposals will cause congestion or safety issues on Harrington Rd/ Grey Rd	1
Concern about impact on congregation reaching St Margaret's Church	1
General disagreement	1
Introduction of pedestrian crossing will negatively impact the look of the area	1
Neural/ mixed comments	
Concern that cyclists won't use the cycle paths (perception that many use main road space or footpaths)	1
Other comments	
Suggestions/ questions	19
Perception the consultation was not visible	2



What impact will this proposal have on you, your business or your family?

85 responses to this survey question were received. The analysis relates to the survey responses only.

66% of individuals who answered this question, stated that the proposals would have a positive impact, 21% said negative and 9% of respondents felt that the proposals would have no impact on themselves, their business or family. 4% indicated that they did not know what impact the proposals would have.

Table 6: Individual survey responses to the survey question 'Please use the box below to explain your answer' (proceeding question- 'What impact will this proposal have on you, your business or your family?')

Opinion	Number (count)
Perceived Positive Impacts	
It will be safer and easier for pedestrians or cyclists to cross	39
Will benefit the local community (by making car use less convenient and walking and cycling easier)	5
It will improve safety for children specifically	15
I would be more likely to cycle or walk in the area	6
It would make it easier or safer to turn at the junction with St Margaret's Road	3
Perceived Negative Impacts	
It would worsen congestion or air quality	9
It would make the junction at Dunham Rd and Highgate Rd or junction with Gorse Lane more dangerous or difficult	8
Negative impact for most people to benefit a small number	3
Don't think the proposal will succeed	1
It would make the junction at St Margaret's Road more dangerous	1
Negative impact to local congregation	1
Neural/ mixed or limited positive Impact	
Additional interventions are needed to create a positive impact [Suggestions included in Table 6]	3
Don't know what the impact will be	3
Improvements are needed to public transport in the area (to encourage people to drive less)	1
Would prefer if a full set of traffic lights is installed at the junction instead	1
Uncoded responses [meaning or opinion unclear]	4



Table 6: Individual responses to the survey question 'To what extent do you agree or disagree that as a result of this crossing you are more likely to walk / cycle to ...'

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Not applicable	Total
Work	28	16	29	10	20	55	158
School	34	9	25	2	11	75	156
Leisure	76	30	25	7	19	6	163
Shop	51	19	30	15	21	20	156
Visit family	30	10	31	9	17	57	154
Other (please state in the box below)	15	1	18	0	5	23	62

17 respondents provided an 'other, please specify' response to the survey question " To what extent do you agree or disagree that as a result of this crossing you are more likely to walk / cycle to.." to this survey question were received. The analysis relates to the survey responses only.

Table 7: Responses to the To what extent do you agree or disagree that as a result of this crossing you are more likely to walk / cycle to ... 'Other' (please state in the box below)

Comment	Number (count)
I already walk as much as possible	2
It will make cycling or walking with children much safer	2
I already cycle	1
Crossings on Regent Road and St Margret's Street are sufficient	3
The roads surrounding this junction are too dangerous to cycle on	2
It's too far to walk to the supermarket and carry shopping home	1
My workplace is not accessible by cycle or public transport	1
The weather prevents me from walking and cycling all year round	1
The improvements would benefit me if I lived or worked closer to the junction	1
'Visit Friends' [Unclear whether the crossing would make it more likely to walk or cycle as left previous question blank or answered 'Not Applicable']	4



Shaftesbury Avenue at the junction with Aimson Road East

Table 8: Chart showing the responses to the survey question ‘To what extent do you agree or disagree with the following elements of the proposal’ as a percentage of the number of respondents who answered the question

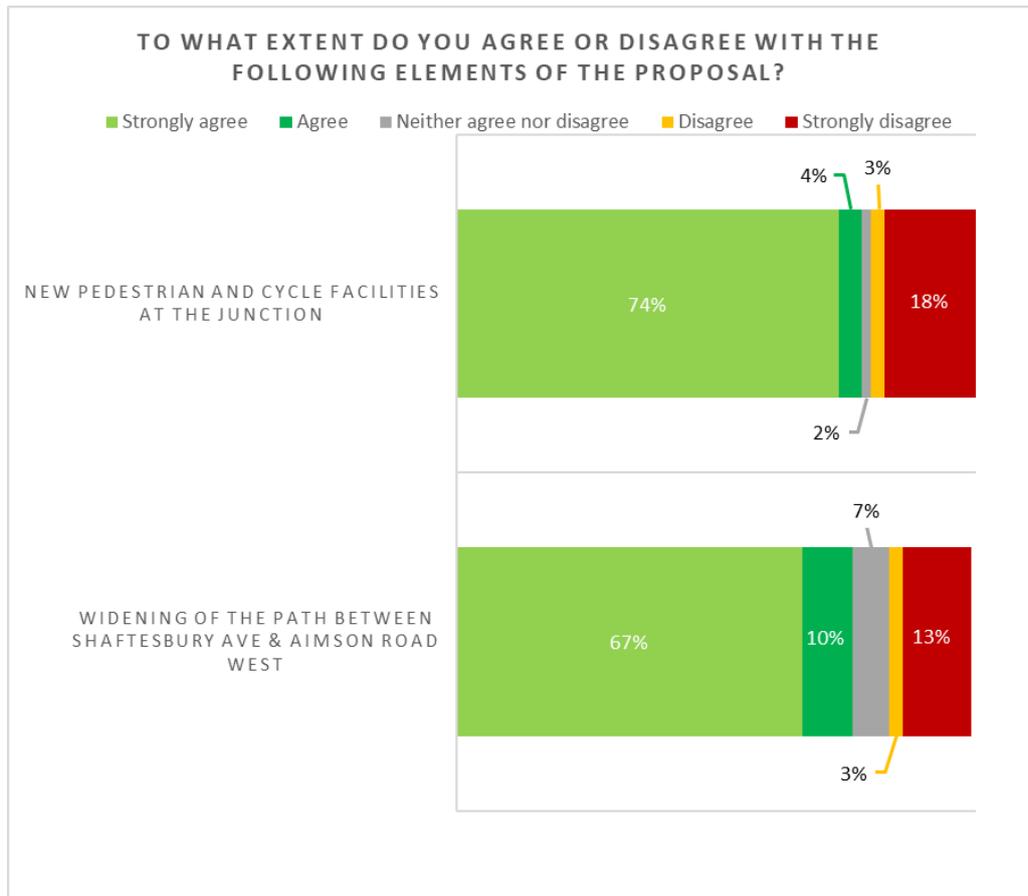


Table 9: Individual responses to the survey question: ‘To what extent do you agree or disagree with the following elements of the proposal?’ displayed as a count of the number of respondents who responded.

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know	Total
Widening of the path between Shaftesbury Ave & Aimson Road West	76	11	8	3	15	1	114
New pedestrian and cycle facilities at the junction	84	5	2	3	20	0	114



Table 10: Thematic grouping of responses from individual representations via email or letter and to the survey question ‘Why do you agree or disagree with the proposal?’

Opinion	Number (count)
Comments in support of proposals	
It will make cycling or walking safer and easier	31
General support for proposals	8
It will encourage uptake of cycling and walking	4
It will improve safety for children or vulnerable road users	2
It will improve safety for all road users	1
Comments against proposals	
Proposal doesn’t address safety issues for drivers at the junction/ will worsen safety issues for drivers	8
Other areas are a greater priority for interventions/ there are no safety issues at this junction	7
Concerns the proposal will worsen danger of crossing	3
It won’t encourage uptake of cycling and walking	1
Other	
Suggestions/ Questions	12

What impact will this proposal have on you, your business or your family?’

69% of respondents to this question said the proposals would have a positive impact, 15% said a negative impact. 11% felt that the proposals would have no impact and 5% did not know what impact the proposals would have.

Table 11: Thematic grouping of the individual responses to the survey question: ‘Please use the box below to explain your answer’ (proceeding question- ‘What impact will this proposal have on you, your business or your family?’)

Opinion	Number (count)
Will improve safety of my regular cycle journey	4
Will negatively impact drivers/ unfair to provide benefits to pedestrians and cyclists only	4
Won’t improve the junction/ there are no issues at this junction	4
Will have general positive impact	2
Will improve air quality	1
Will make the crossing unsafe for vulnerable road users	1



Table 12: Individual responses to the survey question ‘To what extent do you agree or disagree that as a result of this crossing you are more likely to walk / cycle to ...’

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Not applicable	Total
Work	38	14	8	3	20	27	110
School	22	7	13	3	10	53	108
Leisure	67	17	6	3	18	3	114
Shop	50	17	9	4	18	13	111
Visit family	27	9	13	2	18	38	107
Other (please state in the box below)	13	3	8	1	6	17	48

Table 13: Responses to the question: ‘To what extent do you agree or disagree that as a result of this crossing you are more likely to walk / cycle to ... ‘Other’ (please state in the box below)’

Comment	Number (count)
Already cycle as much as possible. Will still use car at times e.g. when with children or when raining	2
Disruption is unnecessary and won’t be used	1
Will be more likely to walk and cycle when visiting friends	1
Will have a positive impact on congestion levels	1

Additional Comments

57 individuals responded to the question: ‘Do you have any further comments about this proposal or any comments about walking and cycling more generally?’

Table:14 Answers to the survey question: ‘Do you have any further comments about this proposal or any comments about walking and cycling more generally?’

Opinion/ Comment	Number of responses (count)
Support for continued improvements to walking and cycling, The Bee Network, or prioritisation of pedestrians and cyclists generally	24
Suggestions for improvements at other locations (included in Appendix 2)	7
Need for more cycle routes including segregated cycle paths (not just crossings)	6
Improve maintenance of footpaths or road surfaces (including cycle paths)	5



Opinion/ Comment	Number of responses (count)
More enforcement needed against illegal/ inconsiderate parking	3
Provide more information/ campaigns or support for people to engage in active travel or reduce car usage (suggestions included: more bike hire opportunities, free bike hire, allowing bikes on trams and trains, more secure cycle storage, free public transport day, more information on cycling routes available- not just online)	3
Cones on A56 are dangerous	3
More should be done to encourage school children to walk and cycle to school	2
More CYCLOPS junctions needed	2
Support segregated cycle provision on A56 Stretford to Sale	2
Improvements should be for drivers as well (junctions or car parking provision)	2
Ensure all road users are considered in all schemes (including disabled people)	2
Space by the canal and disused railways should be used for cycle routes`	1
Need to ensure cycle paths work for cyclists (perception most use the road instead of cycle path)	1
Keep the construction of scheme as safe as possible	1
Concern about e-scooters	1



6. Conclusions

In conclusion, both set of proposals received reasonably high response rates when compared to the typical response for these consultations. Despite objections raised by some residents through local elected members to the Dunham Road Junction with Gorsey Lane scheme, the scheme received a high level of support from among the respondents to the online survey.

There were a number of questions about the possibility of filtering Gorsey Lane to minimise delays and congestion.

7. Next Steps

The next steps are for Trafford Council to confirm whether to progress with the two schemes based on the feedback received on the consultation and whether any further modifications are required. This will be based on a decision by the Executive member and local ward councillors. Once a decision has been taken the designers will progress with detail design and a summary of the consultation process will be published on the Active Travel Website earlier in the new year. Subject to approval implementation of the schemes is currently scheduled for Summer 2022.



Appendix 1: Demographics of survey respondents

The tables below show the answers to the equality monitoring questions asked at the end of the survey. Due to the number of responses received, the demographic questions have not been analysed against the main survey questions.

What is your home postcode?

Postcodes have been aggregated to the first character of the inward Code (second part of postcode) to prevent individuals from being identified.

Postcode (up to 1st character of Inward Code)	Number of respondents (count)
WA14 4	47
WA14 2	13
WA15 6	6
M33 3	5
M33 7	5
WA14 1	5
WA15 9	5
M21 8	4
M33 4	4
M41 8	4
M16 0	3
WA14 3	3
WA15 7	3
M32 0	2
M32 8	2
M33 5	2
M41 5	2
WA14 5	2
WA15 0	2
WA15 8	2
M1 2	1
M16 9	1
M20 1	1
M20 2	1
M20 4	1
M30 7	1
M31 4	1
M33 2	1
M33 6	1



Postcode (up to 1st character of Inward Code)	Number of respondents (count)
M41 6	1
M41 7	1
M41 9	1
M45 7	1
SK3 0	1
WA1 3	1
Total	136

What is your ethnic group?

Response	Number (count)
White	166
Mixed or multiple ethnic groups	2
Asian or Asian British	1
Black or Black British	0
Chinese	1
Another ethnic group	1
Prefer not to say	20
Total	191

Are your day-to-day activities limited because of a long-term health condition or disability?

Answer	Number (count)
Yes, limited a lot	3
Yes, limited a little	17
No	158
Prefer not to say	11
Total	189

How do you describe your gender?

Response	Number (Count)
Man / Trans Man	95
Woman / Trans Woman	74
Non-binary	2
In another way	2
Prefer not to say	17
Total	190

**What is your age?**

Response	Number (Count)
Under 13	1
13-17	3
18-24	2
25-34	25
35-44	44
45-54	50
55-64	21
65-74	14
75-84	3
85+	1
Total	164



Appendix 2: Suggestions for measures at other locations

Are there other locations where you think measures are needed?
<p>Cycle access onto Stockport Road could be improved too, it can be a busy road to join.</p>
<p>There needs to be a safe cycling route from Hale Barns to Hale/Altrincham, especially to where the Grammar schools are so that children could use this. Maybe a cycle lane along Hale Road, or along Hawley Lane/Bankhall Lane/South Downs Rd. Would be helpful too if the alleys linking Woodhead Rd to Arthog Rd and Woodhead Rd to Park Rd could be opened to cyclists, with a safe route for cyclists to cross Hale village.</p>
<p>The main road routes that are being delivered are vital, but the Bee Network was also supposed to consist of a quick rollout of filters and crossings to unlock hundreds/thousands of miles of "quietway" across GM rapidly and cost effectively. Just two disparate crossings in Trafford doesn't quite meet this goal yet!</p>
<p>Really appreciate the construction of Chorlton Cycleway. I would love it to extend further down Barlow Moor Road to Didsbury. The painted cycle lane along southern cemetery does not feel safe, and it seems a good opportunity to link up with the Wilmslow Road corridor and create some more circular routes for Manchester.</p>
<p>Please identify and nominate a cycle route from the densely populated northern end of Timperley into Altrincham. So many are put off making this short journey by bike because of the dangerous junctions and there being no clear route. Furthermore, please provide more cycle parking in central Altrincham.</p>
<p>With very little effort there could be fully segregated cycle routes from Altrincham into Manchester</p>
<p>I would like to see more roads filtered locally to create a network of quiet routes. For example, Grosvenor Road at the Altrincham town centre end, and Deansgate Lane (creating a quiet route between Timperley and Altrincham). We should also invest in routes across the golf course to bring Hale, Altrincham and Timperley closer together.</p>
<p>Junction of Oldfield Road and Manchester Road: particularly difficult to turn right out of Oldfield Road B5158/A6144 in Carrington: no sensible exit going south from the shared cycle path/pavement</p>



Brooklands roundabout has two lanes but does not get used as such due to the general flow of traffic so is of no benefit to congestion. Cyclist and pedestrian crossing is dangerous because of the speed of exit and proximity of the roads. I really do wonder if a CYCLOPS junction here would be much better than a roundabout. Or a Dutch-style roundabout.

Groby Road/A56(Dunham Road) needs a pedestrian crossing island it is very dangerous crossing such a wide busy road without a stopping island for pedestrians. It is very busy at school times and I have witnessed a lot of very near miss accidents there.

Park Road/A56 junction – only one side out of the four crossings has a pedestrian phase. Moss Lane/Wood Lane/Shafesbury Avenue/Stockport Road junction – can only use the lights to cross safely on one side of the (large) junction. In fact, this seems to be a recurring theme on many of the major junctions in the Timperley/Altrincham area. Pedestrians are forced to go all the way around a junction to make use of the green man crossings, because they are all on one side only.

See bee network comments, there are loads.

The section of Seamons Road from the Seamons Bridge Bridgewater Canal crossing to Atlantic Street and The Trans Pennine Trail cycling and walking route has completely inadequate provision for cyclists and (in particular) pedestrians. It would not take much work to fix this and with the increase in using the Trans Pennine Way since the Covid pandemic it would greatly encourage more people to use this active transport route. Similarly, better traffic light priority for pedestrians and cyclists when crossing Seamons Bridge would support more people wanting to use The Bridgewater Way for active travel into Manchester as well as out towards Dunham. There is also an access path between Bridgewater Way and Atlantic Street that runs alongside the now derelict Cartwright's premises. If this could be enhanced it could provide excellent access to Asda and other shopping opportunities on Atlantic Street.

Junction of booth Road and regent Road with Dunham Rd- busy junction with no protection for cyclists, especially hazardous when the two local schools are starting/finishing for the day

Other junctions on Shafesbury Avenue & improve track across Altrincham Golf Course to give a car-free cycle route from this into Altrincham. Improve Gorsey Lane junction with Harrington & Grey Road & refurbish path from Harrington Road to Oldfield Road to provide a car-free route to Dunham.

All along Dunham Road

20mph limit/double yellow lines around Oldfield Brow Primary

Outside Oldfield brow primary school, Taylor Road. People park on the double yellow lines on the corners every day. It is dangerous for children to cross



Keeping existing local road fit for purpose and mending all pot holes particularly in Altrincham town centre
Washway road, Manchester Road, church street and Dunham road need a segregated bike lane
There is a noticeable lack of cycling lanes in this part of the borough.
All of the lanes around Dunham Massey!
Numerous other A56 crossings in the area lack even basic pedestrian-phase provisions (e.g. A560, Barrington Road, Sinderland Road), creating major severance points.
A56 in Sale, Brooklands rd, Harboro rd all difficult to cross and cycle along.
Main crossroads at Dunham Road and regent road at Loretto school. Traffic light sequence is far too short for cyclists coming up from regent road. It is a climb so not easy for cyclists and the lights on Dunham Road go green the instant they go red on regent road. It's very dangerous
Every crossroads in the borough
A56 Dunham Rd at Charcoal Rd jct
Sinderland road A56 junction has no lights for pedestrian, cresta court junction has insufficient lights for people walking. Front road A56 junction way too wide to cross safely same with grey road and booth road. John Leigh pelican crossing needs to be raised and made safer as cars don't stop.
The section of the A56 from town the coming towards Sale/Altrincham from Stretford after the M60. It's massively improved route from Man Met end of town until you hit Trafford :(
A56 to get to Old Market venues, maybe move the crossing at the petrol station?
Wilbraham Road between Chorlton and Fallowfield - lots of signalised junctions which currently don't have pedestrian phases, and very poorly maintained painted cycle lanes, makes it really unsafe for people to walk and cycle this busy route to several schools, so everyone piles into their cars instead, which means kids miss out on exercise and cars do their pollution and noise thing making it worse for the few that do walk and cycle, the infrastructure needs to change to support healthier more sustainable lifestyles!
A56 through Stretford and Sale. The canal is great for leisure rides but is impractical for commuting especially during autumn and winter
Junctions of Washway and Glebelands & Marsland rds
Along harboro Road there is only a partial cycle lane. And the same on brooklands Road.
A56 Washway Road all junctions between Altrincham and Sale, but especially junction with Navigation Road.
Barrington Road / A56 junction. Difficult for pedestrians to cross.



Junction of Groby Road, Bentnick Road and Regents Road. The junction is very wide, which makes it difficult for pedestrians to cross safely. Cars drive over the white lines when moving across Regents Road from Groby to Bentnick or when turning left from Regents Road onto Bentnick in a southerly direction - this is dangerous if pedestrians are crossing. The junction also frequently floods. The large white hashed area should become pavement and Bentnick accessed from Groby Road only.

Dunham Road/Green Walk

Highgate/ Bradgate /Dunham Road Junction is a nightmare to cross in a southerly direction, often necessitating turning north and turning into St Margaret's to come back round to access Dunham Road via Devisdale Road. This proposal can only make the traffic flow even more dangerous and chaotic

South Downs Road is narrow, bendy road - with narrow pavements. It is also used by children to travel to nearby schools (Bowdon Church School, Bollin School, AGSB). As parents - we have always worried about the safety of our children walking to school along the pavement. It would be great to make this road an attractive road to walk or cycle along to school - and less attractive for the numerous oversized Chelsea tractors that are used to take their small child to school ;) Could we make this a traffic-light controlled single lane - allowing wider pavements and/or cycle lanes

Intersection Regent Road with Dunham Road for safe cycling of school children from Loreto Grammar, North Cestrian Grammar & Altrincham C of E Junior school. Junction of Grove Lane & Delahays Road to improve facilities for cyclists travelling to & from Altrincham College of Arts Junction of Stamford Road/Ashley Road/Marlborough Road for cyclists accessing Altrincham Grammar School for Boys or cycling for pleasure through to Hale to Ashley & Tatton Park. Supposed cycle route from Green Walk across Dunham Road to Dunham Golf Course- this would offer a safer off-road option for families with children & would help pedestrians too

Booth Road/ Dunham Road junction by Loreto school.

Add a fourth crossing over Manchester Road on junction of Navigation Road and Bridgewater Embankment - currently there are east, south and west crossings but no north one.

centre of sale moor. road into sake of junction 6 m61. washway rd

Harrington Road to Grey Road (crossing over Highgate/ Gorsey)

Chester road edge lane and Barton Road Derbyshire Lane Stretford



Kings road junction with edge lane. There is no pedestrian phase at all. The main junctions on edge lane with Chester road and Barton road need improving. Chester road / edge lane needs to be made quicker for walkers. Barton / edge lane could be a cyclops. Further north on Barton road where Barton road goes left and Park road begins needs drastic improvement for pedestrians too, as well as the park road / Derbyshire lane junction which is terrible for pedestrians.

High gate road is very narrow and it is intimidating cycling there on the way to the canal cycle path. Generally there should be more action to reduce speeds to 20mph across the whole area and stop inappropriate parking eg across cycle lanes and pavements

Park Road, Timperley, A56 Altrincham to Manchester

URGENT: Northern end of Brooklands Road in Sale, adjacent to Metrolink station and junction with Marsland Road. Trafford Council's recent removal of a cycle lane here is shameful. Please make this junction safe for cycling, it is a major access route from the south of the borough to The Bridgewater Way, a commuter route to Manchester and the city centre.

A56 in general for cyclists, the temporary cones were badly laid out meaning cyclists were in a drivers blind spot when turning left, was dreadfully dangerous the A56 route into Manchester would be better served by a cycle route running alongside the tram line from navigation road through to Trafford bar

Consistent provision of protected joined up cycle ways to ensure safe cycling around GM. Single junction changes while good do not change /instil a shared use and safe cycle way.

Snags Head Circle Davyhulme needs Cyclops system

A56/A5145

Salisbury Road/Sinderland Road junction with Manchester Road, Broadheath, Altrincham. There is a big distance to any other pedestrian crossing in this area of Manchester Road.

Lostock rd Davyhulme. Northside disused cycle path not reinstated as householders complained because they had got used to parking their cars on it. Giving up on reinstatement shows no real commitment reinstatement

Western/Brooklyn road it's an awful dangerous rat run

It's mainly drivers that park half up a public walkway leaving no room for prams or wheelchair uses that I find myself struggling with

Fix the dreadful state of the road surface.

I think this whole area which includes Loreto Grammar School, NCGS, Loreto Primary, Altrincham C of E Primary and John Leigh Park needs to have the parking, traffic safety, traffic lights, designated cycle paths, school bus parking examined in order to make ALL the approaches to this area safer for children, parents and the community that live here.



At Trafford retail park
Hale Road junction with Delahays road needs pedestrian lights as this is very difficult to cross on foot. Better cycle route from Hale Barns towards Hale and Altrincham, possibly through one side of the road's pavement becoming a cycle safe route (would suggest the side with Halecroft park for cycle lane and side with St Ambrose for pedestrian)
Pedestrian crossings (green man) needed at the traffic lights at the junctions of Hale Road/Delahays Road and Dunham Road/Charcoal Road, which are dangerous to cross currently, especially with children. Pedestrian crossing needed at the Ashley Rd/Heather Rd/Park Rd junction. The pavement on South Downs Rd is dangerously narrow, consider making the road one way to enable a wider pavement and cycle lanes. Brooks Drive in Hale Barns has been blocked at the northern end, stopping a long established route linking to Timperley. This should be reopened.
Any further crossings in the crossings package that unlock more Bee Network "quietways/beeways", especially ones combined with modal filters to calm residential streets across Trafford would be extremely welcome. The main road routes that are being delivered are vital but the Bee Network was also supposed to consist of a quick rollout of filters and crossings to unlock hundreds/thousands of miles of "quietway" across GM. Just two disparate crossings in Trafford doesn't quite meet this goal yet!
foot bridge over fairywell brook / wood rd should permit bicycles
Generally hostile conditions for cycling through Timperley
Brooklands Roundabout - here the turning radius could be made significantly smaller and a sensible and clear routing for cyclists coming over the bridge to re-join the carriageway, or a grade-separated crossing could be explored.
Ashley Road (Hale Village) - ridiculous car speeds, parking both sides Victoria Road / Bloomfield Road junction - deathtrap junction, with a serious incident waiting to happen. Huge sweeping blind corner, massive distance for pedestrians to cross. No obvious reason why this cannot quite easily and cheaply be made far safer
A56 needs a dedicated cycle lane, either one on each side or a wider one going both directions on one side.
A56 and safe connection with TPT and Bridgewater canal, need a safe wide "green route". Also steps from canal Bridgewater Way/Park Rd need to be made accessible.
Marsland road / washway road; marsland road / brook lands road; washway road / the drive / langdale road; every junction on Chester road a56
Around Altrincham Girls Grammar



Near the junction between St Margaret's road and Dunham Road. It is a wide and busy road and many students often have difficulties trying to cross.
Across Groby Road and Bentinck Road at very wide junction with Regent Road, Altrincham
Manchester generally needs a lot more off road or protected cycle lanes. Then I would be likely to cycle to work some/most/all of the time (I used to cycle all the time). Also, there is a major problem that cycles lanes are built but never maintained. It's neither pleasant nor safe cycling in a gutter which is full of bumps with fast traffic up your outside. I wish building cycle provision was not seen as a one off cost, but maintenance was factored in.
The top of Highgate Road. A very difficult turning in point for large buses
Poor road surfaces on St Margaret's Road at the junction with Dunham Road and very poor surface on Groby Road between St Margaret's Road and Regent Road.
St Margaret's RD Unilateral restrictions required and enforced
More relevant and widely used crossing points on the A56 should be considered
Atlantic street and Manchester Road
Stamford new road, Altrincham, existing crossing from bus station to shopping centre, more priority should be given to pedestrians, zi often have to wait a number of minutes for the lights to change to red. Prioritise pedestrians, not cars.
At the end of Green Walk in Bowdon - it is very dangerous to cross the A56 at this point
A6 from sale to Altrincham would be improved with segregated cycle lanes. Also, the pedestrianised school road area of Sale would benefit from a dedicated cycle lane, currently it is cycled through so this would just make it safer
Improving cycle access across the A56 here is a good idea. Why not look at similar proposals at the junction further down with Charcoal Road? Lots of cyclists want to get across there to go out to Dunham and Warburton but you dice with death trying to cross that junction.
Marsland Road at junction with A56 washway Road. Removal of pedestrian "cattle pens" from around corners and the crossing island. Make the pedestrian crossing single phase (no wait in middle. Possible location for a Cyclops junction?
The whole of the A56 is hostile to cycling.
The A56 in general could do with safe segregated cycle infrastructure. Paint right now isn't ideal, then cones have been a great help but just stop at white city
Generally, in Hale Bowdon and Altrincham



Manchester road and navigation road. There is limited pedestrian crossing and poor cycling infrastructure

Generally, links between areas are a weak point in the cycle network. For example, it is getting easier to safely get from my flat in a Chorlton to Manchester City centre on bike. However, getting between Chorlton and large parts of, say, Trafford and Didsbury or Stockport are difficult. Appreciate it's going to take time, and fully support what you're trying to achieve. But would love to see segregated cycle ways that help people get around Manchester in a circular fashion, as well as routes to the centre.

Hale Road is both a wide road which encourages speeding, and also with on-road parking which narrows the gap between oncoming traffic lanes. It is an incredibly dangerous road to cycle down, and the narrow pavements + speeding vehicles make it very unpleasant to walk down with my children. There is still no safe route to join the canal path from Altrincham, though I understand this is in the Bee Network plans for November 2022. It can't come soon enough - tackling the A56 near Halfords is a no-no for all but the most confident cyclists

Every similar junction

Every road needs safe crossings

Brooklands/Timperley roundabout A560

Junctions with Park Road / Riddings Road and also Park Road / Moss Lane. A busy route for cyclist and pedestrians as the shortest route from a large residential area to both Wellington school and Altrincham. Turning onto Park Road and even worse turning onto Moss Lane takes great bravery for a cyclist. Dedicated filters might prevent cyclist having to use the already narrow pavements.

A56 through Sale

The A560 from Wythenshawe Park westwards. Parts of the current shared use path are poor quality.

Major roads need to have separate paths for cycling, and residential streets should be redesigned to give priority to walking and cycling and discourage short car journeys

Widespread across Trafford.

The length of Palatine Road from Northernden to Withington

Washway road crossing near barker's lane in Sale - traffic light timings prioritise car users and as a result pedestrians must take risks to run across the road rather than wait for traffic lights to change.

Washway Road, particularly going through Sale. The pedestrian crossings are very slow to change and give priority to car drivers. Cars frequently speed and drive dangerously down this stretch of road and it is very unpleasant to walk/cycle down it. I would personally not cycle down Washway Road following the removal of the segregated cycle lanes, as it is now much too dangerous.



The roundabout to the north of the B5165/A560

Oldfield Road - very popular with cycles but extremely difficult to get onto the A56 on a bike. Needs some kind of cycle junction.

Too many to mention. Navigation Rd needs attention where the one system ends at the junction with Hawarden Rd. Speeding is a real problem here. I'd say the town needs about 40 more safe crossings, possibly more.



Appendix 3- Consultation Materials



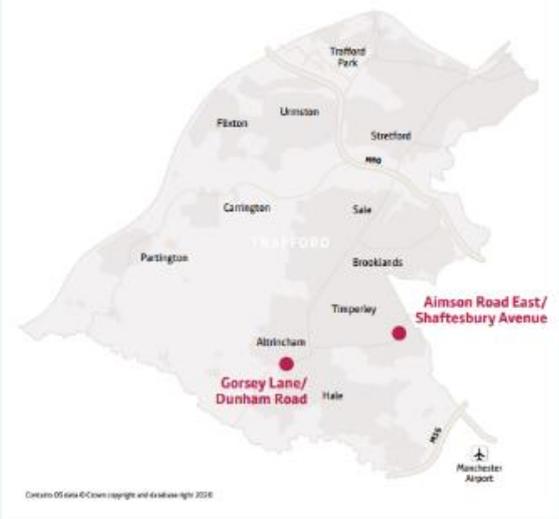
Proposals to revolutionise travel on foot or by bike in your area

We are looking to make some changes to the roads in your area, with the aim of making your neighbourhood safer and more pleasant and encouraging more people to walk and cycle for short journeys. This involves implementing a new controlled crossing across Dunham Road at the junction with Gorsey Lane, Altrincham, and upgrading the crossing facilities at the junction of Shaftesbury Avenue and Aimson Road East, Timperley.

Work has started on a Greater Manchester-wide programme to make journeys on foot or by bike much easier and more attractive. Chris Boardman, Greater Manchester's Transport Commissioner, unveiled an innovative new plan to create a city-region-wide cycling and walking network, The Bee Network.

The network will be made up of more than 1,800 miles of routes and will be the largest joined-up system of walking and cycling routes in the UK. Once built, the network will better connect every community in Greater Manchester, benefiting 2.8 million people and making cycling and walking a real alternative to the car. In support of this ambition, the Mayor of Greater Manchester has allocated £160 million to the Mayor's Cycling and Walking Challenge Fund. This has been made possible thanks to the national government's Transforming Cities Fund which is investing in public and sustainable transport to improve productivity and spread prosperity.

In partnership with Trafford Council, we have developed the following proposals which we would like your feedback on.

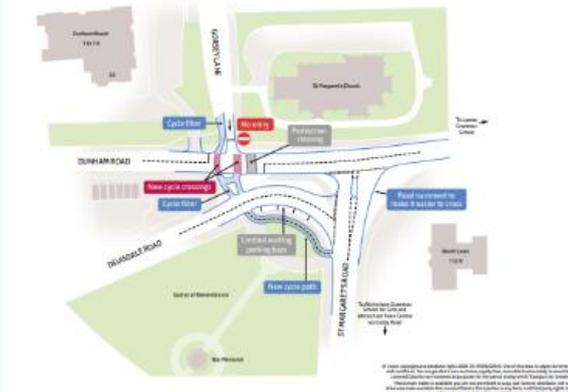




Bee Network Crossings – Trafford



Dunham Road Junction with Gorse Lane



Dunham Road junction with Gorse Lane

We are proposing to improve the cycling and walking facilities on Dunham Road at the junction with Gorse Lane, Altrincham. The new crossing will provide a much-needed facility for local school children across a busy main road.

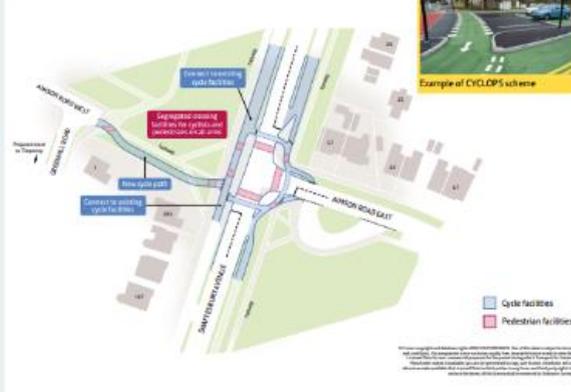
A new segregated cycling and walking crossing across Dunham Road at the junction with Gorse Lane is proposed. Gorse Lane would be made one-way in a southerly direction from the church access to its junction with Dunham Road, this means there will be no access to Gorse Lane from Dunham Road. Alternative routes will be via Highgate Road or Booth Road. There are 'no waiting at any time' restrictions proposed on both sides of Gorse Lane from its junction with Dunham Road for approximately 25 metres in a northerly direction. This is to ensure the one-way section remains clear of parked vehicles. Devisdale Road will be changed and access to Dunham Road will be via St Margaret's Road.

The parking on the north side of the access road between St Margaret's Road and Devisdale Road will be removed and the number of bays reduced on the south side. The footway will be built out on both corners of St Margaret's Road and its junction with Dunham Road and a pedestrian island installed to improve the crossing facility across St Margaret's Road.

A bus stop/coach parking bay will be introduced on St Margaret's Road (west side) south of its junction with Devisdale Road for the school bus drop off/pick up. The existing 'no waiting at any time' restrictions on the east side of St Margaret's Road will be extended south approximately 40 metres. This is to allow vehicles to safely pass on St Margaret's Road when a bus is parked.

The existing 'no waiting at any time' restrictions on the north side of Devisdale Road will be extended approximately 40 metres and on the south side for approximately 5 metres. This is so people have an unobstructed place to cross. The proposed limited waiting parking bays on the south side of Devisdale Road will be the same as it is currently.

Shaftesbury Avenue at the junction with Aimson Road East



Shaftesbury Avenue at the junction with Aimson Road East

We are proposing to improve the cycling and walking facilities at the junction of Shaftesbury Avenue and Aimson Road East, Timperley. The aim is to ensure that people who cycle or walk feel safe and are safe when using the junction. This will be achieved by introducing a Cycle Optimised Protected Signals (CYCLOPS) style junction that provides segregated facilities for all pedestrian and cyclist movements. The two-way cycle path will remain on the west side of Shaftesbury Avenue along with the one-way cycle path on the east side. A new segregated cycle path will be created between Shaftesbury Avenue and Greenhill Road, linking Aimson Road West and Aimson Road East.

How can I give my views on the proposed changes?

Transport for Greater Manchester (TfGM) is working with Trafford Council to ensure all residents, businesses and other stakeholders are kept up-to-date on all changes and plans for the scheme.

There will be a two-week consultation on these proposed changes, from 10 November to 24 November 2021. Should the schemes be progressed, in addition to this there will be a further consultation process managed by Trafford Council regarding any changes to Traffic Orders associated with these schemes.

Anyone with views and opinions on the proposed changes to the Bee Network Crossings – Trafford scheme should complete the online survey:

Online
activetravel.tfgm.com/schemes/trafford/trafford-bee-network-crossing

By email
customer.relations@tfgm.com

By post
 Bee Network Crossings – Trafford
 2 Piccadilly Place, Manchester, M1 3BG

By phone
 0161 244 1000
 Monday to Friday 7am – 8pm
 Saturday, Sunday & public holidays 8am – 8pm

"More people travelling on foot or by bike is a by-product of creating better places to live, work and socialise. The improvements to crossings in Trafford will make life easier for people who want to be able to make local trips on foot or by bike, leaving the car at home."

Chris Boardman
 Greater Manchester's Transport Commissioner



21-0961



Appendix 4 – Additional Local Engagement Exercise

An additional 363 properties were sent consultation materials in the additional consultation period which ran from 10th November to 24th November 2021. The mailout, which was the same as the version that was sent out in August (as seen in Appendix 3) outlined the proposals and signposted to the online survey or Customer Relations for residents to submit their views. In total 19 responses were received during this engagement period.

Addresses from the initial mailout in August did not receive another mailout.

The table below shows the number of addresses by street that received a mailout during the additional consultation period and the responses received from each street. Note that one respondent to the online survey did not provide their postcode and two responses via email were not submitted with addresses.

Street	Number of Addresses sent mailout	Number of responses received from street
St Margaret's Road	89	1
Groby Road	78	3
Booth Road	38	7
Racefield Road	24	1
Devisdale Road	21	1
Bentinck Road	17	0
Dunham Rise	16	0
Dunham Lawn	16	0
Dunham Rd	13	0
Earlscliffe Court	9	0
Oakdale Court	8	1
Highgate Road	6	3
Nethercroft Court	6	0
Norwood Park	6	1
Bradgate Road	5	0
Suffolk Road	4	0
Regent Road	3	0
Longcroft Drive	2	0
Woodville Road	2	0
Oldfield Road	0	1
TOTAL	363	19

Reponses



13 responses were received via the online survey and 14 responses were received by email or letter. Most respondents to the additional consultation exercise felt that the proposed access changes to Gorse Lane and Dunham Road would create congestion or safety issues on the surrounding streets or were concerned that the addition of the school bus drop off and pick up bay could be dangerous. Due to the small number of responses received, to ensure individuals cannot be identified, the responses to the demographic monitoring questions have not been included.

Responses to the survey question: To what extent do you agree or disagree with the following elements of the proposal?

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know	Total
Cycling and walking crossing across Dunham Road	5	3	2	1	2	0	13
Gorse Lane made one-way in a southerly direction and no access to Gorse Lane from Dunham Road	3	0	1	1	8	0	13
Closure of direct access to Dunham Road via Devisdale Road (instead this will be via St Margaret's Road)	3	2	2	1	5	0	13
Parking changes on the access road between St Margaret's Road and Devisdale Road	3	1	4	2	3	0	13
School bus drop off / pick up parking bay on St Margaret's Road	3	3	2	2	3	0	13



Why do you agree or disagree with the proposals- Survey, email and letter responses

Thematic grouping of responses from individual representations via email or letter and to the survey question 'Why do you agree or disagree with the proposal?'

Comment	Number (count)
Concern the proposals will worsen road safety on surrounding streets	4
Concern proposals to change Gorsey Lane will worsen congestion on surrounding streets including Highgate and Dunham Road, Regent Road or Booth Road	13
Concern addition of school bus waiting area to St Margaret's road will worsen safety issues	5
These proposals will improve pedestrian safety	2
These proposals will improve safety for drivers	3
General support for the proposals	3
Proposals are unnecessary or a waste of money	5
Opinion Gorsey Lane is not a direct cycle route	2

The remaining tables outlines the responses received through the survey only

What impact will this proposal have on you, your business or your family?

Response	Count
Positive impact	3
Negative Impact	10
No impact	0
Don't know	0

Thematic grouping of the individual responses to the survey question: 'Please use the box below to explain your answer'. (Proceeding question: 'What impact will this proposal have on you, your business or your family?')

Comment	Number (count)
Would be more likely to walk or cycle instead of driving	1
Would make the junction safer	1
More congestion on surrounding streets of Dunham Road	6
inconvenience for school drop off	1
Would alter access to my road (Oldfield Road)	1



Overall, do you support the proposals for this crossing?

Response	Number (Count)
Yes	4
Partially	3
No	6
Total	13

Suggestions for improvements at other locations

Junction with Highgate Road, and the junction onto Charcoal Road. There should be a cycle lane on the road to Dunham Massey. We also need 20 mph limits on residential streets.

`crossing of some sort, to include a road island, on the Dunham Road bend to connect Old Market Place and Kingsway in Altrincham would be very useful

The junction where Groby Road meets with Bentinck Road and then where Groby Road meets Regent Road is dangerous for pedestrians. It is likely that a high proportion of them, and also of vehicle users, do not fully understand the white road markings .

Do you have any other comments?

Comment	Number (count)
Could a filter be added on Devisdale Road?	1
Cycle filters not needed	1
Concern about increase of congestion on surrounding streets to Dunham Rd	1
20mph speed limits across Trafford town centres	1

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TRAFFORD COUNCIL

Report to: Executive
Date: 19 September 2022
Report for: Decision
Report of: Executive Member for Economy and Regeneration

Report Title

Utility Contract Renewal – Gas and Electricity

Summary

The purpose of this report is to seek a delegated approval to enter into new utility contracts for electricity and gas from April 2023

Recommendation(s)

The Executive is recommended:

1. To approve the route to market to procure lower energy rates into the next financial year 2023/24;
1. Approve the use of e-energy consultants as described in Section 2 of the report;
2. Delegate authority to the Corporate Director of Place, in consultation with the Director of Finance and Systems and the Executive Member for Economy and Regeneration to enter into respective contracts for gas and electricity from April 2023.

Contact person for access to background papers and further information:

Name: Sharon Walls
Email: sharon.walls@trafford.gov.uk

Background Papers: None.

Implications:

Relationship to Policy Framework/Corporate Priorities	Value for Money
Relationship to GM Policy or Strategy Framework	GM
Financial	The ability to track the market and secure the most efficient energy prices is a key factor for the Council in planning its finances in both the short and medium term.
Legal Implications:	None arising out of this report.
Equality/Diversity Implications	n/a
Sustainability Implications	The ability to secure and manage energy costs will aid the Council in its environmental sustainability objectives
Resource Implications e.g., Staffing / ICT / Assets	STAR procurement are assisting the Council with this process
Risk Management Implications	Risks of not securing energy prices in a volatile market will put financial pressures on the councils budgets going forward
Health & Wellbeing Implications	The proposed energy costs if not managed could impact on the ability to deliver council services
Health and Safety Implications	n/a
Carbon Reduction	Supply and award of energy provision will be reviewed to take account of the carbon agenda. The council will be looking to utilise green tariffs to support the climate emergency

1.0 Background

- 1.2 Gas and electricity bills are becoming more expensive, with both commodity and non-commodity prices increasing. The non-commodity charges which are primarily fixed costs for providing the system and managing the network by providers are now around 60% of an electricity bill and 45% of gas bills. The commodity costs which are the raw material supply costs including cost of coal, oil, gas and electricity is now the only part of a bill that can be reduced by procuring energy at a lower rate and decreasing consumption.
- 1.3 The energy market is currently volatile with the prices are increasing significantly and more recently exponentially with expected large increases in the coming months. It will therefore be a challenge to procure a low unit rate through traditional tender processes that give fixed costs, which is leaving the consumer and businesses with higher energy bills.
- 1.4 Reducing consumption is the most effective way of lowering energy bills and the council has been working on decarbonisation of the public estate via the Public Sector Decarbonisation Fund, where measures have been installed to move away from gas boilers, for example Air Source Heat Pumps. These new measures will reduce gas consumption and help to achieve the wider target to be carbon neutral by 2038, however the pumps use electricity and hence conversions will put pressure on the electricity consumption. Decarbonisation of the Estate will take a number of years however, it is a positive step forward in overall energy consumption.
- 1.5 Ofgem have introduced a new way of charging Transmission and Distribution charges, which is reflected in the increases in the price cap on energy. This is now being charged through the standing charges. Ofgem has made this change to make

it fairer for all consumers, but it can cause an increase in the bills and consumers have no control over these increases hence this makes it more important to reduce consumption and take advantage of drops in energy prices where possible.

- 1.6 Trafford Council's current energy contracts are procured through the Yorkshire Purchasing Organisation (YPO) that purchases best price fixed tariff options annually on our behalf. Currently Trafford use NPower for Electricity and Corona Energy for Gas that are due to expire by April 2023. Fixed price annual contracts have their benefits which we have seen in our gas contracts annually in recent years but due to market volatility future purchasing of energy needs to be more flexible to take advantage of drop offs in the pricing in any given year.
- 1.7 Gas prices have until 2022/23 remained relatively stable at 2.15p/KWh, however from April 2022 the price of gas increased to 10.85p/KWh. Fixed price contracts therefore are not seen as a cost-effective way to manage energy going forward as Council's can be tied into a high price based on the volatility of the market when purchasing energy.
- 1.8 The electricity energy market is still extremely volatile with prices over £100 MWh, which is much higher than £50 MWh in early 2021. Independent energy reports have stated prices will remain above £100 MWh until 2030. The market, however, often has drop offs and the council are hoping to take advantage of these and procure lower than the current rates with support from STAR and energy consultants.
- 1.9 Trafford's energy bills for 2022/23 have increased significantly with energy costs predicted to be as follows across the Estates portfolio in comparison to the previous financial year
 - Gas 2020/2021 - £210k
 - Gas 2021/2022 - £233k
 - Gas 2022/2023 - £736k

 - Electricity 2020/2021 - £323k
 - Electricity 2021/2022 - £377k
 - Electricity 2022/2023 - £500k
- 1.10 Additionally street lighting energy costs have also increased from circa £800k to an expected £1.6m which is a significant pressure.
- 1.11 Overall energy costs are currently expected to exceed budgets by £1.2m in 2022/23 with further pressure to be included in the Medium Term Financial Plan for 2023/24 onwards.
- 1.12 The energy market is extremely volatile and is likely to remain so in the coming years therefore entering into an agreement to track the market prior to the start date in April 2023 will allow the Council together with STAR and energy consultants to monitor the market and purchase the energy at the most favourable time.

2.0 Proposed Contract Procurement

- 2.1 Advice from energy consultants via STAR is that all local authorities and large consuming businesses are recommended to enter into a fully flex procurement strategy. Utilising the services of an energy consultant will be needed as this will play

an important role in enticing energy suppliers to participate and bid competitively in order to win energy contracts. This could deliver up to 5% reduction to standard tariffs, which would represent a cost reduction of many thousands of pounds due to the large portfolio size.

- 2.2 A fully flex procurement strategy utilising energy specialists is an alternative way to purchase energy that allows organisations to take advantage of the ups and downs of the wholesale market. It involves ongoing tracking of the wholesale market and purchasing smaller chunks of energy throughout the length of a contract. The aim is to buy during price dips and avoid purchasing during price spikes or when adverse market events are shorter term.
- 2.3 To ensure the best prices going forward, STAR and energy consultants e-energy will baseline all Local Authority partners ahead of the 2023 renewals by running a fixed price tender and using a live reverse auction software. The software is designed to procure the cheapest energy contracts on the market on any given day by forcing suppliers to competitively bid for the supply contracts. This process can be undertaken daily to track pricing.
- 2.4 An options report will be produced by STAR and e-energy at regular intervals prior to April 2023 that will provide up to date market information and options available at those times for the new energy contract options from 2023. The fixed prices will be presented as an option, as well as fully flex agreements to allow decisions to be made to opt for the most cost effective contract option under delegation at any agreed time during the next 6 months.
- 2.5 If the Council opted for a fully flex approach for purchasing its energy we will be agreeing to purchase energy within a range of likely tariffs throughout the year in chunks rather than on one fixed tariff for the duration of the year.
- 2.6 Suppliers are motivated to supply and bid for large volume contracts, so the more volume means the more encouraged they are to take a hit on their margins and commit to a cheaper price. Our energy contracts have therefore been aligned with other STAR LA's to maximise the volume and other partner LA's are seeking approvals to procure their energy using this same strategy.
- 2.7 Members are asked therefore to support delegated approval that allows Trafford to explore the options available to procure energy using fully flex strategy as an option that includes entering into a supply agreement that has been agreed by all STAR partners which will allow for the market to be tracked to secure more favourable rates from April 2023.
- 2.8 The delegated authority will ensure the Council its STAR partners can track the market in the coming months prior to expiry of the contracts and hence don't miss out on competitive prices and dips in the market that will be available for energy and can therefore make informed decisions quickly at those times.

Other Options

- The Council could enter into a fixed price tender procurement option. This would potentially result in 30% higher costs in any given year and reduces overall buying power by not aligning our strategy with other STAR authority contracts.

Consultation

Consultation with executive members and finance will be ongoing during the tracking and procurement process to ensure best prices are secured for gas and electricity going forward.

Reasons for Recommendation

Approval is sought to delegate energy procurement and tracking of the markets to ensure Trafford can take advantage of lower energy costs and sign up to the most favourable contract for purchasing energy as they arise during the next 6 months.

Aligning with other STAR partners with this strategy will result in larger volumes and will drive down energy costs.

Entering into a flexible contract could deliver up to 5% in savings, due to the size of the combined portfolio.

Key Decision (as defined in the Constitution): YES
If Key Decision, has 28-day notice been given? YES

Finance Officer Clearance (type in initials)...PC.....
Legal Officer Clearance (type in initials)...TR.....

[CORPORATE] DIRECTOR'S SIGNATURE (electronic) 
To confirm that the Financial and Legal Implications have been considered and the Executive Member has cleared the report.

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TRAFFORD COUNCIL

Report to: Executive
Date: 19th September 2022
Report for: Information/update
Report of: The Executive Member Economy and Regeneration and the Corporate Director for Place

Report Title

Tamworth Development Update

Summary

To update the Executive on the progress on the Tamworth Development in Old Trafford.

The joint venture, Homes for Trafford LLP, between the Council and Trafford Housing Trust will provide 162 energy efficient houses and apartments and is due to complete in Summer 2024.

Recommendation(s)

The Executive are recommended to:

1. Note the progress of the development
2. Note the commitment to delivering 30% affordable housing
3. Approve that the Council nominees on the Homes for Trafford Board will only approve development of the scheme commencing on the basis it will deliver a minimum of 30% affordable housing.
4. Note the plans and proposals including type and tenure mix
5. Note the low carbon and sustainable measures

Contact person for access to background papers and further information:

Name: Richard Roe
 Background papers: None

Implications

Relationship to Policy Framework/Corporate Changes	Supports policy for Economic Growth and Development. It will enable the delivery of new housing and support implementation of the Council’s Corporate Plan (2021-24), including the priorities Supporting people out of poverty and Addressing our climate crisis.
Relationship to GM Policy or Strategy Framework	The proposed development will provide High quality housing, with appropriate and affordable options for different groups. Delivery of the Scheme will support the growth ambitions articulated within the emerging Greater Manchester Spatial Framework and the GM

	Strategy.
Financial:	This scheme has been approved as part of the Council £500m Asset Investment Strategy to support regeneration and generate income to support the capital programme. It is to be noted that if the scheme does not achieve the assumed levels of receipts, the capital programme this will have to be managed through a reduction in the current approved capital programme or additional borrowing will be needed to support which will come with an additional revenue costs not currently assumed within budgets. The full cost of the scheme will be funded on a 50:50 basis between the two parties of the JV. Approval for the full cost of the scheme will be sought from Investment Management Board.
Legal Implications:	None as a result of this report
Equality/Diversity Implications:	None as a result of this report
Sustainability Implications:	The scheme is designed to reduce energy demand through passive design measures lowering energy bills for potential occupiers. This will be coupled with low energy building services and supplementary renewable technology where required. The development will be designed to meet the 5% improvement outline in the Trafford Council Core Strategy, Policy L5.
Climate Change / Carbon Reduction Implications	<p>Using a fabric first approach, the project aims to deliver a 70% reduction in carbon across the site.</p> <p>The development will use the latest sustainable technology and provide opportunities for cycling and walking and linking to public transport to encourage sustainable travel.</p> <p>The following measures are incorporated into the design:</p> <ul style="list-style-type: none"> • Careful consideration of the orientation of the homes in relation to the sun; • High levels of insulation to keep homes warm and to minimise heat input required; • Mechanical ventilation with heat recovery; • High levels of airtightness; • Low energy lighting; • Solar panels; • EV charging points.
Resources Implications: eg Staffing/ICT/Assets	Existing resources have been identified to support the delivery of the scheme.
Risk Management Implications:	The delivery of the scheme will be supported by a risk management plan setting out the key risks

	to delivery and proposed mitigation measures.
Health and Wellbeing Implications:	None as a consequence of this report.
Health and Safety Implications:	None as a consequence of this report.

Background

- 1.1 In January 2020 the Council approved the establishment of a joint venture with Trafford Housing Trust to bring forward the development of new housing, including affordable housing, in a brownfield sustainable location in the Borough. The joint venture called Homes for Trafford LLP was formally established in June 2022.
- 1.2 In July 2022 the Council was awarded £2.385m grant funding from the Brownfield Housing Fund to support delivery of the scheme.
- 1.3 The Council is committed to tackling the shortage of housing in Trafford. The scheme in Bold Street, Old Trafford will make a meaningful contribution to the Council's housing targets.
- 1.4 Following the Executive approval work has progressed and it is intended that a planning application will be submitted in October 2022.
- 1.5 This report will provide an update on the scheme proposal and tenure mix.

2.0 The scheme

- 2.1 The Council are committed to listening and engaging with the local community and have undertaken meaningful community consultation. An initial consultation was undertaken in February and March 2021, engaging with the immediate neighbouring residents. After reviewing the valuable feedback from the community, the LLP have progressed the design and conducted a second consultation in July 2022 to showcase the improved proposals incorporating the feedback and to ask for further comments before the submission of the planning application.

The July 2022 on site consultation was well attended, nearly 1200 leaflets were dropped to residents and businesses and the project website received over 5000 visits. A clear majority of respondents supported the proposals and are fully behind the regeneration of the site to provide much-needed, low-carbon housing.

Moving forward, members of the development team remain committed to continued engagement with local people and stakeholders, with all channels of communication remaining available throughout the planning process

- 2.2 The improved proposal encompasses the vision for the Council and the LLP, which is a landscape led residential development that has been designed to build around Trafford's future, prioritising health and wellbeing, access to nature, and sustainable travel.
- 2.3 The proposals raise the bar for low carbon and low car neighbourhoods in our Borough, and will:

- Create a new, truly sustainable neighbourhood in Trafford;
- Regenerate a vacant brownfield site and prevent development elsewhere on greenspace;
- Provide 161 much-needed new homes in a mix of styles, sizes and tenures, including 30% affordable housing including social rent and shared ownership properties;
- Include carefully selected materials to ensure that the LLP is creating energy efficient homes right from the outset, and reducing energy bills;
- Create significant green spaces and landscaping for new and existing residents to enjoy, including a central village green;
- Deliver safe, outdoor play areas for children;
- Promote sustainable travel through walking and cycling routes, superb links to public transport and electric vehicle charging points;
- Ensure level access across the site for people with reduced mobility;
- Include a café or commercial space for a new local business;
- Represent £28 million of investment for the local area; and
- Support new jobs and apprenticeships during construction, in addition to further jobs indirectly through the supply chain.

2.5 The scheme is focused on high quality design and placemaking, and will reintroduce a traditional network of streets to create a familiar, walkable neighbourhood. Residents and visitors will benefit from generous landscaping and public spaces.

A central 'green spine' will connect the heart of the development to the surrounding area as a 'neighbourhood green' that provides significant new amenity space. Smaller mews streets and semi-private courtyards, shared by groups of residents will provide further access to outdoor space.

The design features a variety of different family houses, with apartment buildings at key locations within the scheme. The housing mix provides 115 houses and maisonettes and 46 apartments.

2.6 The scheme seeks to provide a community feel that encourages wellbeing and healthy lifestyles through safe opportunities for children's outdoor play, a wide range of highly visible cycle parking and easy connections to both local surroundings and the wider city.

2.7 The current financial appraisal shows a profit margin of circa 5-6% of the total scheme cost, which would be considered commercially unviable for a scheme with market housing. Generally, a market housing scheme with a profit of 15% would be considered viable. High quality, good design and excellent sustainability credentials are fundamental to the scheme and a priority to the Council, and this is reflected in the appraisal profit margin because the build costs of schemes like this are higher.

As the scheme is considered unviable the viability appraisal submitted with the planning application will show that no affordable homes are required to be delivered under policy. As the scheme is considered unviable, this allows the Council to apply for Homes England grant for delivery of the affordable homes and will deliver the affordable homes on the site via this route. This grant can only be applied for post planning determination and with no S106 or planning conditions requiring the delivery of affordable housing in any form.

The Council and the joint venture are fully committed to delivering affordable housing with high quality design and enhanced sustainability measures meaning that the affordable housing will be delivered through Homes England grant rather than via the planning permission.

This is subject to approval by the Planning and Development Management Committee. For the avoidance of doubt, subject to a consideration by the Planning Services retained viability consultants and assessing the viability against national guidance to be consistent then the Planning and Development Management Committee would be presented with a scheme with a zero contribution requirement and would make their planning decision on that basis, the committee could not take into account any affordable housing secured via Homes England grant even when Planning are aware this is the intention.

2.11 Details of the scheme can be found in Appendix 1.

3. Programme

3.1 The current programme is as follows:

Submit planning:	October 2022
Planning determination:	January 2023
Start on site:	March 2023 (subject to planning approval)
Target completion:	June 2025

4. Other Options

4.1 The option to do nothing would have a serious impact on the level of capital receipts required to support the three year capital programme and will also incur abortive costs that will add pressure to the Council revenue.

4.2 The Council could dispose of the site at open market value, however, this would not ensure the Council's outcomes would be achieved as the Council would not have development control of the site through the LLP nor would it benefit from any development profit.

5. Consultation

5.1 Extensive pre-planning consultation has been undertaken and further formal consultation as part of the planning process will be conducted.

6. Reasons for Recommendation

6.1 The Council is committed to the provision of new homes in the Borough. The development gives the Council control over how the land is developed so that it can be better aligned with the Council's strategic objectives and that the development meets the Council priorities relating to affordable housing, energy efficiency and carbon reduction.

Key Decision

This is a key decision currently on the Forward Plan: No

If key decision has 28 day notice been given?

Finance Officer Clearance MB
Legal Officer Clearance TR

CORPORATE DIRECTOR'S SIGNATURE

A handwritten signature in black ink, appearing to be a stylized name followed by a horizontal flourish.



Tamworth Phase 2 – Member Information Pack

Trafford Council and Trafford Housing Trust, part of L&Q – one of the UK's leading housing associations developers – are working together as **Homes For Trafford** to bring forward an exciting new community on land off Bold Street.

We are developing plans to create a low-carbon, sustainable community in Old Trafford, regenerating the site to deliver 162 new, energy-efficient homes in a range of styles and sizes, including 30% affordable homes under social rent and shared ownership, a cafe or commercial space for local businesses or community groups, a central village green, and safe outdoor play areas for children.

Homes For Trafford want to create an attractive, vibrant neighbourhood on land off Bold Street that provides a home for everyone, no matter what stage in your life you are at. With that said, Homes For Trafford is more than just new homes. The scheme is packed with measures to prioritise energy efficiency, sustainability and community to set the benchmark for future developments in Trafford.



SITE BACKGROUND

The site, located south of Bold Street and west of Loreto College, has been vacant for over ten years. Until 2013, the site was the home of four tower blocks - known as 'the Bird blocks' due to their bird-themed names: Falcon, Osprey, Raven and Eagle Courts. Though these blocks have now been demolished and the land is now vacant, the site remains easily accessible with good public transport links and is close to shops, services and local schools, including Loreto College.

Historically, the site has always been used for housing and its regeneration is a vital step towards delivering much-needed new homes and an opportunity to set a high standard for a sustainable, innovative and inclusive new neighbourhood in the heart of one of England's most vibrant cities.

WHAT ARE WE PROPOSING?

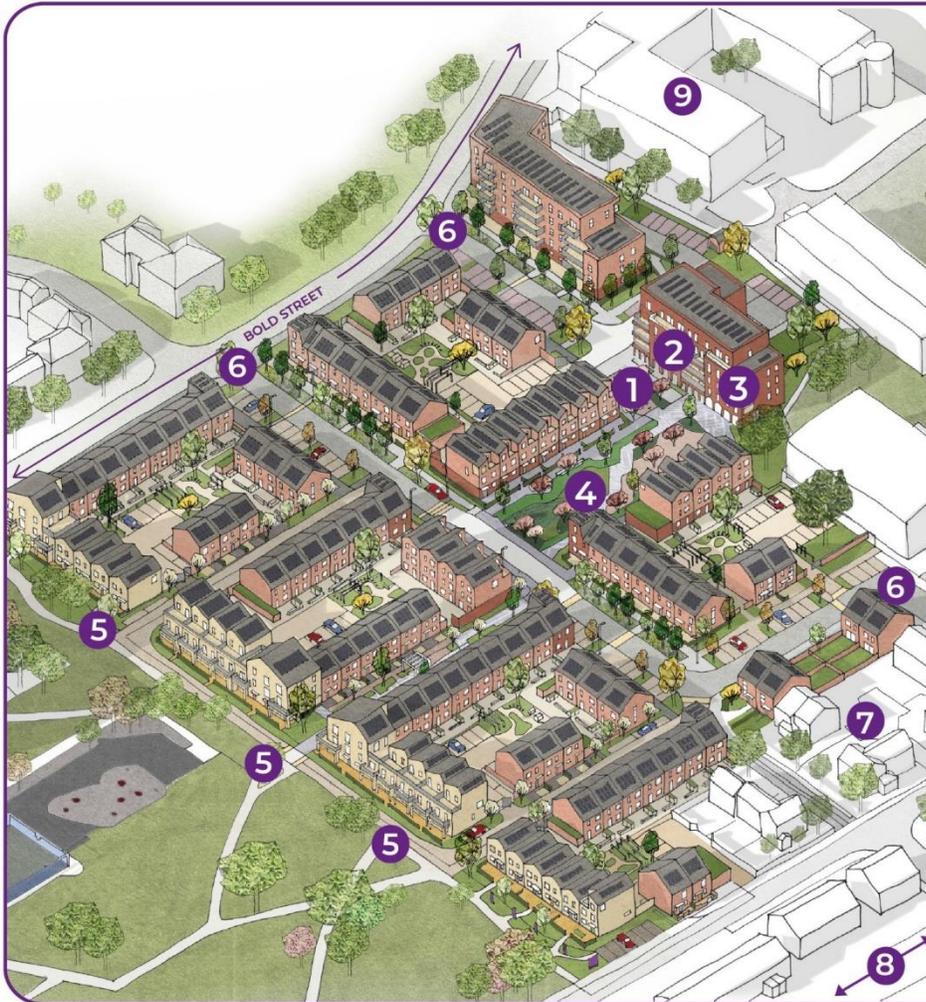
Trafford Housing Trust and Trafford Council are bringing forward proposals for 162 new homes, including 46 apartments and 116 houses, while 30% of the total number of homes built will be affordable. This is more than just 'bricks and mortar' though. The plans will also include opening up new green spaces, such as a central village green, outdoor play areas for children, a cafe or commercial space for a local business or community group to call home. Working together, our aim is to create a community and deliver a home for everyone.

Our vision endeavours to raise the bar for low carbon and low-car neighbourhoods in Greater Manchester.

It is a sustainably located site that has been designed to build around Trafford's future, prioritising health and wellbeing, access to nature, and sustainable travel.

Our Bold Street proposals will:

- Create a new, truly sustainable neighbourhood in Trafford;
- Regenerate a vacant brownfield site and prevent development elsewhere on greenspace;
- Provide 162 much-needed new homes in a mix of styles, sizes and tenures, including 30% affordable housing for social rent and shared ownership;
- Include carefully selected materials to ensure that we are creating energy efficient homes right from the outset, and reducing energy bills;
- Create significant beautiful green spaces and landscaping for new and existing residents to enjoy, including a central village green;
- Deliver safe, outdoor play areas for children;
- Promote sustainable travel through walking and cycling routes, superb links to public transport and electric vehicle charging points;
- Ensure level access across the site for people with mobility issues;
- Include a cafe or commercial space for a local business or community group;
- Represent £28 million of investment for the local area; and
- Support new jobs and apprenticeships during construction, in addition to further jobs indirectly through the supply chain.



KEY

116 Houses
46 Apartments
162 Total Dwellings

- 1** Children's Play Area
- 2** Community Space
- 3** Proposed Café
- 4** Village Green
- 5** Links to park
- 6** Vehicular Access Points
- 7** Places of Worship
- 8** Transport Links
- 9** Loreto College



OUR DESIGN PRINCIPLES

Homes for Trafford's proposed masterplan focusses on high-quality design and place-making. We will re-introduce the traditional network of streets to create a familiar, walkable neighbourhood for new and existing residents with public space and generous landscaping, complementing the parkland to the west and providing views to key landmarks such as St Mary's church.

Existing high-quality trees will be kept, and further hedgerow and tree planting will line roads and footpaths. Overall, the scheme will be aiming for biodiversity net gain; seeking to improve the environment and increase biodiversity as a result of the scheme. A central 'green spine' will connect the heart of the development to the surrounding area as a 'neighbourhood green' that provides significant new external amenity space. Smaller mews streets and semi-private courtyards, shared by groups of residents, will provide further access and enjoyment of outdoor space, providing families with a safe space to play.

Extensive planting will enhance external spaces and focal trees will act as landmarks for visitors to identify where they are and navigate the neighbourhood. Species selected will provide year-round variance in colour and foliage, and ground level planting and sustainable drainage systems will contribute to a biodiverse landscape.

The design features a variety of different family houses, with apartment buildings at key locations within the masterplan. Our team of architects have closely studied the nearby residential streets, and paid respect to this in the design, materials and scale of the proposed homes, ensuring that the buildings are designed to feel familiar to all.

At its heart, the masterplan seeks to engender a neighbourly, community feel that encourages well being and healthy lifestyles through safe opportunities for children's outdoor play, a wide range of highly-visible cycle parking and easy connections to both local surroundings and the wider city.



Homes for Trafford wants to ensure that we are looking to the future and reducing our impact on the environment wherever possible. For that reason, we are targeting a minimum of 70% reduction in carbon across the site compared to current building regulations.

A FABRIC-FIRST APPROACH

We have adopted a fabric-first approach to our design; carefully selecting our building materials to deliver a scheme which has an excellent energy efficiency rating, reducing both energy usage and bills. Our target is to aim for a 70% reduction in carbon across the scheme compared to current building regulations. This will be achieved through incorporating the following into our design:

- Careful consideration of the position of the homes in relation to the sun;
- High levels of insulation to keep the homes warm and to minimise heat input required;
- Mechanical ventilation with heat recovery;
- High levels of air tightness;
- Low energy lighting;
- Solar panels.

These measures represent a £2 million additional investment beyond a standard building regulations scheme utilising a gas solution.

By considering the fabric of the building first, this is not only a better way to build new homes, but also saves residents money in terms of energy bills, especially at a time when these costs are so high.

SUSTAINABLE TRAVEL

The Bold Street site benefits from being in an ideal location, close to local shops and businesses, as well as public transport links. Homes for Trafford wants to encourage residents to walk, cycle or use public transport, such as buses or the Metrolink to travel to the shops, work or school.

We will make cycle stores highly visible across the site to promote cycling and ensure there are safe, accessible locations for bikes.

Electric Vehicle charging points will be included across the site, including in the secure courtyards. We are also considering including car club spaces, reducing the need for privately-owned cars wherever possible.

TRAFFORD COUNCIL

Report to: Executive
Date: 19 September 2022
Report for: Discussion
Report of: Executive Member for Adult Social Care

Report Title

Real Living Wage: progress update

Summary

Trafford Council has consistently declared that it will support providers to pay the RLW and has done so through the local Fair Price for Care price setting exercise.

This report gives a progress update which demonstrated positive progress within the sector, and will be useful in determining next steps following completion of the national Fair Cost of Care exercise and the development of the Market Stability Position.

Recommendation(s)

1. It is recommended that Executive note the content of this report

Contact person for access to background papers and further information:

Name: Karen Ahmed
Extension: 1890

Background Papers: None

Implications:

Relationship to Policy Framework/Corporate Priorities	<p>Trafford Council's Corporate Plan has three priorities:</p> <ul style="list-style-type: none"> - Reducing health inequalities - Supporting people out of poverty - Addressing the climate crisis <p>Paying the RLW positively contributes towards the first two priorities.</p>
Relationship to GM Policy or Strategy Framework	<p>Greater Manchester Population Health Plan 2017-2021: Age Well Priority: We are continuing to support more people to live at home for as long as possible and we will manage COVID infection rates through the provision of safe care at home and care home services.</p> <p>Greater Manchester Health and Care Board Urgent and Emergency Care Improvement and Transformation Plan: Social care is integral to priorities around reducing delayed hospital discharges and urgent/unplanned care and our community response to COVID.</p> <p>Greater Manchester Live Well at Home Strategy: This proposal is aligned with GM priorities to improve homecare and supports us to continue to transform homecare, in line with our allocation of GM Transformation monies. Across GM, there are over 560 residential and nursing homes with over 19,000 beds. These homes make a significant contribution to the functioning of the health and care economy but there is significant variation in the level of quality, responsiveness, and adaptability. Last year GM established quality targets, based on CQC ratings, and these will be reviewed in line with the changing regulation framework. We have seen recent improvements in the quality of care provided by care homes despite the challenges of Covid, inflation and Brexit. GM is currently focused on maintaining market stability, and a number of boroughs have already lost some of their care homes. As the intention is to move away from traditional nursing and residential care homes, this will involve some reshaping and diversification of the market.</p> <p>Housing Strategy and Ageing Well: We are working very closely with our colleagues in housing strategy and in public health to look at a number of different options to support people living in the community with a wide range of needs so that people only enter residential care when they need that level of care and support, rather than because their living accommodation does not meet their needs or they are lonely. These approaches are articulated in our Ageing Well and new Older Peoples' Housing Strategies.</p> <p>Commissioning Strategy and Market Position Principles: Our vision for the market and our commitment to coproduction is articulated in "Trafford Together," our locality plan which has now been refreshed. This is a jointly agreed document which sets out the system wide changes we need to make. Trafford Council will develop a Commissioning Strategy, MPS and a Market Sustainability Plan over the next few months.</p>
Financial	There are no financial implications for this report.
Legal Implications:	There are no legal implications for this report
Equality/Diversity Implications	The majority of the workforce are women and the RLW benefits some of the poorer paid care staff.
Sustainability Implications	N/A

Carbon Reduction	We have developed a neighbourhood way of working to minimise travel. One of our care homes is undergoing carbon neutralisation works.
Resource Implications e.g. Staffing / ICT / Assets	N/A
Risk Management Implications	N/A
Health & Wellbeing Implications	N/A
Health and Safety Implications	N/A

1.0 Background

- 1.1 Executive received a report in January 2022 which detailed the position of the older peoples' care market with respect to the payment of the Real Living Wage. Trafford Council has a clear ambition to support providers to pay the Real Living Wage and has taken this into consideration when setting local care rates as part of the Fair Price for Care work.
- 1.2 This report provides an update on the current position following a survey in August 2022 and includes information on payments to providers who provide support services for people with learning disabilities and mental health needs.

2.0 Current Position

- 2.1 The current position shows that there has been significant improvement in the older peoples' care market.

Homecare

- 2.2 The response from our homecare providers was that 100% of providers (28) on both our tier 1 and tier 2 frameworks now pay the RLW to their care staff. This is a clear improvement from the January position which was 70%.

Older Peoples' Residential and Nursing Care Homes

- 2.3 The response from the residential and nursing care market was more mixed, in that there were salaries linked to progression within the service with lower rates for new starters. The lowest rate salary was used for the purpose of this analysis.
- 2.4 We surveyed all the care homes (32) in the borough and the position has improved significantly with only 11 homes in the borough currently not paying the RLW to their care staff. This represents roughly a third of the market. Again, this is a clear improvement on the position in January where only a third of the market **were** paying the RLW.
- 2.5 The survey of learning disability and mental health providers also identified a mix of rates being paid. Out of borough providers were also included in this survey. Some (2) providers work with both people with mental health need and learning disabilities.

Day Services for People with Learning Disabilities and Older People

- 2.6 All of the day services for people with learning disabilities and older people that responded (11) pay the Real Living Wage to their care staff. One has yet to respond. These are all Trafford providers.

Learning Disability Supported Living Providers

- 2.7 The majority of learning disability providers (11) in borough all pay the RLW to their care staff. Our in-house learning disability service also pays the RLW. One provider pays in excess of the RLW for all care staff, but not for their administrative staff. Another provider has a sliding scale and pays the RLW for staff working with more complex people but not for others. A third provider also pays the RLW for staff who previously worked for the NHS but not for other employees.
- 2.8 Of the 8 learning disability providers who do not currently pay the RLW for any staff, one is a Manchester provider, who has recently set up a service in the borough, and commands some of the highest rates that we pay because of the complexity of the young people they support. The remaining 7 providers all have a Trafford presence.
- 2.9 One of the learning disability providers also provides mental health services and they have a 3 tier wage system which mean some care staff will be paid the RLW but others will not.

Service for People with Mental Health needs.

- 2.10 We have 7 providers working with people with mental health needs in Trafford. The majority (6) of these pay the RLW to care staff.

3. Fair Cost of Care

- 3.1 Trafford tendered for an independent specialist company to undertake the Fair Cost of Care work required by the DHSC. This is an exercise which enables all providers of residential and nursing care for those aged 65+ and all homecare providers for those aged 18+ to submit the real costs of providing that care.
- 3.2 Trafford appointed Commercial Gov to undertake the work.
- 3.3 The work is reaching its conclusion currently focusing on the outstanding validation of figures submitted by providers. The response has been low but in keeping with national response rates.

4. RLW Accreditation

- 4.1 In the budget report February 2022, there was agreement that Trafford Council work to progress the Real Living Wage (RLW) Accreditation process. It is acknowledged that this process can take a significant time to complete and involves a detailed action plan. The work as part of the 'Fair Price for Care', in this update, is one aspect that will be included in the overall action plan that will be submitted to the RLW Foundation. A separate RLW working group is currently progressing key activity for the accreditation, which includes

a review of suppliers, and so the work being completed by the Adult Directorate will be included as part of this process.

- 4.2 The RLW Accreditation work will include the ancillary and administrative staff employed by care organisations.

5. Recommendation

- 4.1 It is recommended that Executive note the significant progress made in paying the Real Living Wage.

Finance Officer Clearance (type in initials)...HZ.....

Legal Officer Clearance (type in initials).....DS.....

CORPORATE DIRECTOR'S SIGNATURE (electronic)

A handwritten signature in black ink, appearing to read "Dae Setm". The signature is written in a cursive, flowing style.

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TRAFFORD COUNCIL

Report to: Executive

Date: 19th September 2022

Report for: Information

Report of: The Executive Member for Finance and Governance and the
Director of Finance and Systems

Report Title:

Budget Monitoring 2022/23 – Period 4 (April to July 2022).

Summary:

The purpose of this report is to inform Members of the 2022/23 summary forecast outturn figures relating to both Revenue and Capital budgets. It also summarises the latest forecast position for Council Tax and Business Rates within the Collection Fund.

Recommendation(s)

It is recommended that the Executive:

- a) note the updated summary positions on the revenue budget, collection fund and capital programme.

Contact person for access to background papers and further information:

David Muggerridge, Head of Financial Management Extension: 4534

Background Papers: None

Relationship to Policy Framework/Corporate Priorities	Value for Money
Relationship to GM Policy or Strategy Framework	Not Applicable
Financial	Revenue and capital expenditure to be contained within available resources in 2022/23. It is the responsibility of the Executive to operate within the budgetary framework set by the Council when it agreed the budget for 2022/23 at the Council Meeting on 16 February 2022. At this stage in the year it is necessary to alert

	Members that a further report may need to be presented to the Council to revise the 2022/23 budget envelope. This would be in the event that mitigations in the form of additional government funding and in-year savings are insufficient to cover any remaining in-year pressures, predominantly caused by the impact of inflation.
Legal Implications:	None arising out of this report
Equality/Diversity Implications	None arising out of this report
Sustainability Implications	None arising out of this report
Resource Implications e.g. Staffing / ICT / Assets	Not applicable
Risk Management Implications	Not applicable
Carbon Reduction	Not applicable
Health & Wellbeing Implications	Not applicable
Health and Safety Implications	Not applicable

SECTION 1 - EXECUTIVE SUMMARY

1. The approved budget for 2022/23 agreed at the 16 February 2022 Council meeting was £192.57m. In determining the budget an overall gap of £20.14m was addressed by a combination of additional resources of £3.39m from Council Tax, use of reserves, £7.10m to address COVID-19 pressures and £4.33m for business as usual pressures, and £5.32m of service savings and additional income.

2. Summary of outturn

There is a net estimated outturn pressure of £6.91m at Period 4, an improvement of £1.13m since Period 2. Note this position includes:-

- the current performance against the approved budget which is a projected overspend of £912k (See Table 1 below)
- the impact of inflation, which is significantly higher than the provisions included in our approved budget and which are currently estimated to cost an additional £6m in 2022/23; this estimate remains unchanged from the period 2 position but given the uncertainty surrounding the outcome of the local government pay settlement for 2022/23 and the spiralling forecast for energy costs, significant risk exists on this estimate. Government have given strong indications that local authorities will need to manage the impact of this themselves and that no government support will be available, which means this will affect the delivery of other Council services. (see Paragraph 3 and 4 below)

This second monitor of the financial year provides a forecast outturn based on patterns of expenditure and income from the first four months of the year. It is still relatively early in the financial year and there remains some broad assumptions on future demand and therefore the estimate is subject to variation due to this volatility; however, it can be used as a broad indication of the direction of travel.

Although the estimated outturn is adverse, and follows a similarly cautious pattern as in previous years early monitoring reports, it should be noted that there are a number of assumptions and factors which have the potential to positively affect the figure. For instance there are significant contingency items within demand led services with £694k and £750k in Children's and Adults Services, £700k in the corporate budget contingency and in addition assumptions that staffing vacancies will be filled in a timely manner, which may not always be the case.

Detailed below in Table 1 is a summary breakdown of the service and funding variances against budget, with Appendix 2 providing an explanation of the variances.

Table 1: Budget Monitoring results by Service	2022/23 Budget (£000's)	Forecast Outturn (£000's)	Forecast Variance (£000's)	Percentage
Children's Services	44,057	45,655	1,598	3.63%
Adult Services	56,927	56,813	(114)	(0.20)%
Public Health	12,887	12,868	(19)	(0.15)%
Place	30,998	32,872	1,874	6.05%
Strategy & Resources	5,137	4,917	(220)	(4.28)%
Finance & Systems	8,169	8,256	87	1.07%
Governance & Community Strategy	6,310	6,617	307	4.87%
Total Directorate Budgets (*)	164,485	167,998	3,513	2.14%
Council-wide budgets	28,087	25,486	(2,601)	9.26%
Net Service Expenditure variance	192,572	193,484	912	0.47%
Funding				
Business Rates	(68,540)	(68,540)	0	
Council Tax	(112,601)	(112,601)	0	
Reserves Budget Support	(4,334)	(4,334)	0	
Reserves to Support COVID-19	(7,097)	(7,097)	0	
Funding variance	(192,572)	(192,572)	0	0.00%
Net Revenue Outturn variance	0	912	912	0.47%
Dedicated Schools Grant	157,129	157,853	724	0.46%

* Any change to the revenue budget by Directorate is shown in the details of virements in Appendix 1.

The following issues are worthy of being highlighted at Period 4:-

- **Children's placements** £350k overspend has reduced by £263k in the period largely due to the service stepping down one of the two previously reported high cost placements.
- **Home to School Transport** pressures have increased in the period by £527k to £980k due to the continued increase in demand in passenger numbers, additional costs for fuel and complexity of cases. These pressures continue from those experienced in the later part of 2021/22. The Business Intelligence unit in conjunction with the Trafford Travel Co-ordination Unit (TTCU) is finalising its task and finish project and the opportunities for changes to mitigate the overspend.
- **Adults placements** continue to be break-even, however assumptions on demand remain uncertain; a contingency balance of £750k has been included for future demand.

- **Adults Hospital Discharge Programme** – COVID related national funding for this budget has been removed and local budgets, managed through a Section 75 Agreement between the Council and the former Trafford CCG, are required to sustain the current operating model. A one-off support fund was established from the 2021/22 outturn whilst the model is reviewed. Current projections are that there are sufficient monies within this fund to cover projected costs in the current year. Recurring budgets are not thought sufficient to support the current level of demand and this remains a key risk for the provision of service in this area for 2023/24 onwards.
- **Strategic Investment Programme** – The Strategic Investment Property Portfolio is expected to deliver a net benefit to the revenue budget in 2022/23 of £5.67m. This is £1.56m lower than budget due to economic factors affecting some of the income particularly from the town centre investments. A positive pipeline of investment opportunities which will secure some significant regeneration benefits now exists and are currently in the due diligence stage. Should these come forward they will provide an opportunity to mitigate this in-year position and provide a net income stream to support future years budgets.
- **Impact of COVID-19** – There continues to be nothing to suggest that the impact of the pandemic is having any adverse pressure on income from Sales, Fees and Charges in this early monitor. ***The balance of the centrally held COVID-19 contingency budget of £1.5m has therefore been released in full as previously reported.***
- Staffing budgets across all service areas are forecast to underspend by £761k, an increase of £532k since last reported. This was an area of significant underspend in 2021/22 largely due to difficulties in recruitment and the management controls introduced in the year. At this stage in the year, assumptions have been made that vacant posts will be filled, however this remains an area for review in managing the overall future budget gap.
- Other net pressures £186k across all service areas; a positive change of £980k since last reported. This includes pressure on delivery of some aspects of the savings programme from 2021/22 of £245k relating to estates and business rate reviews. ***The recent rises in the Bank of England base rate has had a positive impact of the level of investment income generated by the investment of surplus cash balances of £855k.***
- **Schools DSG**
 - The overspend on the schools DSG budget is now £725k, a favourable movement of £845k which is mainly due to additional funding being allocated to the high needs block and an underspend in the growth fund;
 - The high needs block still has significant pressures and work continues to take place on this with a HNB sub-group of the funding forum which is working on a report to summarise options for longer term savings;

- In addition to this work a DSG Deficit Recovery Plan is currently underway and will be finalised by the end of September 2022. This will include the options for longer term savings and also assist in future planning.

3. Inflation, Energy and Cost of Living Impact

The Consumer Price Index (CPI) rose by 10.1% in the 12 months to July 2022, which represents a 40 year high. There is particular concern relating to energy prices, contractual inflation from companies in our supply chain and the impact of the 2022/23 local government pay award.

Not only does the escalating level of inflation pose a risk to the in-year position, where solutions need to be found to contain any pressures within existing resources, but also the impact on the Medium Term Financial Plan and increase in the budget gap in future years.

The assumptions on inflation remain fluid and the Council will need to remain flexible in its approach to managing these pressures. Increases in energy contracts are expected to cost £1.128m over budget. The 2022/23 Local Government pay negotiations continue, with a formal request recently being tabled by employee representatives being considered by the trade unions.

Each +1% increase in pay above the 2% assumed in the budget, would require approximately £800k of additional resource. The latest offer by the National Employers of an increase of £1,925 on all NJC pay points would see an average increase of approximately 6% across the payscale.

The proposed size of the pay award will also have an impact on the traded services arm of the Council and will require costs to be passed on to front line services, namely school budgets. Prices have been fixed for the next academic year commencing in September 2022, thus limiting the ability to pass these costs on in the current year. However, it is essential that early discussions start for price adjustments in the following year and also explore the flexibility of in-year amendments should inflation remain volatile.

At this stage our working assumption on the impact of the various inflation pressures in 2022/23 continues to be that a prudent figure of £6.0m would be needed.

4. Summary of Outturn and Management Action

The adverse service-related outturn of £912k is a cause for concern, however it is comparable with the early period estimates of previous years. There are still significant contingencies within Children's and Adults Services and cautious estimates that staffing vacancies will be filled promptly and it is likely that the outturn pressure will reduce. Furthermore, there are a number of earmarked risk reserves, such as the Strategic Investment Risk Reserve which could be drawn upon, if income levels in this budget deteriorate.

In respect of inflation and the potential pressure of £6m, albeit fluid at this stage, representations have been made to Government with regards the impact in 2022/23 and anticipated ongoing implications, which will add to the budget gap in later years. In addition various measures to mitigate the impact are being

undertaken; these include the launch of an energy saving campaign and pre-purchasing materials to maintain supply and avoid increasing costs.

Pending the outcome of discussions with the Government, as a precaution during the 2021/22 year end close down, the opportunity was taken to create a specific Inflation Risk Reserve to help mitigate against some of the 2022/23 pressures and a balance of £3.0m was transferred from the Budget Resilience Reserve. To alleviate the in-year inflation pressures further, a figure of £1.0m could be released from the central contingency budget of £1.7m, to arrive at a resource of £4.0m, although this would leave no flexibility for other unknown pressures during the year.

Such an application of reserves though would have significant adverse impacts on the resilience within the Council's reserves and contingencies to support the Finance and Change programme in delivering a sustainable budget in future years.

It is essential until the Council is clear on any further Government support, that a cautious approach is maintained in managing the budget. The following management actions and mitigating items will be available during the year.

- A detailed examination of areas of consistent budget underspend will be undertaken. Significant staffing underspends were evident in the 2021/22 final outturn and attention will be focused on whether vacancy factors can be reviewed. The management controls introduced in 2021/22 to approve all vacancies, along with a review of all non-essential spend, will continue for the foreseeable future.
- A number of contingency items are included in the outturn which have yet to be released. These include £694k and £750k in Children's and Adults services respectively for future potential increases in client demand and £700k in the corporate budget contingency.
- A review of all earmarked reserves will be undertaken to challenge and identify potential uncommitted resource. This will be completed in parallel with the the draft budget report for 2023/24.
- As in the previous financial year, in order to maintain robust challenge and focus attention on the delivery of the savings programme, the regular budget monitoring reports will be supplemented by monthly updates on all demand led budgets and the savings programme to be considered by the Corporate Leadership Team.
- As part of the work being undertaken by the Finance and Change Board, investigate whether opportunities exist to accelerate potential future savings proposals.

SECTION 2 – COLLECTION FUND

5. Council Tax

The Council Tax budget was increased in 2022/23 to reflect the return to pre-pandemic levels of activity following a temporary reduction in the budget in the previous two years. It had been expected that improvements would be made in

the likes of new properties coming online, a reduction in claims for Council Tax Support and hardship cases and improvements in cash collection.

Whilst the immediate consequences of the pandemic have been alleviated, they have been replaced by growing uncertainty in the wider economy. Delays in the supply of building material for new properties, increases in inflation and the cost of living pressures will invariably have some impact on the outturn.

As at Period 4, there is a favourable outturn on the Council Tax element of the Collection Fund of £442k, of which the Council's share is £360k. The table below summarises the outturn by theme as at Period 4.

Table 2: Summary of in year Council Tax movements	Council Tax Collection Fund (£000's)	Trafford Share (£000's)
Shortfall in Tax Base	459	374
Local Council Tax Support Scheme	(326)	(265)
Increase in Cash Collection	(675)	(550)
Other Movements (Backdated discounts etc.)	100	81
Total In Year Position (Surplus)/Deficit	(442)	(360)

As at period 4 the following points are worthy of note:

- There is a shortfall in the core Tax Base of £459k. This is due to an increase in the number of discounts (e.g. single person) being claimed over that assumed in budget. The Council continues to review and challenge applications for claims, and these may reduce during the year. There is a further pressure in the core tax base as a result of the delay in new properties coming on-line.
- The number of claims for Council Tax Support is lower than budget by £326k. This is relatively good news given that the budget was also increased to reflect a return to a lower pre-pandemic level of claims. This situation may however deteriorate as there is a potential for an increase in claims for support due to the wider economic downturn and the significant pressures on household finances forecast later in the year.
- Cash collection – in year cash collection is lower than anticipated when compared with pre-pandemic levels, however collection of historic debt is favourable, resulting in a net benefit of £675k.
- Other adverse movements of £100k, related to the award of backdated banding revaluations.

Over recent years and largely due to the pandemic, it has been difficult to forecast Council Tax income and this situation looks set to continue for the foreseeable future. In recognition of this, a Council Tax Risk Reserve of £500k

was established in 2022/23 to smooth out any unforeseen pressures. This reserve would be used as a first call if the estimated outturn should deteriorate.

It is too early in the financial year to consider if there is a recurrent pattern in either a shortfall in the Tax Base or a surplus in the Council Tax Support Scheme, which would need reflecting in the medium term financial plan. However, it is encouraging to see a positive improvement in historic collection rates, which would indicate that some resource could be released from the provision for historic bad debt.

6. Business Rates

As with Council Tax, there was an assumption of an increase in rates income as the economy started to return to pre-pandemic levels. Projecting business rates is by its nature complex and prone to variation, and the continuing economic pressures will add further uncertainty to the accuracy of projections. As at period 4 a number of assumptions have been made resulting in a favourable movement compared to budget. Whilst the projected surplus will be used to support future budgets, due to accounting arrangements there will be timing differences which will be smoothed through reserves.

SECTION 3 – SAVINGS AND INCOME PROGRAMME

7. MTFP Savings and Increased Income

The 2022/23 budget is based on the achievement of permanent base budget savings and increased income of £5.32m. As in previous years, it is critical that the current savings programme is achieved in full in order to avoid recurrent shortfalls cascading into future years and increasing the budget gap.

A detailed review of the status of each saving has been undertaken and a classification has been made using a “traffic light” system to highlight schemes at risk of not being achieved. Whilst some savings will be achieved through one-off alternative means/mitigating actions in the current year, a status has also been included on the risk of non-delivery falling into 2023/24.

Details of the savings ‘in exception’ of £1.160m are shown in Appendix 3 and a summary is as follows:

Table 3: Category	Number of Schemes	% of Schemes	Savings Budget (£000's)	Projected Outturn (£000's)	Net Variance (£000's)
Red	2	9%	(1,140)	0	1,140
Amber	10	43%	(1,579)	(2,872)	20
Green	11	48%	(2,603)	(1,290)	0
Total	23	100%	(5,322)	(4,162)	1,160

The latest forecast shows that the programme is currently expected to deliver savings of £4.16m, which is £1.16m below target. 12 schemes are classified as either Red or Amber status, of which the largest shortfall of £1.04m is from the Investment Strategy programme.

SECTION 4 – EARMARKED RESERVES

8. Reserves

The balance (unaudited) brought forward as at 1 April 2022 of usable reserves was £69.1m, excluding COVID, schools and capital reserves. Details of the reserve balances and movements in year were last reported in the recent Period 12 outturn report for 2021/22 and there is no further update to report at this stage.

A full analysis of all reserve movements will be reported at period 6 in preparation for the draft budget report.

SECTION 5 – CAPITAL PROGRAMME AND ASSET INVESTMENT STRATEGY

9. Approved Budget

The overall value of the indicative capital programme for 2022/23 to 2024/25 capital programme was restated in the P2 monitor to £217.59m which was an increase of £30.36m from the approved budget of £187.23m from February 2022. Details of the increase were included in the P2 monitor.

Since the P2 monitor the Council has been notified of additional resources of £4.5m for Key Route Network works and £230k for Bus Stop Accessibility Programme, taking the revised three-year capital programme to £222.32m.

The programme for 2022/23 currently stands at £58.22m following a review of all schemes by the Capital Programme Group, taking account of rephasing of schemes from 2021/22 and an assessment of the deliverability of projects considering such factors as:

- Impact of current levels of inflation which may impact on the ability to deliver programmes in-line with originally developed schemes.
- Review of spend re-profiled from 2021/22 to ensure that this can be realistically delivered in-year.
- Changes in the level of forecast capital receipts - funding of the capital programme is impacted by the availability of both the amounts and the phasing of expected receipts and development returns.

After the review of the programme detailed above, the revised capital programme budget for this financial year is £58.22m which is a net reduction of £21.34m compared to the original budget approved in February. Key movements include:-

- Children's Services
 - Capital Maintenance schemes – (£1.49m) – A small number of schemes where work is still being carried out to develop the final specifications have been re-profiled to the next financial year when it is anticipated that these works will be undertaken. In addition to this there is a small amount of uncommitted resources that are being held to mitigate potential cost pressures across the Capital Maintenance programme of works;
 - Basic Need - Willows Primary School – (£413k) – This scheme is expected to start on site in September with completion expected early in 2023/24;
 - Basic Need - Moorlands Junior School – (£393k) – As above the scheme is expected to start on site in September with completion expected early in 2023/24;
 - Basic Need - Templemoor Infant School – (£1.0m). Work on this scheme is now expected to commence early in 2023 with anticipated completion the scheme in the summer of 2023;
 - Basic Need - Davyhulme Primary School (£2.04m) – As above work on this scheme is now expected to commence early in 2023 with anticipated completion the scheme in the summer of 2023;
 - Basic Need – Unallocated (£350k) – This resource has yet to be allocated and currently being held to alleviate any cost pressures within the programme.
 - Children's Other – (£254k)

- Adult Social Care
 - Disabled Facilities Grant – (£1.57m) of works has been impacted due to Covid-19 and the associated difficulties in gaining access to client's properties. As a result there has been reprofiling of resources from previous years. Work is being undertaken utilising additional resources to clear the backlog of works and deliver works in line with available resources in future years.

- Place
 - Town Centre and Business Loan Schemes – (£400k) - There has been less than anticipated uptake on this scheme, work is being undertaken to redevelop the scheme to meet the requirements of local businesses.
 - Public realm works for Altrincham – £477k - Work is expected to commence on the scheme in October with significant element likely to be completed before the end of the financial year, an element of resources previously re-profiled to next year have been utilised to fund this year's work, with the remaining element to fund the completion of works in 2023/24.

- Carrington Relief Road/Rationalisation works - £729k of Homes England Funding previously forecast to be spent in the next financial year are now being utilised this year to facilitate the start of the rationalisation works that need to commence in September.
- Leisure Strategy – (£3.1m) - There has been a reprofiling of forecast spend in line with revised timetable, with works at Altrincham Leisure Centre, expected to commence early in 2023, along with design work for Sale and Stretford Leisure Centres.
- Public Building Repairs/Smarter Working – (£1.1m) – A review of works currently approved is underway as part of the wider council building strategy. In particular around areas where green and energy efficient schemes could be used as part of the solution to assist in the council green ambitions and to reduce utility costs.
- Football Facility Provision - (£1.8m) – Applications for schemes at Broadoak School and Crossford Bridge will be submitted in January 2023 with a decision in February 2023 which if successful will lead to works starting not long after.
- Longford Stadium Resurface – (£484k) – this scheme relies on an element of match funding from the service user and which is still subject to confirmation. Once matched funding is identified the full development of the scheme will take place
- Electric Vehicle Charging Points – (£497k) Work is being undertaken with the GM approved partner for phased roll outs with the financial model to facilitate delivery also being reviewed to balance the risk and return on the investment required. This may increase investment beyond that in Council's approved programme accordingly.
- Mayors Cycling & Walking Challenge Fund – (£1.0m). Although there has been an element of re-profiling design work has been completed for a number of phases with works on these expected to commence in the Autumn.
- Traffic and Transportation – (£800k) – Design work is underway on the majority of schemes within the programme, with resources that are being utilised to deliver other elements of the programme leading to slight delays
- Highways and Structural Maintenance incl. Bridge Assessments – (£3.1m) – Due to the award of KRN funding resources have been re-prioritised to deliver the works to ensure that timescales of the award are met.
- Highways Infrastructure Safety Improvements – (£508k) – Work is underway on planning the delivery of scheme but there are delays in key stakeholder discussions.
- New Chapel and Resomation Cremators – (£1.3m) - This scheme has been delayed due to issues with utilities infrastructure, currently the scheme is under review with alternative sites being explored.

- Place Other – (£817k) – There are a small number of schemes where resources have been re-profiled.
- Finance and Systems
 - ICT programme of works – (£1.56m) – Work has commenced on the recently approved replacement of the Council's CRM systems and resources are being prioritised to deliver this due to contractual risks of any significant delays. Additional capacity will be available imminently to deliver other elements within the approved programme, with remaining resources being re-profiled to next year for delivery.

Status, Progress of Specific Major Schemes

Updates will be provided on specific issues where there is a significant impact on delivery of the forecast programme in terms of timescales or within approved resources. In addition updates on larger schemes will be provided throughout the year.

Specific Issues

- Highways Structure and Maintenance

At Executive on the 25th June 2022 the programme of works associated with the recently awarded Key Road Network of £4.5m was approved from DFT through a TfGM bid process. As a result of this additional funding, resources will need to be reprioritised to ensure delivery of the schemes is completed in the timescales linked to this funding with the majority of this work being completed by the end of March 2023. This reprioritisation of resources will have an impact on the ability to deliver the original approved programme of works for 2022/23. This has been done to maximise additional funding sources available with an element of the original works being re-profiled to next year. The original approved Highways Structures and Maintenance programme for 2022/23 was £9.6m with the revised programme now being £11.5m including £3.5m of Key Route Network works, £230k of Bus Stop Accessibility Programme and some reprofiling to future years of the original programme giving a net increase of £1.9m for the total programme.

General Update

- Leisure Strategy

At Executive on 25th June 2022 approval was granted for Altrincham Leisure Centre to move to the next RIBA stage (4) which includes final clarifications for cost and scope, developing the designs for a planning application and then a move into the construction phase of the redevelopment. This will include a further review of the business case and all associated risks. To accommodate the redevelopment there will be a temporary full closure of Altrincham Leisure Centre to allow refurbishment work to take place. Closure will take place over Christmas 2022 to prepare

for works being carried in January 2023. A full refurbishment of Altrincham Leisure Centre is estimated to take up to 18 months. For Stretford Leisure Centre, based on RIBA stage 2 information, a fully updated business case including an updated facility mix and business plan is to be reported to Executive in December 2022. Following approval from Executive in March 22, an initial public consultation for Sale Leisure Centre has now been completed. The results of the consultation will be presented back to the December 2022 Executive.

- **Future High Streets Fund**

Trafford were awarded £17.6m by the Ministry of Housing, Communities and Local Government (MHCLG) in 2020 to assist in the delivery of works around the Stretford Town Centre that contribute to the overall Stretford Masterplan. In addition to this funding, Section 106 contributions of £1.5m and potential contributions of £3.56m from Trafford Bruntwood LLP this gives a total work package of £22.66m. The original bid include 6 main elements to the scheme as follows:

- Reconfiguration of Chester Road Entrance to Stretford Mall to form new linkage to the car park and service yard.
- Works to allow the formation of a new ground floor linkage through Stretford Mall to enable the creation of an extended 'High Street' along King Street.
- Reconfiguration of the Barton Road / Kingsway traffic lighted junction and associated highway and landscaping works to enable the site for mixed use.
- Reconfiguration of the highway and re-landscaping of Kingsway between Barton Road and Chester Road junctions to enable better pedestrian access to key town centre assets.
- Pedestrian/cyclist upgrade measures to Chester Road Junction.
- Preparation of land between Chester Road junction and Bridgewater Canal to unlock Lacy Street for development

The first two elements of the work are being undertaken directly by Trafford Bruntwood LLP with initial design works well underway with an anticipated start date on site of January 2023. For the other elements Trafford Council are the lead with initial design work progressing so they can commence in the next financial year. Further updates will be provided in the Capital Programme monitoring throughout the year.

Inflationary Pressures

The longer-term impact of the Covid-19 pandemic and other recent world events have the potential to impact on the ability to deliver the entirety of the Council's approved three-year Capital Programme. The key potential risks relate to pressure on costs and availability of resources for both materials and labour. These can impact on the ability for the programme to be delivered

within the planned resources and timeframes, and as such the programme may need to be amended.

Market evidence suggests that since the start of the pandemic construction materials costs have increased by over 40%, and although there is recent evidence that these costs are now settling, the situation is still volatile. Although raw materials costs are now currently falling these are being offset by increased energy and transport costs which are expected to keep rising in the short term.

General construction material availability is also improving but there are still a number of products that remain on a long lead-in time including bricks, roof tiles and semi-conductors. Some of these delays can be mitigated through early engagement with the supply chain and through advanced ordering. An example of this is for street lighting columns for which there is a long-term programme of works approved and it has been possible to purchase supplies now to support the future delivery of the programme.

A review of two key areas of the programme (Highways and Schools) is currently demonstrating a mixed picture, as follows:

- Revised costs for two major Basic Needs schemes at Moorlands Junior School and Willow Primary School are showing cost increases of between 30% and 40%, potentially increasing costs by £1.8m. In order to mitigate this, work is underway to value engineer the schemes, utilise scheme contingencies as greater cost certainty is attained, and reduce the programme length to reduce preliminary costs. There is currently an unallocated basic need allocation of circa £8m which is earmarked to deliver additional secondary school places in future years. Pupil projections are produced annually for the statutory School Capacity (SCAP) survey and given the significant changes between 2021 and 2022, a review is being undertaken to confirm requirements which may free up resource to assist with known pressures identified. It is to be noted that with the future uncertainty, all planned future places from identified projects may not be deliverable from existing resources. A report will be provided to the Executive to provide an update in the autumn and seek any approvals needed. There are similar pressures being identified within the Schools Capital Maintenance programme of works but these are on a smaller scale and with some unallocated resources already earmarked to mitigate potential cost pressures it is anticipated that these can be managed within the current approved programme.
- The current Highways programme is not currently demonstrating the same cost increases as above. This is down to a number of factors including that the original costings were undertaken more recently so a significant element of cost pressure will have already been accounted for in the programme. These recent costings will also have allowed for contingencies to enable increases to be absorbed accordingly to an extent. An example of this is the Surface Dressing and Treatment programme which is currently still forecast to be delivered on time and within original budget.

- There is however a continued risk that the ongoing energy cost increases will have an impact later within this financial year. This will potentially result in a small number of schemes needing to be funded from next year's currently unallocated resources. Ultimately this is going to result in less schemes being delivered as part of the overall three-year programme and the potential for assets deteriorating to a level where increased levels of maintenance is required from the revenue budget to maintain safety and compliance with the highways policies.

Inflation pressures are also having an impact on the potential financial returns from self-development schemes that the Council are looking to undertake in the future to support the funding of the Capital programme. Work is being undertaken to value engineer schemes, to package works together to achieve greater economy of scale and access additional funding to support schemes through streams such as Brownfield funding. If levels of receipts are not achieved as expected this will have an impact on the level of overprogramming within the capital programme and will need to be addressed by a reduction in the current approved programme or through additional borrowing which will come with an additional revenue cost.

Recent interest rises announced by the Bank of England are having an impact on assumed borrowing costs to support the capital programme with an associated impact on revenue budgets. Since the budget was approved in February 2022 the cost of borrowing through PWLB has increased by about 1.2%. It is currently anticipated that the current year's capital programme requires £8.74m of borrowing which could lead to an increase in revenue costs of £105k per annum. This will be managed within the overall treasury management portfolio and internal cash balances will be used on a temporary basis with any borrowing taken up when interest rates are expected to normalise.

Resources

The general capital programme is resourced by a combination of both internal and external funding and is detailed in the table below:

Table 4 - Capital Programme Resources 2022-23	Revised Programme £m
External:	
Grants	39.06
Contributions	2.98
Sub-total	41.68
Internal:	
Receipts requirement	5.02
Borrowing	8.74
Reserves & revenue contributions	2.42
Sub-total	16.18
Total Resourcing	58.22

The Land Sales and Development Programme is continuously reviewed. The current position indicates an over-programmed level within the capital programme of £3.38m which is still in line with the original three-year budget that was approved in February 2022. The programme is currently being reviewed with a small number of additional receipts identified which have been used to offset receipts that are not now expected to realise previously anticipated levels.

The table below highlights the overall level of over-programming and the in-year surplus and deficits which will need to be managed over the three-year period of the programme.

Table 5 - Capital Programme Resources 2022/25	Budget 2022/23 £m	Budget 2023/24 £m	Budget 2024/25 £m	Budget Total £m
General Programme Investment	58.22	120.08	44.02	222.32
Grants	39.06	76.53	9.84	125.43
External Contributions	2.98	4.80	-	7.78
Revenue and reserves	2.42	1.18	0.01	3.61
Prudential Borrowing	8.74	29.73	27.68	68.11
Shortfall in 22/23 Receipts	-	-	-	-
Forecast Capital Receipts	2.25	5.43	8.29	15.97
Total Funding	55.92	122.43	40.59	218.94
Surplus / (Deficit)	(2.77)	(2.41)	1.80	(3.38)

There are a number of options that will be considered in order to address the forecast deficit for the current year of £2.77m and the overall level of over-programming of £3.38m. The options are as follows:

- a. Re-phasing of capital schemes that are funded from receipts will assist in reducing the short-term deficit. Work has already been undertaken with services to identify some schemes that can and have now been delayed mainly until the next financial year, although this effectively delays the funding issue until later financial years.
- b. Deletion of schemes currently funded from receipts would assist with short term pressures and reduce the level of over programming within the programme. Historic schemes where work has not yet commenced will be reviewed as part of the new round of bidding to identify if all these schemes are still required and still align with council priorities.

This will also include a wider review of the programme to identify any potential schemes that are no longer required.

- c. Identify additional opportunities for land sales and development returns that are currently not assumed within the anticipated levels of receipts. Work is continually ongoing to identify any sites that are no longer required that could be either sold or developed in addition other development opportunities across the borough
- d. Short-term borrowing as detailed in the February 2022 capital strategy could be used to fund the deficit in capital programme for the next two years until receipts are realised and then used to repay the borrowing. This would have an additional revenue costs and is therefore not an option given the overall position on the Council's revenue budget. This also carries a risk that if receipts are not realised within predicted time scales, or at all, the borrowing will then need to be paid for on a longer or more permanent basis for which there are no resources currently identified.

Asset Investment Fund

Asset Investment Fund currently stands at a maximum approved limit of £500m, supported by prudential borrowing, to support the Council's Investment Strategy. The transactions that have been agreed by the Investment Management Board (IMB) to date have a total current committed cost of £360.28m, of which £228.90m has currently been expended.

The balance of the approved £500m which is available for further investment is £139.72 (Table 6 below)

Table 6: Asset Investment Fund	Prior Years Spend £m	Repayments £m	Actual Spend 2022/23 £m	Commitment £m	Total £m
Total Investment Fund					500.00
Property Purchase:					
Sonova House, Warrington	12.17	-		-	12.17
DSG, Preston	17.39	-		-	17.39
Grafton Centre incl. Travelodge Hotel, Altrincham	10.84	-		-	10.84
The Fort, Wigan	13.93	-		-	13.93
Sainsbury's, Altrincham	25.59	-		-	25.59
Sub Total	79.92	-	-	-	79.92
Property Development:					
Sale Magistrates Court	5.32	-	0.08	0.65	6.05
Brown Street, Hale	9.01	(2.68)	0.11	-	6.44
Former sorting office, Lacy Street, Stretford	0.90	-	-	-	0.90
GMP Site, Chester Road, Old Trafford	-	-	-	0.64	0.64
Care Home Purchase & Remediation	2.31	-	0.07	0.53	2.91
Tamworth	0.13	-	-	0.26	0.39
Various Development Sites	0.33	-	0.03	-	0.36
Sub Total	18.00	(2.68)	0.29	2.08	17.69
Equity:					
Stretford Mall, Equity	8.82	-	-	-	8.82
Stamford Quarter, Equity	16.97	-	0.52	7.20	24.69
K Site, Stretford Equity	11.21	-	-	1.18	12.39
Sub Total	37.00	-	0.52	8.38	45.90
Development Debt:					
Bruntwood; K site	11.11	-	-	1.28	12.39
Bruntwood; Stamford Qtr/Stretford Mall	25.82	-	0.52	7.23	33.57

CIS Building, Manchester	60.00	(25.80)		-	34.20
The Hut Group	62.45	(62.45)		67.50	67.50
Castle Irwell, Salford	18.70	(19.25)	0.85	18.70	19.00
Castle Irwell, Salford – Phase 2	3.74	-	5.30	2.96	12.00
Broadheath, Altrincham – Loan for Industrial Development				21.50	21.50
Hale Library	1.29	-	1.56	1.75	4.60
Sub Total	183.11	(107.50)	8.23	120.92	204.76
Total Capital Investment	318.03	(110.18)	9.04	131.38	348.27
Albert Estate Investment	17.62	(5.61)		-	12.01
Total Investment	335.65	(115.79)	9.04	131.38	360.28
Balance available					139.72

These investments are forecast to generate a net benefit to the revenue budget in 2022/23 of £5.67m, a deficit of £1.56m compared to the budget net target. Key variances include:-

- The 2022/23 budget assumed additional net income of £3.4m from schemes that were yet to be committed to. This figure represented the recycling of funds from schemes that have matured and been repaid, such as the Crescent. Four new debt investments have been identified and progressed sufficiently for an indicative return of £0.58m in 2022/23 to be included in the projections. Three of these new schemes will require further due diligence and approval from IMB before they are entered into by the Council. Work will continue in order to identify further investments which will provide a revenue return as part of the Asset Investment Strategy's recycling target.
- The IMB have agreed to a 6 month extension to the debt facility at the CIS Tower, at a lower balance of £34.2m. This extension, in addition to the four months up to the end of July that had already been agreed, will provide a net revenue return of £1.41m in 2022/23.
- The forecast net returns from the Council's debt investment in the Albert Estate have reduced, by £0.21m due to a partial repayment of the loan from £17.62m to £12.01m.
- The Hut Group have informed the Council of their intention to delay the start of work on their new office accommodation. This has postponed the drawdown of the agreed facility until autumn 2022, which has caused a pressure in 2022/23 of £0.68m.
- A shortfall in returns from the Council's three joint ventures with Bruntwood of £0.85m, required to cover the Council's borrowing costs on the acquisition of the town centre assets in Stretford and Altrincham. This shortfall is a result of reduced trading income as the sites recover from the impact of Covid-19 on the retail sector and prepare for regeneration schemes on both sites. This shortfall will be met from a draw from reserves in 2022/23, with the reserve balance replenished when the sites return to surplus.
- Higher returns to the value of £0.09m on debt facilities which are linked to variable interest rates, offset by additional costs of £0.07m from the increased cost of financing.
- The Risk Reserve level at the start of the year was £6.31m. This level of reserve is currently considered to be sufficient in relation to the immediate risks that the portfolio is exposed to. The Council will, therefore, make reduced contributions in 2022/23, and £0.78m will instead be used as part of the mitigation of the forecasted income pressures.

Risk Reserve B/F	£6.31m
In year contribution	(£0.85)
Risk Reserve C/F	£5.46m

Issues / Risks

A key risk is the ability to deliver the revised capital programme in 2022/23, and this will continue to be closely monitored and reported throughout the year and as any significant issues may arise.

In addition, there is the risk that the level of Capital receipts that will be realised in the year and in future will be insufficient to fund the relevant schemes in the capital programme. A prudent approach to estimating these asset receipts and development returns will continue to be taken with only receipts that have a significant level of certainty being included in the resource forecasts.

Recommendations

10. It is recommended that that the Executive:

- note the updated positions on the revenue budget, collection fund and capital programme.

Other Options

No Applicable.

Consultation

Not Applicable

Reasons for Recommendation

Not applicable

Finance Officer ClearanceNR.....

Legal Officer ClearanceDS.....



DIRECTOR'S SIGNATURE

Appendix 1

Service Review/Virements	Children's (£000's)	Adults (£000's)	Place (£000's)	Strategy & Resources (£000's)	Finance & Systems (£000's)	Governance & Community Strategy (£000's)	Council -wide (£000's)	Total (£000's)
Period 2 Outturn Report	44,100	69,814	30,998	5,094	8,169	6,306	28,091	192,572
Virements:								
Performance Training Officer	(43)			43				0
Minor budget re-alignments						4	(4)	0
Total movements	(43)	0	0	43	0	4	(4)	0
Period 4 Outturn Report	44,057	69,814	30,998	5,137	8,169	6,310	28,087	192,572

Appendix 2

Main variances, changes to budget assumptions and key risks

The main variances contributing to the projected overspend of £912k, any changes to budget assumptions and associated key risks are highlighted below:

Table : Main variances	Forecast Variance (£000's)	Explanation/Risks
Children's Services	1,598	<p>Projected outturn variance £1.598m adverse, adverse movement of £215k.</p> <p>Below is the projected position on children's placements and other budget areas.</p> <ul style="list-style-type: none"> • £350k over budget on Children's placements, favourable movement of £263k (note 1); • £269k under budget on staffing, favourable movement of £210k (note 2); • £980k over budget on home to school transport, adverse movement of £527k (note 3). • £537k over budget on other running costs and income across the service, adverse movement of £161k (note 4); <p><u>Note 1</u></p> <p>Children's placements currently projects an overspend of £350k, favourable movement of £263k.</p> <p>At the time of setting the budget for 22/23 and based on placements in December 2021 the service had a contingency of £1m for additional demand with savings of £758k to achieve (original savings were £1.358m less full year effect of those achieved in 21/22 of £600k).</p> <p>In reviewing this position based on the placements as at the 1st April 2022 this contingency had reduced to a negative position of £294k. This was mainly due to 2 additional placements made during February/March 2022 with an annual cost of £1.346m. This had a significant impact on the children's placements position for 22/23. As at period 4 this has reduced by £267k as the service has stepped down one of the placements. In addition to this the latest projection also anticipates savings of £563k to be achieved from the second placement.</p> <p>Within the overall position there is also another £397k of planned reductions still to take place, a favourable movement of £251k from period 2.</p> <p>Contingency of £349k was utilised between Period 2 and 4 and although not sufficient to cover the overall net increase in new</p>

	<p>placement costs of £497k, this has been offset by a combination of additional savings and a review by the service on health contributions made towards placements. There is still a contingency of £694k included in the above projections to cover any further demand, cost increases and potential timeline changes to the anticipated planned reductions mentioned above.</p> <p>The savings of £1.358m included in the budget has been achieved through a combination of work undertaken during 21/22 and its full year impact, planned and additional reductions for 22/23 and a review of funding received from health towards placements. However there are still further planned reductions to take place and continuous scrutiny in this area will be applied. Projections on these may be subject to change.</p> <p>The numbers of children as at the end of July 2022 compared to those at the end of May 2022 are as follows:-</p> <ul style="list-style-type: none"> • children in care 342, a reduction of 16 • child protection 216, an increase of 19 • children in need 786, an increase of 18 <p>Although children in care numbers are reducing it is important to note that overall costs for placements may not fall at the same level as the types of placements that are stepped down and those that are new will vary as will the costs. For example the current average cost for internal fostering is £22k per year and for a residential placement it is £310k.</p> <p><u>Note 2</u></p> <p>The favourable variance in staffing of £269k, favourable movement of £210k is due to delays and difficulties in recruiting. These are one-off in nature as the service continues with its service redesign and recruitment drive during 2022/23.</p> <p>The staffing savings included in the budget of £110k are expected to be achieved this year either through permanent reductions or due to the delays in recruiting as mentioned above. However, this will be reviewed throughout the year as to their permanency as the service redesign continues.</p> <p><u>Note 3</u></p> <p>The projected overspend in Home to School Transport of £980k, an adverse movement of £527k is due to:</p> <ul style="list-style-type: none"> • the service continues to see an increase in demand with further applications being received;
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		<ul style="list-style-type: none"> • an increase in the complexity of cases, of which a number require transport to out of borough settings; • the price increases on contracts being incurred due to the increase in fuel costs; <p>The task and finish project being undertaken by the Business Intelligence Unit to look at opportunities for change to mitigate the overspend has produced its findings. This is currently being reviewed by the service to identify the actions that can be taken forward.</p> <p>Note 4</p> <p>The adverse variance in running costs and income across the service is £537k, an adverse movement of £161k as outlined below:</p> <ul style="list-style-type: none"> • £61k adverse variance on Partington nursery, favourable variance of £24k. The overall variance is due to a shortfall in income. • £383k adverse variance in running costs, adverse movement of £188k. The variance is due to: - <ul style="list-style-type: none"> ○ one off costs to support a young person in hospital £190k adverse, no movement, ○ S17 costs £218k adverse, adverse movement of £218k. S17 payments are made where, for children in need, the authority identifies the needs for these children and ensures that the family are given the appropriate support in enabling them to safeguard and promote the child's welfare. As with placements the type of need required by each family can vary depending on the complexities. A review of all S17 payments is currently taking place to assess likely future years requirements. ○ Other costs £25k favourable, favourable movement of £30k • £93k adverse variance on minor variances across the service, no movement.
Adult Services	(114)	<p>Projected variance £114k favourable a favourable movement of £85k from P2.</p> <p>The impact of COVID-19 continues to have a significant bearing on the service in terms of demand, its service delivery and finances, This is expected to continue throughout this financial year.</p> <p>The areas of favourable variance and pressures are outlined below:</p> <ul style="list-style-type: none"> • Nil variance on Adult clients (Note 1), no movement; • £114k favourable position on staffing and running costs a favourable movement of £85k. (Note 2).

		<p><u>Note 1</u></p> <p>Adult Clients is projecting a nil variance as at period 4.</p> <p>This budget remains high in complexity and volatility as a result of COVID-19 due to the following:-</p> <ul style="list-style-type: none"> • assessing the impact on clients of previous infection and long covid; • assessing the long-term impact on clients unable to access services during this period; • supporting the NHS with rapid discharges from hospitals as they deal with the backlog of patients waiting treatments; • potential impact of new infections; • increased mental health support. <p>Packages of Care – The P4 position is projecting a £31k favourable variance, a favourable movement of £31k from P2. Within the forecast is a contingency of £750k to mitigate new demand and increases to existing client costs that may present throughout the financial year.</p> <p>Discharge to Assess – Between April 2020 and March 2022 national funding was available in the form of the hospital discharge fund. However, from April 2022 this funding is no longer available and local plans are required to sustain the current operating model.</p> <p>To meet this the Council and Trafford CCG, now known as NHS Greater Manchester Integrated Care (Trafford Locality), established a joint one-off fund to support hospital discharges during 22/23 to enable the model to be reviewed as recurring budgets held by both organisations are not sufficient.</p> <p>The Council’s recurring discharge to assess budget for beds is £1.5m and any costs in excess of this will be met from the joint fund. Current projections are that there are sufficient funds to cover these projected excess costs.</p> <p>Savings – The savings target for 22/23 is £219k and £13k savings have been achieved to date. The forecast assumes that the target will be under achieved by £31k an adverse movement of £31k from P2. This is due to a delay in the implementation of savings proposals. Regular scrutiny will be applied in this area and updates will be provided through the financial year.</p> <p><u>Note 2</u></p> <p>The forecast projected outturn position for staffing and running costs is a favourable variance of £114k a favourable movement of £85k from P2 as outlined below:-</p>
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		<ul style="list-style-type: none"> • Nil variance on staffing a favourable movement of £77k. • £114k favourable variance on client equipment due to lower than anticipated activity, a favourable movement of £8k from P2. • The savings target on Liberty Protection Safeguards of £100k is currently forecast to be achieved. However, this is dependent on the date of implementation which is set by central government.
Public Health	(19)	<p>Projected Outturn variance £19k favourable an adverse movement of £13k from P2.</p> <p>This favourable position is due to a reduction in contract costs of £38k being offset with adverse minor variations of £19k.</p>
Place	1,874	<p>Total projected outturn variance £1.874m adverse, an adverse movement of £232k.</p> <p>Place Revenue Budget £317k adverse, an adverse movement of £107k:</p> <ul style="list-style-type: none"> • Pressures include £157k relating to property costs (increased by £12k), including ongoing security costs at Trafford Town Hall, residual utility bills for properties disposed of in 2021, and one-off costs associated with the PFI review of Sale Waterside. • There are also estates savings of £195k, and an additional £50k from business rate reviews, which are in the process of being finalised but not expected to be fully achieved in the current year. • There is a projected shortfall in building control income of £72k (increased by £12k), which is offset by a related underspend in staffing from vacancies. Projected parking income is also £55k below budgeted target (£2k increase) due to later implementation of fee changes approved by Council in February 2022 and ongoing effects of COVID-19 on demand compared to pre-pandemic. • Additional income above budget includes Altair £120k and other rents £3k. Projected other rents have reduced by £92k which includes revised assumptions relating to Altrincham Market £80k and Stretford Mall £12k. • Other net minor movements across all services are £25k adverse (increase of £21k); • There is an estimated overall staffing underspend of £190k relating to vacancies forecast across the year (excluding the ringfenced Planning account) (increase of £56k), which is

		<p>approximately 2.5% of the staffing budget. This is offset by a Directorate-wide efficiency saving of £69k;</p> <ul style="list-style-type: none"> • The Planning service is a ringfenced account and is projecting a shortfall in income of £287k (increased by £116k) which is offset by an underspend of £275k in staffing, running costs and reserve contributions (increased by £92k). This is a net overspend of £12k for the year (£24k net adverse movement). <p>Strategic Investment Programme £1.557m adverse, an adverse movement of £125k:</p> <p>The Strategic Investment Property Portfolio is expected to deliver a net benefit to the revenue budget in 2022/23 of £5.674m. This is £1.557m lower than budgeted due to economic factors affecting some of the income particularly from the town centre investments (£125k adverse movement).</p>
Strategy & Resources	(220)	<p>Projected outturn variance £220k favourable, a favourable movement of £234k.</p> <ul style="list-style-type: none"> • Staff costs are estimated to be £186k less than budget across the Directorate based on actual and forecast vacancies across the whole year, which is 2% of the total staffing budget and £152k higher than last reported; • Running costs are forecast to be £101k underspent, a favourable movement of £40k mainly related to Bereavement Services; • Other Income is projected to be £159k above budget. This includes £103k from the traded Music Service, £24k from Catering and Cleaning, £39k from Bereavement Services and £44k from staff parking, offset by a £33k shortfall in income from libraries and other income £18k. The projection is £42k higher than last reported and includes for the Music Service £103k offset by a reduction of £59k in Bereavement Services (offset by reduced running costs above). <p>These are offset by the budgeted Directorate-wide efficiency saving target of £226k, which is expected to be achieved in full.</p>

Finance & Systems	87	<p>Projected outturn variance £87k adverse, a favourable movement of £77k.</p> <ul style="list-style-type: none"> • Staff costs are estimated to be £192k less than budget across the Directorate based on actual and forecast vacancies for the whole year, which is 2.2% of the total staffing budget and £89k higher than last reported; • Running costs are forecast to be overspent by £17k (increase of £3k); • Income is projected to be £76k below budget (adverse movement of £9k), which relates to reduced ICT trading income from schools. <p>These are offset by the budgeted Directorate-wide efficiency saving target of £186k.</p>
Governance & Community Strategy	307	<p>Projected outturn variance £307k adverse, an adverse movement of £6k.</p> <ul style="list-style-type: none"> • Staff costs are estimated to be £76k above budget and includes for agency costs covering vacancies and service demand. This has increased by £52k since last reported as a number of interim arrangements will need to be further extended due to difficulties in filling vacancies; • Running costs are projected to be overspent by £66k (reduced by £26k) and mainly relates to legal fees associated with workload demand; • There is a projected shortfall in income of £75k compared to budget (favourable movement of £18k). This overall shortfall includes £25k in capital fee income which is related to staff vacancies, £62k shortfall in traded services and £43k reduced grant income in electoral registration service. Registrars' income is forecast to be £45k above budget (favourable increase of £20k) and land charges £10k. <p>The above is offset by the budgeted Directorate-wide efficiency saving target of £90k.</p>

Council-wide	(2,601)	<p>Projected Outturn variance, £2.601m favourable, a favourable movement of £1.201m since Period 2</p> <p>Treasury Management</p> <p>The average interest rate at the time of setting the budget was expected to generate income of £433k. Successive increases in the Bank of England base rate has seen a subsequent increase in the average investment rate, which is currently expected to generate additional investment interest of £855k.</p> <p>Other net adverse variances against budget of £65k.</p> <p>Housing Benefit</p> <p>The Housing Benefit budget is notoriously difficult to predict. At period 4 a saving on the net Housing Benefit budget (payments made, less subsidy and overpayment recovery) of £257k is estimated, although there is a wide margin for error given the unknowns and this figure could change throughout the year. A reserve of £500k is set aside should this budget enter an overspend position.</p> <p>COVID-19 Contingency</p> <p>At this stage in the year, there is nothing to suggest there are any long term COVID pressures, with income levels from Sales, fees and charges being in line with budget, therefore the central COVID contingency of £1.50m has been released in full, as previously reported.</p> <p>GMCA Transport Levy</p> <p>The final GMCA Transport levy set is lower than the budget agreed in February by £154k.</p>
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Dedicated Schools Budget	724	<p>The DSG allocation has increased by £697k since P2 due to additional funding being allocated within the High Needs Block (£575k) which was mainly for growth at the special free school (The Orchards) and the Early Years Block (£122k) for updated census data (January 22).</p> <p><u>Schools Block</u> - £361k underspend relates to the Growth Fund.</p> <p><u>Central Schools Block</u> - £22k underspend is mainly on the Primary Targeted area.</p> <p><u>High Needs Block</u> - £1.11m overspend is due to a £211k overspend on the budget set and that the budget set is £898k more than the latest grant allocation received.</p> <p>The £211k overspend is mainly due to funding an additional 24 further education placements at £6k each (£144k) with no additional grant. Additional funding in the current formula is not provided by central government for any increases in 19-25 year olds. Additional places at The Orchards and Delamere account for £40k with the balance of the overspend relating to minor variances.</p> <p>There is a negative high needs block reserve of £1.992m, leaving an overall deficit of £3.101m.</p> <p>Work continues to take place on this with a HNB sub-group of the funding forum which is working on a report to summarise options for longer term savings.</p> <p>In addition to this a meeting has also been held with the Education and Skills Funding Agency (ESFA) to progress work on a DSG Deficit Recovery Plan which will also assist in future planning.</p> <p><u>Early Years Block</u> - £2k minor underspend.</p>
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Appendix 3

Theme/Title	Service Area	Budget 2022/23 £000's	Outturn Projection 2022/23 £000's	Gross Variance 2022/23 P4 £000's	Description of Saving	Financial RAG 22/23	Financial RAG comments
Strategic Investment Income	Place	(1,040)	0	1,040	Recycling of receipts to maintain net income at achievable levels	RED	Ongoing MTFP issue
Resident parking permits and parking charges	Place	(100)	(80)	20	A range of measures will be undertaken to ensure charges are suitable whilst also recognising potential impact on users, businesses and the environment.	AMBER	Delay in implementing the fee changes approved in February.
Digital Strategy	Council Wide	(100)	0	100	Increased use of digital technology to deliver better and more efficient services.	RED	Increased investment in technology to deliver efficiencies (streamlining processes etc) Savings yet to be identified
TOTAL SAVINGS AND INCOME PROPOSALS		(1,240)	(80)	1,160			

Appendix 4

2022/2025 INDICATIVE CAPITAL PROGRAMME				
	2022/23	2023/24	2024/25	Total
DESCRIPTION	£m	£m	£m	£m
Schools				
Basic Need – School Places	0.79	9.56		10.35
Firs Primary School	3.39			3.39
Willows Primary School	2.10	0.86		2.96
Templemoor Infant School	0.51	1.28		1.79
Moorlands Junior School	3.00	0.97		3.97
Davyhulme Primary School	0.50	2.49		2.99
School Access Initiative	0.13	0.05		0.18
Devolved Formula Capital	0.82	0.62	0.37	1.81
Capital Maintenance Grant	3.22	3.97	2.48	9.67
SEND Capital	1.82	8.23		10.05
Sub-total	16.28	28.03	2.85	47.16
Children's Services				
Foster Carers – Accommodation Improvements	0.13	0.12	-	0.25
Hayeswater Centre – Improving outdoor provision	0.03	-	-	0.03
Children Services – Data Capture	0.30	0.20		0.50
Liquid Logic – Children's & Delegation Portals	0.01	-	-	0.01
Sub-total	0.47	0.32	0.00	0.79
Adults Social Care				
Disabled Facility Grants	3.36	4.04	2.47	9.87
Assistive Technology/Technology Innovation	0.10	0.10		0.20
Right Care For You	0.10			0.10
Liquid Logic/Data Capture	0.09	-	-	0.09
Shawe Road, Urmston – Complex Needs (Change of use)	0.10		-	0.10
Liberty Protection Safeguards (Liquid logic updates)	0.07	-	-	0.07
Sub-total	3.82	4.14	2.47	10.43
Place				
Town Centres Loans Fund	0.18	0.10		0.28
Business Loan Scheme	0.10	0.40		0.50
Altrincham Town Centre – Public Realm	2.00	0.78		2.78
Stretford Town Centre – Public Realm	0.04	1.50		1.54
Market Street, Altrincham – Redevelopment	0.24			0.24
Greater Manchester Full Fibre		0.07		0.07
Manchester Airport – Project Apollo				0.00
Manchester Airport – Project Mere		3.26		3.26
Trafford Waters, Trafford Park – Infrastructure	4.06			4.06
Future High Street Fund	3.02	12.66	1.00	16.68

Public Building Repairs and Compliance Programme	0.45	0.81	0.45	1.71
DDA Programme	0.12	0.05	0.04	0.21
Sale Waterside/ Trafford Town Hall Improvements incl. Update Working Arrangements	0.38	0.67		1.05
Watling Gate – Preservation/Conservation		0.16		0.16
Members Committee Room ICT	0.15			0.15
Altrincham, Market House Improvements	0.10			0.10
De-carbonisation Programme	2.78			2.78
Leisure Strategy – “Increasing Physical Activity” Maintenance	0.19	0.05		0.24
Altrincham Leisure Centre	0.92	12.06	5.63	18.61
Sale Leisure Centre	0.25	0.25	17.40	17.90
Stretford Leisure Centre	0.25	5.29	10.06	15.60
Football Facility Provision	0.36	1.80		2.16
Turn Moss Playing Fields	0.10			0.10
Timperley Sports Club – Artificial Pitch Contribution	0.35			0.35
Sports Provision – Artificial surface replacement		0.48		0.48
Altrincham Driving Range	0.09			0.09
Parks - Tennis Courts Programme	0.72			0.72
Integrated Transport Schemes	0.38	0.96	0.61	1.95
Boroughwide – Boundary / Village Entry Signs	0.01	0.09		0.10
Altrincham Town Centre Cycle Link	0.13			0.13
The Square, Hale Barns	0.06			0.06
Mayors Cycling and Walking Challenge Fund	2.78	15.80		18.58
Residents Parking Scheme	0.05	0.10		0.15
Electric Vehicle Charging Points		0.50		0.50
Cycle Parking at Stations	0.04			0.04
City Cycle Ambition Grant	0.01			0.01
Casualty Reduction Programme				0.00
Active Travel	0.05	0.46		0.51
EAT - Social Distancing Works	0.21			0.21
Integrated Transport - S106		0.07		0.07
Bus Stop Accessibility Programme	0.23			0.23
Highways Structural Maintenance	3.00	6.31	2.91	12.22
Surface Dressing & Treatment Programme	3.00	3.00		6.00
Key Route Network Programme	3.50	1.00		4.50
Pothole & Challenge Fund				0.00
Park Map - ICT Upgrade		0.02		0.02
Highways Tree Programme		0.05		0.05
Highway Maintenance Section 106		0.07		0.07
Street Lighting	1.22	0.50		1.72
Electric Street Furniture Replacement	0.08	0.05		0.13
Bridge Assessments and Strengthening	0.55	0.50		1.05
Carrington Junction and Relief Road	0.95	12.50		13.45
Highways Infrastructure Safety Improvements	0.10	0.51		0.61

New Chapel and Installing Resomation cremators	0.15	1.30	0.50	1.95
Countryside Access – Infrastructure & Biodiversity	0.09			0.09
Play Area Infrastructure and Refurbishments	0.83	0.25		1.08
Parks & Open Space, Outdoor Sports & RRF – S.106 Funded	0.37	0.23		0.60
Parking – Improvements/P&D/Signage	0.09			0.09
Enforcement and Permit Software Upgrade	0.04			0.04
Regent Road Multi-storey Car Park	0.20			0.20
Assistance to Owner Occupiers	0.06	0.08		0.14
Housing Standards / Empty Property Initiatives	0.06	0.09		0.15
Affordable Housing Fund		0.05		0.05
CCTV Transformation Programme – Phase 2	0.54			0.54
CCTV Cameras – Fly-tipping Prevention	0.16			0.16
Sub-total	35.79	84.88	38.60	159.27
Governance & Community Strategy				
Waterside Arts Centre	0.05	-	-	0.05
Sub-total	0.05	0	0	0.05
Finance & Systems				
Civica – New Web Front-end	0.01			0.01
ICT Services and Infrastructure	0.21	0.09		0.3
Office 365 – Implementation, training etc.	0.12			0.12
Windows 10 Implementation	0.3			0.3
Systems Upgrades SAP/RFC	0.02	0.22		0.24
Development / Low Code Solution	0.11	0.11		0.22
Meeting Room – Video Conferencing	0.11			0.11
Improved Digital Resilience and Disaster Recovery	0.13	0.24		0.37
Digital Inclusion		0.15		0.15
CRM - Update/Replacement	0.6	1.4	0.1	2.1
Digital and Hardware Investment		0.5		0.5
Business Intelligence	0.2			0.2
Sub-total	1.81	2.71	0.1	4.62
GENERAL PROGRAMME TOTAL	58.22	120.08	44.02	222.32

Prudential Indicators – 2022/23

The Prudential Code for Capital Finance in Local Authority has been reviewed and updated following a consultation with Local Authorities in November 2021. The Code requires that the Council report and monitor Prudential Indicators on at least a quarterly basis during the financial year. These indicators are designed to support and record local decision making in manner that is publicly accountable.

These indicators are approved and set by the Council in February each year as part of the wider budget setting process.

The prudential indicators cover the three areas in which the Council is required to report and monitor:

Capital expenditure indicators:

- **Estimates of capital expenditure;** Actual total capital expenditure for previous financial year and estimates of spend for the following three years. Variances found here from the approved indicator level to the current forecast level are due to revisions to the programme, reported through the regular Capital Budget Monitoring and approved by the Executive.
- **Estimates of capital financing requirement;** this reflects the estimated need to borrow for capital investment (i.e. the anticipated level of capital expenditure not financed from capital grants and contributions, revenue or capital receipts).

Prudential Indicators - Period 4 2022/23	2021/22	2022/23			2023/24			2024/25		
	Actual £m	Approved £m	Current Forecast £m	Variance £m	Approved £m	Current Forecast £m	Variance £m	Approved £m	Current Forecast £m	Variance £m
Capital Expenditure										
Capital expenditure - General Programme	27.07	79.56	58.22	(21.34)	68.60	120.08	51.48	39.07	44.02	4.95
Capital expenditure - Investment Strategy	30.90	130.15	93.99	(36.16)	75.00	118.63	43.63	25.00	28.46	3.46
Capital expenditure - Total	57.97	209.71	152.21	(57.50)	143.60	238.71	95.11	64.07	72.48	8.41
Capital Financing Requirement (CFR)	376.35	538.44	471.34	(67.10)	624.81	611.33	(13.48)	624.28	657.15	32.87

External debt indicators

- **Authorised limit for external debt;** This is a key prudential indicator and represents a control on the maximum level of external debt that the Council will require for all known potential requirements. It includes headroom to cover the risk of short-term cash flow variations that could lead to temporary borrowing and any potential effects arising from bringing “off balance sheet” leased assets onto the balance sheet in compliance with IFRS 16.
- **Operational boundary for external debt;** calculated on a similar basis as the authorised limit but represents the likely level of external debt that may be reached during the course of the year and is not a limit
- **Gross debt and the capital financing requirement;** The Council needs to ensure that its gross debt does not, except in the short term, exceed the total of the CFR in the preceding year plus the estimates of any additional CFR for 2022/23 and the following two financial years. This allows some flexibility for limited early borrowing for future years but ensures that borrowing is not undertaken for revenue or speculative purposes.

Prudential Indicators - Period 4 2022/23	2021/22	2022/23			2023/24			2024/25		
	Actual £m	Approved £m	Current Forecast £m	Variance £m	Approved £m	Current Forecast £m	Variance £m	Approved £m	Current Forecast £m	Variance £m
External Debt										
Authorised limit for external debt - Capital Programme	200.00	210.00	210.00	0.00	240.00	240.00	0.00	240.00	240.00	0.00
Authorised limit for external debt - Investment Strategy	300.00	400.00	400.00	0.00	475.00	475.00	0.00	500.00	500.00	0.00
Authorised limit for external debt - Other long-term liabilities	4.20	3.90	3.90	0.00	3.50	3.50	0.00	3.10	3.10	0.00
Authorised limit for external debt - Total	504.20	613.90	613.90	0.00	718.50	718.50	0.00	743.10	743.10	0.00
Actual external debt	322.42									
Operational boundary for external debt - Capital Programme	180.00	190.00	190.00	0.00	220.00	220.00	0.00	220.00	220.00	0.00
Operational boundary for external debt - Investment Strategy	300.00	400.00	400.00	0.00	475.00	475.00	0.00	500.00	500.00	0.00

Operational boundary for external debt - Other long-term liabilities	4.20	3.90	3.90	0.00	3.50	3.50	0.00	3.10	3.10	0.00
Operational boundary for external debt - Total	484.20	593.90	593.90	0.00	698.50	698.50	0.00	723.10	723.10	0.00
Gross debt and the capital financing requirement	Compliant	Compliant	Compliant	-	Compliant	Compliant	-	Compliant	Compliant	-

Affordability indicators

- **Estimates of financing costs to net revenue stream;** this indicator shows the trend in the cost of capital (borrowing and other long term obligation costs net of investment income) against the Council's net revenue stream. This demonstrates the affordability and proportionality of that borrowing by comparing it to the Council's net revenue stream as a whole.
- **Estimates of net income from commercial and service investments to net revenue stream;** This indicator compares income from commercial investments to the Council's net revenue stream. As before, this comparison allows for consideration for the Council reliance on that income and its proportionality.

Prudential Indicators - Period 4 2022/23	2021/22	2022/23			2023/24			2024/25		
	Actual £m	Approved £m	Current Forecast £m	Variance £m	Approved £m	Current Forecast £m	Variance £m	Approved £m	Current Forecast £m	Variance £m
Affordability										
Financing Costs to net revenue stream	6.6%	6.7%	6.6%	-0.1%	6.8%	6.6%	-0.2%	6.6%	6.7%	0.1%
Net Income for commercial and service investments to net revenue stream	9.4%	7.5%	8.5%	1.0%	6.0%	8.0%	2.0%	5.4%	7.5%	2.1%

