



TRAFFORD COUNCIL

AGENDA PAPERS FOR SCRUTINY COMMITTEE

Date: Wednesday, 18 September 2024

Time: 6.30 pm

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

A G E N D A	PART I	Pages
1. ATTENDANCES		
To note attendances, including Officers, and any apologies for absence.		
2. MINUTES		1 - 12
To receive and, if so determined, to agree as a correct record the Minutes of the meeting held on the 10 th July 2024.		
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. QUESTIONS FROM 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 4p.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.		
5. ELECTRIC VEHICLE CHARGING PROVISION		13 - 26
To receive a report from the Director of Highway, Transport, and Environment and the Head of Highways and Transport.		

6. TRANSPORT FOR GREATER MANCHESTER BEE NETWORK - BUS FRANCHISING IMPLEMENTATION IN TRAFFORD 27 - 42

To receive a presentation from Officers at Transport for Greater Manchester on Bus Franchising in Trafford, as part of the Bee Network.

7. TRANSPORT FOR GREATER MANCHESTER BEE NETWORK - METROLINK OPERATION AND ACTIVE TRAVEL 43 - 52

To receive a presentation from Officers at Transport for Greater Manchester on Metrolink and Active Travel Provision in Trafford.

8. COMMITTEE WORK PROGRAMME 53 - 62

To consider the items within the work programme for the remainder of the Municipal Year.

9. URGENT BUSINESS (IF ANY)

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

10. EXCLUSION RESOLUTION (REMAINING ITEMS)

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

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

SARA TODD

Chief Executive

Membership of the Committee

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

Further Information

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

Harry Callaghan, Senior Democratic Support Officer,

Tel: 07977 717252

Email: harry.callaghan@trafford.gov.uk

Scrutiny Committee - Wednesday, 18 September 2024

This agenda was issued on **Tuesday, 10 September 2024** by the Legal and Democratic Services Section, Trafford Council, Trafford Town Hall; Talbot Road, Stretford, Manchester, M32 0TH

WEBCASTING

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

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SCRUTINY COMMITTEE

10 JULY 2024

PRESENT

Councillor F. Hornby (in the Chair).

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

In attendance

Councillor Tom Ross	Leader of the Council
Councillor Stephen Adshead	Executive Member for Highways, Environmental and Traded Services
Sara Saleh	Deputy Chief Executive and Corporate Director of Strategy and Resources
Adrian Fisher	Director of Growth and Regulatory Services
Dominique Sykes	Director of Legal and Governance and Monitoring Officer
Harry Callaghan	Democratic Officer

APOLOGIES

Apologies for absence were received from Councillors D. Jarman, S. Thomas and D. Western

32. MEMBERSHIP OF THE COMMITTEE 2024/25

RESOLVED: That the membership of the Committee be noted.

33. COMMITTEE TERMS OF REFERENCE 2024/25

RESOLVED: That the Committee Terms of Reference be noted.

34. MINUTES

RESOLVED: That the minutes of the meeting held 13th March 2024 be agreed as an accurate record.

35. DECLARATIONS OF INTEREST

No declarations were made.

36. QUESTIONS FROM THE PUBLIC

No questions were received.

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37. EXECUTIVE RESPONSE TO ACCESS TO COUNCIL SERVICES SCRUTINY REPORT

[Note: Due to officer availability, agenda item 10 was moved up the agenda, with all other items following in the same order, as set out in the agenda]

The Deputy Chief Executive and Corporate Director of Strategy and Resources introduced the report on behalf of the Executive Member for Finance, Change and Governance who was unable to attend. There had been acknowledgement from all Council services that residents needed to be able to contact the Council as easily as possible. The Committee were informed that the Council was taking a digital first approach, however, the other approaches to contact were also being considered.

The Corporate Director referred to section three of the report which outlined the Council's aims to enhance the contact services within the Council. It was the intention that these were to come to fruition in 2024/25, with some coming in in 2026. Members' attention was drawn to the several activities already underway and outlined in the report. The expectation was that this would create a more accessible and advanced system, whether that be through the contact centre, email, or webforms.

Councillor Hartley enquired as to how the Committee and Council measures the success of the new processes. Councillor Hartley asked whether this would include data and a published service standard. The Corporate Director of Strategy and Resources responded that in previous discussions with Scrutiny, certain areas of the Council already had service-level agreements (SLAs) in place. The Corporate Director did however highlight that difficulty did come from when the service did not have a customer relationship management system (CRM), that would allow the Council to track traffic in and out of the Council services. The Corporate Director reassured the Committee that assurances would continue to be given to Scrutiny and the relevant Executive Members through those SLA agreements.

Councillor Jones referred to section 3.4 of the report, saying that a new content management system (CMS) would be implemented "by during 2025", asking whether this meant by 2025 or at some point in the year. The Corporate Director of Strategy and Resource confirmed that this was during 2025.

Councillor Axford raised concern about phone numbers not being available on the website, and felt it was important that as part of this work, phone numbers for different services were made available.

Councillor Frass felt the original purpose of the Scrutiny work was to look at the quick wins and asked if a breakdown of the quick wins was possible. Councillor Frass was, however, glad to see that the report had identified a bigger piece of work was required. The Corporate Director of Strategy and Resource responded that whilst things might appear as quick wins, they were often not as simple as that. However, in reference to section three of the report, the Corporate Director

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hoped that this showed that much of the work requested as quick wins, was already underway.

The Corporate Director suggested returning in 12-months' time to Scrutiny, giving an update on how the work had progressed and sharing the journey services had been on. The Chair agreed with this suggestion.

RESOLVED:

- 1) That Scrutiny note the Executive response.
- 2) That the Executive Member for Finance, Change and Governance and / or Corporate Director of Strategy and Resources provide a further progress report to the Scrutiny meeting in July 2025.

38. LEADER OF THE COUNCIL'S PRIORITIES AND CORPORATE PLAN 2024/27

The Leader of the Council provided a summary overview of the presentation shared with the agenda. The previous Corporate Plan was running out in 2024 and the Leader outlined the former priorities which formed this plan. Following the issues caused by the pandemic, the Leader felt it pertinent to refresh and have a new plan which looked to the future. The new Corporate Plan now included five priorities, with two additional priorities added to the three from the former plan.

The first of these, providing the best start for children and young people, had been formed, in part, due to the impact felt by young people during the pandemic. The Leader felt that the youngest members of the Borough had given up the greatest sacrifice during the pandemic and were met with significant uncertainty growing up. The second new priority, the Leader outlined, was to celebrate the cultural power of the Borough of Trafford. The Leader highlighted the rich heritage within the borough, with several streams of work possible for the Council to operate as a key stakeholder.

The Leader noted the 'we wills' that sat behind each priority, adding that one additional 'we will' had been added to the children and young people priority, which was including the voice of the child.

Added further, the Leader recognised the journey the new Corporate Plan had been on, starting in Summer 2023, hoping that it would be signed off at the Council meeting on the 17th July. Concluding, the Leader was pleased to recognise the consultation process, which had returned 77% of residents who responded, either strongly agreeing or agreeing with the priorities set out.

The Chair was pleased to see such a strong consensus to the plan and asked how the Council planned to assess and monitor the progress of the Corporate Plan. The Leader of the Council responded that the Council was looking to reflect the things that were within its control. Periodical updates were to come to the Executive on the performance of the plan, with a RAG rating being used to rate performance against the targets set.

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Councillor Axford felt the plan was good and very clear. Councillor Axford was unsure how the Council could measure whether residents were happy, and asked how it would be. Councillor Axford was glad to see the culture, sport, and heritage priority. Finally, on climate change, Councillor Axford felt there was too much focus on 'greening' Trafford Park, suggesting that housing and transport emissions too, need to be looked at. Councillor Axford also felt there was too much focus on adaptation in the climate crisis priority, and felt the Council needed to be proactive rather than reactive.

The Leader recognised that there may be better ways of measuring wellbeing rather than the word happy, however, stressed that the Council wanted to ensure that people enjoyed living in the Borough, making wellbeing crucial to what the Council did.

On 'greening' Trafford Park, the Leader of the Council highlighted the difference of Trafford to other boroughs in Greater Manchester (GM), due to a significant level of the emissions coming from Trafford Park. The Leader recognised the importance of housing and other infrastructure yet felt that due to the significant emissions contribution of Trafford Park, it had to be prioritised.

Regarding adaptations, the Leader agreed the Council needed to become more proactive, however, due to the impact of the climate crisis on Victorian infrastructure in the Borough it resulted in the Council being more reactive. Looking for the future, the Leader added that things such as the design guide and the truly affordable net zero narrative coming out of GM, would create opportunities for the Council to be more proactive.

Councillor Axford followed up by asking where information on what the Council was doing on youth provision could be found. Councillor Axford also asked whether Mental Health could be included in the healthy and independent lives priority.

On mental health, the Leader said this could be taken away. Regarding youth provision, the Leader highlighted the children and young people's strategy which would be coming within the Municipal year. The Leader also referred Members to the youth service set up by the administration early on.

Councillor Hartley liked how the new priorities were positive and aspirational. Councillor Hartley queried the thinking around not having addressing poverty and destitution as a priority, as it had previously been and whether this was a change in focus from the Council or just a change in presentation. The Leader reassured Members that tackling poverty remained of significant importance to the authority. It was hoped that each priority addressed the issue individually. The Leader referred to the children's, housing, and healthy lives priorities, and how these each made efforts to address poverty. A focus on 'for everyone' was the central thread throughout the five priorities, so the Leader felt this showed the plan wanted to break down barriers, so that people could enjoy and have access to all opportunities across Trafford.

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Councillor Coggins referred to the flower diagram on slide seven of the presentation, suggesting that four of the priorities were a priority the Council was trying to achieve, whereas the climate crisis was an action and whether this was intentional, suggesting that if so, addressing was too gentle. Councillor Coggins added further that whilst recognising that the intention was there, she did not see inclusion and celebrating diversity within the priorities. The Leader of the Council felt comfortable about the climate crisis wording and had been agreed upon by the Executive and senior officers. On cohesion, the Leader felt this came through in each of the five priorities, such as building cohesion through culture, where the Leader referred to the new Director of Cultural Transformation. The Leader concluded by reassuring Members that these were five strategic priorities, which did not mean that other areas the Council had focused on were being dropped.

Regarding priority three, Councillor Hartley referred to final 'we will' which ensured accessibility for all by improving highways, streetlighting, footpaths and resurfacing, asking whether the administration was in a place to change anything on this approach or was it a statement of continuation. The Leader responded that there was significant work going on with accessible junctions in the Borough. The Leader recognised that issues such as pavement parking and width of pavements needed to be investigated. It was confirmed that work with partners from One Trafford and Transport for Greater Manchester would be taking place.

Councillor Coggins referred to the language in priority one and four, specifically the use of encouraging and promoting, highlighting discussions which had taken place in Public Health which had suggested that people know what they should be doing and rather should be being empowered, informed and supported. The Leader took the point and highlighted how he was proud of the Public Health team in Trafford, specifically their work on vaping with children and young people. As such, the Leader felt confident in the officers to support the Administration with what they would like to achieve.

Councillor Coggins finally referred to priority four and, similarly to Councillor Axford, felt there was a lot of talk about businesses, and less so around residents and housing energy. The Leader of the Council referred to the new five-year environment plan coming from Greater Manchester, which would be looking at what the wider population could do to support climate change over the next five years as well as the behaviour of the population. The Leader highlighted how the 'we wills' in the presentation were areas which were controllable by Trafford, with bigger projects coming at the GM level.

Councillor Axford saw the poverty point differently to Councillors Hartley and Coggins and felt that poverty was underlying in each of the priorities and took a positive slant throughout the presentation.

The Chair thanked the Leader of the Council for attending the meeting.

RESOLVED: That the presentation and update be noted.

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39. CONSTITUTIONAL REVIEW 2024

The Director of Legal and Governance and Monitoring Officer provided a brief summary of the report from the Constitutional Working Group (CWG) with the objective being to improve the quality of debate at the Council meetings. The Committee were referred to section five of the report where the Constitutional amendments had been laid out. The Committee were also informed that the report had been to Standards Committee, who had agreed to the recommendations in section 6.3, and suggested one further recommendation in section 6.4 of the report. The Director added that point two of these recommendations had already been agreed by the CWG, with point two also expected to be accepted. The Committee were asked to agree the recommendations as set out by the CWG, as well as the additional one from Standards.

The Chair felt the Council meetings did need this piece of work undertaking and thanked the CWG for doing so.

Councillor Axford questioned why questions from Councillors even came to Council meeting and was more concerned that the meeting did not include questions from the Public. Regarding petitions, Councillor Axford asked whether residents could be assured that these would be publicised the same as if they were going to full Council. Finally, Councillor Axford asked whether it was discussed to limit the number of speeches during Motions.

Regarding questions, the Director responded that it had been discussed during a previous review, which felt that it brought transparency and was appropriate. It had been discussed by the CWG; however, it was felt that questions remained appropriate, with the first measure being to control the number of questions asked at the meetings. In terms of petitions, the Director and Monitoring Officer confirmed that the petition scheme procedure would be carried over, with every party being notified of petitions to ensure Members can attend the Executive if they would like. Several different options were considered around controlling the meeting, accepting that 30 second speeches were not effective, with the Director of Legal and Governance confirming that the recommendations were where the group had landed on this, with the intention that it would be reviewed in six months.

Councillor Coggins noted that the report was not circulated to the CWG before it was published. Councillor Coggins also noted that the moving of petitions and limiting of questions was to give more time for speeches. However, Councillor Coggins added that there was discussion that questions were being limited due to the number of questions related to casework and felt this had not come through in the report and asked if it could be added. The Director of Legal and Governance confirmed the report had not gone back to the CWG, however, the final recommendations had been shared. The Director recognised that the issue of casework questions had been acknowledged, with a discussion had about looking at the question and using a criterion to determine whether the question was

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suitable. However, it was agreed that it would not be fair on officers to make that decision, and as such agreed to limit the number of questions instead.

Councillor Coggins referred to section 5.3c which put a time limit and an order in which questions were asked and felt that this could limit the ability for the Green Party to ask questions. Councillor Coggins also noted that Standards was putting a limit of two questions per group and felt the time limit would be insufficient if each group made use of these. It was suggested that it could be changed to each group having answers to their first question, and then going back to the start for the second questions. The Chair agreed this was a valid point. The Director of Legal and Governance responded this could be taken back as a recommendation from Scrutiny. It had been suggested by Councillor Frass in Standards, however, it was agreed that with questions moving straight to supplementary, there would be sufficient time. The Chair asked if it could be reviewed following a trial process. The Director confirmed that there was a six-month review process.

Councillor Frass responded that he did discuss Councillor Coggins' point during Standards and felt the Director had suggested that it might be difficult to monitor this if there was a variable number of questions from different groups. However, Councillor Frass suggested that if the number of questions was fixed, whether it would be a more straightforward recommendation.

On casework questions, Councillor Frass felt it was opposition group responsibility to represent the electorate with the emphasis being on Councillors to put on record the concerns of residents. Councillor Frass added that there was support at Standards not to limit topic of the questions that came, with casework questions often coming as a last resort.

Councillor Frass asked if there were any scope in formalising, tracking, and monitoring motions. Referring to Oldham Council, Councillor Frass asked if an annual report could be brought to a Committee to consider what had been achieved. The Director of Legal and Governance confirmed that a piece of work looking at how the Council sets up a motion tracker was underway. This wanted to ensure the validity of a motion, what areas had recently been considered, and to be able to follow up and provide a transparency on what action had been taken for all motions.

Councillor Hartley asked whether the Council was aware of which parts of the Council meeting was of most interest to the public and whether the CWG had any input from the public. Councillor Hartley raised his frustration with casework questions, however, felt the public might value that more as the function of Council. Councillor Hartley asked if there was any consideration of a written question procedure from Members rather than taking time at full Council.

The Director of Legal and Governance considered it possible that during the 6-month review, the interest levels could be monitored. The Director added further that the CWG consensus was that questions were valuable, but a time limit was needed. Regarding written question procedure, the Director informed the Committee that as part of the report which was to go forward to Council would

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include timescales. This would lead to all deadlines being moved forward and standard practice becoming that the first Member question is responded to prior to the meeting, moving straight to the supplementary. Over the six months, the supplementary response timeframe would be monitored.

Councillor Coggins referred to section 5.3c.3, placing order of parties on Political balance, suggesting that this should not be in the Constitution due to possible resignations or defections. The Director of Legal and Governance responded that this had been picked up, amended, and accepted by the CWG.

Councillor Taylor asked whether petitions moving to the Executive would still involve all cross-party Members being notified. The Director of Legal and Governance confirmed that it would.

Councillor Frass asked if the Committee wanted to refer back to the CWG the recommendation of having all parties receiving responses to their first question, in order of political balance, followed by second questions.

The Director of Legal and Governance suggested to start by taking a decision on the recommendations offered by the CWG, then on the Standards Committee recommendation. This could then be followed by Scrutiny putting forward its own recommendation.

The Chair moved to agree the CWG and Standards recommendations. These were both supported by the Committee. The Chair then asked what recommendation Scrutiny would like to make. The Director asked that any changes to the order of questions be kept to political party and balance.

Councillor Coggins injected that they felt the Green group would still be disadvantaged to having their second question answered, however, accepted that the recommendation provided a better opportunity for the group to have their first questions answered.

A discussion was then had between the Committee around the most appropriate amendment, and with support from the Director it was agreed that each group should have two questions, with each having a response to a first question in political balance order, then following that same order with the second questions. In the current make up of the Council this would mean; Labour, Conservative, Liberal Democrat, Green, followed by the second questions in the same order. This was agreed by the Committee.

RESOLVED

- 1) That the Scrutiny Committee agreed the recommended Constitutional Working Group changes, as laid out in the report.
- 2) That the Scrutiny Committee agreed the additional amendment from Standards Committee, as laid out in the report.
- 3) That the Scrutiny Committee recommend to Council that the constitutional changes be approved.
- 4) That the Scrutiny Committee recommends that in the first instance, the Mayor shall invite each political group, in order of

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political balance, to ask a supplementary question to their original question and only after all political group have been invited to ask a supplementary question on their original question, shall the Mayor invite the groups to ask a supplementary to their original second question, again in political balance.

40. EXECUTIVE RESPONSE TO THE EVENTS AT OLD TRAFFORD TASK AND FINISH GROUP

The Executive Member for Highways, Environmental and Traded Services, Councillor Stephen Adshead, introduced the report and thanked former Councillor Walsh who chaired the task and finish group. The Executive Member was glad to see the report and hoped it showed how the Council was working with Manchester United to limit the impact of matchdays on local residents. The Executive Member shared the frustrations of matchday parking, and the limits the Council had on penalising those who park inappropriately. It was highlighted how the introduction of red routes aimed to give the Council greater power to deal with those that chose to park illegally. Before handing over, the Executive Member highlighted his desire to work closer with Manchester United under their new ownership and supporting them in building a strategy through any redevelopment in the area to support the residents.

The Director of Growth and Regulatory Services provided updates to the responses within the report. This included scheduled implementation of red routes around the ground in August; positive approaches from the Trafford Centre following a meeting to discuss how it could be used on matchdays; several ongoing workstreams with Transport for Greater Manchester, with the refresh of the overarching Transport 2040 strategy; and working closely with the football club and Greater Manchester Police (GMP) in the new season.

The Chair reported positive reception from residents in the Ward. The Chair asked what the reception from Manchester United (MUFC) had been to the report. The Director of Growth and Regulatory Services confirmed the report had been shared with MUFC, however, there had not been a formal response yet. Generally speaking, the Director felt the club had highlighted their commitment to working on a number of the issues highlighted.

Councillor Hartley felt redevelopment of the stadium provided an opportunity and highlighted the lack of rail station access to the ground. Councillor Hartley asked whether any redevelopments of the ground would include the opportunity to improve rail access. The Director of Growth and Regulatory Services confirmed that it was within the Wharfside plan to address the issues of rail access. The Executive Member confirmed that during discussions on the redevelopment of the ground, there would be consideration to rail access.

Councillor Hartley agreed with increased cycle parking, however, felt access to better cycle routes were required to increase its usage. Councillor Hartley added

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that it was difficult to walk to Old Trafford and asked whether there were plans to publicise walking routes to the ground. The Director confirmed that TfGM did have designated walking routes. This would also be included with the ongoing extensive active travel programmes and within the Civic quarter action plan to make greater use of Warwick Road as a processional way.

Councillor Axford asked whether use of the Metrolink had been looked at and felt the news on trains and greater tram provision was positive. The Executive Member confirmed that the Metrolink was well used for matchday travel, with many fans also walking to the Didsbury line to spread the number of people on the tram network.

The Chair had heard from residents that the shuttle bus programme had been dropped by TfGM and asked if there was an update on this. The Director of Growth and Regulatory Services recognised that this was an issue that TfGM was grappling with, however, confirmed that any approach would be consistent with that taken at other stadiums.

Councillor Coggins referred to section 3.13 of the report around reforming the group relative to parking and traffic management, asking whether it could be resurrected at some point to deal with broader issues. The Chair felt traffic was being considered first due to it being of most concern.

Councillor Coggins felt the modal shift work was unambitious, with it not making use of empty parking spaces which often go unused. The Executive Member responded that once redevelopment began this would not be the case. Councillor Coggins also referred to the red routes, adding that enforcement would only be along those routes and did not address the issue of kerbside parking. The Chair asked whether the red routes were monitored by cameras. The Executive Member confirmed that there were cameras along the network.

RESOLVED: That Scrutiny noted the Executive response.

41. REDUCING CAR DEPENDENCY TASK AND FINISH GROUP DRAFT REPORT

Councillor Axford presented the report as the Chair and, on behalf of, the Task and Finish group looking at Reducing Car Dependency. Councillor Axford outlined the key justifications around reducing car dependency, provided data from surveys of Members of the Public, and highlighted the meetings with Local Authorities, Transport for Greater Manchester, and Dame Sarah Storey (Active Travel Commissioner), which had informed the report as set out in the agenda. Councillor Axford concluded that the group felt Trafford would benefit from a strategic overarching approach to join up the good work already taking place and suggested the strategy, Healthy Living Streets for All, which would encourage a modal shift, play a leading role in tackling the climate crisis, make greater use of public transport, enable more children to walk, wheel or cycle to school, as well as further suggestions made by the group and laid out in the report.

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The Chair thanked Councillor Axford and praised the report. The Chair liked the idea of a campaign to raise awareness for drivers who must park on pavements to allow space for pedestrians, as well as the suggestion of planting wildflowers along road verges.

Councillor Jones asked if any consultation took place during the writing of the report. Councillor Axford responded that there was not, but it would need to be part of the next stage with any of the recommendations that the Executive take forward.

RESOLVED: That the Scrutiny Committee endorses the report to go to the Executive.

42. COMMITTEE WORK PROGRAMME 2024/25

Councillor Taylor asked whether the Committee could look at permits for NHS workers to remove the risk of receiving fines for parking when in the community. The Chair said that if it was to be considered it would be expanded to look at all key workers.

Councillor Frass highlighted the work programming meeting which had taken place, referring to tranche three of the Bee Network and transport as one meeting. The Chair asked for suggestions to be made in the meeting, which would then all be taken away, prioritised, and put into a more formal work programme. This would be done in a further work programme meeting with the Chair, Vice-Chair, Governance Manager, and Democratic Officer.

Councillor Jones raised transparency around the One Trafford traffic department, looking at how they assess and complete work.

Councillor Frass agreed with the item. Councillor Frass referred to conversations around scaling back the Highways Infrastructure Asset Management Plan (HIAMP) item, rather having a split session, half looking at HIAMP and the other on public facing infrastructure issues such as those laid out by Councillor Jones.

Councillor Hartley added that the meeting could be on HIAMP and investments in roads, with another item looking at highway's maintenance.

Councillor Frass referred to the work programming meeting, and outlined how inviting back the social housing representatives, this would include only the bigger housing providers to have a response on damp and mould. Then, move the conversation on to look possibly at void policies and repairs.

RESOLVED: That the above suggestions be considered by the Chair and Vice-Chair.

The meeting commenced at 6.30 pm and finished at 8.28 pm

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Trafford Electric Vehicle Charging Infrastructure: Update and Next Steps

Chris Morris – Director of Highways, Transport & Environment

James Lomax – Head of Highways and Transport

Summary

This presentation provides an update on the:

- Current position of Electric Vehicle (EV) charging within Trafford, how it has been transformed and consideration of our future approach.
- National picture and Greater Manchester Strategy.
- Status of EV within Trafford and future requirements.
- Amey proposal to provide a more equitable EV charging service.

Scrutiny Committee are recommended to:

- Note the contents of the presentation.
- Consider and provide comment on the options to enable a connection to a socket at home via a cable channel.

Introduction

- GM has set an ambitious target to become carbon neutral by 2038, 12 years ahead of the national goal. In Nov 2018 we, alongside the GMCA and GM Local Authorities declared a Climate Emergency in recognition of the urgent action needed.
- An increase of Electromobility, alongside a reduction in private car use, is important to GM's ability to reduce transport emissions.
- A key strategy to decarbonise transport is to promote the switch to EVs and the deployment of electric charge points (ECPs) across the region.
- Mass adoption of EV and other low emission vehicles, with lower running costs could lead to an unsustainable increase in private vehicle mileage, impacting on levels of traffic congestion and pollution¹.
- We've been working hard to improve air quality for our residents and visitors to Trafford through expanding our ECPs and delivering upon our other corporate commitments in response to the climate change emergency such as leading active travel projects.

(1) - Electric Vehicle Charging Infrastructure Framework, TfN (October 2022)

EV uptake

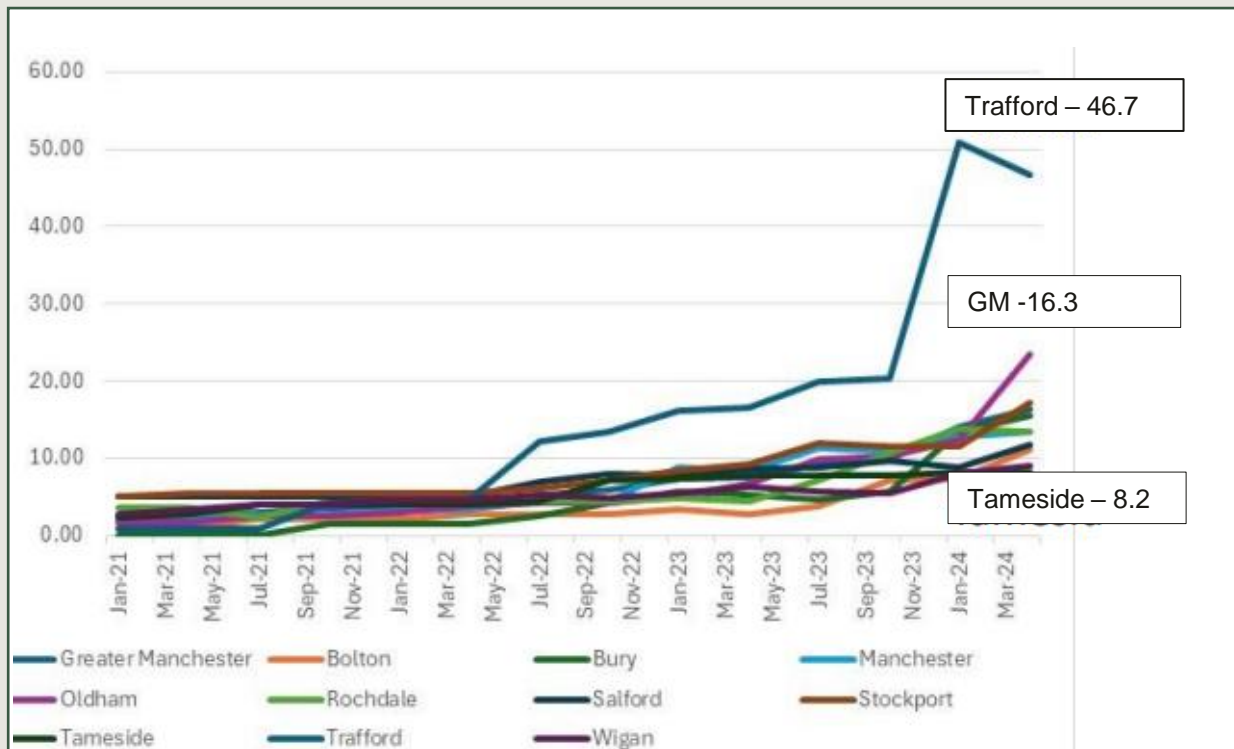
Transport for the North (TfN) report that:

- Parking and charging availability is a key barrier to an equitable sharing of benefits of EV's.
- EV ownership is significantly lower among those without access to off-street parking.
- Tackling on-street charging is key for the levelling up of access to EVs and the need to charge vehicles.
- As the 2nd hand market grows and more people and families without off-road parking acquire EVs, this will result in an increase in the proportion of EVs with no access to home charging, and so more reliance on public charging infrastructure.

Tariffs for charging electric vehicles

- The cheapest and easiest way to refuel an EV is at home.
- The impact of not having off-street charging capability is further compounded by the tariffs faced by those without driveways to park and charge.
- People in areas without this access to home charging will need to seek publicly available or commercial chargers which carry a higher charging tariff currently.
- Those without driveways will not benefit from discounted or free parking.
- For those without off-street parking, such as flats or terraced houses, charging can be both less convenient and costlier than for those who have access to off-street parking (£0.07-£0.10 compared with £0.60 + kWh)

Rapid chargers per 100k population



Chargers / 100,000	Manchester	13.5	Stockport	17.3	
GM	16.3	Oldham	23.6	Tameside	8.2
Bolton	11.2	Rochdale	13.4	Trafford	46.7
Bury	15.5	Salford	11.8	Wigan	9.1

Our progress

The increase over the last 3 years has been the result of us:

- Prioritising the installation of ECP's in publicly owned car parks via council capital funding.
- Working with a private operator, Be.EV, to attract their investment in facilities across anticipated areas of high demand.
- Working with TfGM to develop and deliver the GM EV Strategy.

Current activity

- Exploring new funding / investment opportunities to enable a more equitable distribution of EVCPs
 - This could include the installation of on-street gully / cable channel installation.

Electric mobility – future demand

- Population of 235,000 (248,000 predicated by 2030).
- Number of Households (2021) – 96,300 of which 40,000 are terraced or flats.
- Estimated 28% of households do not have off street parking.
- Current EVCI distribution is predominantly destination charging along major trunk roads and does not meet the needs of local residents.
- Demand for equitable and accessible public on street charging solutions is set to increase significantly over the next 5 years.
- We manage 4,700 on street public parking spaces across the borough.

Our considerations

- Installation of chargers need to align with current assets with the opportunity for on column solutions across the current 30,000 street lighting columns where practicable.
- Future ambitions of TfGM and Trafford for transport and decarbonisation align with the delivery of holistic EVCI across the borough.

Electric mobility – future demand

A predicted 24,670 - £29,440 EV's vehicles on Trafford roads by 2030.

Amey identify a 2030 required for 900* EV chargers compared with 869 and 1,034 depending on data used.

Market growth is further strengthened by:

- Zero Emission Vehicles Mandate
- Manufacturer commitments - manufacturers largely committed to 2030 EV only manufacturing target.
- Financial incentives - consumers also being supported by grants for small and large vans (up to £5k) and £350 discounts for home charge points.

EV Uptake	EV uptake UK Govt - BAU	EVCP's required for BAU	EV uptake TfN - Just About Managing	EVCP's required - Just About Managing
2025	4,731	317	4,890	342
2030	12,424	869	13,740	1,034
2035	24,670	1,424	29,440	1,887
2040	38,044	1,769	49,860	2,566

Above: Source - TfN EVCI Framework

Charger type	Quantity
Slow	232
Fast	159
Rapid	308
Ultra rapid	13
Total	712

Above: Source – Amey projections

*Delivery model based on 712 chargers (80%), remaining 20% potentially through private land agreements.

Amey proposal and characteristics



EV enabling infrastructure
e.g. gullies



Existing street furniture
chargers e.g. street lighting
columns



Stand alone on street
charging solutions e.g. fast /
rapid chargers



Charging hubs at strategic
locations e.g. rapid and ultra
rapid charge points including
community hubs

- **Hardware agnostic** with a fully integrated back-office platform.
- **All charging types** including **enabling infrastructure**
- **15 year contract term**
- A blend of chargers modelled on demand analysis, through inhouse **Intelligent Mobility Team**
- 4 year roll out programme
- **Asset renewal** programme
- **Local teams** delivering installation, operations and maintenance teams
- **24/7 customer support** and multiple payment options
- **Variable tariffs** based on charger type, location and time of charging.
- 10% **revenue share** back to Trafford
- Total estimated **investment required £16.5m**
- LEVI (£1.4m), CRSTS (£500k) and other **funding integrated** to deliver the less economically viable but strategic required locations
- **Amey investment** used to deliver all other locations and grow the network
- High yielding EVCP **supports those less economically viable locations**

Cable channels / Gully's



Photo credit: Energy Saving Trust 2024

About

- Enables EV owners with no off street parking to charge vehicles from their mains power (access to lower tariffs)
- Predominantly installed within a public footpath owned and maintained by a local authority
- No known installs in Trafford. No overarching GM approach yet developed.
- Uncertainty around the use with any property that fronts directly onto the footway.

Characteristics include

- Designed to sit flush to the pavement – removing a trip hazard. However, cables could still be placed in dangerous locations.
- They potentially reduce on street EV infrastructure spend for LA's.
- EV owners will be responsible for maintenance
- Reliant on good will / arrangement with neighbours not to park within the 'cable reach zone'.
- Estimated supply and install costs @ approx. £1K - £3k +VAT.
- Residents will still require a home chargepoint (<£1k), considerations for resident on 'payback time'.
- Users can choose own tariff and supplier

Ask

- Consider the types of high street charging infrastructure.
- Request a further report on the use of gully infrastructure by spring 2024.

Conclusion and recommendations

- EV ownership is forecast to increase. EV charging infrastructure is required to meet the future demand and contribute to future uptake.
- We've worked hard to increase our EV charging offer and to provide alternatives to car use through active travel and supporting public transport uptake.
- Our partnership with BE.EV has led to an increase in more charging bays in areas of high demand (more commercially viable sites, with us receiving revenue share).
- Investment is required in areas not considered by BE.EV or another operator e.g. more complex on street locations.
- Amey have proposed an offer to trial on street and hub locations – required in Trafford.
- The proposal includes enabling infrastructure including 'gully' installs to allow residents to run an EV cable under street level subject to further investigation and agreement (no overarching GM approach exists).
- Upon any successful receipt of LEVI funding we would undertake a programme to roll out around 310 EV chargers. The remainder would require private funding.

Conclusion - continued

Scrutiny Committee are recommended to:

- Note the contents of the presentation.
- Consider and provide comment on the options to enable a connection to a socket at home via a cable channel.

Appendix

- Publicly accessible devices, home chargers & vehicles
- BE.EV locations
- Vehicle type glossary

References

- GM EV Strategy meeting slides (TfGM, September 2024).
- Electric Vehicle Charging Infrastructure framework (TfN, October 2022)

Publicly accessible devices, home chargers & vehicles

The table below sets out the number of publicly available charging in GM, the numbers of home chargers, and Electric Vehicles within private keepership and that are company registered by Authority (source – TfGM)

	Charge Points								Battery Electric Vehicles			
	Publicly Available Devices							Home Chargers	Car Private Keepership	Car Company Registered	Light Goods Vehicles	
Authority	Locations	Devices	Connectors	Ultra	Rapid	Fast	Slow					
Bolton	28	71	116	8	19	27	17	1,112	1,082	662	32	
Bury	34	58	117	19	14	12	13	974	866	746	43	
Manchester	98	400	557	54	27	79	240	1,173	1,240	2,237	275	
Oldham	48	110	190	34	31	18	27	652	741	501	32	
Rochdale	28	67	140	9	25	18	15	750	802	478	67	
Salford	60	141	258	10	24	53	54	820	827	567	112	
Stockport	40	86	169	13	44	14	15	1,999	1,715	81,656	3829 ⁹	
Tameside	26	47	93	8	15	11	13	769	704	394	38	
Trafford	54	218	347	89	49	29	51	1,895	1,644	882	47	
Wigan	41	127	189	16	36	41	34	1,394	1,356	569	43	
Total	457	1325	2176	260	284	302	479	11,538	10,988	88,694	4518	

^[1] DfT Statistics end Q4 2023

^[2] Data supplied by TfN/Zap Map July 2024 data

^[3] Supplied by ENW April 2024

^[4] In Q2 2020 a national leasing company began registering vehicles to a postcode in the Stockport Council area.

BE.EV Trafford locations

Location	No. Bays
Longford Park Car Park	2
James Street	4
Greenbank Road Car Park	4
Trafford Town Hall	4
Balmoral Road Car Park	4
Flixton Road Car Park	6
Cecil Road Car Park	8
Golden Hill	12
Sale Water Park	16
Total	60

Type	Characteristics
Battery Electric Vehicles (BEVs)	Powered solely by an electric motor/battery. Charged from an external source of electric power. No emissions from vehicle.
Plug-in Hybrid Electric Vehicles (PHEVs)	Equipped with both a petrol or diesel engine, as well as a battery that can be charged up by plugging in. They can be driven from either power source, and only 'zero emissions' when driven in electric-only mode.
Hybrid Electric Vehicles (HEVs)	Similar to PHEVs, but the electric motor/battery is smaller and charged by braking/cruising - it can't be plugged in and charged. They're sometimes referred to as 'self-charging hybrids' for this reason. These cars have very limited 'zero emissions' electric-only modes.

Bus Franchising Implementation Transport for Greater Manchester

Trafford Council Scrutiny Committee
Wednesday 18 September 2024

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The Bee Network will be pivotal to delivering sustainable economic growth and the city region's objectives, set out in the Greater Manchester Strategy, by connecting people with education, jobs and opportunity, unlocking development, enabling housing growth, acting as a catalyst for regeneration, reducing carbon emissions and supporting social inclusion and active and healthy lifestyles.

Greater Manchester has led the way in reforming and improving its transport network, and we are now in the transition phase with some elements of the Bee Network already starting to change the way in which people travel across the city-region. As pioneers of bus franchising, we now have local control of our most-used form of public transport, in addition to the largest light rail network in the country – Metrolink, and we are delivering a world-class walking, wheeling and cycling network as part of a wider infrastructure investment programme with an aggregate value of up to ~£3.5bn.

This report provides an overview of Bus Franchising implementation.



Buses

- Buses are the cornerstone of the Bee Network – accounting for around 75% of all public transport trips.
- The bus network provides a vital link to jobs and essential services, particularly for the 27% of GM households without access to a private car.
- However, the bus market has experienced a significant period of decline over recent decades – particularly in terms of patronage and mileage operated. Residents regularly point to the fragmented and confusing nature of the current system as reasons behind declining usage.
- This is why GM are undertaking the biggest reform to buses in nearly 40 years – bringing buses back under local control through franchising.
- Franchising is the system used to procure and co-ordinate bus services in many cities across Europe and the rest of the world. Under bus franchising, a transport authority - in this case, TfGM on behalf of the GMCA - contracts with transport operators to deliver services it specifies.
- Previously, franchising was only permitted in London in the UK; however, the Bus Services Act 2017 - introduced following direct pressure from Greater Manchester – gave the Mayor of Greater Manchester (and Mayors of other city regions) the power to introduce a franchising scheme, subject to an assessment of the existing bus market.

A guide to franchising

Deregulated system (1986-2025)		Franchised system (2023-)	
TfGM/GMCA	Bus operators	TfGM/GMCA	Bus operators
Bus stops Interchanges Information (shared) Cost risk (limited) Local concessions Support for socially necessary services* <small>*TfGM sets the frequency and some specifications for supported services.</small>	Service delivery Fares/ticketing Service frequency Information (shared) Revenue/patronage risk Cost risk Branding and marketing Network design Customer relations Employment of staff Maintenance, specification and deployment of fleet Depot ownership Onboard technology	Bus stops Interchanges Information Fares/ticketing Local concessions Service frequency Revenue/patronage risk Cost risk (shared) Performance monitoring Branding and marketing Network design Customer relations Specification and deployment of fleet Depot ownership Onboard technology	Service delivery Cost risk (shared) Performance risk Employment of staff Maintenance of fleet

The franchising roll-out

T1 – 24 September 2023

(NOW LIVE): covering Bolton, Wigan, and parts of Salford and Bury.

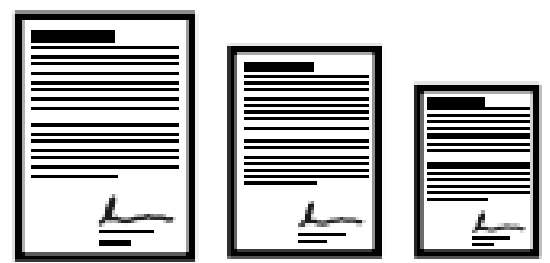


T2 – 24 March 2024 (NOW LIVE): covering Oldham, Rochdale, and parts of Bury, Salford and north Manchester.



T3 – 5 January 2025: covering Stockport, Tameside, **Trafford**, and the remaining parts of Manchester and Salford.

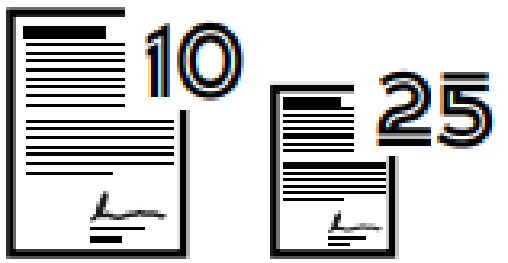
Operators & contracts



Three categories of local service contracts - large, small, school services

5#

Large contracts are for five years with option to extend for up to an additional two years



Franchising scheme split into 10 large contracts and approx 25 smaller contracts

3#

Smaller contracts and school service contracts will be for three years initially

- Local control and accountability are key elements of the Bee Network, and customer focused performance targets, including punctuality and reliability of services and levels of customer complaints, will be central to operators' contracts and help us to deliver continuous improvements to the bus network.
- To date, the costs for franchise contracts have been competitive, particularly when compared to the costs of tendering individual services. Increasingly, we cannot afford not to franchise.
- Employees at current bus operators will be protected by TUPE regulations during the transfer to new operators.
- Operators have provided strong social value plans, e.g. commitments in line with the Greater Manchester Good Employment Charter.

Tranche Three

Metroline

- Hyde Road large franchise
- Sharston large franchise
- Wythenshawe large franchise
- Tameside large franchise

Diamond



- Tameside B small franchise
- Trafford small franchise
- Stockport small franchise

Go North West



- Tameside A small franchise

Stagecoach



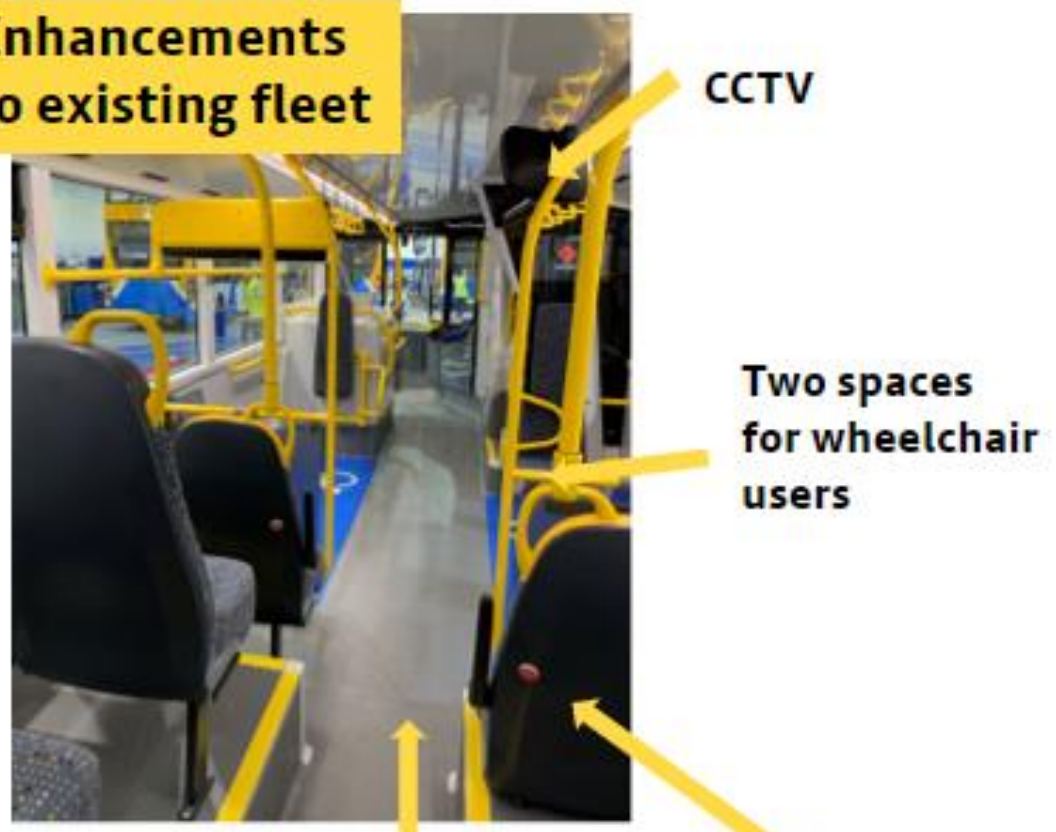
- Stockport large franchise

Which Tranche 3 Bus Services operate in Trafford?

Franchise	Operator	Franchise Service Number	Route Description
Hyde Road Large	Metroline	15	Flixton - Davyhulme - Urmston - Manchester
Hyde Road Large	Metroline	250	Trafford Centre - Old Trafford - Manchester
Hyde Road Large	Metroline	255	Manchester - Stretford - Urmston - Partington
Hyde Road Large	Metroline	256	Flixton - Stretford - Hulme - Manchester
Sharston Large	Metroline	86	Manchester - Brooks's Bar - Chorlton
Stockport Large	Metroline	11	Altrincham - Wythenshawe - Cheadle - Stockport
Stockport Large	Metroline	23	Trafford Centre - Didsbury - Stockport
Stockport Large	Metroline	25	Stockport - Chorlton - Trafford Centre
Trafford Small	Diamond	254	Stretford - Davyhulme Circular
Trafford Small	Diamond	280	Sale - Partington - Altrincham
Trafford Small	Diamond	288	Manchester Airport - Altrincham
Wythenshawe Large	Metroline	18	Eccles - Trafford Centre - Manchester Airport
Wythenshawe Large	Metroline	19	Altrincham - Wythenshawe
Wythenshawe Large	Metroline	150	Trafford Centre - Chorlton - Gorton
Wythenshawe Large	Metroline	245	Trafford Centre - Stretford - Altrincham
Wythenshawe Large	Metroline	247	Trafford Centre - Flixton - Altrincham
Wythenshawe Large	Metroline	263	Manchester - Hulme - Sale - Altrincham
Wythenshawe Large	Metroline	281	Altrincham - Timperley - Sale
Wythenshawe Large	Metroline	282	Altrincham - Oldfield Brow circular
Wythenshawe Large	Metroline	283	Altrincham - Hale - Warburton Green circular
Wythenshawe Large	Metroline	285	Altrincham - Timperley circular
Wythenshawe Large	Metroline	287	Altrincham - Bowdon Vale Circular
Wythenshawe Large	Metroline	370	Altrincham - Sharston - Cheadle - Stockport

Vehicles

Enhancements to existing fleet



CCTV

Two spaces for wheelchair users

Anti-slip flooring

LED interior lighting

Audio-visual announcement system

Hearing induction loop



New vehicles



White LED exterior destination displays

USB charging ports

High back seating



The transition to franchising includes a significant investment into improving GMs bus fleet. This includes:

- **New Zero Emission Buses**
 - 100 already delivered as part of T1 and T2 - provided by TfGM and leased to operators
 - A further 170 to come through ZEBRA programme, alongside additional vehicles purchased directly by operators
- **New Euro VI Buses** - provided by operators

All new buses will be best in class standards – following consultation with representative groups.

A programme to upgrade much of the existing fleet is also underway

Results to date

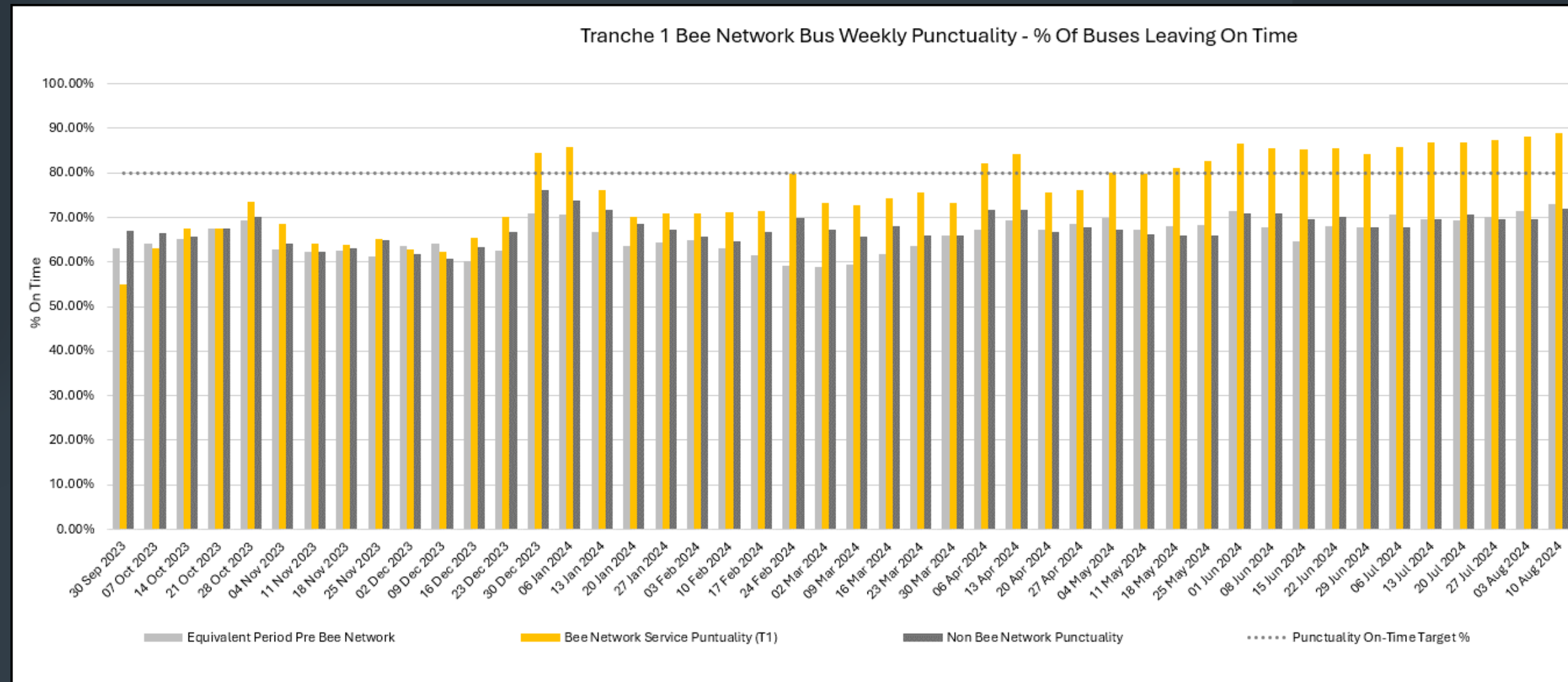
In the first franchised area:

- **Ridership has increased by 5%** the six months to July
- **Revenue is exceeding forecast**
- **Costs are circa a third lower per km** than intervening in the deregulated market
- **More than 80% of services (82.9%) are running on time**, compared with 68.7% over the same period last year

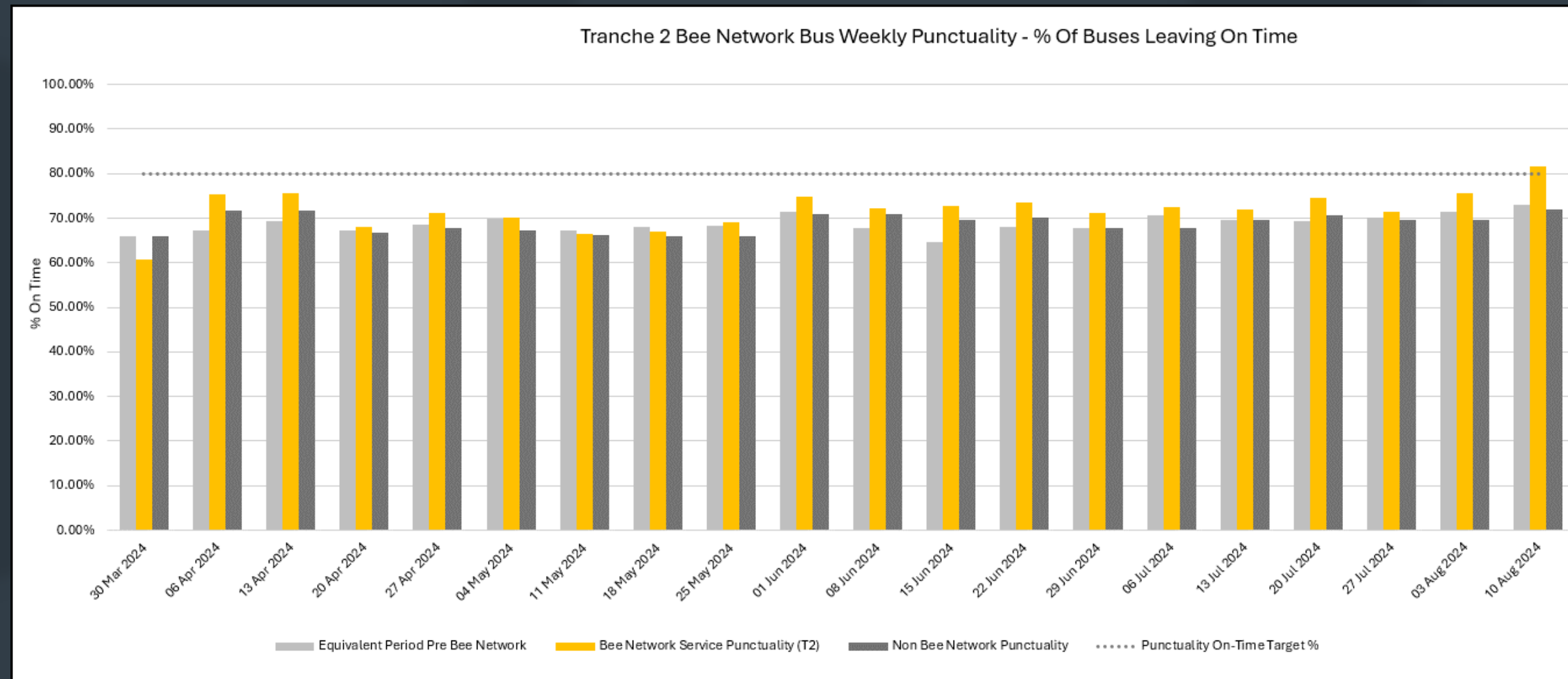
Across the network:

- 120 new TravelSafe Officers are being introduced
- Bee Network app has been rolled out
- Customers can Rate Their Journey and tell us how to improve

Tranche 1



Tranche 2



Wider improvements planned for 2025

- A range of other, customer focused improvements planned for the new year, to coincide with the launch of tranche three including:
 - The cost of a 7-day adult Bee Any Bus ticket to reduce to £20, and the 28 day version to £80.
 - Launch of new hopper ticket
 - Deployment of additional TravelSafe Enforcement Officers
 - Additional functionality on the Bee Network app
- TfGM is also working with local Credit Unions to allow customers to spread the payment of an annual bus ticket, at no extra cost, throughout the year with a Credit Union loan - saving up to £240 a year
- Meanwhile, work continues towards the delivery of a contactless payment system which can be used across Metrolink and buses to travel across Greater Manchester

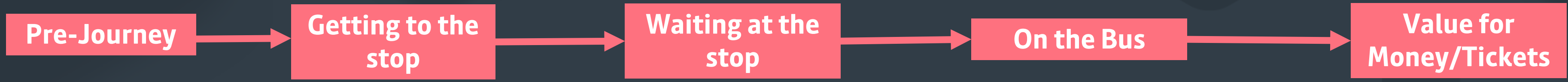
What comes after franchising

The Greater Manchester Bus Strategy sets out a vision for better buses in Greater Manchester, including:

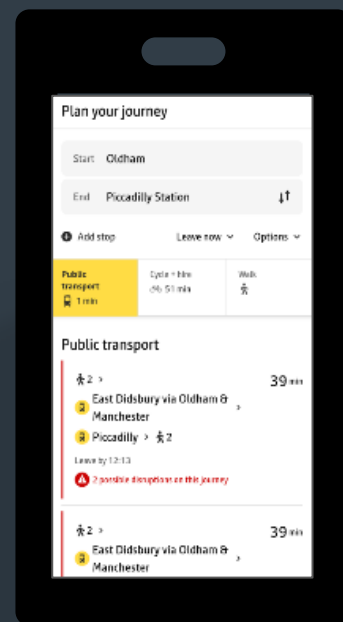
- Ambitions for the bus network beyond franchising.
- How the network will be designed and governed.
- How it will develop to 2030.
- The need for appropriate support and funding from government and others.
- **It is not a funded delivery plan. Full delivery is likely to require additional funding.**



Our Plan for Improving Buses



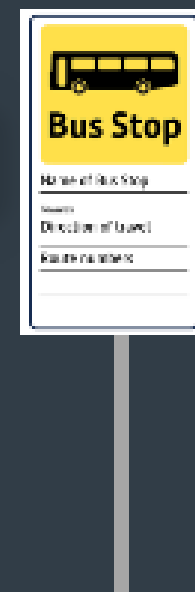
Improve routes and services connectivity



Real Time Customer Information



Bus Stop and Access improvements



High Specification Buses (transition to EV)



Bus Priority and network management

£2

Simpler, capped and multi-modal fares

← Passenger safety improved through driver training and roll-out of TravelSafe Support & Enforcement Officers →

Initial targets to 2030

By 2030, we want our buses to carry over **200 million** journeys per year.

Patronage

- A **30% increase in bus patronage** from 2022/23 levels, with Bee Network targets to be confirmed through LTP process.

Frequency

- By 2030, we will aim for **buses to run at least every 12 minutes on key orbital and radial routes.**
- We will aim to provide **90% of the entire Greater Manchester population with a 30-minute frequency bus or Metrolink service** on weekdays within 400m of their home. Other options (e.g. DRT) will be put in place in parts of the city region where this is not possible.

Infrastructure

- We intend to **deliver on-street bus improvements across 70km of high frequency, strategic bus routes** across Greater Manchester by 2030.

Affordability

- We will **keep fares as low as possible** across the Bee Network and reinvest any surplus back into the transport system.

Stages and Indicative Timeline for Network Reviews

Initial Stages

1. Engagement & base data established. Objectives agreed

Up to 2 months

2.1 Analysis, option generation, & recommendations

Up to 2 months

Growth Opportunities / Non-Scheme Changes

EQIA and Options Review

Strategic / Scheme Changes

Growth Network Reviews

3. Approval

Up to 1 month

4. Mobilisation

1-2 months (aligned to change dates)

Strategic Network Reviews

2.2 Further Analysis and Modelling

Up to 2 months

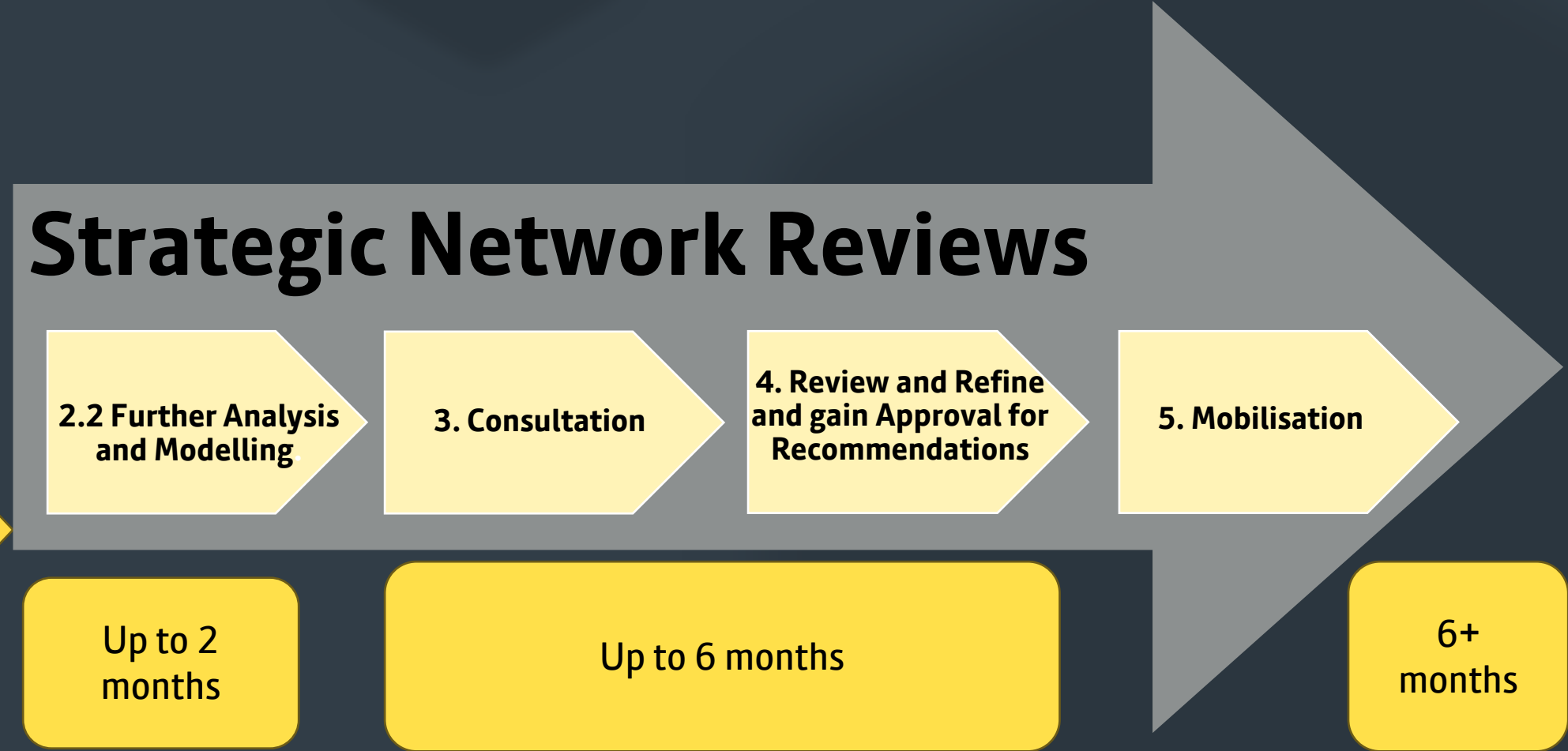
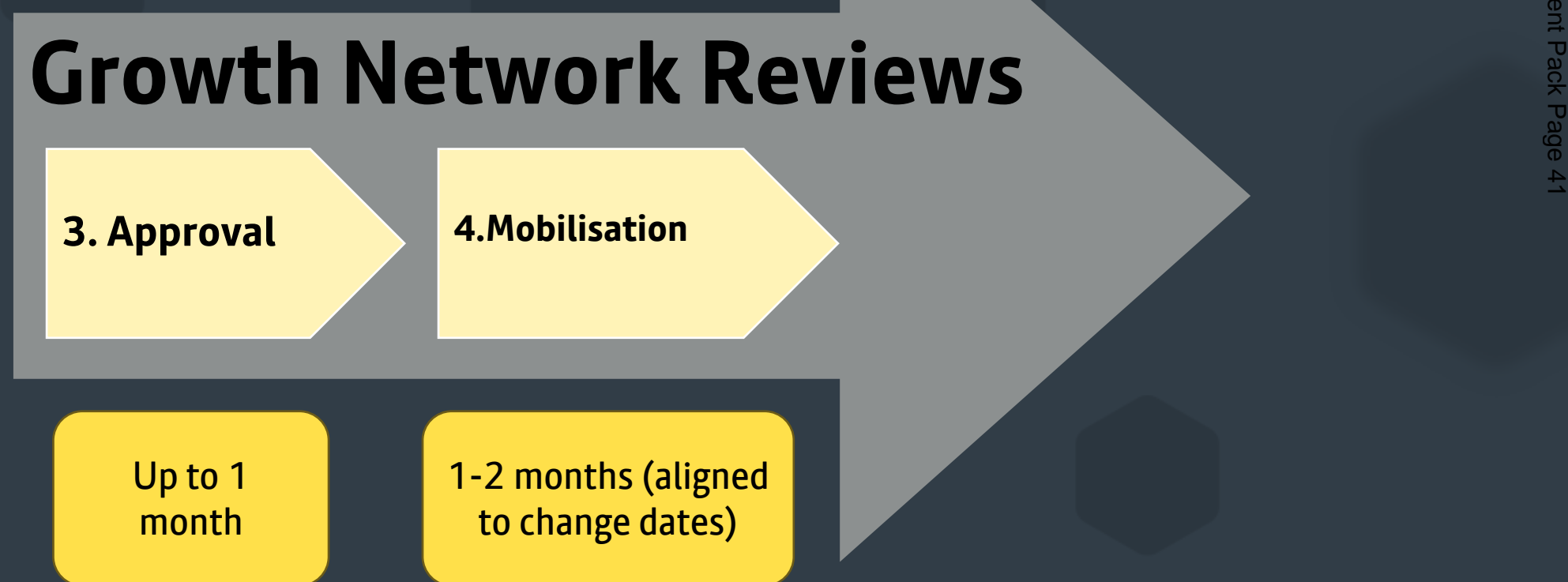
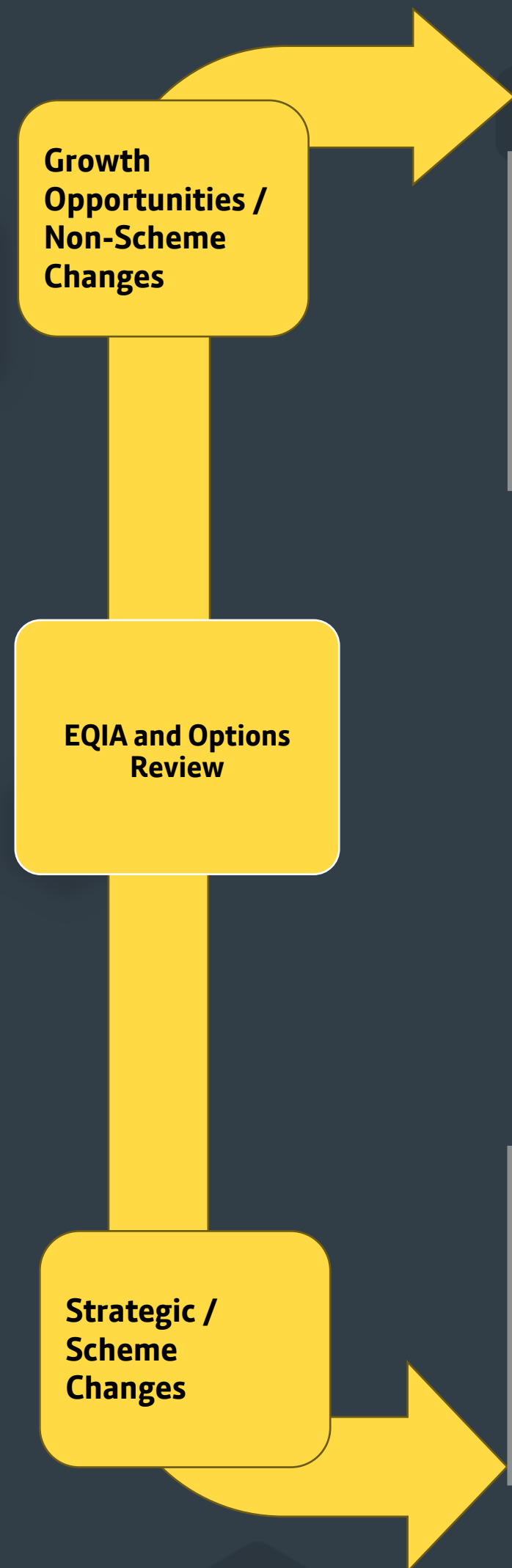
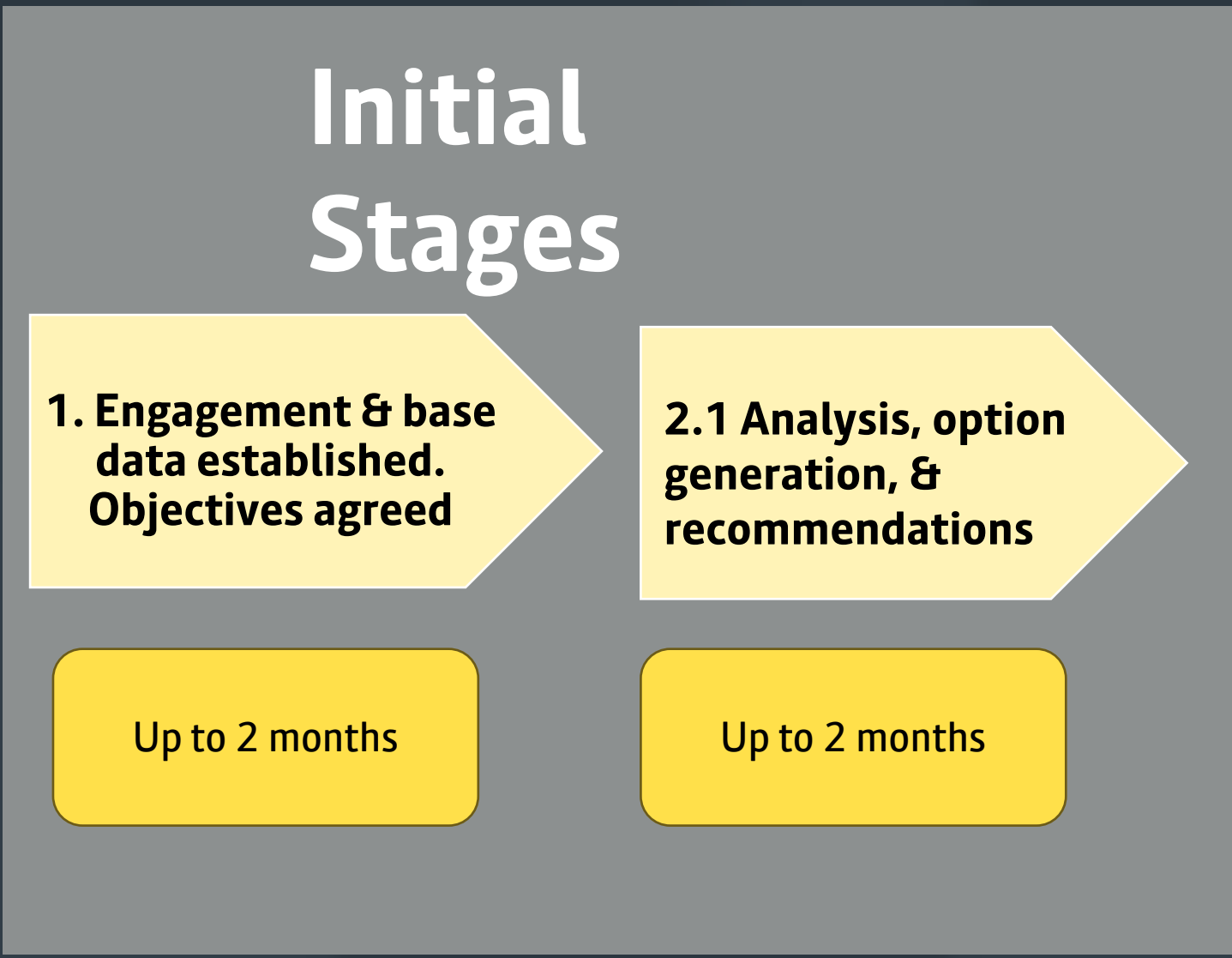
3. Consultation

Up to 6 months

4. Review and Refine and gain Approval for Recommendations

5. Mobilisation

6+ months



THANK
YOU



Metrolink and Active Travel Transport for Greater Manchester

Trafford Council Scrutiny Committee
Wednesday 18 September 2024

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This report provides an overview of Metrolink operation and Active Travel schemes in Trafford.



Metrolink



Metrolink

- Metrolink is the largest light rail operator in the UK, operating 103km serving 99 stops across Greater Manchester.
- Trafford is served by the Altrincham line which carries the highest number of passengers of any line across the network and the Trafford Park line which opened on the 22nd March 2020.
- 44.5 million annual journeys took place across the Metrolink network to the end of August 2024. 98% of the total number of journeys carried at the equivalent point in 2019 (Metrolink best year for annual journeys carried).

Metrolink August 2024	Total network	Altrincham	Trafford Park
Rolling annual patronage (million journeys)	44.5	10.0	2.4

Footfall by stop - Altrincham & Trafford Park lines (12 months):

Altrincham Stops	Annual footfall	Trafford Park Line Stops	Annual footfall2
Altrincham	2,845,500	The Trafford Centre	1,086,500
Sale	1,799,600	Wharfside	676,700
Old Trafford	1,542,500	Imperial War Museum	380,400
Brooklands	1,347,500	Barton Dock Road	365,900
Stretford	1,343,100	Parkway	349,300
Trafford Bar	1,262,500	Village	133,300
Timperley	996,200		
Navigation Road	964,000		
Dane Road	481,100		

Metrolink

- Upcoming engineering works impacting Metrolink services

Location	Works	Customer impact	Duration
City Centre	Track renewal	Piccadilly Gardens – no trams to Piccadilly Station from St Peter's Sq. Customers can change at Victoria for trams to Piccadilly. Replacement bus operating between Deansgate–Castlefield and Piccadilly station.	27/08/24 - 15/09/24
Cornbrook	Track renewal	Trafford Park line will operate to Wharfside. Altrincham line will operate to Old Trafford. Replacement buses will be in operation between these stops and the City Centre.	05/10/24 & 06/10/24

- The Metrolink renewals programme is currently being developed for 2025 and updates will be issued once the works and customer impact is known.

Active Travel



Active Travel: walking, wheeling and cycling

- Active Travel is the 'glue' that brings together the wider travel network. There are virtually no journeys that do not start and end with an active element.
- The Bee Active Network sits at the heart of our Bee Network vision. Ultimately, we aim to construct a network comprising over 2700km of walking, wheeling and cycling routes – connecting more than 95% of the population of GM to within 400m of a Bee Network standard route.
- Active travel accounted for around 33% of all trips by Greater Manchester residents in 2023. However, we aim to double walking, and double then double again the number of trips made by bike. Walking and cycling have increased in GM by 20% and 21% respectively between 2021 and 2023 (source: TRADS).
- This is why in GM we are delivering one of the largest capital programmes of the recent past. Comprising over £275m investment, commencing in 2018/19 the Active Travel Programme delivered more than 120km of safe segregated routes, opened up hundreds of kilometres of quieter routes, delivered tens of improved junctions, and built numerous new crossings. We are on track to deliver nearly 140km of Bee Active Network routes by March 2025.
- Cycle Hire – now Starling Bank Bikes – is the first phase of what we hope to be a GM wide public bike share scheme, similar to that seen in London, Paris and other major cities. Total rides to date are over 910,000 comprising some 2,274,890km ridden saving tonnes of CO2 and reducing reliance on private cars / taxis predominantly.
- The Active Travel Programme has also supported the implementation of the replacement of the spot-speed camera system across GM and enabled the introduction of an extensive network of Average Speed Cameras.

Active Travel: more than just a cycle network

The Active Travel programme brings together best practice in delivery of sustainable travel by supporting not just the creation of the UK's largest planned walking, wheeling and cycling network but also leading behavioural change and 'activation' interventions.

Locally Trafford is progressing the following:

- School Streets: 1 delivered, 6 in delivery, 1 in development
- 11 x Community Access Grants (incl Altrincham BID) which have delivered 16 cargo bikes, 4 adaptive bikes and 8 community projects

Cycle parking:

- 3 grants delivered under ATF2 (2 schools & 1 Housing Association) – providing 68 spaces
- 15 approved grants through ATF4 (7 Community organisations, 1 small business & 7 schools) will provide 268 new and improved spaces
- Community activation: 4 x Cycle & Stride groups, 4 secondary schools participating in Youth Travel Ambassador project
- 3 bike libraries in Trafford: Sale, Woodsend and Old Trafford

Active Travel: local delivery

Trafford continue to make positive progress in delivering their active travel infrastructure programme:

- MCF Talbot Road scheme was commissioned in July (3 new protected signalised junctions)
- MCF A56 Phase 2 scheme commenced work on site in July, scheduled for completion in November
- MCF Seymour Grove scheme received approval at Bee Network Committee in July, works scheduled to commence in November
- Flixton Community Streets (part of MCF Urmston Active Neighbourhoods) trial commenced in August
- CRSTS Streets for All Carrington Sustainable Transport Measures scheme - Strategic Outline Business Case submitted in August
- MCF Bee Network Crossings Programme – new segregated walking, wheeling and cycling crossing delivered at Gorsey Lane/Dunham Road in Altrincham in December 2023
- ATF4 extension – Trafford have one crossing in this programme, at the junction of Aimson Road with Shaftesbury Avenue in Timperley. Construction scheduled for early 2025

THANK YOU



Trafford Scrutiny Committee 2024/25 Work Programme

Wednesday 10th July 2024 – 6:30pm, Committee Rooms 2&3, Trafford Town Hall

Report submission deadline – midday Tuesday 2nd July 2024

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

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

Report submission deadline – midday on Tuesday 10 September 2024

Item	Information	Executive Member(s)	Lead Officer(s)	Comments
Bee Network	To invite colleagues from the GMCA / TfGM to discuss tranche 3 of the Bee Network buses, specifically on its impact for Trafford. This will consider bus provision across the Borough, including coverage in rural areas.			
	To look at GMCA active travel schemes, including cycling provision			
	To look at Bee Network Tram Provision and any improvements and changes within the Borough			
EV Charging	To look at Electric Charging provision in the Borough and monitor its performance	Executive Member for Climate Change	Corporate Director of Place	

Wednesday 6 November 2024 – 6:30pm, Committee Rooms 2&3, Trafford Town Hall				
<i>Report submission deadline – midday on Tuesday 29 October 2024</i>				
Item	Information	Executive Member(s)	Lead Officer(s)	Comments
Budget Presentation	To receive an outline of the budget position for 2024/25 to inform the Budget Scrutiny process	Executive Member for Finance, Change, and Governance	Director of Finance and Systems	
Culture, Sport and Heritage Strategy	To receive an update from the Director of Culture on her role and developments of the Culture Strategy since its launch	Executive Member for Culture, Sport and Heritage	Director of Culture	
Permit parking for key workers in the community	To look at key worker parking provision and how this could be improved		Corporate Director for Place	

Budget Scrutiny

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

Wednesday 22 January 2025 – 6:30pm, Committee Rooms 2&3, Trafford Town Hall				
<i>Report submission deadline – midday on Tuesday 14 January 2025</i>				
Item	Information	Executive Member(s)	Lead Officer(s)	Comments
2024/25 Budget Scrutiny Report	A report produced by the Scrutiny Committee providing its recommendations on the 2025/26 Budget Proposals.	N/A – Report of the Scrutiny Committee		
Damp and Mould response	To invite back colleagues from housing providers who attended Scrutiny in September 2023 to discuss the enquiries and promises made	Member for Housing and Advice		
Issues of void / empty homes	To invite the colleagues from housing providers to discuss and scrutinise their void / empty homes policies.	Member for Housing and Advice		The Chair and Vice-Chair would like Members to provide further clarity into what they would like this to consider.

Wednesday 12 March 2025 – 6:30pm, Committee Rooms 2&3, Trafford Town Hall				
<i>Report submission deadline – midday on Tuesday 4 March 2025</i>				
Item	Information	Executive Member(s)	Lead Officer(s)	Comments
FOCUS ON HIGHWAYS – discuss further at the next Scrutiny meeting	Highways Maintenance, duration and duplication of roadworks, and leaf clearing / streetscapes on the priority list to be scheduled.			
Task and Finish group report - tbc				

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

DRAFT

Key

Scheduled	To be scheduled	Not to be considered
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Item Prioritisation				
Title	Outline	Importance	Impact	Details
Housing development and stimulating housing development.	Updates on key Trafford developments and how new housing developments are affordable, adaptable, sustainable.	4	3	Stretford Mall, Davenport Green / Timperley Wedge, Partington etc. To look at 2025/26.
Highways Maintenance	To look at the transparency around the One Trafford Traffic Department and how they define their matrix for completing and assessing work.	4	4	Councillor Jones suggested this in March 2024, and was supported by other Members.
Duration and Duplication of Roadworks	To assess the Council's ability to govern Trafford's roadworks, timeline of roadworks	4	4	Suggested by Councillor Carter – March 2024
Leaf Clearing / Streetscapes issues				More clarity in September 24.
Old Trafford Parking Service	Already being addressed.			Suggested by Councillor Walsh in March 2024
Travellers	Update to look at the issues around supporting the travelling community in areas of Trafford.	3	3	
Damp and Mould response	To invite back colleagues from housing providers who attended in September 2023, to discuss the enquiries and promises made.	4	4	Councillors Axford and Frass both raised issues with L&Q which had remained
Issues of void / empty homes with the social housing providers and an	To invite colleagues from housing providers to discuss and scrutinise their void / empty homes.	4	4	(January) Gain more clarity in September 24.

update from wider officers and more generally.				
Bee Network	<p>To invite colleagues from the GMCA / TfGM to discuss tranche 3 Bee Network buses, specifically for Trafford. Looking at bus provision across the borough, including a focus on coverage in rural areas.</p> <p>To look at Bee Network and Trafford active travel schemes, including cycling provision.</p> <p>To look at the development of tram provision in Trafford.</p> <p>To look at the EV charging provision with the GMCA and Trafford colleagues.</p>	4	4	<p>Councillor Axford raised this item and would come later in the Municipal year (Jan or March?)</p> <p>Combine as one meeting – September 24?</p>
Corporate Plan	Performance of the Corporate Plan as agreed at July Council	4	4	Would suggest this come back in July 2025.
Culture, Sport and Heritage Strategy	To receive an update from the Director of Culture on her role, developments of the Culture Strategy since its launch.	4	4	Invite partner organisations – Waterside Arts, Gorse Hill Studios, Garrick Playhouse, Trafford Music Service.
Engagement with residents				<p>Councillor Axford</p> <p>More information required – how much residents engagement with the Council.</p>

				Sara Saleh – July 2025 on Access to Council Services.
EV Charging	To receive a report on EV Charging Provision in Trafford			To come in September 2024, alongside Bee Network items.
Council's Banking	How the Council makes decisions on where it puts its money, ethical banking.			Agreed this should go to the Accounts & Audit Committee and will be referred to the relevant Democratic Officer
Key Worker permit parking in the Community	To look at key worker parking provision and how this could be improved.	4	4	To be confirmed following further discussions with Exec Member Highways & Corporate Dir Place.

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