

APPENDIX 2

DETAILED RESPONSES TO THE SCRUTINY COMMITTEE RECOMMENDATIONS

The Scrutiny Committee considered the issue of Car Dependency in considerable detail and made wide ranging recommendations as a result. For ease of reference, the original numbering has been retained but with a letter prefix to make clear which section the recommendation relates to. In each case the Scrutiny Committee's recommendations are set out in full and beneath that is the recommended response of the Executive.

The Executive were asked to consider the following recommendations:

A. Overarching Recommendations

A1. That an overarching strategy is implemented to link up the active travel and public health initiatives already happening, and to provide a cohesive, integrated and visionary approach of what Trafford could look like with streets free from cars.

The Greater Manchester Transport Strategy 2040 sets out Greater Manchester's long-term ambition for Transport. The overall vision is for:

'World-class connections that support long-term sustainable economic growth and access to opportunity for all'.

A key corresponding implementable strategy is Streets for All, which provides guidance and direction on how every authority in GM should aim to make their streets suitable for everyone.

The Trafford Local Plan which is being prepared will take the implementation and delivery plans which are part of the 2040 Strategy and Streets for All and apply them to Trafford's localities and communities. This will aim to link together all the related spatial initiatives taking place and/or planned in the borough, including those outlined by public health where appropriate.

The Local Plan will cover the whole of the borough and as such will be able to provide a holistic and integrated vision of the future of Trafford. More importantly, it will provide the framework from which plans and initiatives of more granular detail will be able to be prepared and supported in the future.

A2. That the strategy is shown to be effective by strong leadership with a clear positive vision of what life could be like in Trafford with less traffic and

congestion, and increased safe road and pavement space for pedestrians, wheelers and cyclists. We recommend working closely with Transport for Greater Manchester (TfGM), and other Greater Manchester (GM) Councils, and learning from other Councils who are demonstrating good practice, while maintaining autonomy in our decision making.

The Greater Manchester Transport Strategy 2040 sets out Greater Manchester's long-term ambition for Transport. The overall vision is to promote sustainability and equality – as set out above.

It sets out a strong commitment to provide a transport system which: supports sustainable economic growth and the efficient and effective movement of people and goods; improves the quality of life for all by being integrated, affordable and reliable; protects our environment and supports our target to be net zero carbon by 2038 as well as improving air quality; and capitalises on new technology and innovation.

The 2040 Strategy is also supported by the Transport Delivery Plan 2021-2026 which identifies a programme of interventions and infrastructure projects.

The Greater Manchester Transport Strategy is currently being reviewed and a consultation on the revised / updated document is expected in 2025.

In addition to the 2040 Strategy, Transport for Greater Manchester (TfGM) Streets for All Strategy and accompanying Streets for All Design Guide will help to ensure that our streets are welcoming, green, and safe spaces for all people, enabling more travel by walking, cycling and using public transport while creating thriving places that support local communities and businesses. Both have been co-developed by TfGM together with the 10 Greater Manchester local authorities, with input from a wide range of stakeholders.

The Guide will help deliver the Streets for All Essentials set out in the Strategy. These relate to the challenges, opportunities and ambitions for Greater Manchester's streets.

In applying the Streets for All approach, we aim to achieve:

- Green, vibrant streets that are welcoming and safe places to spend time in
- An attractive and inclusive walking and wheeling environment;
- A safe and connected cycling experience;
- A reliable, integrated and accessible public transport network;
- A network where goods are delivered on time with minimal impacts on local communities;
- Streets that enable people to drive less;
- A future proofed street network.

Along with the Streets for All Essentials five 'street types' have been developed, to help us frame and structure our approach to streets, and what change could – and should - look like. In line with the context sensitive approach, a 'real' street may have elements of each.

The five Greater Manchester street types are:

- Neighbourhood streets, which give access to our homes and link up with public transport and community facilities.

- Connector Streets, which are part of, and join up, our Neighbourhoods.
- High Streets, which are at the heart of our communities and are important places for shopping, leisure and work.
- Destination Places and Gateways, which come in many shapes and sizes, and are places where people come together or pass through; and
- Strategic Roads, enabling people and goods to move reliably over long distances.

The street types recognise the many roles of our streets, as places we live, socialise, spend time, play, visit, wait for a bus, park vehicles, as well as travel through. Streets for All is about how we achieve a better balance between these roles.

In addition to the overarching GM Plans and strategies, the Trafford Walking, Wheeling and Cycling Strategy was adopted by Trafford Council in March 2023. This document was prepared with input from a range of teams across the Council including, Strategic Planning, Highways, Leisure and Public Health, as well as input from Transport for Greater Manchester (TfGM).

The Strategy seeks to enable more people to take up walking, wheeling or cycling and drive a shift in behaviour change towards active travel. The Strategy sets out a 10 year vision for active travel in the Borough, with many actions underway.

The overarching vision of the Trafford Walking, Wheeling and Cycling Strategy is:

Trafford is a green and connected borough where more people choose active travel every day

The Strategy identifies three overarching objectives which are each accompanied by key actions.

- Objective 1 – Leadership and Inspiration
- Objective 2 – Enabling Change
- Objective 3 – Improving Access – the physical infrastructure

A new web page could be created on the Trafford Council website for the Strategy to help increase awareness. This could also link to current schemes which are being planned / delivered which will help to deliver the Strategy.

That the following recommendations are included in the strategy:

B. Make our streets and pavements safer:

That the Executive:

B1. Develop a Trafford wide strategic approach to introducing 20 mph speed limits, which, unlike 20 mph zones, do not require traffic calming measures (using models such as Wirral Council's which set up a working group on road safety and recommended focusing on all residential, retail and education areas, divided up appropriate 20 mph roads into areas and time phases, based on ability to complete and costings, and prepared for when money becomes

available).

Implementing a Trafford wide 20mph limit without an application and prioritisation process is not affordable given current financial constraints and would be unsustainable to implement, enforce and maintain.

Trafford residents can request 20 mph schemes on their streets, using existing mechanisms like the one to request parking schemes, and waiting restrictions etc. to support the favouring and implementation of 20 mph zones in residential areas, and other appropriate locations like schools. Any request is prioritised using a priority matrix. The matrix consists of a number of questions that are weighted. It ensures that all requests are treated in a fair and equitable manner. The matrix is also used to generate a cost estimate of the scheme, as cost will vary depending on the size of the area etc. We have 26 20mph schemes (not including any new developments). The Council's policy can be found using this link: <https://democratic.trafford.gov.uk/documents/s39569/20mph%20zones%20streets%20report.pdf>

B2. Look at options for bringing the speed limit down to 40mph on rural roads and enforcing speed limits on the A56.

Greater Manchester Police (GMP) enforce speed limits across our highways. The locations and frequency of speed checks is resource and capacity dependent. There are a number of permanent speed cameras located along the corridor and average speed enforcement cameras will soon be deployed on a section of the A56. The project is funded through the Mayor's Challenge Fund and is being delivered by TfGM on behalf of the Safer Roads Greater Manchester Partnership. An update will be provided once we have a programme for installation.

There is no current workstream focussed on bringing the speed limit down to 40mph on rural roads. Any workstream would require funding to be allocated within the significant constraints on the existing highways capital programme. The Council awaits the publication of the Vision Zero strategy on 19 November which will inform our approach to road safety.

B3. Liaise with GM Police to increase the use of enforcement measures to ensure that drivers obey the speed limit – this will form part of the GM Zero Vision Strategy.

We work with GMP, and other stakeholders including TfGM to help ensure compliance to road speeds. Our partnership includes:

- Data sharing and analysis to inform the development of our projects which include traffic calming measures and targeted enforcement (e.g. A56 average speed camera project).

- Implementation of temporary traffic calming measure such as visual speed displays and mobile speed enforcement cameras.

Exceeding speed limits is illegal. The police enforce speed limit and locations and frequency of speed checks is resource and capacity dependent.

B4. Prepare for future grants and funding bids to retrofit our roads, transforming our streetscape, making pavements wider, changing the infrastructure to reduce speed at junctions, narrowing road lanes to ensure drivers drive more carefully, creating blended crossings where the pedestrian and wheeler are prioritised, and improving access for those restricted by disability or mobility.

The Council's funding bids are reflective of the objectives of the awarding organisation and guided by local, regional and national policy. Recent funding has been focussed on active travel schemes, and less so highways improvements.

The recent £17.6m Trafford Council public realm scheme in Stretford has made the area safer and greener for pedestrians, cyclists and drivers. Works included, resurfacing Kingsway, reducing lanes, widening footpaths and installing cycle junctions and play areas.

The recent Altrincham town centre project included providing new footpaths and crossing points, paving seating and cycle lanes. The project also planted trees and installed planters – and recent works have extended across Stamford Road, Regent Road and Market Street.

Budget constraints often mean that the Council relies on funding competitions to make improvements, however our Trafford funded projects are informed by the same guidance – the New Carrington and Davenport Green communities allocated within the Places for Everyone Plan will be based around these principles wherever possible.

B5. Consider proceeding the identified Trafford Council transport strategy officer post, to provide a more joined up, strategic approach and improve communication between Council Officers and Councillors.

The Council is seeking to expand the Transport Strategy team and a new Senior Transport Policy Officer role was recently advertised and the recruitment process is currently underway. This fixed two-year post is anticipated to accelerate Trafford's transport strategy capabilities and it is hoped that the role can be made permanent in the long run, to provide long-term benefits to the residents of Trafford.

In addition, the new 'Place' communications role will help to raise the profile of sustainable transport schemes and initiatives which are currently being developed / delivered.

B6. Be proactive in working with TfGM to request more pedestrian and wheeler

prioritisation at pedestrian crossings, suggesting gradually reducing all timings to 10 seconds where safe.

The Strategic Planning and Highways teams of the Council work closely with TfGM on transport matters in Trafford. The Greater Manchester Transport Strategy 2040 states that while the movement of traffic needs to be accommodated, attention should be given to prioritising pedestrians, cyclists and bus passengers through crossing facilities.

The Strategy also sets out a desire to invest in innovative junctions which support different modes in and around local centres, such as pedestrian count-down technology and pedestrian and cycle 'SCOOT' (Split Cycle Offset Optimisation Technique). 'Pedestrian Scoot' enables the adjustment of traffic signal timings automatically to extend the green pedestrian phase when large numbers of people are waiting, allowing more people to cross the road. 'Cycle SCOOT' detects the numbers of cyclists travelling along a route. This enables the traffic signal timings to be adjusted to give more green time when there are high numbers of cyclists at key junctions during peak times.

Currently, SCOOT is delivered as part of new junctions, but there is a need to update existing junctions over the coming years. While this is an ambition, future upgrades will be subject to sufficient resources and funding being identified by TfGM and Trafford Council.

B7. Ensure EV points and infrastructure do not clutter the pavement, acknowledging that electric cars are only one part of the solution.

The recently adopted Places for Everyone (PfE) development plan (Policy JP-S1) requires consideration to be given to the physical location and design of EV charge points within a development to ensure that they are sensitively located and do not negatively affect the street scene, pedestrian and cyclist amenity or access, particularly for people with a disability.

This is also reflected in the Trafford Design Code which states that electric vehicle spaces and charging points need to be suitably located, sited and designed to avoid street clutter (LNRP 1). There is also the potential to expand on this policy position in the emerging Trafford Local Plan. In particular, there is an opportunity for a policy position on use of the pavement and kerbside for EV charging infrastructure.

Charging infrastructure, inclusive of cable connectors, can cause a tripping hazard and an obstruction. For the existing installs, in car parks, they have been located by our supplier to help ensure no trip obstructions / trip hazards are created.

A new public standard, (PAS:1899) has been published. This [the standard] provides guidance for charger accessibility – inclusive of the charging device and public realm. Existing install design, pre-date the standard. Installs safely made the best space allocated in existing car parks. All future charge points will be PAS:1899 compliant and our supplier will work with us to specify requirements on a site basis. For any future installs within a car park at least 1 bay will be fully accessible [as advised by our existing supplier].

B8. Campaign and raise awareness for drivers who have no alternative but to park on pavements to allow enough space for pedestrians and wheelers.

The Council has enforcement powers against motorists who park on footways or grass verges which form part of the adopted highway, where there are waiting restrictions in place such as yellow lines. We have no enforcement powers against pavement or grass verge parking where there are no parking restrictions. Where there are no waiting restrictions, and a vehicle is parked causing an obstruction it can be reported to GMP, who retain enforcement powers in these instances.

The Highway Team primarily focus its enforcements in areas that have been raised by local residents and councillors and within the catchment area of large event venues. Wider enforcement is limited by the capacity and cost of the resource required. The Council provides Civil Enforcement Officer Patrols at our identified schools on a rotational basis and our Community Development Officers and volunteers have acted as a deterrent at some schools.

The 'pavements are for people', leaflet is often posted on cars and positioned on car windcreens in problem areas. Key messages include be a considerate motorist and raising awareness of the obstructions and damaged cause by illegal parking.

Trafford also applies the approved Design Codes for new developments, which stipulate/encourage place making elements of the streetscape. During the development of our projects, we work with stakeholders, including TfGM and internal planning teams with the purpose of ensuring our projects align with the TfGM Streets for all policy, this includes positioning signs and posts that can be seen as clutter. Recent projects include our red routes and red route clearway project which regulate where vehicles can park and stop on the highway – enforcement is through our Civil Enforcement Officers. Our Talbot Road Scheme has also delivered three junctions that fully segregate cyclists from general traffic, providing priority for those walking, wheeling and cycling and reducing severance. Both projects aim to meet our objectives to safely improve the whole journey experience for our residents, visitors and commuters.

The Highways Team has also contributed to the national consultation on managing pavement parking and await the government publication providing guidance for local authorities.

C. Make our streets greener and more pleasant to walk along:

That the Executive look to:

C1. Increase shade and prevent flooding by aiming to plant a tree every 25metres on the kerbside as Lambeth Council have done in their plan for trees to provide 25% canopy cover (the UK average is currently 16%) – this will make Trafford's

pavements safer and more pleasant to walk, wheel and cycle along, and also reduce traffic noise (see Appendix B [of the Task & Finish Report]).

The Trafford Design Code states that street trees should be planted on all new streets, and on existing streets where services permit (LNT 3; SPSD 4). This guidance also notes that trees should normally be planted 12m-20m apart at even intervals on both sides of the street. The GM Streets for All Design guide also notes that trees can be incorporated into kerbside space (6.d).

The Council applies the Code for relevant new developments, which stipulate/encourage place making elements of the streetscape. During the development of the Council's own projects, we work with stakeholders, including TfGM and internal planning teams with the purpose of ensuring our projects align with the TFGM Streets for all policy, which has been adopted GM wide. The GM Transport Strategy 2040 states a desire to look for opportunities to enhance biodiversity and green infrastructure through transport schemes. The emerging Trafford local plan will likely feature policy on urban greening. Any greening will have to be balanced with the future requirement for maintenance and impact upon any existing infrastructure. Key opportunity areas could include Trafford Park, or A56 corridor, for example.

C2. Increase the planting of wildflowers along road verges and roundabout borders, exploring the options for creating raingardens, looking at good practice such as in Salford Council.

The Greater Manchester Transport Strategy 2040 notes a desire to look for opportunities to enhance biodiversity and green infrastructure through transport schemes. Policy 12 of the Strategy states a goal is to deliver environmental enhancements and biodiversity net gain where possible.

The Trafford Design Code and Streets for All Design Guide support landscape and public realm enhancements as part of the design and delivery of new transport schemes. There could also be an opportunity to include policy on greening the roadside / public realm in emerging Trafford Local Plan.

As part of the Regent Road improvement scheme in Altrincham and the Kingsway scheme in Stretford, SUDS have been an integral part of both projects to deliver sustainable approaches to help prevent flooding. A further SUDS project on Groby Road in Altrincham is also being developed. In delivering the Greening Trafford Park Study, UKSPF monies are being used to create wildflower verges and a 'bee-highway' through planting native species to provide linear habitat for bees and butterflies. The focus of these works is along a section of Barton Dock Road in Trafford Park

C3. Engage with businesses to provide funding to enhance our streets, for example sponsoring benches as resting places for those walking.

A sponsorship package could be developed to support this but there would be resource implications in terms of its administration and financial management that would need to be considered. In addition, the current economic climate could mean that businesses will be more focused on their own costs and profitability/sustainability and more averse to considering sponsorship opportunities.

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

That the Executive:

D1. Support the establishment of a Trafford Car Club, aiming for electric car hire within walking distance of all residents, with access in allocated car parks and bays on the kerbside.

The PfE development plan contains policy regarding use of car clubs (JP-S1 5.24; JP-C8) and they are also supported in the GM Transport Strategy 2040 (Policy 1). There is also an opportunity to develop a clear Trafford Council position in the emerging Local Plan.

The provision of a Car Club at a GM level has been considered previously, however it is highly complex, and to date a GM-wide solution has not been identified that satisfies the requirements of each of the 10 councils. However, Trafford is continuing to explore potential options with TfGM and other private companies, such as Enterprise.

The introduction of any Car Club will need to be supported by sufficient infrastructure and funding, including scarce revenue funding initially. Car Clubs are commercial and are therefore not wholly within control of the Council.

D2. Continue to work with community groups, engaging with those who may be less likely to cycle.

The Walking, Wheeling & Cycling Lead and School Streets Officer do significant work with residents and community groups identifying barriers and challenges and supporting solutions to these. Examples include the celebration event in Gorse Hill Park in summer 2024 and Beat the Street. These are possible due to securing external funding to deliver these. The two officers also support community groups to apply for funding for e.g. walking and cycling activities, cycle storage, bike libraries. We take a targeted approach to this, and also try to reach those people who are most ready to make changes first, in order to build momentum. More widely, the development of the Bee Network with its integration of transport modes should also assist with this aim.

D3. Increase access to bicycle libraries and look to offer mobile bicycle repair services.

Bike libraries are operational in Sale, Woodsend and Sale West, funding for new libraries secured for Partington and Broomwood. Stretford Public Hall hosts Cycling UK's Making Cycling Easier loan scheme for e-bikes. Woodsend Bike Library is using the library service to borrow a bike in the same way as borrowing books, with an aspiration to roll this out to other libraries where space and volunteers are available.

There is an emerging partnership with the Renew Hub to offer low-cost refurbished bikes, including children's bikes, which can be used to support greater participation in Bikeability.

Cycle maintenance courses are provided by TfGM for a low cost, and there are some cycle repair facilities in communities, but mobile cycle repairs have not yet been investigated.

D4. Identify locations to install cycle hangars which offer secure bicycle storage so that bicycle and cargo bike owners can park their vehicles safely on the street, as well as offering a registration form on our website to allow for residents to register their interest in cycle hangar storage.

The Greater Manchester Streets for All Design Guide considers cycle parking requirements in relation to street types and identifies cycle hangars as a potential solution on 'Neighbourhood Streets', alongside other cycle parking options, which would help to support more journeys by walking and cycling.

Identifying suitable locations for cycle hangars would be a time intensive task for which there is no resource currently identified. In addition, there would need to be funding available to deliver, manage and maintain the facilities. The maintenance of such facilities is not included in the Amey contract.

Linked to cycle hangars, TfGM currently operate a number of Cycle Hubs across Greater Manchester. A Cycle Hub is a safe and secure place to lock your bike under cover, protected by CCTV and accessed via a swipe-card entry system. A Cycle Hub is currently available at Altrincham Interchange in Trafford, there are also hubs at other town centre / public transport hubs across the city region ([Cycle hubs | TfGM Bee Active](#)).

In addition, there are emerging proposals for a new Cycle Hub at Stretford Leisure Centre. This is expected to operate in a similar way to the facility in Altrincham and could benefit from UKSPF funding.

D5. Ensure there are cycle stands outside all major public services, green areas, and along residential streets.

The Greater Manchester Streets for All Design Guide considers cycle parking requirements in relation to street types and identifies a range of options depending on location, including secure cycle parking, cycle hangars and cycle / Sheffield stands. These will help to support more journeys by walking and cycling.

Identifying suitable locations for cycle stands would be a time intensive task for which there is no resource currently identified. In addition, there would need to be funding available to deliver, manage and maintain the facilities. However, the provision of cycle stands is

considered as part of new development proposals and any applications will have regard to the Streets for All Design Guide and the Trafford Design Guide which set out cycle parking requirements.

D6. Explore the feasibility of introducing car free days and pedestrian high streets on Sundays.

We actively support national schemes to reduce car use, public transport and active travel campaigns. Any work to consider car free days and pedestrian high streets would require consultation with residents premises owners and other stakeholders to understand the impact and costs associated with implementation.

E. Communications:

That the Executive:

E1. Develop a coordinated Communications Strategy highlighting the positive benefits of reducing car reliance, and the reasons for these, ensuring consistent, clear and positive messaging on readdressing the balance towards alternative forms of travel and walking.

TfGM already undertakes considerable communications and engagement activity on active travel. Trafford Council should seek to support this work where possible and bring in all relevant services to ensure joined-up messaging. There is an opportunity for the Place Communications lead to coordinate this work.

E2. Aim to gain a consensus on the policies before introducing them by reaching out and engaging with a broad and diverse cross section of our community including those with disabilities, to gain a balanced range of views from a wide range of demographics.

The Trafford Local Plan will be an opportunity to review current local policies in relation to transport – including active travel. The development of the Local Plan will involve significant community engagement, from the earliest plan making stages, as set out in the Council's Statement of Community Involvement (SCI).

The SCI sets out requirements for community engagement on Council planning policy, ensuring the planning system is as transparent, accountable and socially inclusive as possible. In particular, the Council will make every effort to engage with hard-to-reach groups, such as those with disabilities, and encourage them to get involved in the preparation of plans and supporting documents.

It is also expected that a review will take place in the future of the Greater Manchester Transport Strategy 2040. As part of this process, GM will consult extensively with residents and stakeholders in all Boroughs on transport-related matters.

There could also be an opportunity to utilise the Trafford Cycle Forum to receive feedback on transport policy and strategies.

E3. Use the Trafford Council website and social media to display more positive images of residents cycling and walking and cargo bikes to present this as a norm.

As part of plans to update the Trafford Council website, there are plans to improve access to key planning/transport policies and strategies. In connection with this, there is an opportunity to improve the appearance of relevant planning / transport related web pages, including the use of active travel imagery.

There could also be an opportunity to utilise recently completed active travel schemes such as the Stretford Kingsway scheme to build up a recent bank of photos/collateral for use online/promotional materials.

E4. Promote bus journeys as an attractive, appealing mode of transport and fully prepare for an increased uptake of bus journeys when franchising takes place in Trafford in January 2025, in liaison with TfGM.

The final stage of TfGM bus franchising (Tranche 3) will come online in Trafford on 5 January 2024. This will be a significant opportunity for Trafford Council to promote bus travel through local/regional media and social media, in joint collaboration with TfGM. TfGM undertook media engagement associated with the launch of Tranche 2 in March 2024, with a launch event held with representatives from TfGM and Borough Councils. It is likely that Network reviews will follow in due course, with potential for further transport integration.

E5. Promote the economic benefits to local businesses of people using active travel to get to town centres.

Research on the economic benefits of active travel will be carried out with TfGM and how this can be promoted in a coordinated way, along with the support TfGM / the Growth Company can provide to businesses to support active travel for their employees. Making access to town centres easier and safer through these improvements will have a benefit in terms of health and wellbeing, business sustainability and the viability of the town centres as

a whole. Further active travel schemes will be investigated subject to the availability of external funding.

Messaging on this subject could be incorporated into wider communications/engagement on active travel (or as part of the Trafford Walking, Wheeling and Cycling Strategy). Local businesses should be directed to the TfGM business portal, which offers advice and resources, such as information on producing travel plans and corporate offers and incentives for Metrolink.

E6. Ensure the Walking, Wheeling and Cycling forum provides a safe forum to express views and make suggestions and is representative of Trafford's demographics, with representatives from all communities.

First forum took place on Monday 7th October 2024 and was positively received and well attended. The Public Health team will review attendance to ensure representation from all communities and agree how to target under-represented groups. There has been initial agreement to move the forum around to different community venues to try and reduce transport barriers to attendance.

The first meeting provided an opportunity to share the intended approach of the forum which is a partnership between Trafford Council, residents, community groups and volunteers.

An update of what has been delivered to date through the Walking, Wheeling and Cycling Strategy was given.

Attendees were also given the opportunity to share their views on what is being done well, what could be improved, how they can help deliver the WWC Strategy and what they would like the forum to achieve.

F. Review parking policy:

That the Executive:

F1. Ensures the current parking policy review looks at the feasibility of introducing variable parking charges in car parks, pay and display and resident parking schemes, including increasing charges according to engine and car size, and reviewing the number of streets under resident parking schemes.

It is anticipated that Greater Manchester authorities, alongside others, will be looking to introduce engine and car size when considering pricing models for resident parking schemes in the near future. We will look to benchmark and review smarter ways of pricing to tackle larger vehicles – some of which are EV, alongside weight of vehicles due to the potential damage to highways and future investment needed to maintain roads.

The uptake of residents in the current permit schemes will be reviewed and proposals will follow from that review to help ensure schemes are operating in the interests of the residents and can be suitably managed for enforcement monitoring.

F2. Explore the possibility to free up appropriate car parking space, exploring adopting a social justice approach around the use of kerb space that works for all residents, setting a target of repurposing street parking spaces for alternative uses as modal shift takes place, such as trees, green spaces, pocket parks, car club spaces, rental bikes, and EV chargers.

Highways

The GM Streets for All Strategy notes that kerbside space could be used more efficiently for walking, cycling, seating, planting, play space, landscaping, bus stops, loading areas or cycling parking instead of long-term car parking. The Strategy states that GM, in consultation with local communities, 'will review use of the road space next to the kerb to identify ways it can be better used.' The GM Transport Strategy 2040 also notes an ambition to 'explore technologies that support more efficient use of kerbside space and improve the management of deliveries and servicing.'

While there is no kerbside policy, Trafford does apply the recently approved Design Codes for new developments, which stipulate/encourage place making elements of the streetscape. During the development of our projects, we work with stakeholders, including TfGM and internal planning teams with the purpose of ensuring our projects align with the TFGM Streets for all policy, which has been adopted GM wide. Current projects, including those from MCF and CRSTS, include prioritising pedestrian safety, reallocating road-space to improve our active travel offer and to ensure place based design incorporating, SUDs rain gardens and pocket parks.

We're developing our approach to on-street EV charging and have made enquiries into working with private entities to provide a car club. We're also exploring the deployment of e-scooters, having attended a recent meeting on the rollout across some districts. Any repurposing of street spaces would be considered as part of any new project and any changes would be subject to public engagement, consultation and funding. Key reference documents: <https://trafforddesigncode.uk/> <https://tfgm.com/strategy/streets-for-all>.

F3. Explore the feasibility of more effective parking enforcement, including the use of ANPR.

As part of the new contract with NSL, our parking enforcement supplier, a review to introduce the use of a CCTV car to help at football matches and other high use problem areas is being undertaken and will be introduced as soon as trials have been fully completed.

In addition to this, surveys have been carried out for the introduction of ANPR cameras to keep yellow boxes and other moving traffic offence areas clear and safe for other road users. It is anticipated that this will start to be introduced in the spring of next year, with the Council continuing to look at longer term plans across the borough.

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

That the Executive:

G1. Fully engage with GMCA and TfGM in their plans to encourage and facilitate more children to walk to school and to expand School Streets across Trafford and GM.

The cross-Council Walking Wheeling & Cycling (WWC) team are engaging with TfGM and trying to understand plans for future funding for school streets following press release and visit to Seymour Park from Andy Burnham and Dame Sarah Storey in October. Trafford now seen in GM as best practice for delivery of school streets, in no small part down to the work of the Walking, Wheeling & Cycling Lead and School Streets Officer. Initiatives such as walking buses and bikes buses are also being investigated to support existing school streets or where a school street would not be able to be implemented.

The team are working on a comprehensive menu of support to offer to schools including WOW, Modeshift Stars, walking buses etc. Beat the Street was a huge success which saw a 9% decrease in driving to and from school during the game, a reduction of 3,307 car trips. The team are working with Intelligent Health (who own Beat the Street) to look at a longer-term strategic partnership to enable us to roll this out in other parts of Trafford in a cost-effective way.

G2. Make the School Streets Officer post permanent.

The School Streets Officer role is hosted by Trafford Community Collective, which has many benefits for the delivery of this work. The post is wholly reliant on TfGM funding for school streets and other Active Travel infrastructure work (e.g. activations budget for A56 works). The Council draws down funding from TfGM and commissions Trafford Community Collective to deliver this work via the School Streets Officer role. For the role to be made permanent, a recurrent source of funding needs to be identified, either via TfGM or Council budget (and this could not increase the Council's budget pressure in its Medium Term Financial Plan)).

G3. Fully cost the installation of ANPR on all School Streets so that they can become permanent, taking into account the revenue.

We're working with our parking enforcement supplier to determine the feasibility, inclusive of costs, for the deployment of a mobile CCTV enforcement vehicle. Once enforcement begins the CCTV vehicle can attend up to 4 schools per day, depending on the start times and proximity to each other.

Installing ANPR across all school streets is cost prohibitive. In addition, upon install, compliance generally increases and therefore any revenue through enforcement decreases, adding cost pressure to the council.

G4. Encourage and enable schools to set up walking and bicycle buses as cost effective, community-based ways of enabling children to walk or cycle to school safely.

The School Streets Officer role has worked with schools on this type of intervention through the TfGM activations work mentioned above. This is again reliant on TfGM funding and is restricted to working with schools in areas where there is associated walking, wheeling and cycling infrastructure work undertaken. The Walking, Wheeling and Cycling workstream does not have an associated budget other than external funding through TfGM and Trafford Active Fund which is short-term and non-recurrent. It is hoped that the School Travel Policy funding (once secured) will provide a budget for this kind of intervention. In the short term, there is an offer of funding from TfGM for training ride leaders which could potentially support bike buses.

G5. Promote Park and Stride and inform parents of where they can park safely when driving their children to school.

Park and Stride (and similar schemes) have been considered alongside school streets, particularly in areas where schools might have a wider catchment area. As yet, this hasn't been trialled as resource has been focused on other initiatives such as walking and bike buses. There are additional considerations required when looking at Park & Stride such as volunteers, risk assessments, safe walking routes etc. (none of which are insurmountable) and this may form one of the school travel 'menu of options' once this has been finalised, particularly for schools where a school street may not be feasible.

G6. Initiate communication with businesses to explore ways to incentivise employers to travel to work by active transport, including flexibility in working hours to facilitate parents walking their children to school.

The support available to businesses from the Growth Hub and TfGM in terms of active travel schemes and public transport has and will continue to be promoted through the Business Bulletin, social media and via the Business Relationship Programme. This will also be

promoted through the business and investment facing 'window' on the Council's website which is in development.

For major developments which are likely to have a significant transport impact, submission of a travel plan as part of the planning process is required in accordance with Policy L4 of the Trafford Core Strategy. A Travel Plan is a way of managing and monitoring how users of a particular site or area travel to that location, with a particular emphasis on encouraging the use of sustainable modes, particularly walking, cycling and public transport. A range of suggested measures for workplace travel plans are included in DfT guidance, including car parking controls, cycle parking, promotional events, discounted public transport tickets, and home-working policies. Flexible working hours could be accommodated through the Travel Plan process to support sustainable travel.