



**TRAFFORD
COUNCIL**

**AGENDA PAPERS MARKED “TO FOLLOW” FOR
SCRUTINY COMMITTEE**

Date: Wednesday, 12 January 2022

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
6.	HOMELESSNESS IN TRAFFORD	
	To receive an update from the Executive Member for Housing and Regeneration.	1 - 2
8.	CARRINGTON RELIEF ROAD	
	To receive a presentation from the Director of Growth and Regulatory Services.	3 - 18

SARA TODD
Chief Executive

Membership of the Committee

Councillors D. Acton (Chair), R. Chilton (Vice-Chair), J.M. Axford, D. Butt, G. Carter, L. Dagnall, M. Mirza, J.D. Newgrosh, K. Procter, R. Thompson, B.G. Winstanley, and D. Western (ex-Officio).

Further Information

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

Alexander Murray, Governance Officer,
Tel: 0161 912 4250
Email: alexander.murray@trafford.gov.uk

Scrutiny Committee - Wednesday, 12 January 2022

This agenda was issued on **Friday, 7 January 2022** by the Legal and Democratic Services Section, Trafford Council, Trafford Town Hall; Talbot Road, Stretford, Manchester, M32 0TH

Scrutiny Committee 12 January 2022 – Homelessness & Housing Data

General – Q3 2021/22

- 688 homeless applications received
- 62 households prevented from becoming homeless
- 30 households re-housed and Relief Duty ended.
- 134 households in the Main Homeless Duty (as at end of the quarter).
- 34 households re-housed and Main Duty ended.
- 5241 emails received into HOST
- 9,855 telephone calls received into HOST
- 76 people visited the housing reception.
- 98 Out of Hours (OOH) calls received.
- 7 OOH calls resulted in a B&B placement

B&B Placements

Amblehurst Hotel (as at 23rd December 21):

- 45 - Manchester City Council
- 6 – Trafford Council

These are all single person placements

Other Trafford Locations (as at 23rd December 21):

- 14 - Manchester City Council (These comprise 13 singles and one Family)

Trafford Council

- Average length of stay on B&B (families) – 4.4 Nights
- Average length of stay on B&B (singles) – 15.25 nights

Temporary Accommodation

- Trafford Council – 149 Tenancies

Out of Borough (OOB) Placements / Section 208 Letters

- S208 letters received since 1st October 2021 = 82
 - 81 – Manchester
 - 1 – Cheshire East
- As at 21st December 21 – 17 x OOB placements (mainly Refuge) made by Trafford Council.

A Bed Every Night (ABEN)

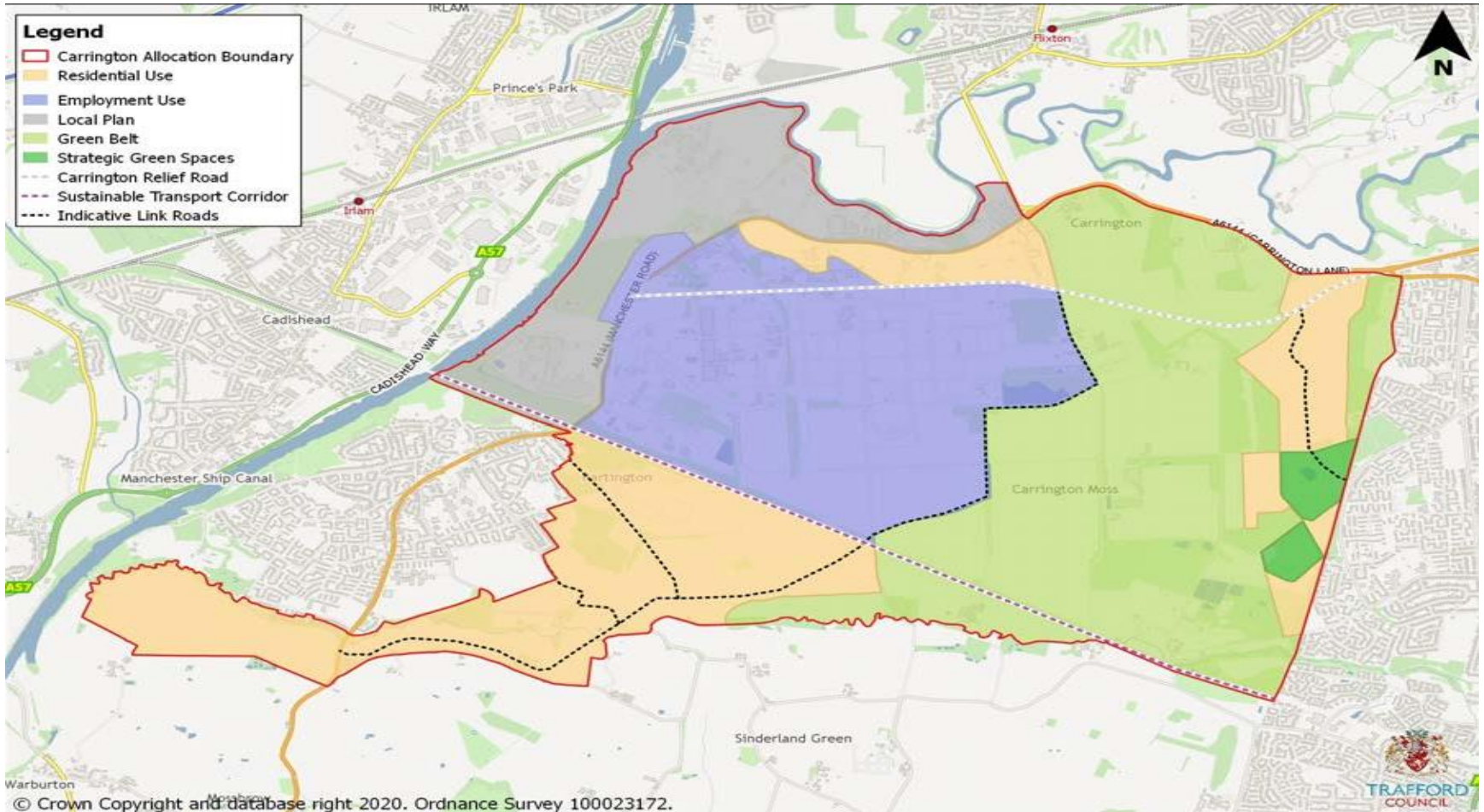
- 19 individuals in ABEN as at 21st December 2021
- 7 move ons in October
- 3 move ons in November

Housing Register

- 6,297 on the housing register as at end of Q3.
- 96 re-housed during the quarter.

This page is intentionally left blank

Carrington Relief Road Update 12 January 2022 Scrutiny Committee





Carrington Relief Road

Journey to the Current Position Core Strategy

- 2012 Trafford Core Strategy proposed a number of transport improvements around Carrington – including the provision of a new link road to provide better capacity, alleviate congestion and improve public transport and cycling
- 2012 Trafford Core Strategy recognised that the opening up of the former Shell petrochemical site and related areas for development was dependent on improving access for all road users
- A principal component of this is the Carrington Relief Road that is intended to take traffic away from the narrow A6144 Carrington Lane and Manchester Road – thus alleviating existing congestion, improving overall capacity and providing a safe and more effective route for cycling and public transport



Carrington Relief Road

Journey to the Current Position Places for Everyone

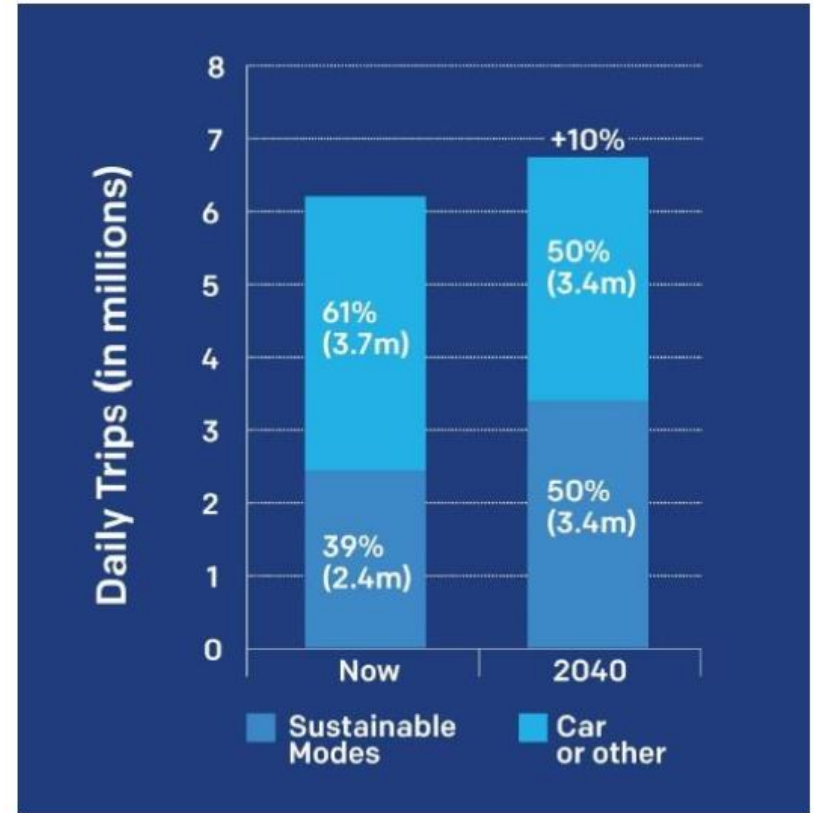
- The Carrington, Partington and Sale West area has been identified as a significant development location in the Places for Everyone (PfE) 2021 Plan. This builds on the need for the Relief Road from the Core Strategy
- The area is proposed for approximately 4,300 homes in the plan period to 2037 and 5,000 homes overall, as well as approximately 350,000 sqm employment floorspace
- The Strategic Location covered land which is within the existing urban area, including a significant area of brownfield land from previous industrial uses and petrochemical works
- The proposed PfE allocation includes this area, but also identifies significant land beyond this much of which is currently in the Green Belt and which PfE proposes to release

Carrington Relief Road

Transport Strategy

- The Greater Manchester Transport Strategy 2040 Delivery Plan 2021-2026 identifies the Carrington Relief Road as a project which can be delivered in the next five years
- Much of the traffic, particularly HGVs, will use the new route thereby allowing for traffic calming measures and improved walking, cycling and public transport access on the existing A6144 route
- The PfE New Carrington allocation policy requires new and improved cycling and walking access to be delivered as part of the development and both the CRR and A6144 will form integral parts of the network and also link to the wider Bee Network and MCF schemes
- The CRR will also deliver improved bus access to the Carrington area as part of wider improvements planned for the PfE allocation, this could include improved bus stops, priority bus junctions and greater service frequencies and routes

2040 Modal Principles & “Right Mix”



Carrington Relief Road – Strategic Case

Expected Benefits – In Summary

- Significant numbers of new homes
- Significant provision of new employment land
- Congestion relief will allow and promote travel options such as cycling and also lead to further opportunities for public transport such as buses
- Opportunities to address environmental concerns due to the creation of a new road





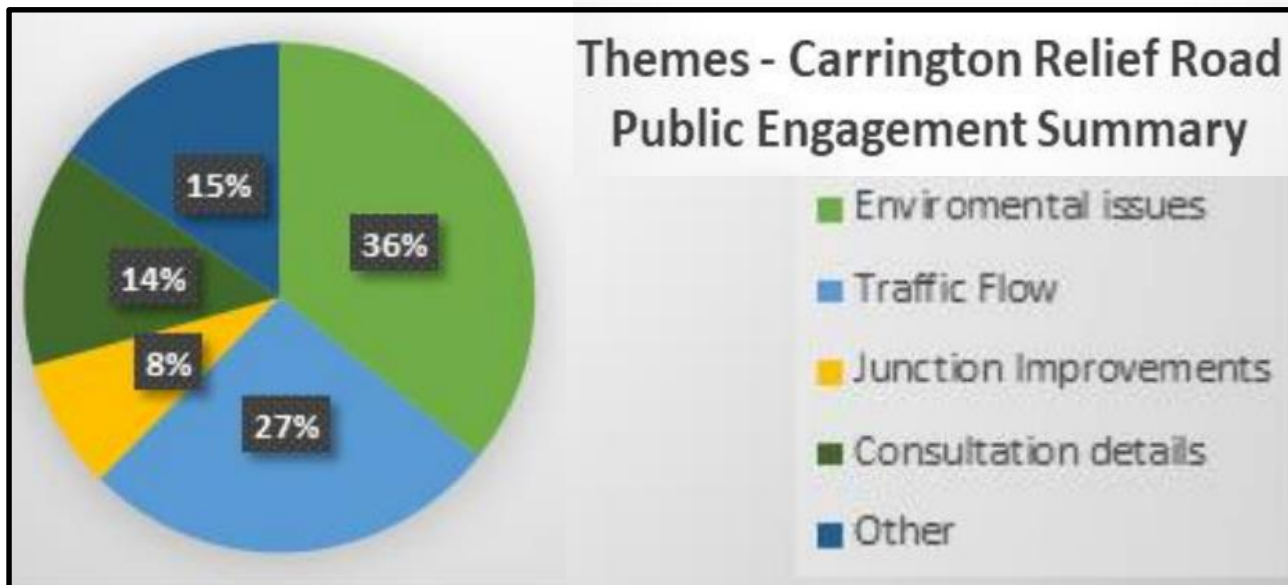
Public Engagement

- Early public engagement was carried out before any formal statutory public consultation
- Engagement exercise comprised a range of tools including:
 - The creation of a dedicated Council web page which included a video presentation of the Preliminary Options Appraisal Report
 - The distribution of 10,000 leaflets to local residents and businesses
 - The facility for respondents to easily feed back comments directly via the web page
 - The issue of a direct email invitation to over 400 contacts on the Audience Insight contact list, which included councillors, local businesses, media contacts, stakeholders, community groups and residents



Public Engagement

- The early public engagement exercise aimed to assist in the selection of a preferred route option, calibrate scheme objectives, and to inform the subsequent development of the design
- The analysis found that of the 123 responses received, just 21 respondents expressed a preference between Option A (on-line widening) and Option F (new build). Eleven indicated Option A as their preference and 10 indicated Option F as their preference, and a further responder wished to see both options progressed.

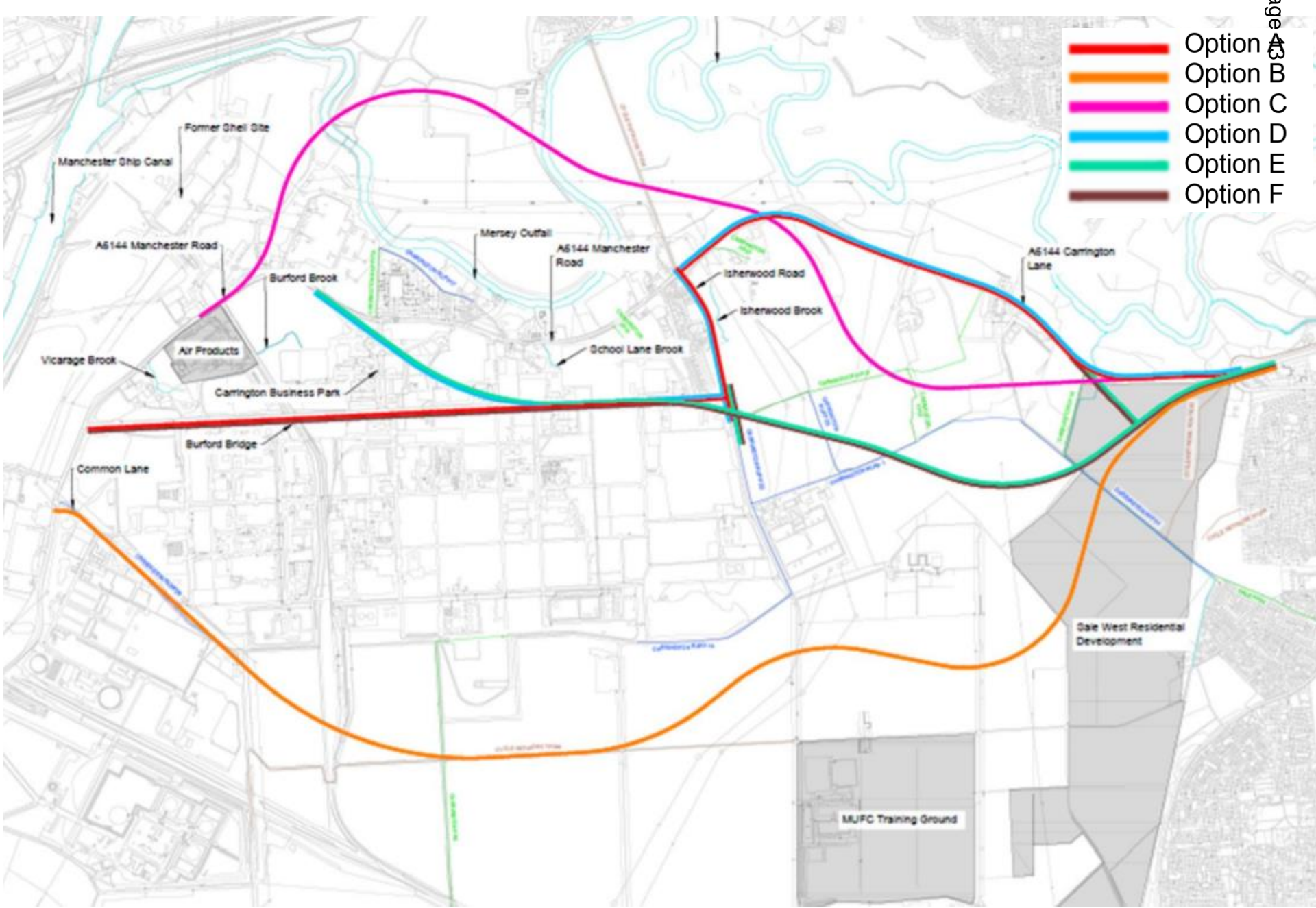




Route Options & Methodology

- A Preferred Option Appraisal Report was undertaken which identified two options: A and F
- Based on a range of criteria and based on current industry best-practice – each option was assessed against an appraisal methodology utilising specialist advice and consultants
- Appraisal methodology was wide ranging and included the following elements:
 - Transportation – included journey times, layout of junctions, road safety
 - Drainage and Flood Risk Assessments
 - Landscape considerations
 - Impact of construction phase
 - Geotechnical assessments
 - Carbon Reduction
 - Heritage considerations





- Option A
- Option B
- Option C
- Option D
- Option E
- Option F





Carbon neutral objectives/Improvements

- Carbon impacts of each option were assessed by Amey Consulting employing an appraisal methodology based on PAS 2080: Carbon Management in Infrastructure
- A budget was created for each scheme based on the estimated carbon emissions for materials, transport, construction and waste. The values are:
 - Option A (online): 2410.365tCO₂e
 - Option F (offline): 2358.322tCO₂e
- Loss of sequestration through de-vegetation was calculated thus: □ Option A (online): 629.962tCO₂e □ Option F (offline): 370.137tCO₂e
- Option F thus performed better overall in terms of carbon assessment, but further appraisal will be required as the design progresses.
- Route F lies generally to the north of the historic Carrington Moss – but the detailed invasive ground investigation work encountered Peat at one isolated location - approximately 50mm thick at a depth of around 1.2m. In the light of this further investigation will take place.



Other Sustainability Considerations

- Relief road will achieve a significant enhancement to the local area by creating an environment to encourage modal shift to various means of active travel and reduce dependence on motor vehicles
- Will provide significant relief to the A6144 through Carrington Village, where there are long-standing concerns from local residents about large polluting vehicles/HGV's, traffic speed and congestion which restrict opportunity for safe active travel.
- Suite of potential improvements has been identified to facilities for walking, cycling, public transport and for calming traffic generally. These measures represent a value of approximately £1m



Carrington Relief Road

Strategic Programme/Next Steps

- Proceed to develop preferred option route and undertake design of Rationalisation Phase 2
- Preparation of Revised Project Programme
- Undertaking further traffic modelling work to enable junction layout design
- Carrying out formal public consultation
- Preparing an Environmental Impact Statement
- The submission of Planning Application
- Preparation of a full funding strategy including final business cases for grants
- Following this work further formal decision of the Executive will be required before any final decision is made to proceed

Carrington – Further Information

[Carrington Relief Road Executive Report September 2021 \(Item 27\)](#)

[Trafford Core Strategy 2012](#)

[Places for Everyone Plan 2020](#)

[Places For Everyone – Carrington Supporting Evidence](#)

This page is intentionally left blank