



**TRAFFORD
COUNCIL**

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

Date: Wednesday, 9 November 2022

Time: 6.30 p.m.

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

A G E N D A	PART I	Pages
2. MINUTES		1 - 10
To receive and, if so determined, to agree as a correct record the Minutes of the meeting held on 21 September 2022.		
6. CLIMATE CHANGE ACTION PLAN PERFORMANCE		11 - 22
To receive a report of the Executive Member for Climate Change and Transport Strategy.		

SARA TODD
Chief Executive

Membership of the Committee

Councillors D. Acton (Chair), D. Butt (Vice-Chair), J.M. Axford, G. Carter, G. Coggins, W. Frass, K. Procter, R. Thompson, L. Walsh, B.G. Winstanley, S. Zhi, D. Western (ex-Officio) and M.P. Whetton (ex-Officio).

Further Information

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

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Scrutiny Committee - Wednesday, 9 November 2022

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SCRUTINY COMMITTEE

21 SEPTEMBER 2022

PRESENT

Councillor D. Acton (in the Chair).

Councillors D. Butt (Vice-Chair), J.M. Axford, G. Carter, G. Coggins, W. Frass, K. Procter, R. Thompson, L. Walsh and S. Zhi

In attendance

Councillor Ross	Executive Member for Finance and Governance
Councillor Williams	Executive Member for Climate Change and Transport Strategy
Councillor Adshead	Executive Member for Environmental Services
Councillor Patel	Executive Member for Economy and Regeneration
Graeme Bentley	Director of Finance and Systems
Adrian Fisher	Director of Growth and Regulatory Services
Chris Morris	Director of Highways, Transport, and Environment
Mark Ford	Principal Civil Engineer, Consulting & Rail, Amey Consulting

APOLOGIES

Apologies for absence were received from Councillors B.G. Winstanley, D. Western and M.P. Whetton.

8. MINUTES

RESOLVED: That the minutes of the meetings held 16 March 2022 and 29 June 2022 be agreed as an accurate record.

9. DECLARATIONS OF INTEREST

Councillors Walsh and Procter declared an interest as members of the Council's Planning Committee.

10. QUESTIONS FROM THE PUBLIC

The question below was received from Andrew Gould (exec member Friends of Trafford's Parks and Green Spaces) and read out by the Chair.

"The Friends of Trafford's Parks and Green Spaces would like to ask the following question of the Scrutiny Committee on Wed 21st Sep.

Why has the Scrutiny Committee been recommended to propose to the executive that Trafford continues to rely on existing greenspace protections instead of moving forward with a scheme such as "Fields in Trust"?

The thrust of these schemes is to protect parks and green spaces from changes in political will and planning dept influence to ensure these well-loved public assets are not developed on and retained for future generations.

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We urge that the Scrutiny Committee reject the report's recommendation and instead further investigate how to ensure these parks and green space protections can be improved, and we would welcome an invitation to participate in the process."

The Chair accepted the question and stated that while a recommendation had been provided within the report to the Committee it would be for the Members to decide how they would proceed.

11. FINANCE CHANGE PROGRAMME

The Chair asked that all presenters take reports and presentations as read to allow adequate time for questions and discussion due to the large number of items on the agenda.

The Executive Member for Finance and Governance gave a short introduction to the presentation. The Committee were informed of the budgetary challenges the Council faced in 2022/23 and 2023/24 financial years and the impact of current issues, including inflation and the cost of energy, were having on the Council's position. An overview of the Financial Change Programme approach and structure was provided, which included the terms of reference for the two main Boards. The programme was focused upon a collaborative approach to the challenges the Council faced as they could not be addressed by the Council on its own. Part of the Council's approach involved spearheading the F20 campaign to national government to secure an increased settlement for the lowest funded Councils across the Country.

The Council's budget proposals would be presented to the Committee in October and the Executive Member informed the Committee that the budget presented to the Committee would contain a gap to be closed before the final budget was set in February 2023.

Following the overview Councillor Carter asked what the saving proposal that could save £500,000 and if that could be shared. Second question whether the Council were looking at increasing revenue through enforcement. The Executive Member for Finance and Governance stated that the Council were looking at increasing enforcement but added that the funding raised could only be used in certain ways. Rather than raising income it was more around enforcing laws to address frustrations within the Community. The Director of Finance and Systems responded that it was too early to say what the proposals were and what they would deliver but the Committee were assured more information would be available in October.

Councillor Axford noted that the programme was looking at innovating and bringing change to meet the pressures and asked what that meant and whether community wealth building was part of it. The Executive Member for Finance and Governance responded that they were working within the council and across other authorities to trial new ways of delivering services to achieve savings. The Council were looking at all ideas being brought forward although community wealth building had not been considered yet. The Executive Member for Finance and

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Governance invited Councillor Axford and all Scrutiny Members to provide suggestions for how the Council could look to save money.

Councillor Procter asked how the public consultation would be handled. The Executive Member for Finance and Governance responded that the consultation would be conducted with a broader span of engagement than had been done previously. The aim of the broader engagement was to provide residents with enough information so they could provide feedback to help the Councils budget.

Councillor Walsh noted that last year the Council had received the settlement very late in the year and asked whether it was likely to be received earlier this year. The Executive Member for Finance and Governance stated that settlement had not yet been set and with a new government coming in it was difficult to predict what the settlement for councils would be. The Executive Member for Finance and Governance had concerns about the impact that inflation would continue to have on the budget and the whether the settlement would take that into account. The Director of Finance and Systems added that the indications received so far suggested they would receive about the same as in previous year without add-ons for inflation.

Councillor Walsh asked whether it would be better to go out to the public as soon as possible to allow the public time to absorb the shock around the high level of funds needed to be found. The Executive Member for Finance and Governance agreed with Councillor Walsh and informed the Committee that consultation would start once the draft budget had been agreed by the Executive. The Executive Member for Finance and Governance drew the Committee's attention to the lobbying leaflet within the presentation and informed them that a version of the leaflet would be circulated to residents informing them of the challenges the Council faced.

Councillor Coggins asked a series of questions including how Trafford compared to other similarly funded Council's, what was meant by discretionary services within the presentation, and what was meant by the phrase worst case scenario within the presentation. The Executive Member for Finance and Governance responded that other Councils who received similar levels of funding to Trafford were also struggling and a group of those authorities were working together to appeal for more funding. The discretionary services which would be looked at as part of the budget process were along the lines of libraries and the music service and the Executive Member for Finance and Governance offered to provide a list of what was a discretionary service and what was not for the budget scrutiny process. With regards to the worst-case scenario the Executive Member for Finance and Governance stated that the Council were not at that point yet and assured the Committee that the Executive was taking measures to ensure they did not reach the point where the Council would no longer be in control of its own budget.

RESOLVED:

- 1) That the presentation be noted.

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- 2) That Scrutiny Members are invited to submit any savings ideas to the Executive Member for Finance and Governance.
- 3) That a list of discretionary and non-discretionary service will be provided as part of the budget scrutiny process.

12. CARRINGTON RELIEF ROAD

The Executive Member for Climate Change and Transport Strategy took the report as read and gave a short introduction to the Committee before handing over to the Director of Growth and Regulatory Services. In the introduction the Executive Member for Climate Change and Transport Strategy noted that the subject had been considered by the Committee previously and Committee Members had requested to be involved in the engagement with the public. The Committee were informed that a communication and engagement strategy had been developed which looked to engage with many residents across several areas of the borough. The Director of Growth and Regulatory Services drew the Committees attention to areas 5,6, 7, and 8 of the report. Part 7 linked to the selection of who would deliver the consultation and how it would be done. The Committee were also asked to note that the relief road was part of the programme of works planned for the places for everyone process. The two appendices provided alongside the report listed what had been done so far and a timeline of the key elements of the remainder of the programme.

Councillor Axford asked whether the consultation would be delivered by the same company as the previous consultation and why they had been selected. Councillor Axford also enquired about the environmental impact of the road and how the Council would align that work with their goals for carbon reduction. The Executive Member for Climate Change and Transport Strategy shared the concerns Committee Members had regarding the company who had done the previous consultation. The last consultation had included 10,000 leaflets being dropped in Bucklow St Martins ward and had a particularly poor response rate. The Executive Member for Climate Change and Transport Strategy had raised concerns with the company and provided suggestions on how the consultation could be improved. One area was the importance of involving a wider area of residents who would be impacted by the construction of the road. The Executive Member for Climate Change and Transport Strategy spoke about how another consultation within the area had proven successful and assured the Committee that the lessons learned from that exercise would be utilised to improve the process. The Executive Member for Climate Change and Transport Strategy provided additional assurance that the environmental impacts of the road would be consulted on with community groups.

Councillor Coggins asked about the implications section of the report and how it spoke about the benefits of active transport rather than looking at the impact from the increase in traffic that new road would bring to the area. The Executive Member for Climate Change and Transport Strategy took the point on board and sated that it was a new item added to reports and it would take a while to fine tune the reporting.

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Councillor Coggins spoke about how people did not respond to consultations as they were often long, technical, and time consuming to complete and people would not take the time if they felt it would not have an impact. The Executive Member for Climate Change and Transport Strategy agreed with the points made by Councillor Coggins and assured the Committee that all efforts would be made to increase the level of engagement with the consultation process.

Councillor Coggins read out a question from the Friends of Carrington moss of whether the Council would consult for 12 weeks. The Executive Member for Climate Change and Transport Strategy informed the Committee that discussions were ongoing with Friends of Carrington Moss and a response would be sent to them directly, with a copy of the response provided to the Committee.

Councillor Butt asked what scope for change was there for residents responding to the consultation. The Executive Member for Climate Change and Transport Strategy responded that the Council needed to identify how to communicate to residents what influence they could have on the plans. The Director of Growth and Regulatory Services added that while the consultation was of limited scope there would be many areas the public could influence, with rights of way being one example, and this would be communicated clearly within the consultation.

Councillor Walsh asked whether the Council had considered doing the exercise in house. The Director of Growth and Regulatory Services explained that the company was a sub-contractor of Amey who were very experienced in these types of consultations, which was why they had been selected. The Director of Highways, Transport, and Environment added that the company being a sub-contractor of Amey enabled the Council to synergise their approach to provide savings while the expertise within Amey helped to ensure that all the rules were followed.

The Chair noted how tight the timeline set out within the report was and asked whether it was manageable, especially as not all of the funding had been secured. The Director of Growth and Regulatory Services responded that the report timeline stated spring/summer, but it was more likely to be in summer and would fall within the 2023/24 financial year.

RESOLVED:

- 1) That the report be noted.
- 2) That the Committee are to receive a copy of the response to Friends of Carrington Moss.

13. FEASIBILITY AND COST OF PLACING ALL PARKS INTO A FIELD IN TRUSTS

The Executive Member for Environmental Services noted that the item was requested to come to the Committee following a motion by Council. The Council's green spaces were very popular and the Council were committed to protect them. Within the report the pros and cons of each option the Council could take to protect its green spaces was listed. The Executive Member for Environmental Services drew attention to the option of placing green spaces within Fields in Trust

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which provided excellent protection but could also prevent enhancements within those spaces.

The Director of Growth and Regulatory Services spoke of the differences in situation between Liverpool City Council (who had committed to placing all of the areas green spaces into Fields in Trust) and Trafford, which had had a comparatively large number of sites available for development. The Director of Growth and Regulatory Services informed the Committee about Trafford's Fields in Trust organisation and assured members that the Council would continue to use that approach. The Director of Growth and Regulatory Services concluded the introduction by bringing the committee's attention to the other forms of protection that were in place for green spaces which related to various pieces of legislation.

Councillor Coggins noted that the areas which had been placed into trusts were all areas where a large public outcry had been received and asked whether that was a factor in which sites were chosen rather than the environmental benefit. The Executive Member for Environmental Services responded that many reasons were put forward when considering the applications to place a space into Fields in Trust and that an analysis of the decisions made would need to look at each application rather than identifying patterns retrospectively. The Director of Growth and Regulatory Services stated that he would reply in writing about the selection of the sites in question.

Council Walsh asked whether it was a cart blanche approach or if it was an approach that could be applied to areas identified with a community group were well positioned to support it. The Executive Member for Environmental Services responded that it was done on a case-by-case basis and how the Council strive to use the right approach at the right time. There were multiple other approaches, such as village green proposals, which could be taken to protect a space and a decision on which approach to take was reached on each application following in-depth review and consultation.

Committee Members raised concerns that the report did not contain adequate information relating to the possible costs involved in moving all green spaces into Fields in Trust. Committee Members agreed that there was insufficient information provided within the report for them to make a recommendation to Council. The Committee agreed to receive further information via email and they would decide how to proceed once they had that information.

RESOLVED:

- 1) That the report be noted.
- 2) That a written response on the reasons for the selection of spaces to be placed into Fields in Trust be sent to Councillor Coggins.
- 3) That additional information be sent to Committee Members via email.
- 4) That the topic be considered further by the Committee before a recommendation to Council is agreed.

14. URMSTON ACTIVE NEIGHBOURHOOD

The Executive Member for Climate Change and Transport Strategy gave a brief introduction of the report to the Committee. The report provided an overview of the work done to date on the Urmston Active Neighbourhood active travel programme. Following public consultation, a number of developments to improve active travel within the M41 area had been identified and put into routes. The report contained seven key routes with a complexity rating for the implementation of each route provided on page 9 of the report. The assessment informed the phasing of the implementation of the routes covered on pages 10 and 11 of the report.

The Director of Highways, Transport, and Environment added that the programme was moving from concept design to preliminary design. Had received 3400 suggestions from the consultation which had been taken and used to drawn up the routes shown in the report. The options had been presented to TFGM who provided suggestions on which areas to do. The service was currently putting together sets of recommendations based upon what was achievable given the funding and taking potential risks such as inflation and rising costs into account. Once developed those recommendations would be put to the local ward councillors. The Committee were asked to look at the last page which detailed the stage gates for the remainder of the project. Preliminary design was to start in January 2023 following further discussions with TFGM.

The Chair asked a question on behalf of Councillor Carter which noted that the initial available funding was £6.5M and the proposal cost was £4M. It was then asked whether it was possible to remove route two from phase one and to implement phase two instead, which would bring the cost to around £6.3M and was still under the initial funding available. The Director of Highways, Transport, and Environment responded that the programme was moving to detailed design and if, following the conclusion of those designs, the costs came back lower than the funding available they would re-evaluate how to proceed. The Committee were reminded that this was only the first tranche of funding and it was hoped that eventually enough funding would be received to put all £18.5M worth of suggestions in place. The Executive Member for Climate Change and Transport Strategy added that the funding would be released in stages and changes at this stage could create issues in accessing the funding of the £6.5M tranche.

Councillor Procter spoke of the frustrations with the delays and how the biggest issue was around the lack of communication with the public about the programme. Councillor Procter realised that the Council had to meet the requirements set by Greater Manchester, but the residents needed to be kept informed with what was happening. The Executive Member for Climate Change and Transport Strategy stated that it was one of the Council's first active neighbourhood programmes and had done a large amount of engagement originally which had raised expectations. The Executive Member for Climate Change and Transport Strategy had committed to meeting regularly with the M41 Councillors and those would continue and he asked that ward Councillors pass the information from those meetings onto residents. The Director of Highways, Transport, and Environment added that there had been some delays around communication and engagement with the project

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and changes had been made to improve this going forward. The Director of Highways, Transport, and Environment assure the Committee that the timeline was to have some works underway in January 2023 but that came with the caveat of having to meet the requirements of TFGM before they proceeded.

Councillor Coggins asked why the second route had been chosen when the route suggested by TFGM seemed to deliver a lot more in terms of changing the way people moved about within the area. The Executive Member for Climate Change and Transport Strategy responded that the discussions around the routes both with local ward Councillors and TFGM had been robust and provided a large amount of challenge. It was from those discussions that the second route had been drawn up and agreed upon. While the original route did have a lot of infrastructural changes for the areas a lot of that work was away from residential routes and would have had limited benefit for the residents of M41. The Principal Civil Engineer, Consulting & Rail, Amey Consulting provided additional information about the conversations with TFGM and the standards that the plans had to meet in order to get to the stage they were at. The Principal Civil Engineer, Consulting & Rail, Amey Consulting concluded by assuring the Committee that all barriers and constraints to active travel within the area reported within the consultation had been taken into account when developing the plans.

Councillor Thompson asked whether the meeting listed within the report between one Trafford and TFGM had gone ahead and whether the outcome of the meeting had been optimistic with regards to delivering the project. The Principal Civil Engineer, Consulting & Rail, Amey Consulting informed the Committee that the meeting had gone ahead and the challenge from ward Councillors for a different route had been presented to TFGM and had agreed to proceed.

RESOLVED:

- 1) That the report be noted.
- 2) That the Executive Member for Climate Change and Transport Strategy commits to continue to meet with ward Councillors.
- 3) That ward councillors be asked to disseminate the information from those meetings to residents.

15. EXECUTIVE RESPONSE TO DISABILITY ACCESS TASK AND FINISH GROUP INTERIM REPORT

The Executive Member for Economy and Regeneration drew out a few key points from the report. Noted that the aim of the work was to ensure that disabled people would be benefitted by planning policies and the Committee were assured that the Executive were Committed to this. The report accurately recognised the balance the Council had to influence planning through building regulation and through utilisation of soft power by holding discussions with developers and training for Officers and Councillors. Spoke about the forthcoming policy changes through the Trafford Design Guide, Trafford Design Code, local plan, and places for everyone plan over the following year. Noted the frustrations by the Planning Committee due to the delays in these plans as they want to work with planning rules already in place. The Executive Member for Economy and Regeneration spoke of the

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timeline for the completion of those plans and assured the Committee there would be opportunity to have input on those policies.

The Chair spoke about the different ways the Council could impact planning and welcomed the development of the new policies. The Chair then noted the difference in approach between planning and building controls. The Director of Growth and Regulatory Services provided an explanation of the enforcement of building control regulations set by the government and the option of the Council as a planning authority to set higher standards of accessibility through their local plan. Unfortunately, the Council could not insist on those higher standards when acting as building control.

RESOLVED: That the response be noted.

16. EXECUTIVE RESPONSE TO THE GYPSY, ROMA, AND TRAVELLER VISIT TASK AND FINISH GROUP INTERIM REPORT

Councillor Axford welcomed the response but felt that there was not enough information available to decide the current cost of clean-up made providing toilets and bins cost effective. Councillor asked questions relating to negotiated stopping and having a transit site and about the use of section 177 and section 61 by the police. Councillor Axford also commented that she felt all Councillors should be informed of Traveller visits within the borough and not just the relevant Ward Councillors. The Director of Growth and Regulatory Services responded that there would be a further report looking specifically at the associated costs. Negotiated stopping, transit sites, and stopping facilities fulfilled the same purpose but in different ways with differing costs with a transit site being the most expensive. The Council was going to investigate the options in more depth but given the average number of visits Trafford received negotiated stopping was more likely to be cost effective.

The Executive Member for Environmental Services added that there had been an issue in 2021 due to the limited availability of facilities, especially during the time of year the visits happened. In addition to the cost of clean-up there was the impact upon staff who had to clean up the sites and so the Council were looking to move towards having facilities in place.

Councillor Procter asked whether there was opportunity to agree acceptable behaviour with Gypsy, Roma, and Traveller communities visiting the area. The Director of Growth and Regulatory Services stated that could be done through negotiated stopping or if there was an agreed stopping site and that officers would look at what other councils had done.

The Vice-Chair noted that enforcement could be difficult given the transient nature of those communities and stated he would be interested in seeing the approaches taken by other Councils.

RESOLVED: That the response be noted.

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17. EVENTS AT OLD TRAFFORD TASK AND FINISH GROUP UPDATE

Councillor Walsh informed the Committee that the group had held their first meeting, but the second meeting had been cancelled due to the passing of the Queen. Councillor Walsh asked that the Governance Officer arrange a replacement meeting as soon as possible so that the group did not lose their momentum.

RESOLVED:

- 1) That the update be noted.
- 2) That a replacement meeting for the group be arranged as soon as possible.

18. WORK PROGRAMME 2022/23

The Chair introduced the item and asked Members if they had any additional items that they would like to add to the work programme, but none were raised.

RESOLVED: That the work programme be added.

The meeting commenced at 6.30 p.m. and finished at 8.49 p.m.

TRAFFORD COUNCIL

Report to: Overview and Scrutiny Committee
Date: 9th November 2022
Report of: Corporate Director, Place

Report Title

Carbon Neutral Action Plan Update

Summary

Since the launch of the Carbon Neutral action Plan in December 2020 considerable progress has been made against the actions of the Plan. In particular activity to reduce carbon emissions is now reaching into all Council functions and Services, reflecting the new corporate priority to address our Climate Crisis. There are also maturing partnerships and significantly more collaboration with private and public organisations to progress the Climate change agenda.

However, set against this, performance tracking of the current Carbon Neutral Action Plan has identified that the number of actions that are behind or at risk remains at 41%. The report identifies those actions at risk – and where further effort is required.

The current performance indicators are set out – along with a carbon trajectory – this also shows that considerable ongoing activity will be required to reduce carbon emissions.

Recommendation(s)

That the report be noted

Contact person for access to background papers and further information:

Name: Jez Tweed
Email: jez.tweed@trafford.gov.uk

For non-confidential reports add the following:

Background Papers: Climate Neutral Action Plan Dec 2020

Financial Impact:	No specific implications – report is for noting only
Legal Impact:	No specific implications – report is for noting only
Human Resources Impact:	These are addressed within the report – but there are no impacts arising from the recommendation
Asset Management Impact:	These are addressed within the report – but there are no impacts arising from the recommendation
E-Government Impact:	Not Applicable
Risk Management Impact:	This report summaries the Councils performance and risk of Addressing Our Climate Crisis priority delivery
Health and Safety Impact:	Not Applicable
Sustainability Impact:	This report summaries the Councils performance on Carbon Reduction, Resources use and Consumption.
Carbon Reduction: Impact	This report summaries the Councils performance on Carbon Reduction

1. Background

The Carbon Neutral Action Plan was launched in December 2020. The Action Plan is complementary to the Council's Corporate Objectives and the Greater Manchester 5 Year Environment Plan, it contains the following themes

- (i) Production and Consumption of Resource
- (ii) Governance, Engagement and Collaboration
- (iii) Production and Consumption of Resources
- (iv) Transport & Travel
- (v) Heat & Energy
- (vi) Natural Assets
- (vii) Skills and Green Growth
- (viii) Homes, Workplaces and Buildings

In order to meet our carbon neutrality target, the action plan covers short, medium, and long-term actions over the following timescales:

Short: Up to Spring 2022;
 Medium: Spring 2022 – Autumn 2024;
 Long: Beyond Autumn 2024

2. Progress so Far

The Council has made significant progress across a number of thematic areas:

- **Governance, Engagement and Collaboration**
 - ✓ Established the Trafford Climate Emergency & Air Quality Commission. This is a Trafford cross sector partnership charged with responsibility for developing, delivering and monitoring the Carbon Neutral Action Plan.
 - ✓ The Council has member representation on the [Green City Region Partnership Board](#), supporting Greater Manchester 5 year Environmental Plan.
 - ✓ Trafford Council held a Citizens Panel on 30th November 2021, this involved over 30 voluntary residents selected to match the Borough's demographic profile. The outcomes have been used to develop the Carbon Neutral Action Plan.

- ✓ We are working with [Trafford Community Collective](#) to strengthen the Voluntary, Community, Faith and Social Enterprise sector, enabling it to fulfil its potential in helping our communities Address the Climate Crisis.
- ✓ Launched Carbon Literacy programme, providing Council staff and Councillors with the information needed to address the Climate Crisis and create individual action plans.
- ✓ Council officers supported the Sale West Schools Climate Change Conference
- ✓ Council reports now include specific considerations of carbon reduction, ensuring this is factored into the decision making process across all services and departments
- **Production and Consumption of Resources**
 - ✓ Improving household [Recycling & Composting](#) and launching a [Food for Thought Campaign](#) helping residents to reduce waste and make savings on household food bills.
 - ✓ “Recycling on the Go” on-street trio bins allowing recycling of litter in public spaces.
 - ✓ We have included environmental social value weighting in all procurement decisions.
- **Transport and Travel**
 - ✓ Working with Be.EV, we are installing [Electric Vehicle Charge Points](#) in our car parks with 6 locations and 20 chargers in Phase 1 and we are on track to install circa 90 charge points by the end of 2022.
 - ✓ The Council is delivering a range of Cycling and Walking Infrastructure
 - ✓ Improvements reducing the need to travel by car and promoting active lifestyles.
 - ✓ We have introduced 16 new [electric vehicles](#) to our fleet, cutting carbon and air quality emissions.
 - ✓ Adults Health & Social Care staff have adopted Electric Bikes for journeys where appropriate.
 - ✓ [Urmston Active Neighbourhood](#) is improving street lighting, restricting motor vehicles at various locations, creating school streets, maintaining cycle lanes, footpaths and much more.
 - ✓ Established a Low Traffic Neighbourhood in Longford
 - ✓ We have set up 6 [School Streets](#) that temporarily close roads outside schools to encourage families to travel actively whilst increasing safety and cutting carbon
 - ✓ Trafford Council is [enhancing spaces for pedestrians and cyclists](#) across the borough, to enable people to keep their distance for safe essential journeys and exercise during the coronavirus lockdown and through recovery.
 - ✓ We are key partners within the [Greater Manchester Clean Air Plan](#) cleaning up the air our residents breathe in a way that helps people to make the change to cleaner vehicles and does not put jobs, livelihoods and businesses at risk.
- **Heat and Energy**

- ✓ A Local Area Energy Plan has been carried out to define the extent of the transformation needed across Trafford as well as a focus on identifying first steps to progress. It provides a robust evidence base and plan to help engage businesses and citizens in accelerating towards the carbon neutral goal.
- ✓ Trafford Council has undertaken a Trafford Park Low Carbon study, creating a roadmap detailing how Trafford Park can transform into a net zero carbon business location and ensuring its continued attraction to jobs, industry and commerce.
- ✓ Heat Network studies have been undertaken to identify opportunities to distribute low carbon heat across Trafford Park and the Civic Quarter. The Council has been awarded £76K from BEIS to deliver the next stages of feasibility work for the Civic Quarter network

- **Natural Environment**

- ✓ We are working with The Friends of Longford Park, The Environment Partnership, City of Trees and a range of other partners to develop a vision and masterplan for [Longford Park](#) that will guide the restoration and improvement of the park's key assets and facilities; support our climate emergency response; reconnect people with heritage and nature and secure the park's long term sustainable management.
- ✓ Complimenting the Trafford Park Low Carbon work, Trafford Council has also explored where Green Infrastructure such as trees, edible plants and green roofs can be installed across the Trafford Park to improve air quality, sustainable urban drainage, encourage active travel and create space for recreation.
- ✓ We are also working with the [Greater Manchester Environment Fund](#) to deliver Greater Manchester's ambition for a "clean, carbon-neutral, climate resilient city region with a thriving natural environment.
- ✓ We have eliminated the use of Glyphosphate from all but essential uses where alternative options are not possible.
- ✓ We have reduced the frequency of grass verge cuttings and increased the planting of wildflower meadows across borough to enhance biodiversity.
- ✓ The Council supports tree planting through its funding of City of Trees.

- **Skills and Green Growth**

- ✓ We are exploring opportunities with [Manchester Inward Investment Agency](#) to encourage green growth (e.g. investment via Green Growth Grant Scheme and Additional Restriction Scheme) as part of the Inclusive Recovery Plan.
- ✓ We are actively encouraging sign up to the Growth Hub's [Green Business Pledge](#) to give businesses ideas of actions they can take to reduce their environmental impact and grow their business.
- ✓ The Council is also using its apprenticeship levy to fund apprenticeships in the green growth sector in Trafford

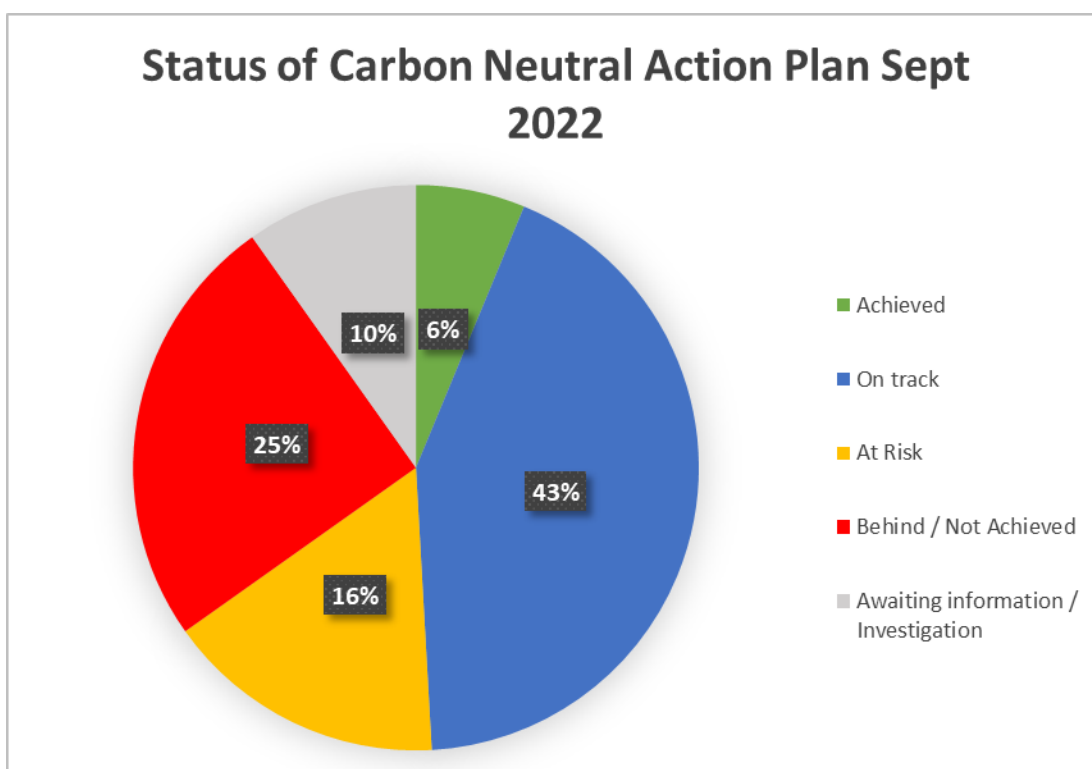
- **Homes, Workplaces and Buildings**

- ✓ Trafford Council is installing a range of low carbon energy improvements (Heat Pumps, Solar Panels & ultra-efficient Lighting) across Public Buildings, reducing greenhouse gas emissions by over 500 tonnes per year. £5.13m Public Sector Decarbonisation Scheme funds secured for further work to cut emissions from leisure centres during 2023.
- ✓ We are working with GMCA and partners to support our residents in [Home Energy Efficiency](#) and Cutting Carbon. We have set up a [Local Energy Advice Programme](#) which is a free energy and money saving advice service to help households save money and to keep homes warm and cosy.
- ✓ In partnership with the Greater Manchester Combined Authority we have launched the [Your Home Better](#) service offering a whole house approach for residents wishing to install measures for a more energy efficient, healthier and comfortable home.
- ✓ We have enhanced existing planning requirements that will improve sustainability such as Electric Vehicle Charge Points and Cycle Storage on new build homes.
- ✓ We are developing new low carbon planning policies as part of the emerging Local Plan that will support the Borough's target of becoming a Net Zero Borough by 2038. within the Local Plan

However, despite significant achievements since the development of the action plan there remain areas of activity where concerted effort is required.

3. Dashboard

Progress against is summarised within an Action Plan dashboard, set out below. This is reported to the Climate Change Commission and other meetings



A more detailed breakdown is set out in the table below:

Status	Timescale				Total
	Short	Short/Med	Short/ Med/ Long	Med/ Long	
Achieved	5	2	0	0	7
	23%	3%	0%	0%	6%
On track	7	33	3	5	48
	32%	42%	75%	63%	43%
Behind	6	20	0	0	26
	27%	26%	0%	0%	23%
At Risk	4	12	1	1	18
	18%	15%	25%	13%	16%
Not achieved	0	2	0	0	2
	0%	3%	0%	0%	2%
Awaiting Information	0	6	0	2	8
	0%	8%	0%	25%	7%
Further Investigation Required	0	3	0	0	3
	0%	4%	0%	0%	3%
Total	22	78	4	8	112

The change in action tracker (total actions) Nov 2021 – June 2022 is set out below:

Status	Nov 2021	March 2022	June 2022	Sept 2022
Achieved	5	7	7	7
	4%	6%	6%	6%
On track	54	46	48	48
	48%	41%	43%	43%
Behind / Not Achieved	23	28	28	28
	20%	25%	25%	25%
At Risk	n/a	13	18	18
	n/a	12%	16%	16%
Awaiting Information / Further Investigation	30	18	11	11
	27%	16%	10%	10%
Total	112	112	112	112

4. Delivery Challenges

This section of the report considers those parts of the Action Plan where progress has been limited or is at risk.

There are a number of Key actions that are currently behind in terms of their delivery – these are summarised below:

Governance, Engagement and Collaboration	Comment
Establish appetite for a Council Business Alliance Model via existing forums and Climate Commission.	Business Forums need to be re-established following the long break over Covid.
Engage with identified sectoral partners to establish the appetite for Geographical Clusters.	Some engagement through Trafford Park Studies but a sustained wider approach needs to be identified
Climate Crisis Communication Strategy	Dedicated comms team member allocated, however strategy still needs to be developed, resourced and delivered
Work with the education sector and schools on climate change and sustainability	An event on Climate Change with Trafford College is proposed however wider work needs to be developed further
Establish Resident's Panel for Climate Change	An event was held in Nov 2022, it is not now proposed to progress a full Residents Panel, but to devote effort to other activities.
Transport and Travel	Comment
Focus on Scope 3 indirect emissions e.g. goods and services moving in and out of Trafford	Not currently developed, although the emerging TfGM freight strategy will assist in progressing this agenda
Skills and Green Growth	Comment
Review business rates to attract 'green' businesses to the borough.	This is unlikely to be progressed in the short term given the Council's financial constraints. It is also challenging to single out specific 'Green' businesses.
Gather skills intelligence and create retrofit / green skills action plan	The GM Growth company are active in this arena, but further work needed to engage with local employers to determine what Green Skills are needed and where opportunities are going to be.
Homes, Workplaces and Buildings	Comment
Enforcement and advice on Future Buildings / Homes through buildings regulations.	The new Building Safety Act will create greater rigour in this area – but the Building Control team are limited in capacity in the short term

Key Actions that are at risk of delivery

Governance, Engagement and Collaboration	Comment
Promote implications of Trafford Park Low Carbon study and deliver action plan	Promotion via Commission, wider work needs to be developed further; The Council is seeking partial resourcing from GMCA
Review the parking and expenses scheme to reward active travel and disincentivise car travel.	Scheme requires further investigation and development – cost of living implications to be explored.
Work with Amey Facilities Management to improve recycling facilities and food waste in the office	Plans to introduce food waste recycling prepared, requires Comms support.
Embed Climate Emergency in Local Plan,	The Current priority is to ensure Places for

Development Management, Place Shaping and Masterplanning	Everyone is adopted – and this will bring in significant improvements to planning policy. Once in place concerted effort will be needed on the Local Plan to accelerate pace and ensure objective fully met. New SPDs will be required on retrofit.
Work in partnership with housing providers and GMCA to accelerate energy efficiency measures in Trafford's housing stock.	Enforcement of safety is service priority with rising caseload of sub-standard properties. Housing providers are active in this agenda and partnership will be central to further progress.
Heat and Energy	Comment
Support and integrate Local Area Energy Plans (LAEP)	LAEPs delivered however Integration within policies and strategy will require dedicated planning and resource
Promote opportunities to improve home energy e.g. Green Homes Grant (GHG), Clean Homes Grant and GM Retrofit Accelerator	Potential for partnership working, but requires dedicated resource to fully deliver
Energy advice through referrals, LEAP programme and promotion of Govt Green Home Grants for residents and landlords	Activity via current cost of living work – and significant national publicity on energy saving – but requires further effort to fully deliver
Look at how this fits with a community asset transfer policy e.g. transferring buildings and 'offloading carbon'	Policy needs updating and developing further
Homes, Workplaces and Buildings	Comment
Encourage the adoption of PASSIVHAUS and similar approaches through the planning system	Additional effort required to accelerate pace and ensure objective fully met.
Address energy efficiency in Private Rented Sector. Minimum EPCs	Enforcement of safety is service priority. EPC enforcement limited in the short term

5. Addressing Our Climate Crisis: Key Performance Indicators

5.1 A dashboard of the measures can be accessed on the Trafford Data Lab website: <https://trafforddatalab.shinyapps.io/corporate-plan/>.

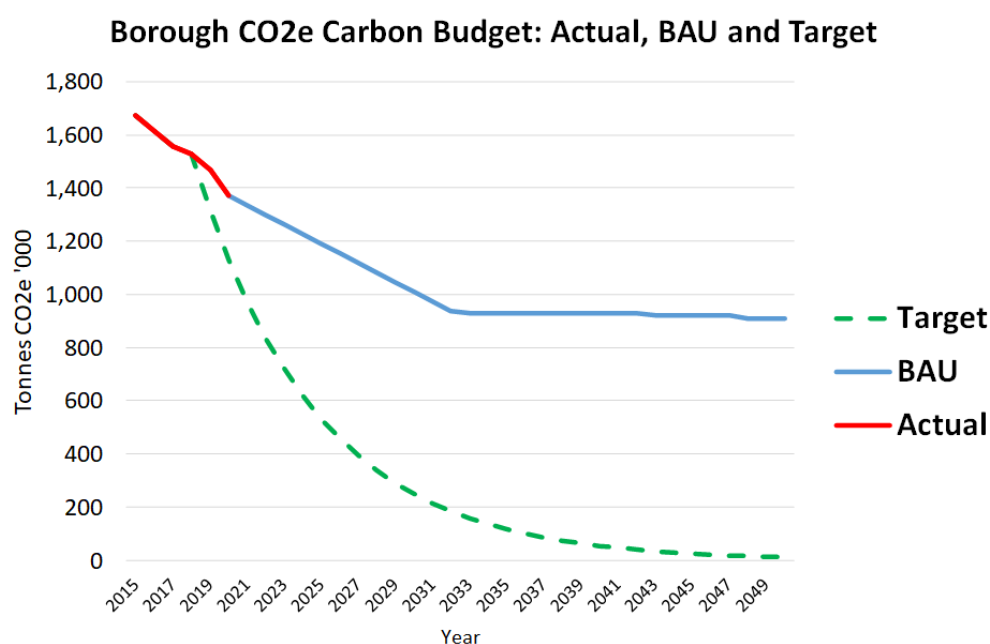
5.2 Current status of Indicators are listed below.

KPI		2018/19	2019/20	2020/21	2021/22
CO2e Emissions	Borough wide CO2e emissions (Kilo Tonnes Full set data)	1,507 (2018)	1,468 (2019)	1366 (2020)	Published Aug 2023
	Corporate CO2e emissions (Tonnes)	17,433	17,134	15,205	13,706
Transport	Number of electric charging points per 100,000 population	No data	21.6	19	32
	Vehicle miles travelled on roads in Trafford (millions)	1034.3	1084.7	886.6	No Data
	Number of licenced vehicles with Trafford addresses (to nearest hundred)	130,100	131,100	129,100	129,533

	Proportion of licenced Ultra Low Emission Vehicles with Trafford addresses (Number registered year-end)	0.37%	0.52%	0.81%	1.61%
	Increase proportion of adults who do any walking or cycling, for any purpose, five times per week	33.3	34.5	30%	No Data
Homes	Proportion of Energy Performance Certificates registered to Trafford addresses that are A,B or C	31.2%	31.4%	32.5%	34.2%
Waste	Tonnage of household waste which has not been sent for recycling	32,420	33,815	40,394	33,233
	Percentage of household waste which has been recycled or composted	57.30%	56.9%	53.3%	58.8%
Air Quality	A56 PM10 particulate matter	17.3	16.8	14.1	14.4
	A56 annual mean concentration of nitrogen dioxide (NO2) µg/m3	29	30	21	23.1
Staff	Number of council staff trained in carbon literacy (Cumulative)	-	-	20	86

Analysis of CO2 emission KPIs

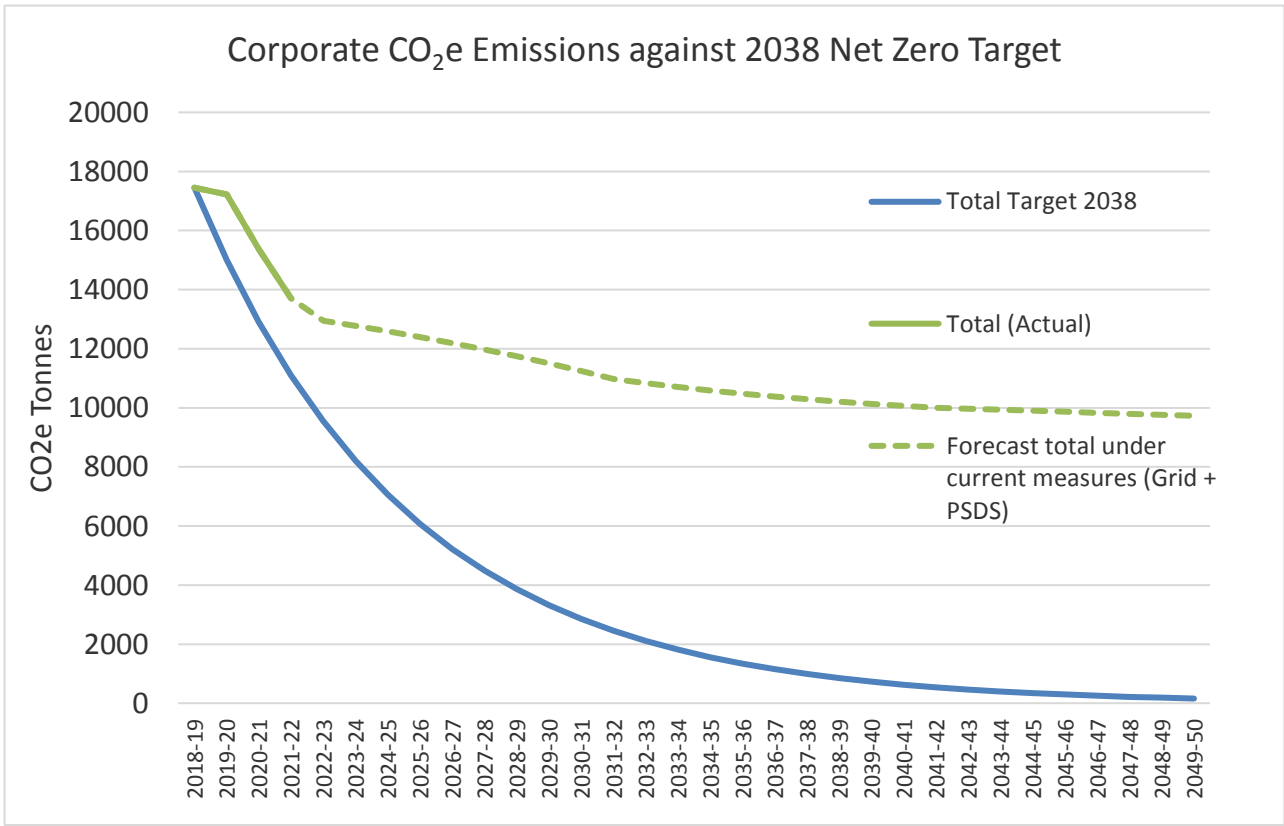
5.3 Borough wide CO2e emissions (Full set data):



Between 2015 – 2020 Borough Carbon Dioxide equivalent emission fell by an average of 4% per year. The 2038 Net zero target trajectory requires a reduction of 14% each year. Therefore it can be shown that although reductions are happening year on year they are not at the rate required to avoid global warming beyond 1.5°C as declared in Trafford Climate Emergency.

Future emissions reductions can be predicted from known policy and resourced measures such as national grid decarbonisation and electric vehicle uptake. This provide a Business As Usual (BAU) prediction, and indicates that unless deep cuts in carbon emissions are resourced and implemented at the local, regional and national level Borough emission will fail to reach net zero by some magnitude.

5.4 Corporate CO₂e emissions



The Public Sector Decarbonisation Scheme (PSDS 1) has provided an opportunity to make significant cuts in the Council’s operational emissions. Coupled with the reductions made by the pandemic lock downs, Trafford council’s emissions have reduced by 11% between 2021 and 2022. Forecast emissions assume PSDS 3 is fully implemented, and the planned national grid decarbonisation measures are realised. It is clear that without further deep cuts in operational emissions Trafford Council will fail to meet its net zero 2038 target supporting the Borough ambition.

6. Conclusion

Good progress on Addressing Our Climate Crisis has been made in key areas with carbon reduction evidenced across the Borough and in Council Operations. In other areas proposed actions have been overtaken by events – and can be delivered by different means. However, performance tracking of the current Carbon Neutral Action Plan has identified that the number of actions that are behind or at risk remains at 41% and that Carbon emissions are not reducing at the rate required to meet the Council's Climate Emergency target of net zero by 2038.

The challenge is therefore to continue to work with partners on this agenda and to keep shifting resources within existing teams in order to reduce the numbers of actions that are currently at risk.

Consultation

This report has been prepared in consultation with key Council Services and the Climate Emergency & Air Quality Commission.

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