



TRAFFORD COUNCIL

UPDATED AGENDA INCLUDING PAPERS MARKED 'TO FOLLOW' FOR

SCRUTINY COMMITTEE

Date: Wednesday, 11 January 2023

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
1. ATTENDANCES		
To note attendances, including Officers, and any apologies for absence.		
2. MINUTES		1 - 8
To receive and, if so determined, to agree as a correct record the Minutes of the meeting held on 9 November 2022.		
3. DECLARATIONS OF INTEREST		
Members to give notice of any interest and the nature of that interest relating to any item on the agenda in accordance with the adopted Code of Conduct.		
4. QUESTIONS FORM THE PUBLIC		
A maximum of 15 minutes will be allocated to public questions submitted in writing to Democratic Services (democratic.services@trafford.gov.uk) by 4 p.m. on the working day prior to the meeting. Questions must be relevant to items appearing on the agenda and will be submitted in the order in which they were received.		
5. HIGHWAYS INFRASTRUCTURE ASSET MANAGEMENT PLAN (HIAMP)		9 - 48
To consider a report from the Executive Member for Climate Change and Transport Strategy.		

6. ELECTRIC VEHICLE CHARGING STRATEGY 49 - 66

To consider a report from the Executive Member for Climate Change and Transport Strategy.

7. BUDGET SCRUTINY REPORT 67 - 74

To consider and agree a report of the Chair of the Committee.

8. COMMITTEE WORK PROGRAMME 75 - 78

To consider the work programme for the remainder of the municipal year.

9. URGENT BUSINESS (IF ANY)

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

10. EXCLUSION RESOLUTION (REMAINING ITEMS)

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

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

SARA TODD

Chief Executive

Membership of the Committee

Councillors 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:

Alexander Murray, Governance Officer,
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Email: alexander.murray@trafford.gov.uk

Scrutiny Committee - Wednesday, 11 January 2023

This agenda was issued on **Tuesday, 3 January 2023** by the Legal and Democratic Services Section, Trafford Council, Trafford Town Hall; Talbot Road, Stretford, Manchester, M32 0TH.

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SCRUTINY COMMITTEE

9 NOVEMBER 2022

PRESENT

Councillor D. Acton (in the Chair).

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

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
Graeme Bentley	Director of Finance and Systems
Adrian Fisher	Director of Growth and Regulatory Services
Jez Tweed	Principal Sustainability and Climate Change Officer
Alexander Murray	Governance Officer

APOLOGIES

Apologies for absence were received from Councillors D. Butt and D. Western

19. MINUTES

Councillor Axford noted that costing had not been received for Gypsy, Roma, and Traveller visits and that the finance update requested at the last meeting had also not been provided.

RESOLVED:

- 1) That the minutes be agreed as an accurate record.
- 2) That the costings requested at the last meeting be chased up.

20. DECLARATIONS OF INTEREST

No declarations were made.

21. QUESTIONS FROM THE PUBLIC

No questions were received.

22. DRAFT BUDGET PROPOSALS 2022/23

The Executive Member for Finance and Governance gave a brief introduction to the presentation beginning with the budget gap for the year which had increased to £8.25M. The presentation detailed the main areas of the Executive's draft budget proposals and the Executive Member for Finance and Governance highlighted the key assumptions within those proposals.

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Following the presentation Councillor Axford thanked Officers and Executive Member for the work they had done in preparing the draft budget and for the presentation. Councillor Axford then asked whether car parking fees were due to increase and whether consideration had been given car to fees being means tested as a way of increasing revenue. Councillor Axford also asked about the Council's position regarding discretionary services, for example the music service, and whether any of them would cease to be delivered by the Council.

The Executive Member for Finance and Governance responded to Councillor Axford that some answers would be provided at the meeting and others at the budget scrutiny sessions. The Executive Member then answered that consideration had not yet been given to means testing parking fines but that he would ask officers to investigate whether it could generate funds for the Council. With regards to street lighting the executive Member for Finance and Governance assured the Committee that officers would monitor the areas where lighting was to be reduced to ensure that the proposals did not impact public safety. The Executive Member of Finance stated that while discretionary services had been looked at it had not been with a view to reduce those services. The Committee were informed that the music service was struggling with capacity due to the high demand for the service.

Councillor Frass asked the Executive Member for Finance and Governance where the Council was up to on the lobbying programme. The Executive Member for Finance and Governance responded that the Council had approach local MPs and were looking to work with other stakeholders. The Director of Finance added that the role of the F20 group was not as vociferous as it had been during the previous year. The group was led by Leicestershire Council who had messaged the home secretary on two occasions regarding the funding the twenty Council's received. Councillor Whetton added that the letter sent to the Government was copied to Graham Brady MP by Councillor Whetton along with additional wording in support. Graham Brady MP informed Councillor Whetton that he had forwarded on the letter and would use his influence to support Trafford Council in their lobbying efforts. Both the Chair and the Executive Member for Finance and Governance thanked Councillor Whetton for his support in lobbying Graham Brady MP.

Councillor Winstanley asked whether the gap reported within the presentation was additional to the savings proposed and whether further details could be given as to the proposed changes to staff terms and conditions. The Executive Member for Finance and Governance confirmed that the budget gap was additional to the savings proposed and that the staff terms and conditions was with regards to vacancy management rather than changes to staff member's employment.

Councillor Procter noted the 8 reviews listed within the presentation and asked whether any of them were of higher priority than the others. Councillor Procter added that he felt that the enforcement activity would be a god area to focus upon to increase revenue. The Executive Member for Finance and Governance responded to the Council and stated that all 8 areas were being considered and with regards to traffic enforcement he could confirm that it would not be a congestion charge, but rather increased enforcement of existing parking restrictions. The Committee were informed that any monies made from parking

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enforcement would have to fund related Council activity, such as increasing active travel provision.

Councillor Carter asked for details regarding the realignment of the treasury management fund. The Executive Member for Finance and Governance stated that due to the increase in interest rates on the cash balance that the Council held was earning more interest than expected. The other area was looking at the bad debt provision but had not looked at that yet. The Director of Finance and Systems added that there was flexibility in the amount of money the Council put aside to ensure that they could meet their debt repayment requirements.

Councillor Whetton asked whether the 1% Adult Social Care Precept was cumulative or just a one off each year and what the indexation figure for inflation would likely be and what impact it would have upon business rates payments. The Director for Finance and Systems responded that the Social Care precept had been used for several years and that it went to the Ault Social care. Stated that could provide information about how much was being brought in by the precept for a band D property. The Director of Finance and System then gave a breakdown of the inflation index and business rates and how the government had been protecting business rates payers by making a payment to Council's to avoid increases on business rates. The Director of Finance and Systems added that Trafford Council's business rates situation was particularly volatile due to the large amount tied into the Trafford Centre.

Councillor Whetton asked whether the government compensation would be around a 10% increase. The Director of Finance and Systems responded that had figured around a 5% increase and reminded the Committee that the government compensation did not cover all business rates.

Councillor Thompson asked about the money that came from the increase in interest rates and whether the Council could use that money for frontline services. The Director of Finance and Systems responded that it was not borrowed money but rather cash held in accounts by the Council and that any additional income gained through interest could be used on services.

Councillor Coggins asked where the decrease of £1.5M from the asset investment fund came from. The Executive Member for Finance and Governance answered that it was due to the Council not meeting projections for new investments in previous years, so the projected income had decreased.

Councillor Coggins asked about the consideration of a congestion charge and parking levy similar to what had been done by Nottinghamshire Council. The Executive Member for Finance and Governance responded that the Executive were open to all suggestions and that would be something to look at. The Executive Member for Climate Change and Transport Strategy added that he was aware of the work that had been done in Nottinghamshire and that he was looking at the possibility of replicating it in Trafford.

Following the discussions, the Chair thanked the Executive Member for Finance and Governance and the Director of Finance and Systems for attending the

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meeting. The Chair then confirmed that the first budget scrutiny session, to be held on the 29th November, would cover the savings from the place directorate, the Council reserves, and the investment management fund and the second session, to be held on the 1st December, was to be focused upon savings within Adult and Children's services.

RESOLVED:

- 1) That the presentation be noted.
- 2) That the content of the Budget Scrutiny sessions be noted.

23. CLIMATE CHANGE ACTION PLAN PERFORMANCE

The Executive Member for Climate Change and Transport Strategy introduced the report which provided an overview of the work done towards the Councils Carbon Neutral Action plan. The Executive Member for Climate Change and Transport Strategy brought the Committees attention to section 2 of the report which detailed the work that had been completed so far with section 3 putting those projects in the wider context of the action plan and detailed projects that had fallen behind schedule. Section 4 detailed the difficulties the Council faced in achieving the action plan and why some of the actions were deemed to be at risk. The Executive Member for Climate Change and Transport Strategy concluded by stating that the report showed that many of the easy to achieve actions within the plan had been achieved and those remaining were those which required a larger effort to complete.

The Director of Growth and Regulatory Services added that the Council had come from a low base and had come to the stage where more effort was required to show returns. Section 4 of the report highlighted the difficulties that the area was facing in continuing to move forward. Director of Growth and Regulatory Services asked the Committee to note that there were many areas of the action plan that were reliant upon external bodies such as the delivery of Places for Everyone.

Following the introduction Councillor Axford stated that she was disappointed the public panel was no longer going ahead and she felt the Council needed to look into harnessing the energy of the public including Trafford youth cabinet. Councillor Axford noted that planning permission had been given to some large developments across the area which would have a high level of emission and asked how the Council could ensure future developments did not have large levels of emissions. Councillor Williams responded that the climate change commission was looking at communications and engagement with the public. There was a section of the website dedicated to climate change, but it was not listed on the front page of the website which would be addressed. The Director of Growth and Regulatory Services added that getting the right planning policy in place was vital in impacting future developments and assured the Committee that places for everyone was going through the final stages and would be in place relatively soon with the Council local plan following on shortly after.

Councillor Carter asked whether anything was being done to ensure future developments had charging points and high EPC levels. The Director of Growth and Regulatory Services stated that the local plan and updating of building

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regulations would assure that EPCs would be higher. The Principal Sustainability and Climate Change Officer added that the building regulations would require developments to be 30% better from 2022 and 80% better by 2025 the question was whether Trafford wanted developers to reach those targets sooner.

Councillor Carter asked about the enforcement of the EPCs which the report stated was limited in the short term and asked for more details as to why that was the case. The Director of Growth and Regulatory Services responded that had been taking longer than it should have done to complete many of the standard building checks and the team had also been busy with the homes for Ukraine work. This had led to delays, but an additional team member was to be added which would provide the service with the required resource to commence EPC enforcement again.

Councillor Carter asked what the plans were for e-scooters within the area. The Executive Member for Climate Change and Transport Strategy stated that he would take this up with Transport for Greater Manchester (TfGM) and that he was aware of the roll out of e-scooters within Salford, which seemed to have been successful. The Executive Member for Climate Change and Transport Strategy informed the Committee that the first part of the B-Network cycle docking stations had been agreed for installation and they would start to see them put into the North of the Borough.

Councillor Carter noted that there were quite large misses in where the Council was supposed to be and asked whether there was a vision which would provide the needed resources to achieve the targets set. The Executive Member for Climate Change and Transport Strategy agreed with the points made by Councillor Carter. While the Council had done studies into actions that could be taken and found changes that would deliver the required reduction. However, the cost of those actions was billions of pounds which the Council did not have. The Principal Sustainability and Climate Change Officer added that the action plan was based upon the science and not the resources the Council had to achieve its goals. The Council, other authorities across the country, and the government were working on filling in the gap between what they have and what was needed. The Principal Sustainability and Climate Change Officer spoke of the gap between the plans local authorities had set in place and the government's plan for the country to be carbon neutral in 2050. Part of the work of local authorities involved working with partners across the region to look at ways to achieve as much as they could with the resources available to them.

Councillor Winstanley asked if the Committee could see the Excel Spreadsheet or gant chart which sat behind the dashboard and the Executive Member for Climate Change and Transport Strategy agreed to provide it.

Councillor Winstanley asked whether the Council was making the best use of the soft power the at its disposal within planning process to address these problems. The Executive Member for Climate Change and Transport Strategy felt that more could be done to champion the good work that was already being done and gave some examples of work being done across Greater Manchester and Trafford. The Executive Member for Climate Change and Transport Strategy also stated that he

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wanted to see more meaningful engagement of the private sector in the Trafford Climate Emergency and Air Quality Commission.

Councillor Coggins noted the report spoke about the inclusion of the carbon reduction targets on council reports but so far that section had just been used to list the positive climate impacts of work and not the carbon increases they would bring. The Executive Member for Climate Change and Transport Strategy agreed with Councillor Coggins point and stated that it was a new measure, which officers were still working out how to complete, and it would improve going forward. The Principal Sustainability and Climate Change Officer added that those impacts needed to be given similar weight as the financial and legal implications but there was a lack of the required expertise for assessments to be carried out.

Councillor Zhi asked about the measures that had been put in on public buildings, whether there were any financial benefits to the works that had been done, and whether there were any further plans to extend the programme further. The Executive Member for Climate Change and Transport Strategy spoke about this was part of a national decarbonisation scheme and offered to send more information to the Councillor after the meeting.

Councillor Axford asked for the communications strategy for the Action plan. The Principal Sustainability and Climate Change Officer agreed to send that through and the Greater Manchester Action Plan as well to provide a regional context.

Councillor Walsh asked whether there was any push back on producing highly efficient housing from developers. The Director of Growth and Regulatory Services responded that the largest changes would be seen as the new regulations came into force as it meant that developers were on a level playing field rather than developers who chose to have higher standards than others reducing their profitability compared to their competition. The Director of Growth and Regulatory Services agreed with Councillor Winstanley's point that it was worth putting the questions out to developers to see how they respond.

Councillor Walsh asked for clarity around the tonnage for waste recycling. The Principal Sustainability and Climate Change Officer responded that they could change the way that it was reported to show total tonnage rather than percentages. The Executive Member for Environmental Services added that the recycling rate was on the rise across the borough and GM. Spoke about the recent Trafford campaign around grey bins being of the right size for properties to encourage recycling. The Committee were also informed that nothing in Trafford went to landfill.

Councillor Walsh asked how other emissions, such as methane, were figured into the action plan. The Principal Sustainability and Climate Change Officer responded that when looking at those emissions they were factored into the figures in carbon dioxide equivalents.

The Chair concluded the discussions by requesting that regular updates on the action plan be sent to Committee and that the Committee receive the documents for Trafford Climate Emergency and Air Quality Commission meetings.

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RESOLVED:

- 1) That the report be noted.
- 2) That the Excel Spreadsheet with the data behind the indicators be shared with the Committee.
- 3) That information on the impact of the decarbonisation project be shared with Councillor Zhi after the meeting.
- 4) That the communications plan for the Action Plan and the Greater Manchester Action Plan be shared with the Committee.
- 5) That the Committee is to receive regular updates of the progress of the action plan and documents for Trafford Climate Emergency and Air Quality Commission meetings.

24. PLACING GREEN SPACES INTO FIELDS IN TRUST

The Executive Member for Environmental Services introduced the report which was a follow on from a report that had been given at the previous meeting. The report detailed the resources that it would take to put all the green spaces into fields of Trust. Given the resource cost for putting green spaces into fields in trust the Executive Member recommended that the Council continue to use the range of protections available and place green spaces into Fields in Trust where it was identified that was the best option for protection.

Councillor Coggins noted the resources required and the response provided by the Executive Member for Environmental Services but felt that the sites selected for Fields in Trust were not always the best one. Spoke about the Cow fields that the council were building on as an example of a site that would have been protected. In response The Executive Member for Environmental Services spoke about the sites that had been chosen and noted that they were three distinct sites.

Following discussions, the Chair concluded that the recommendation of the Committee would be to not rule out the use of fields in Trust to protect any areas of land however, the resource requirement meant that it was not feasible for the Council to put all green spaces into fields of Trust and so the Council should continue to use a range of measures to protect its green spaces.

RESOLVED:

- 1) That the report be noted.
- 2) That the Committee's recommendation be fed back at the next Council meeting.

25. COMMITTEE WORK PROGRAMME

The Committee were informed that the Task and Finish Group on Events at Old Trafford Football Ground were working on a survey for members of the public to fill out to gain their views. The Task and Finish Group would also be looking to get views of GMP, Manchester United, and Amey Officers, along with other local stakeholders. Councillor Carter added that the survey was de to be published on Friday or the following Monday.

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Councillor Winstanley spoke about the Disability Access report and how the Executive had given a detailed response to point 2 and 3 of the report but not point one. Councillor Winstanley then asked for an email to be sent from the Committee asking for a further response from the executive covering point 1 of the report, which was agreed.

The Chair noted that a second report was to go to the Executive in December and asked that it come to the Committee. Councillor Axford asked that it be added to the agenda for the Committee meeting in March.

Councillor Zhi asked if the Climate change action plan could be considered again in March.

RESOLVED:

- 1) That the updates be noted.
- 2) That an email from the Committee be sent requesting a detailed response to point one of the Disability Access Task and Finish Group report.
- 3) That the Gypsy, Roma, and Traveller follow on report to the Executive be shared with the Committee.
- 4) That the items raised be added to the work programme.

The meeting commenced at 6.30 pm and finished at 8.32 pm

One Trafford Partnership

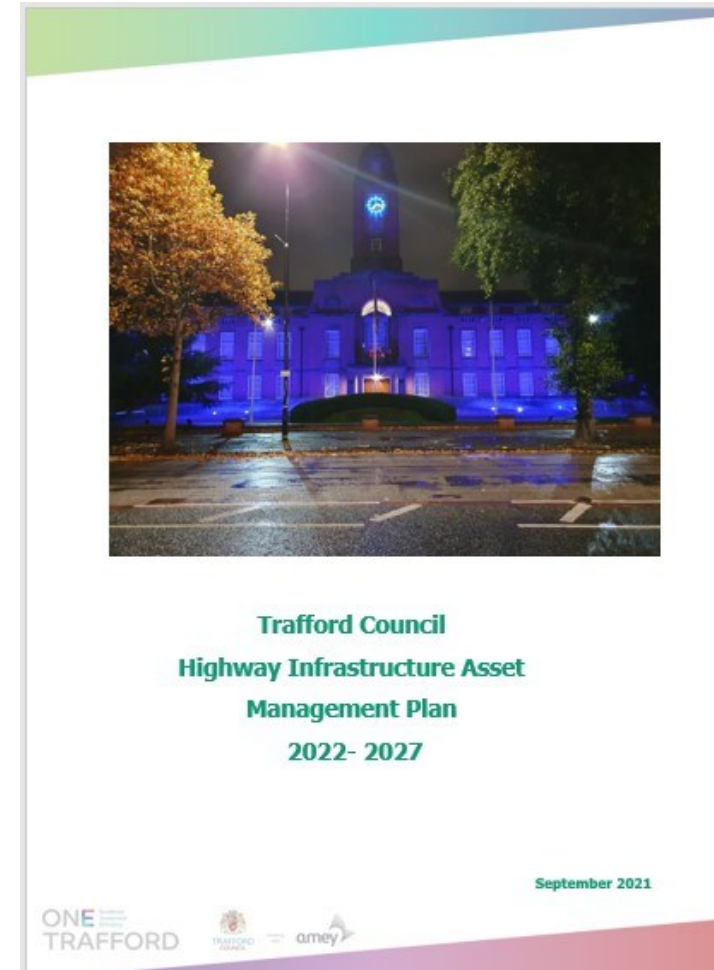
**Highway Infrastructure Asset Management Plan
(HIAMP) Highways Session 12/01/2023**

Highway Infrastructure Asset Management Plan

- Introduction
- This is HIAMP
- Asset Management Principles –Condition & Lifecycle Planning
- Review of past Highways Asset Management budgets and Performance
- Outcomes and Limitations
- What are limitations?
- Recommendation .

Highway Infrastructure Asset Management Plan (HIAMP)

- Trafford Highway Infrastructure Asset Management Plan
 - 3 Part – Policy, Strategy & Plan
- It documents Trafford Asset Management Approach
- Covers all Highway Assets
- Future challenges;
 - *Detoriation of network*
 - *Austerity*
 - *Carbon reduction*



Highway Infrastructure Asset Management Plan

Highway Maintenance Funding

- Reactive maintenance funding - Revenue
- Planned highway maintenance funding
 - Department for Transport Grants
 - HM Block – Needs Element (80%)
 - Incentive Fund (20%)- Level 3 –(top level)
 - Ad-hoc Grants – DfT Pothole Fund last given 2018/19, CRSTS 2022
 - Trafford Capital
 - Annual Incentive Fund Assessment – **Essential to receive Incentive Fund Allocation for 100% funding**

Highway Infrastructure Asset Management Plan

What have we done to date ?

- We have developed long-term, asset data and intelligence which has enabled planned investments in our roads and bridges to enable us to manage the steady state of deterioration of the strategic highway network.
- In 2021 Trafford recognised the risk of Unclassified (u class) network rapidly failing over a previous 4 year period and invested an initial £6m / 2 year programme of treatment and surface dressing for the 2022-24 period , to tackle this failure rate
- We have been successful in bidding for additional grants and funding , both as TBC and the wider GM family . Examples include the 2018/19 £1m Pothole and flood grant , the £4.5m CRSTS funding and Trafford's first Environmental Agency grant for flood risk.
- A major £10m initial investment completed in June 2017, saw approx. 23,000 new LED lanterns being fitted. On going investment in our street lighting to convert many outdated and inefficient lanterns to LED to ensure a much lower carbon footprint.
- An annual programme of continued column and sign replacement reducing risk and further carbon reduction cumulating in excess of £1m per annum of investment in 'red' condition assets

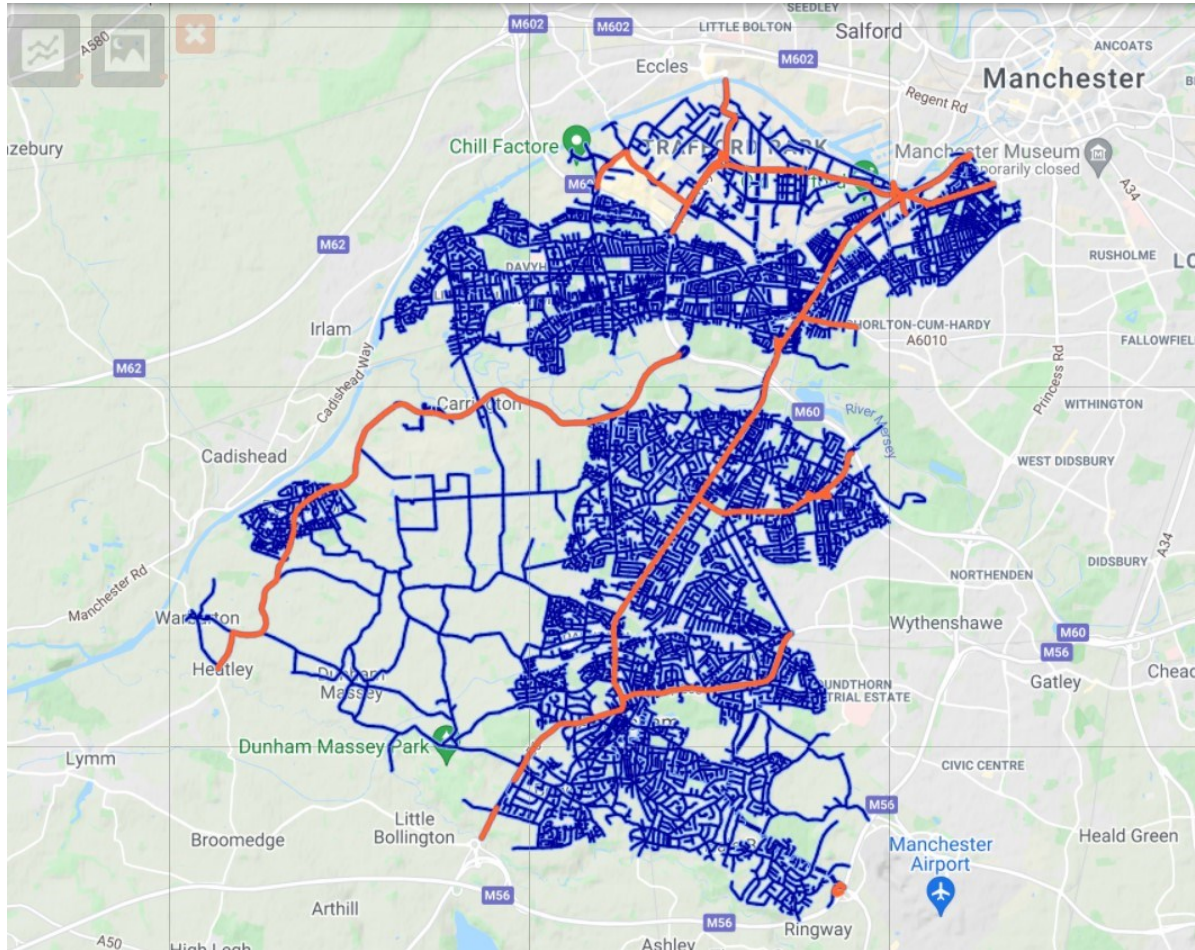
Highway Infrastructure Asset Management Plan

Summary of Highway Assets (some of the data sets)

Asset	Quantity	Estimated Value (The cost of a like for like replacement)
Roads	A Roads – 59.9km B Roads – 51.4km C Roads – 43.1km Unclassified Roads – 639.5km TOTAL – 793.9km	£997,029,000
Footways & Cycle Tracks	1196.0km (No separate data currently available for segregated cycle tracks)	£234,364,000
Structures	Bridges – 63 Footbridges - 40 Large Culverts – 49 Other structures – 25 Total	£345,944,000
Street Lighting	Lighting Columns – 26,093 Illuminated bollards – 754 Illuminated signs – 3157 Total	£47,969,000
Fences and Barriers	Vehicle Restraint Barriers – 50,000m Safety fence – 16,402m Pedestrian barriers – 13,947m	£20,470,000.00 £2,050,250.00 £3,486,750.00
Drainage	Road gullies – 57,503 units *No separate data currently available for drainage pipe network) (No separate data currently available for linear drainage)	£ 69, 003,600 *
Soft Landscape	Verges – 21.20km Trees – 20,191	Not currently included in WGA Valuation estimate
Signs and Road Markings	Non-illuminated signs – 11,910	

Highway Infrastructure Asset Management Plan

How we gather data on Road Condition Assessment & Banding



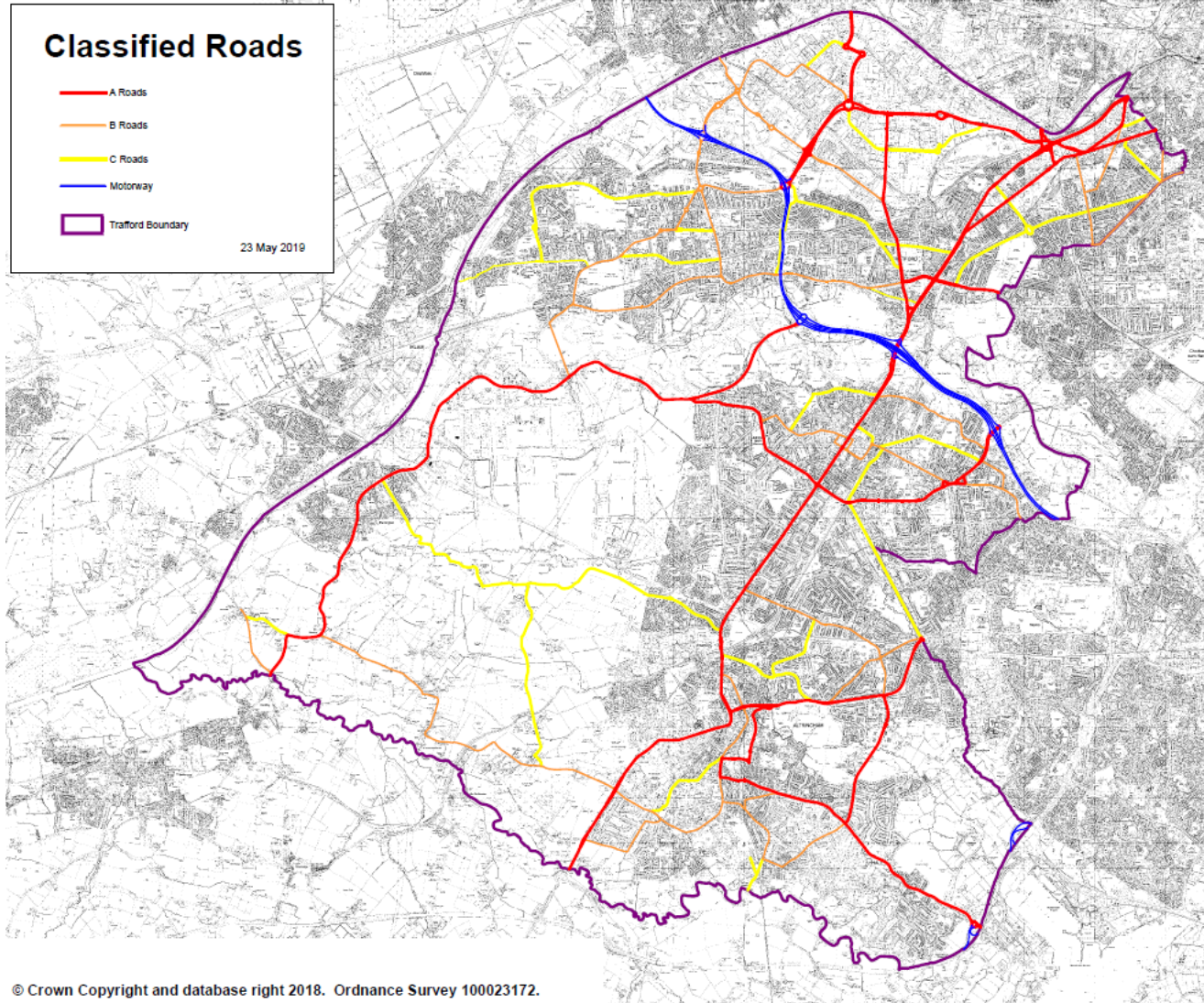
- Machine- Based Surveys (SCANNER)
- Driven CVI/ DVI Surveys
- Footway Network Surveys
- Defects Identified and Measured
- Road Condition Score & Banding

Highway Infrastructure Asset Management Plan Treatment Selection



Highway Infrastructure Asset Management Plan

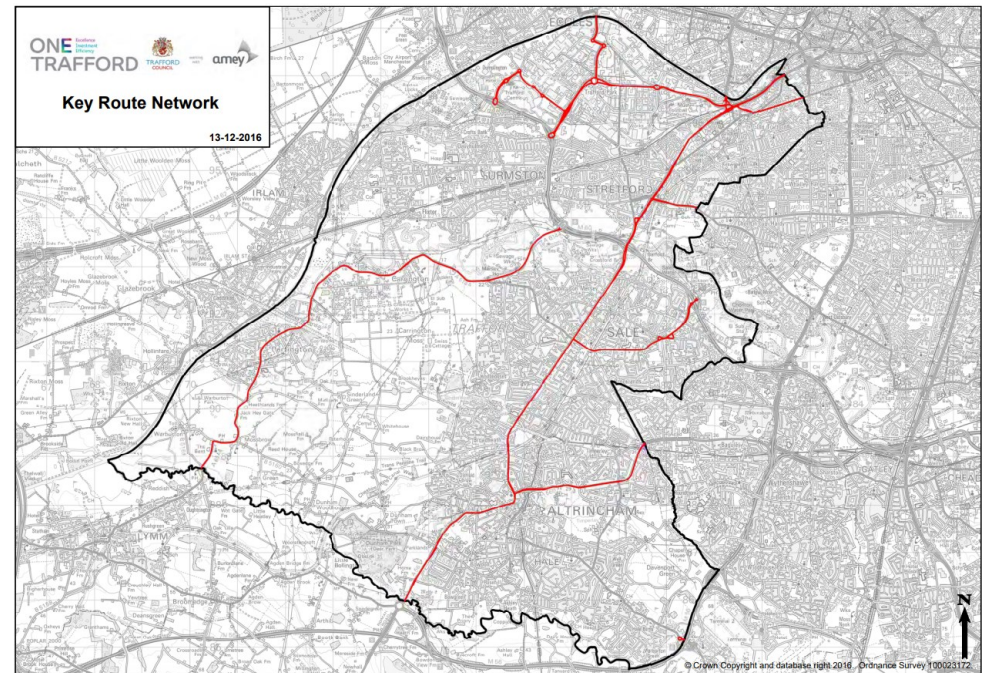
The Trafford Road Network (data)



Road Classification	Length - km	% of total
A Roads	60	8
B Roads	54	7
C Roads	44	6
Unclassified Roads	596	79
Total Maintained Network	754	100
Key Route Network	64	9

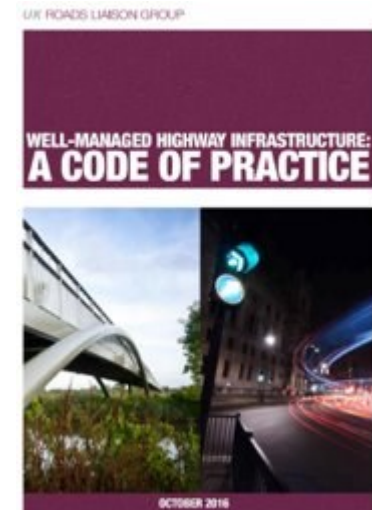
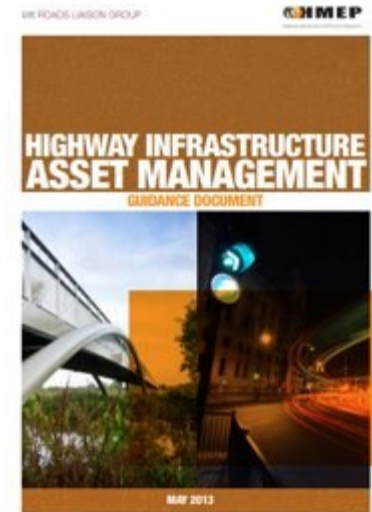
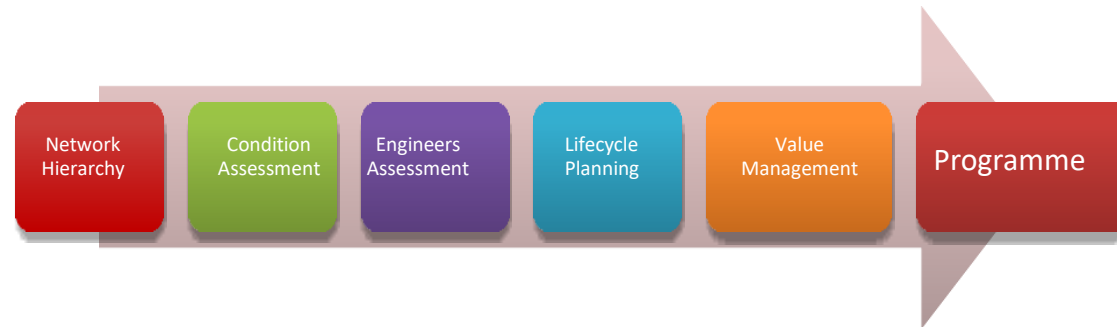
Gross Replacement Cost
All Highway Assets
£1.64BN

Carriageways
£1.02 BN

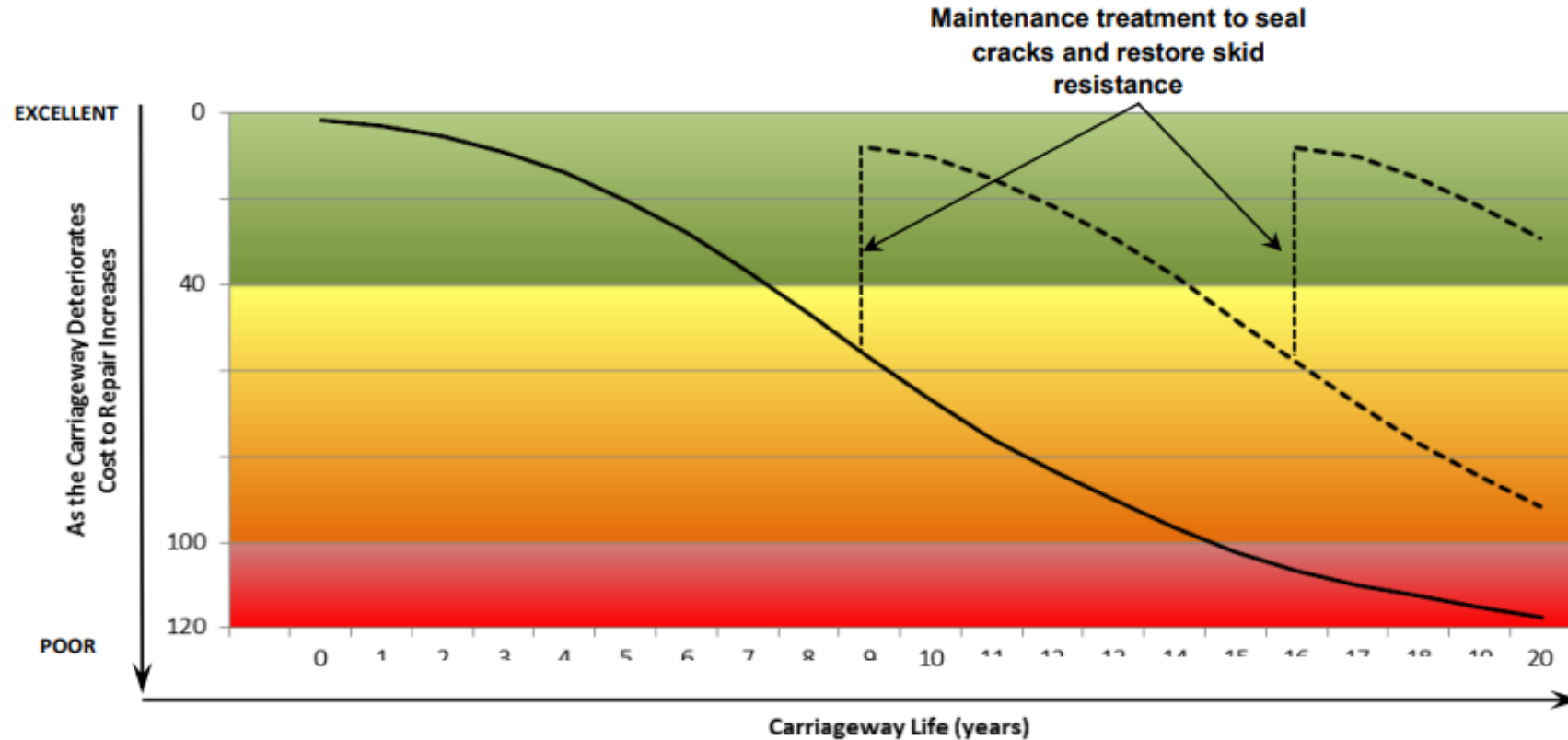


The Approach to Asset Management Maintenance & Inspections





- HIAMP and Maintenance Operations National Guidance
- DfT Annual Incentive Fund Assessment – must evidence;
 - Asset Management Approach
 - Operational efficiency & collaboration
 - Customer engagement



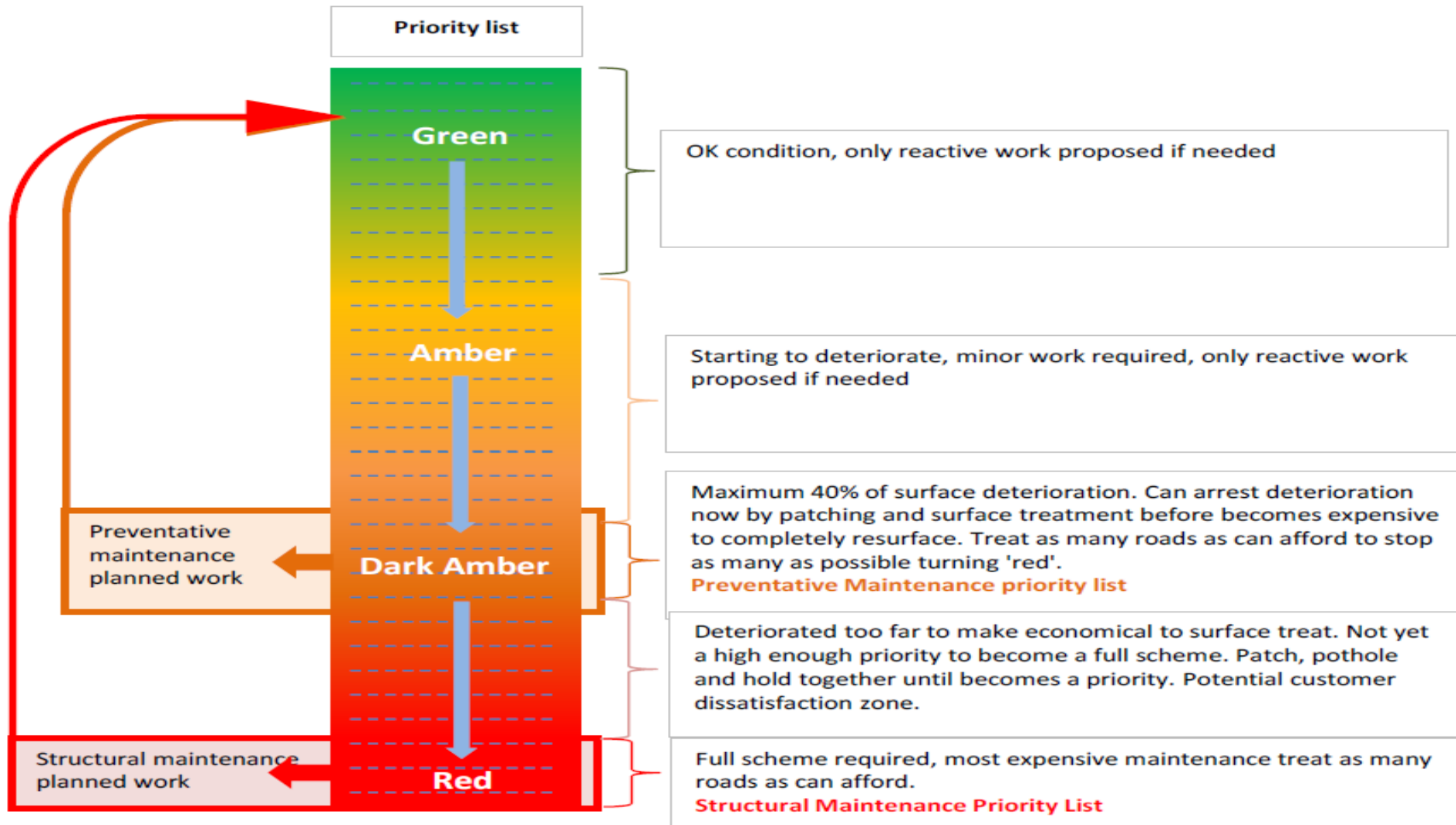
The Approach to Asset Management Lifecycle Planning



Key

-  The deterioration in the carriageway
-  The impact of early intervention treatments (such as surface dressing). This treatment can return the carriageway to an almost new condition.
-  Condition of the carriageway as it ages.
-  Green = Good condition, Amber = Fair to poor condition, Red = Very poor condition

The Approach to Asset Management Treatment Selection



The Approach to Asset Management

Asset Management Strategy

- **Current Strategy**

- Optimal mix of preventative treatments (**Amber** to **Green**) and structural (**Red** to **Green**)
- Investment Level = Deteriorating local roads condition (Managed deterioration)

- **Predicted Outcomes from under investment**

- Increasing maintenance backlog
- Increasing public liability claims
- Decrease in public satisfaction with local roads
- Increased pressure on revenue (increased reactive repairs)
- Commercial impact and investment opportunities reduce (Unappealing area)

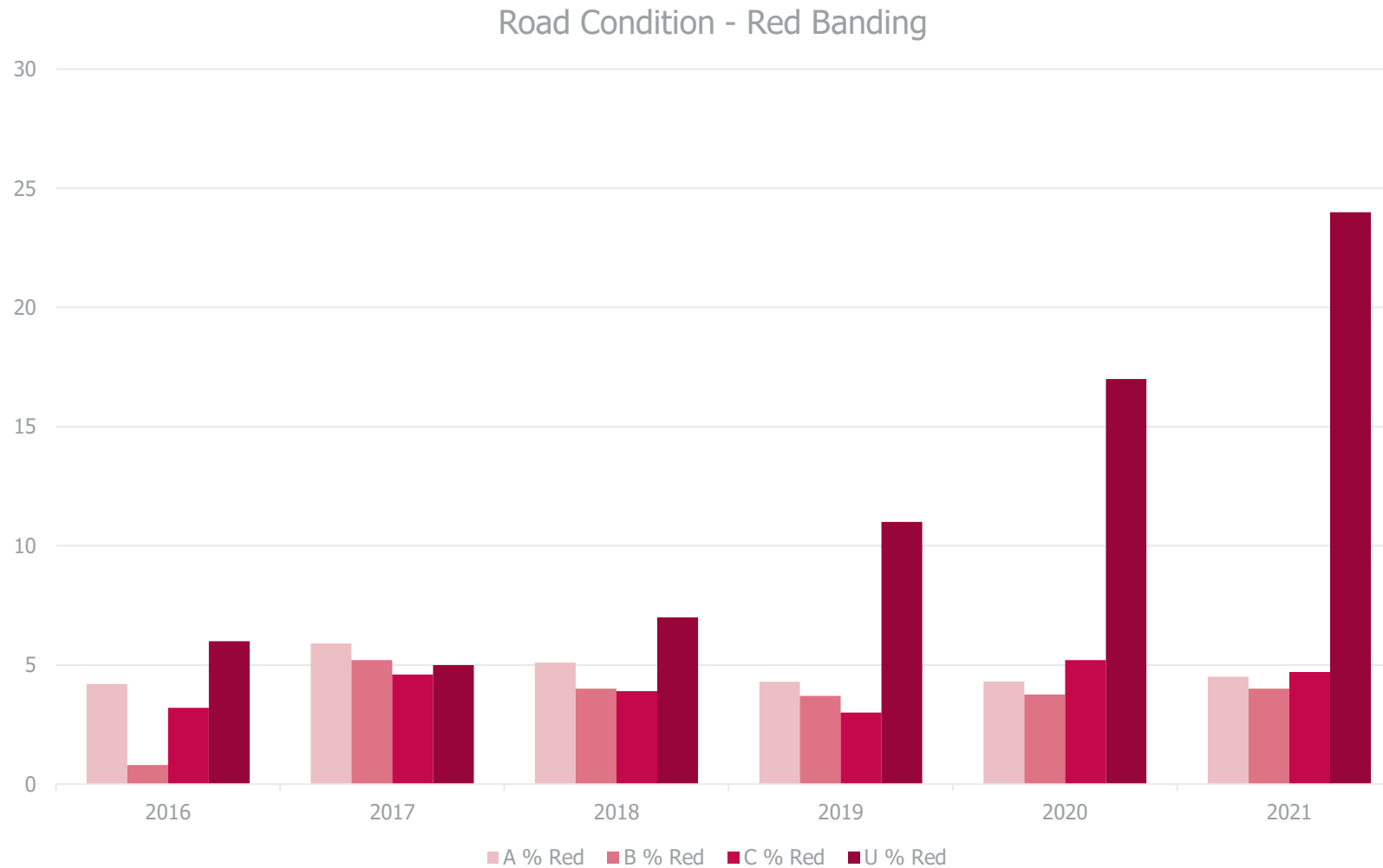
The Approach to Asset Management

Asset Management Strategy- Carriageways

	A Roads		B Roads		C Roads		Unclassified Roads	
Year	Red	Amber	Red	Amber	Red	Amber	Red	Amber
2021	4.50%	26.50%	4.00%	27.90%	4.70%	27.70%	24.05%	N/A
2020	4.31%	26.22%	3.76%	23.70%	5.20%	30.80%	17.00%	N/A
2019	4.30%	25.10%	3.70%	24.70%	3.00%	21.40%	11.00%	N/A
2018	5.10%	25.70%	4.00%	25.90%	3.90%	22.90%	7.00%	N/A
2017	5.90%	28.10%	5.20%	29.20%	4.60%	27.30%	5.00%	N/A
2016	4.20%	25.80%	0.80%	4.60%	3.20%	24.10%	6.00%	N/A

The Approach to Asset Management

Road Condition – Red Banding



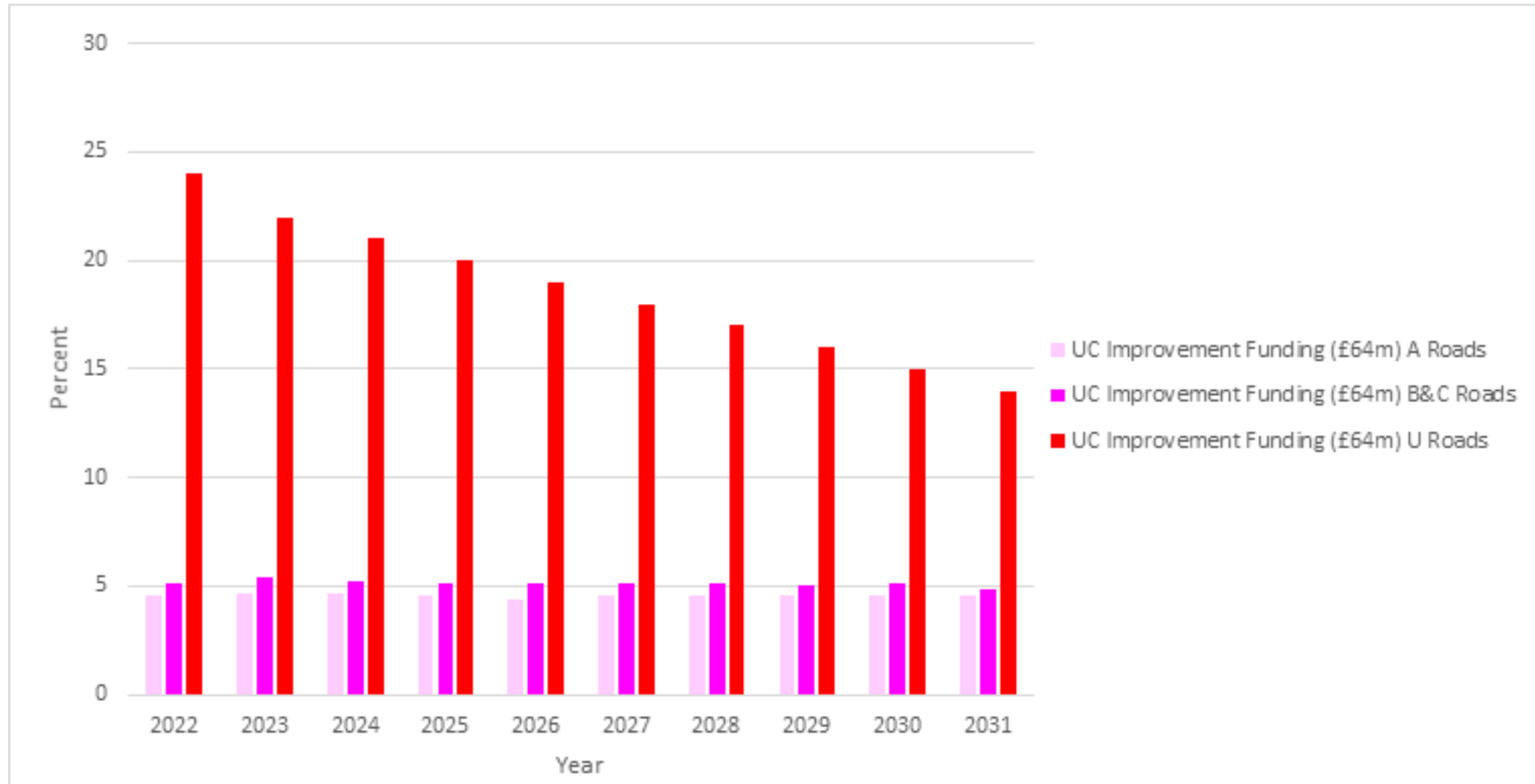
The Approach to Asset Management

Asset Management Strategy – Investment Scenarios (£24m/ 10 years))



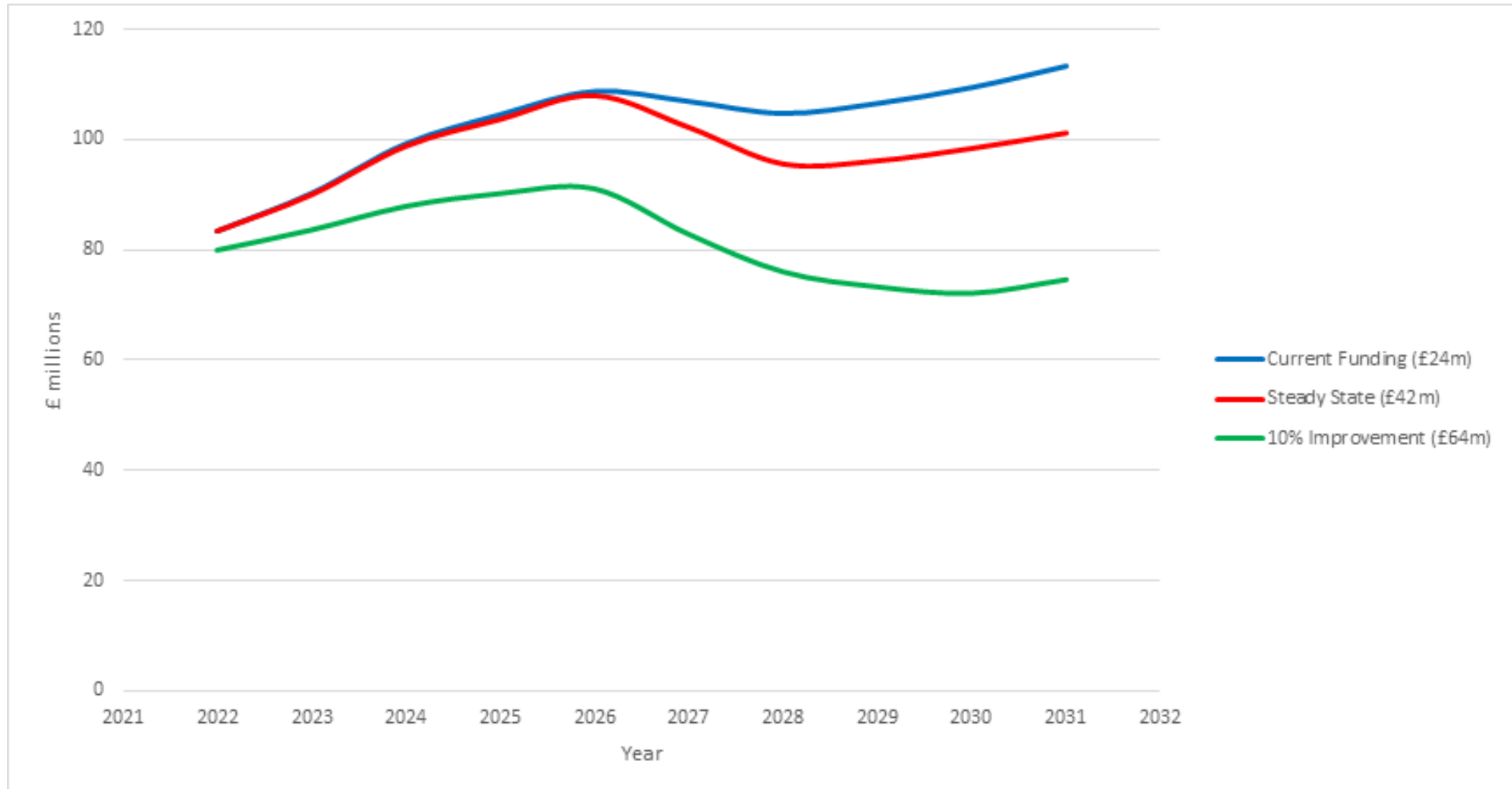
The Approach to Asset Management

Asset Management Strategy – Investment Scenarios

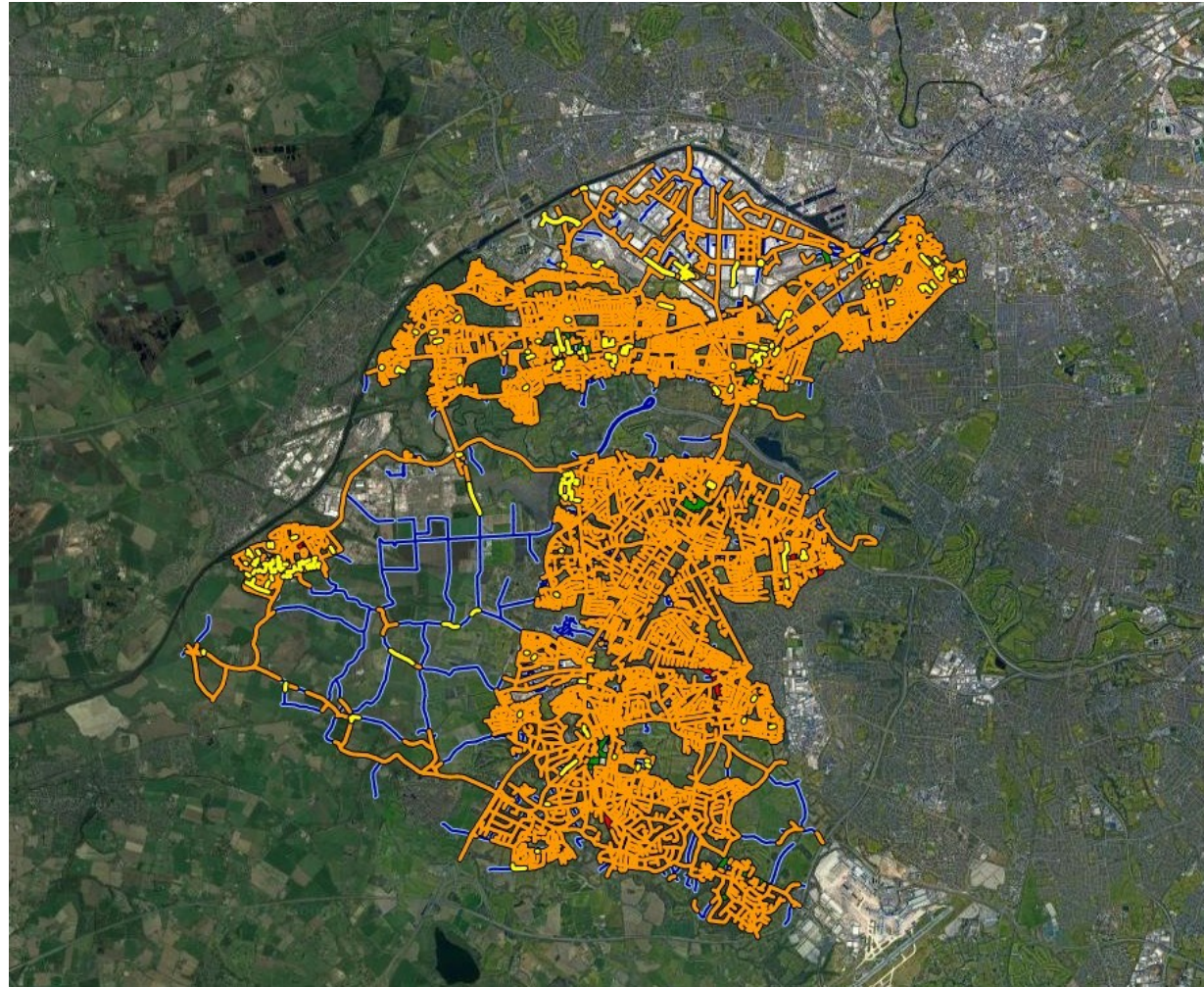


The Approach to Asset Management

Asset Deterioration comparison



Highway Infrastructure Asset Management Plan The Trafford Network - **Footway**



Highway Infrastructure Asset Management Plan

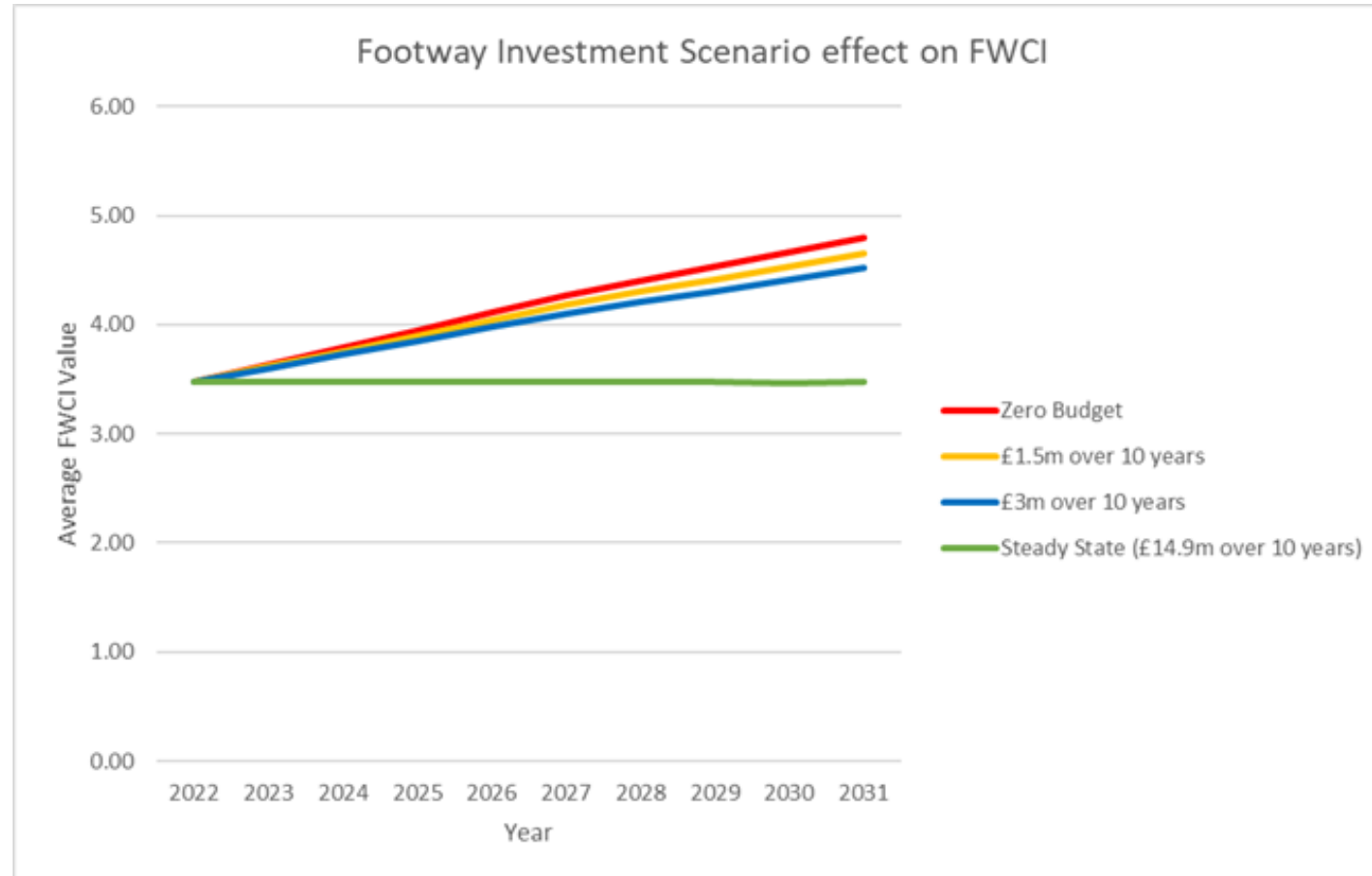
The Trafford Footway Network

Hierarchy	Category	Description	Length
1	Primary Walking Routes	Busy urban shopping and business areas and main pedestrian routes.	19.42KM
2	Secondary Walking Routes	Medium usage routes through local areas feeding into primary routes, local shopping centres etc.	12.52KM
3	Link Footways	Linking local access footways through urban areas and busy rural footways.	1,169.06KM
4	Local Access Footways	Footways associated with low usage, short estate roads to the main routes and cul-de-sacs.	18.41KM

Highway Infrastructure Asset Management Plan The Approach to Asset Management – Footways conditions

	Footway Hierarchy				
Condition Band	1	2	3	4	Total Network
Red - SU	9%	16%	18%	32%	18%
Amber - FI	31%	58%	52%	32%	52%
Yellow - AI	13%	5%	9%	12%	9%
Green - AN	48%	21%	21%	24%	22%

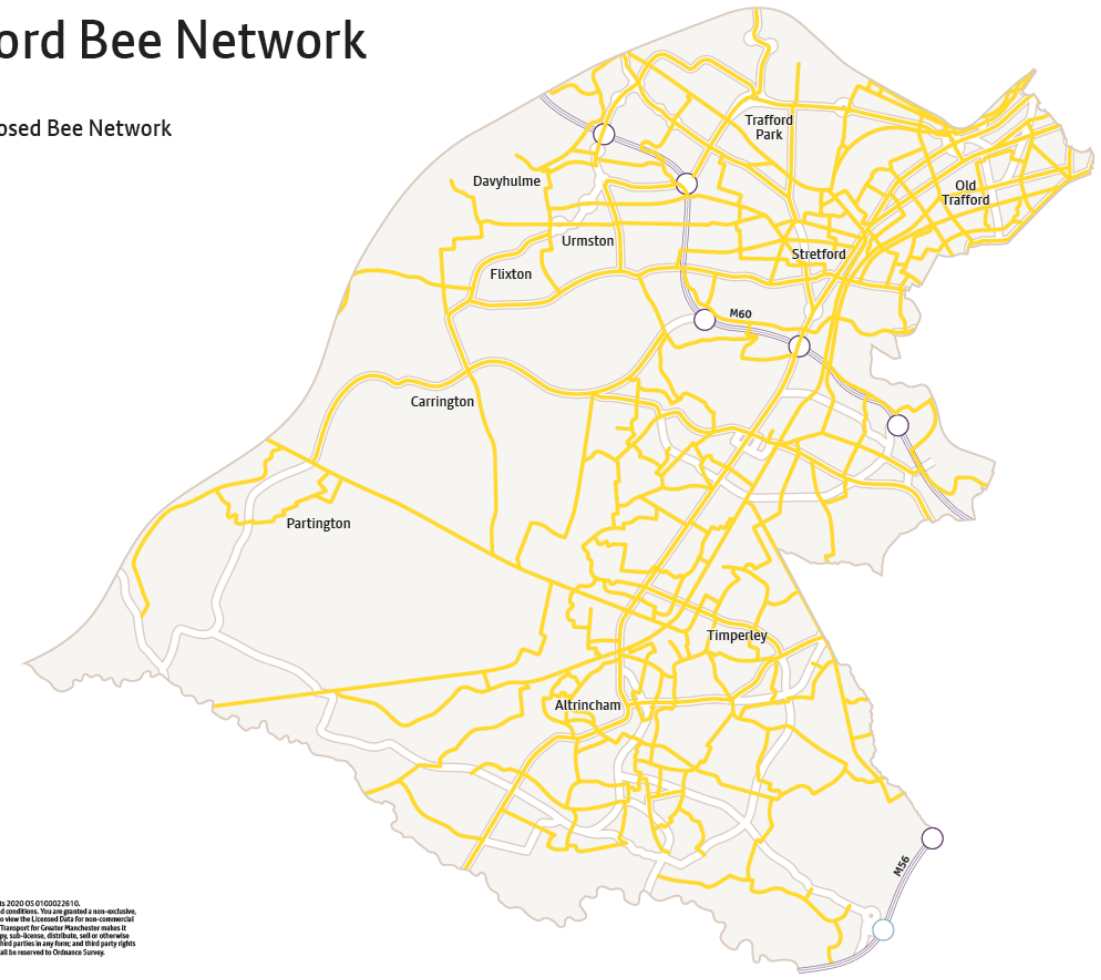
Highway Infrastructure Asset Management Plan The Approach to Asset Management – Footways Budget Model



Highway Infrastructure Asset Management Plan The Approach to Asset Management – Cycleways

Trafford Bee Network

— Proposed Bee Network



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7 July 2020

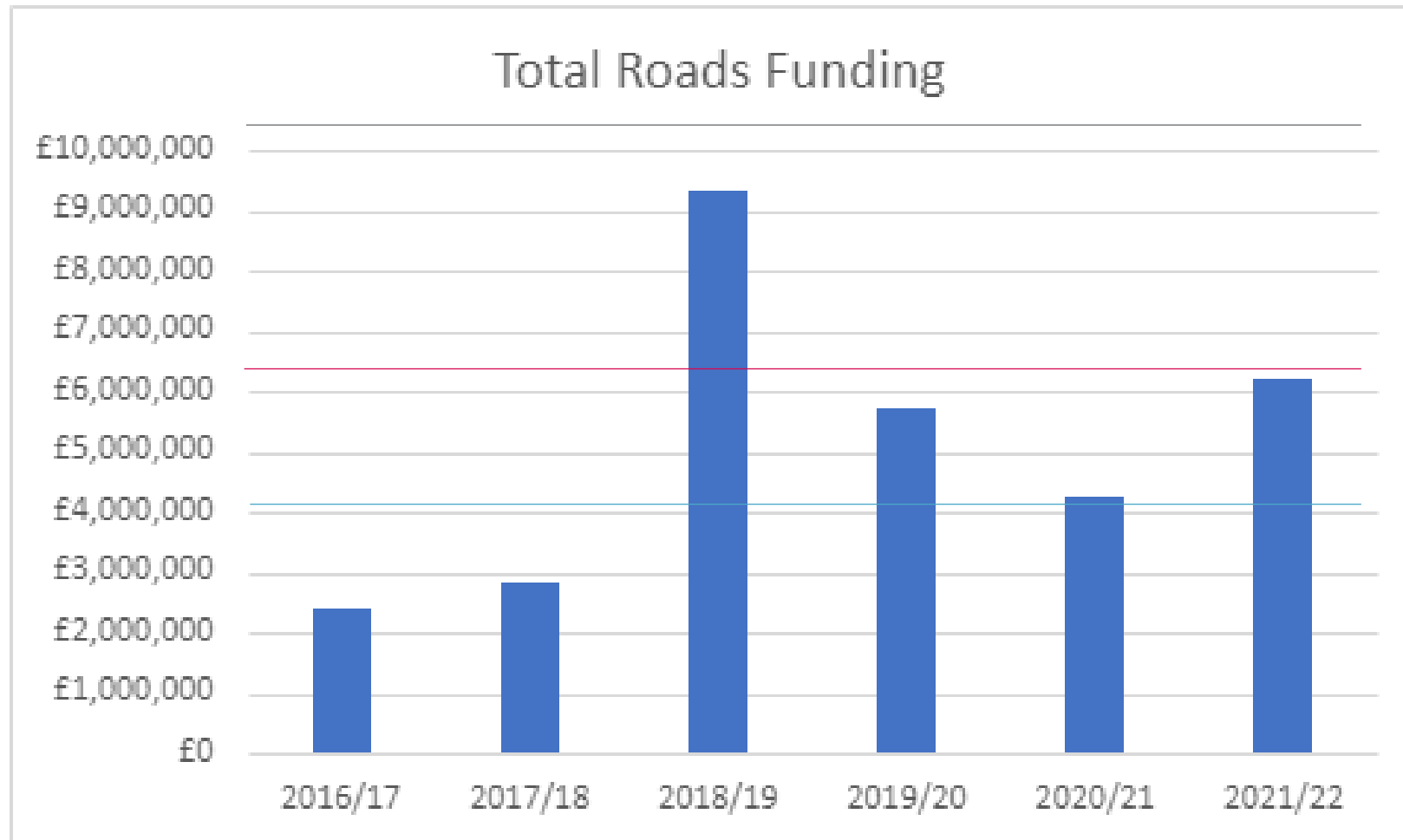
The Approach to Asset Management

Asset Management Strategy

- Options
 1. Continue with current strategy and investment profile
 2. Additional capital investment to achieve steady state condition
 3. Additional capital investment to improve road and footway condition
- Recommendation
 - Minimum investment should be— Option 3 and invest in reducing revenue pressures.

The Approach to Asset Management

Historical Investment Profile with investment markers as discussed carriageway and footway only



Highway Infrastructure Asset Management Plan

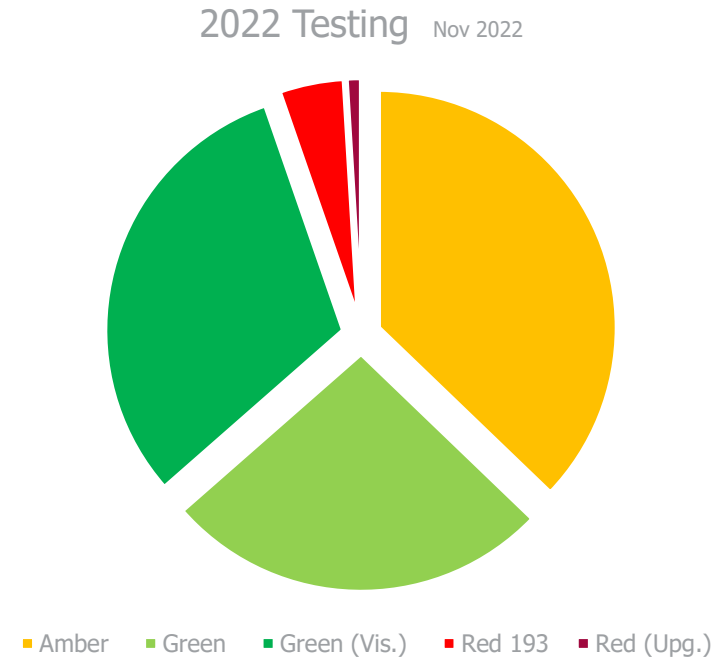
Asset Management – Street lighting

Total number of streetlights	27,130
Total number of streetlights controlled by CMS	23117
Total number of illuminated bollards	680
Total number of illuminated signs	3123
Total number of feeder pillars No inherent asset data provided in this regard.	80+ now identified
% of apparatus more than 25 years old Between 10-12% of the asset is > 25 years old.	between 10-12% presently
% of streetlights performing to lighting standards	Works since 2015/16 all compliant with present standard/ standard at time
standard/standard at time.	
% of inefficient light sources	~19.8%
Total number of assets de-illuminated	455
Total number of streetlights controlled by CMS	23117

Highway Infrastructure Asset Management Plan The Approach to Asset Management – Street lighting

Status	Count
Amber	1644
Green	1165
Green (Vis.)	1377
Red 193	193
Red (Upg.)	42
Grand Total	4421

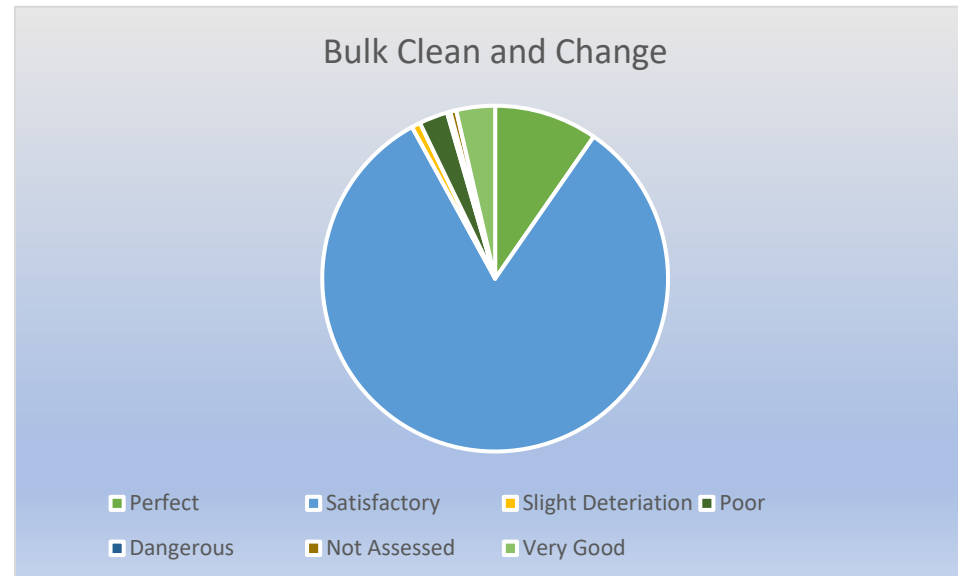
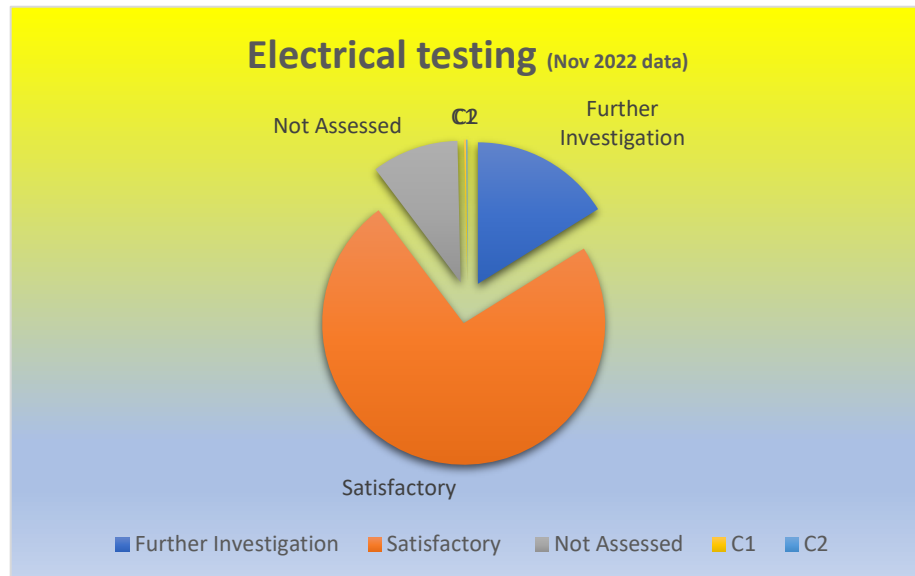
Condition Band		Condition
1	Green	As New
2	Green Vis	Recommend further inspection between 36 months and 72 months
3	Amber	Recommend further inspection within 36 months
4	Red upg	Further inspection at the earliest opportunity. Removal likely in 12 – 24 weeks
5	Red	Non-functional / failed



Highway Infrastructure Asset Management Plan The Approach to Asset Management – Street lighting

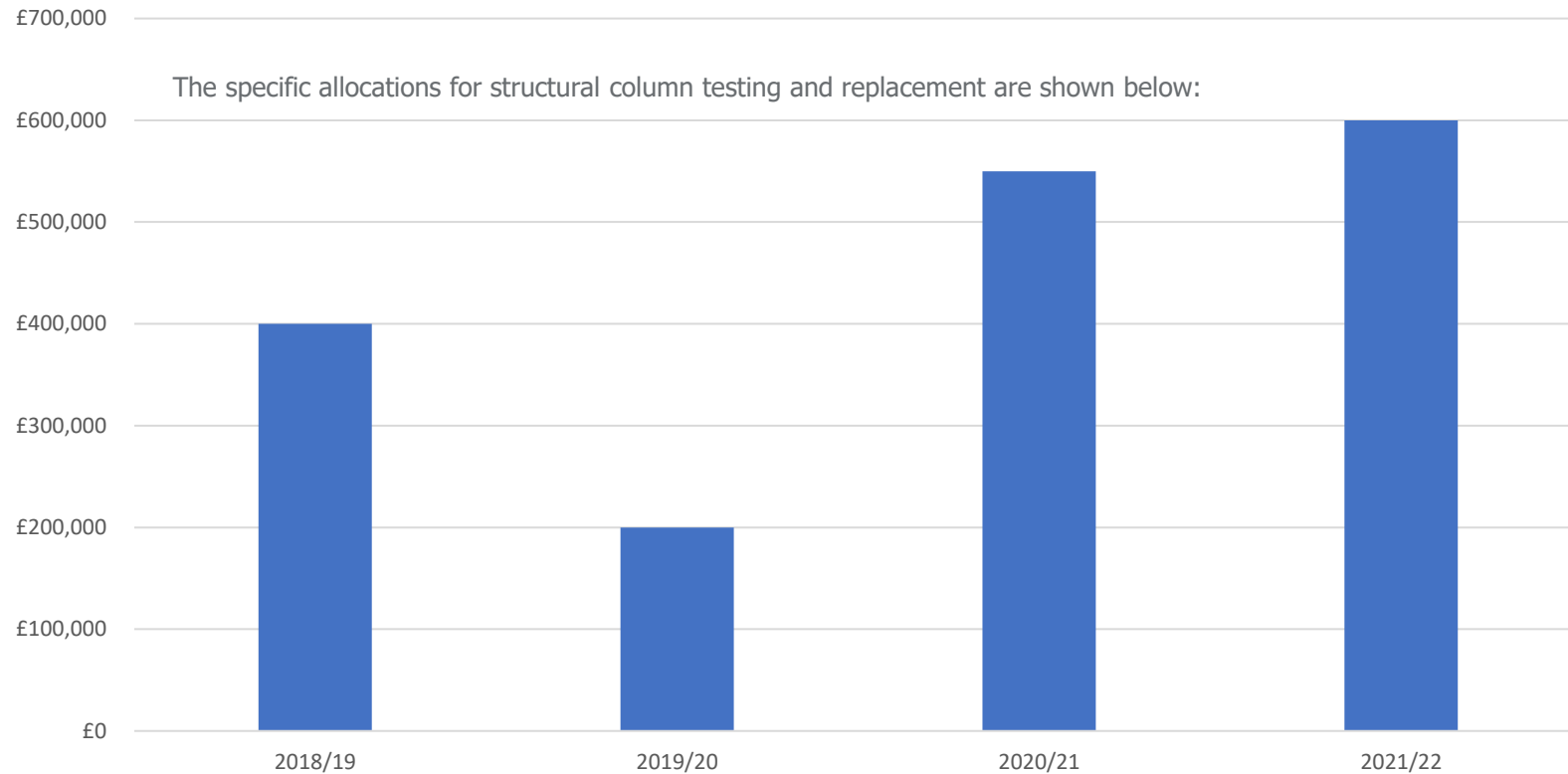
Electrical Testing Results	No
Further Investigation	542
Satisfactory	2469
Not Assessed	333
C1	7
C2	5
Total	3356

Bulk Clean/ change	No
Perfect	564
Satisfactory	4806
Slight Deteriation	48
Poor	156
Dangerous	18
Not Assessed	33
Very Good	211
Total	5836



Highway Infrastructure Asset Management Plan – Street lighting investment

Street Lighting Structural Capital Allocation



Highway Infrastructure Asset Management Plan The Approach to Asset Management – Street lighting recommendations

One of the key drivers with electrical assets is to reduce energy costs . This requires either removing old inefficient stock or fine tuning modern units that already exist .

- Replace SOX 1,045 units at a total cost of £2m
- Replace SON 694 units at a total cost of £400K
- Replace Cosmo 1,098 units at a total cost of £630K
- Change lighting settings on signs where possible (18.5w reduced to 2w/de-illuminated) 2,273 units at a total cost of £1.11m
- Underbridge lighting (150w 24 hour to LED controlled) 41 units at a total cost of £61K
- LED (non - CMS) to LED CMS 1,562 units at a total cost of £900K

Recommendation and options

- Replace old asset over a 3 year period . Invest £3.0m (total £1000k p.a.)
- Reduce energy cost by reducing light settings . Invest £1.0171m over 2 year period (Total £585k p.a.)
- Add CMS to non CMS units £900k . Possible year three option

This will reduce energy costs at a slower rate than wholesale change but reflected against heavy energy cost the initial cost recovery will secure stock longevity and reduce energy

Highway Infrastructure Asset Management Plan The Approach to Asset Management – Street lighting recommendations

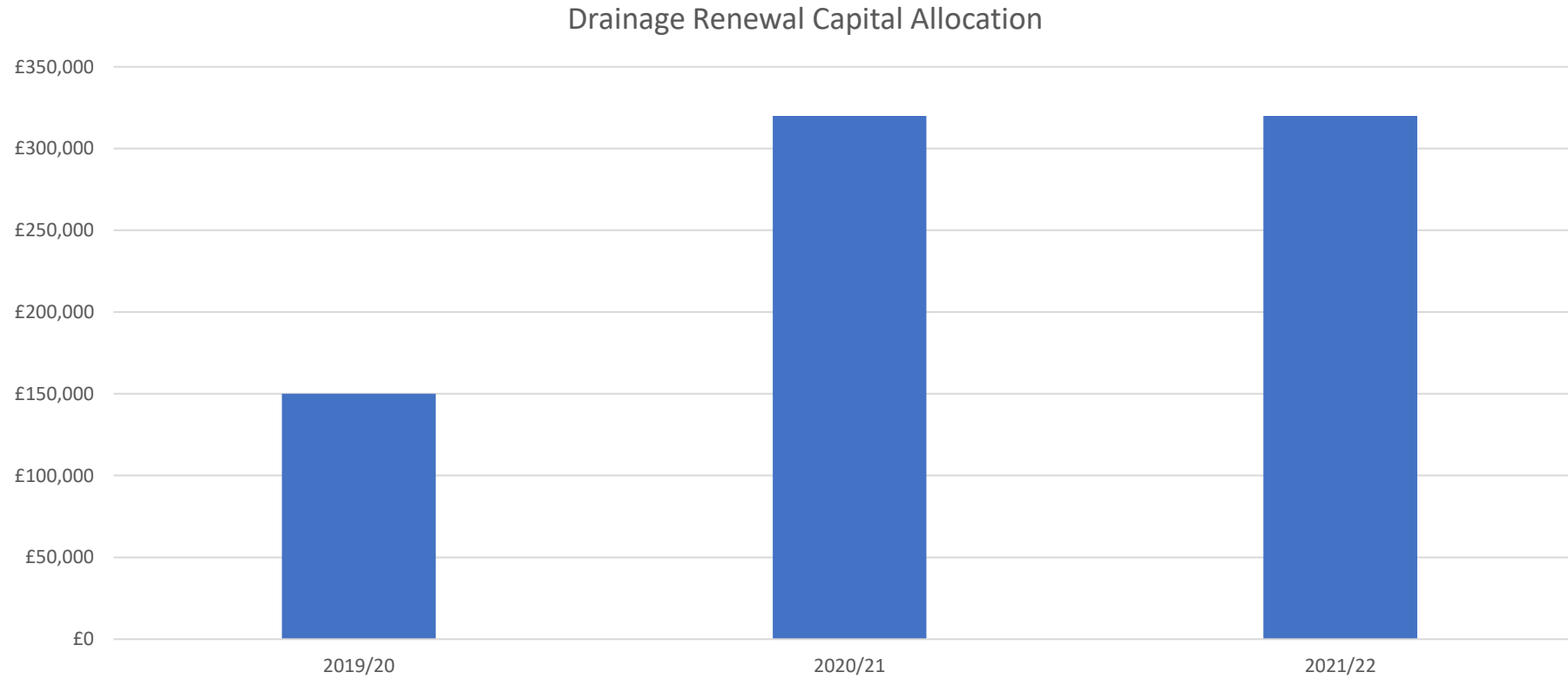
Structural and electrical testing still remain an issue with end of life stock

- Column replacement at 4% failure rate - £1.26m (columns from the LED roll out will fall due for re-testing)
- Sign poles replacement from structural testing (20% failure rate est from visual inspections – 7% included in above) - £400K
- Bollards (electrical failure/end of life), presently in annual budget allocation - £200K over four years to replace all units, saving on energy and reducing risk from old stock (40k p.a.)
- Cast iron column replacement (included in SOX spend to save program)
- Remove at risk Concrete columns - £600K. Whilst the majority of the above items remain part of the annual on going replacement/ end of life budget this must still remain separate from the energy challenges . Concrete column costs may also be married in with SON / SOX lighting replacement but will still be in the region of £1m . A three year programme at £325k p.a. will be required .
- An increasing risk but annually Cable Failure - £50K p.a.

Annual cost @ £2.075m to ensure safety and risk are addressed

Highway Infrastructure Asset Management Plan

Asset Management – Drainage



Highway Infrastructure Asset Management Plan

Asset Management – Structures

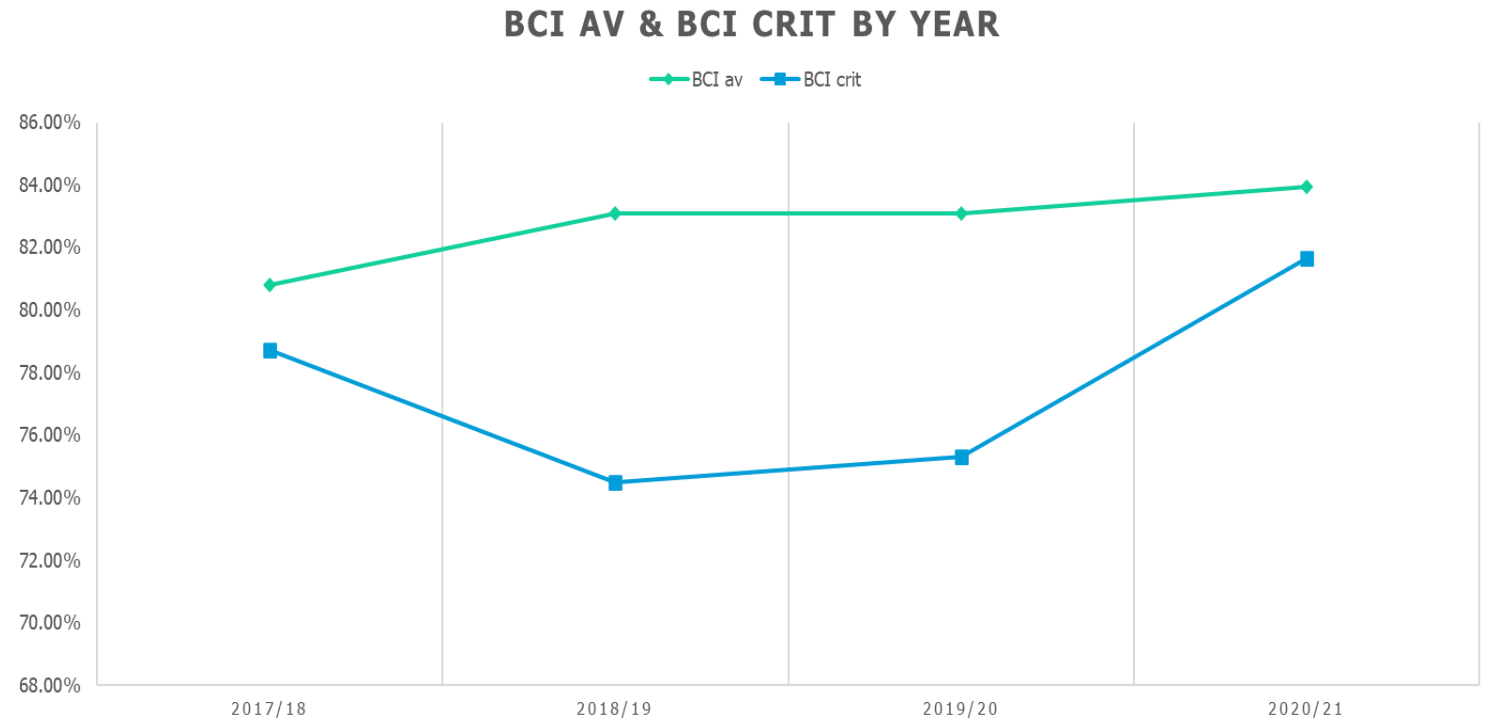
Structures Asset Type	Quantity
Road Bridges	62
Footbridges	39
Culverts	51
Subways	10
Retaining Walls	12
Other structures	4
Total	178

Gross Replacement Cost (GRC) in 2022 is £358,676,237. Many essential structural assets remain unnoticed but are essential to travel, safety and the ability of other assets to function.

Highway Infrastructure Asset Management Plan

The Approach to Asset Management – Structures

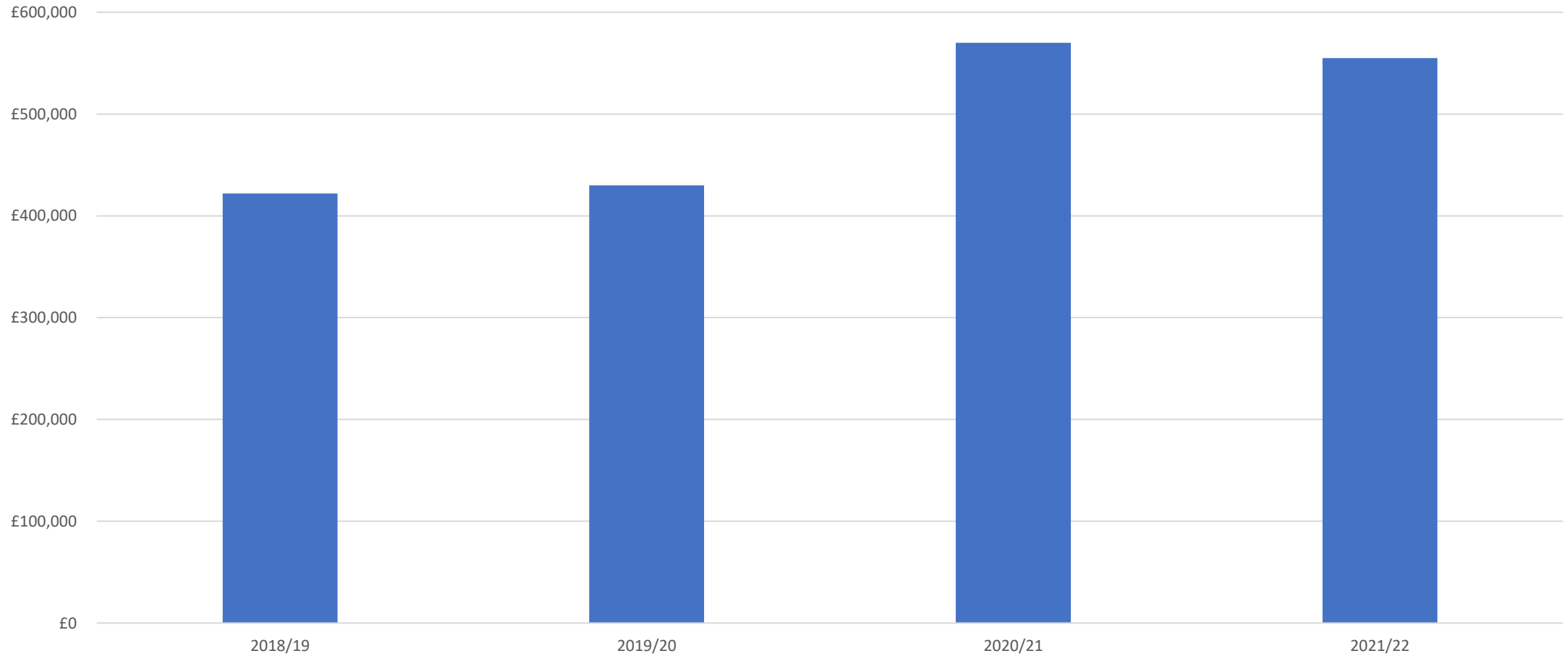
Condition Index	Condition Band				
	Very Good	Good	Fair	Poor	Very Poor
BCI _{AV}	>=90 & <=100	>=80 & <90	>=65 & <80	>=40 & <65	>=0 & <40
BCI _{CRIT}	>=90 & <=100	>=80 & <90	>=65 & <80	>=40 & <65	>=0 & <40



Highway Infrastructure Asset Management Plan

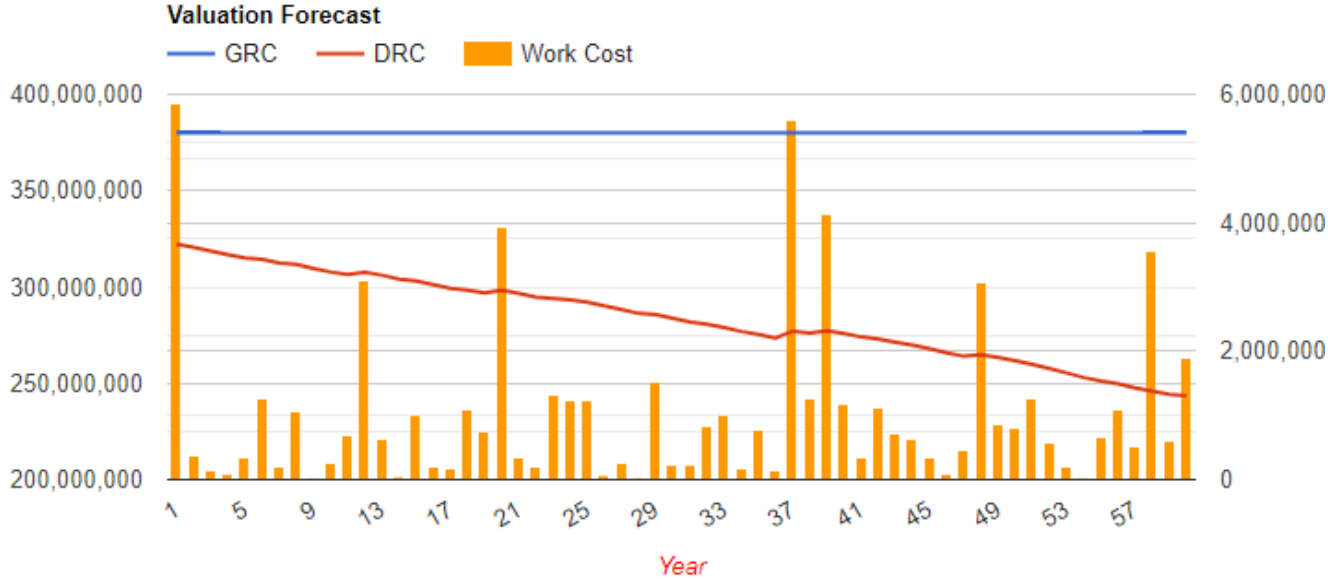
The Approach to Asset Management – Structures

Structures Capital Allocation



Highway Infrastructure Asset Management Plan

The Approach to Asset Management – Structures



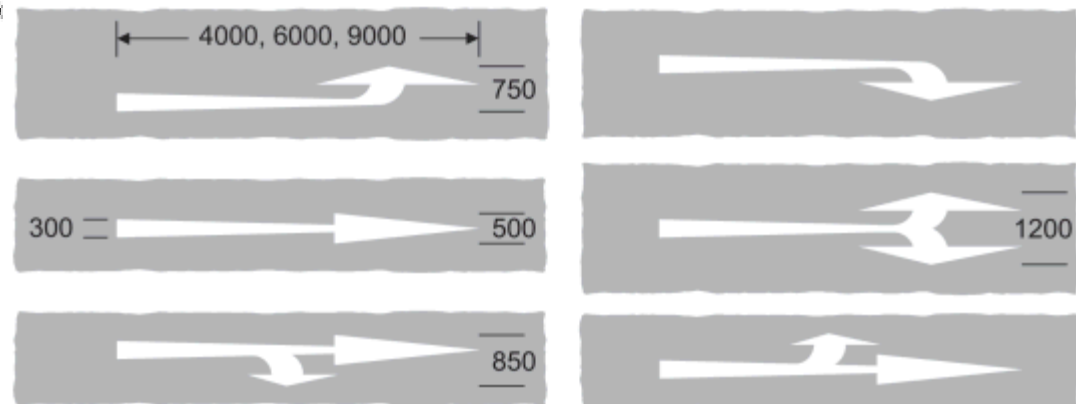
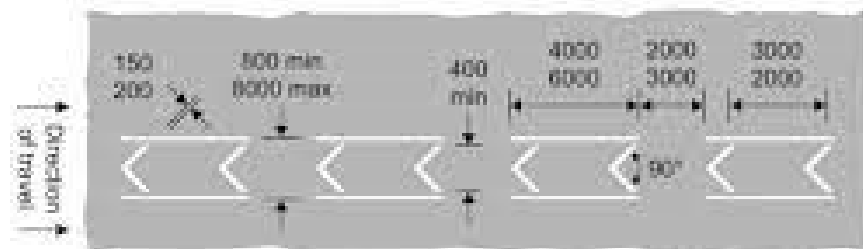
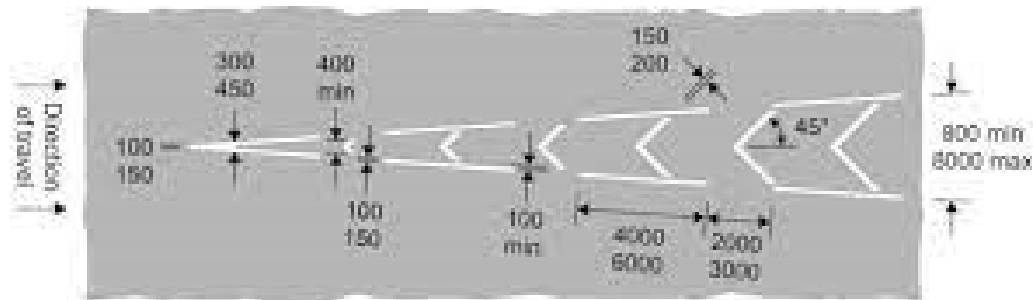
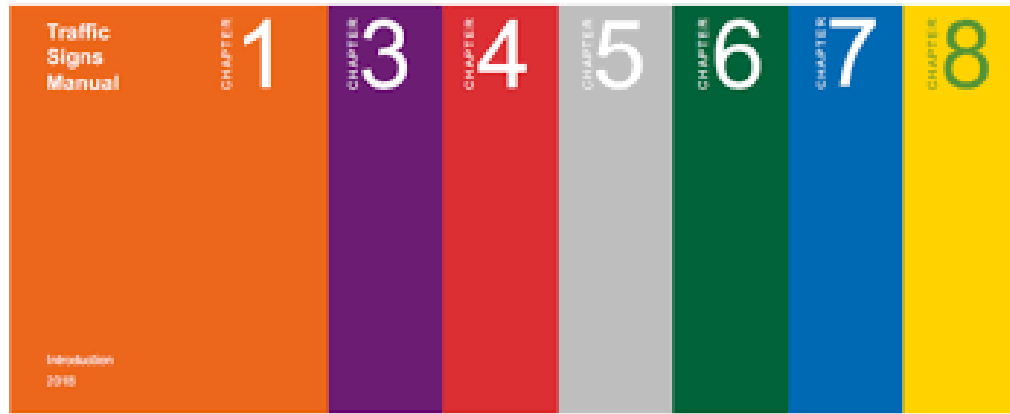
Show Approved Strategy Planned Preventive Planned Targeted Planned Do Minimum Unplanned Reactive

APPROVED STRATEGY SUMMARY

Year	DRC	Work Cost
1	322,181,067	5,870,569
2	320,547,232	370,946
3	318,679,682	151,986
4	316,745,209	92,883
5	315,085,085	349,910
6	314,341,561	1,249,614
7	312,505,610	205,406

Highway Infrastructure Asset Management

Asset Management – Road signs and Markings



Highway Infrastructure Asset

Soft Landscape

Asset	Quantity
Highway Trees	20,191 no.
Urban Grass Verges	21km
Grass or other landscape areas	133 no.
Shrubs	167 no.
Hedges	114 no.

Soft Landscape Maintenance Activity	Frequency
Urban Grass Verge Cutting	14-day cycle – April to October
Weed Control	Footways and Carriageway edge annually commences September
Tree Maintenance	As required for safety / lighting purposes
Shrub Maintenance	As required to prevent obstruction

The Approach to Asset Management

Asset Management Strategy

Thank You and any questions

Les Dagnall - Principal Engineering Manager - Amey Consulting

Les.Dagnall@amey.co.uk

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TRAFFORD
COUNCIL

Electric Vehicle (EV) Charging in Trafford

Progress To Date and Potential Next Steps - Scrutiny

Scrutiny Update Agenda

- The EV Journey so far – update
- Trafford's Phase 1 rollout
- Trafford's Phase 2 rollout
- Data and usage
- The Demand
- The Challenges and Risks
- Next Steps and Way Forward

The Journey So Far

- In March 2020 Trafford Borough Council agreed to explore the EV charging market further through a soft market exercise, which included reviewing procurement options for the installation of EV charging points across Trafford.
- In November 2021, after considering a variety of options Be.EV became the approved provider for EV charging within Trafford. The initial agreement would include Trafford entering into a number of leases with Be.EV in order for a target of 100 new charging points being installed.

The Be.EV Journey

Introduction to Be.EV

- Be.EV was appointed by Transport for Greater Manchester (TfGM) to implement the EV charging infrastructure across the region. Be.EV work closely with TfGM, the 10 Greater Manchester Local Authorities, NHS Trusts, civic bodies, universities, and private businesses to develop and deliver a recognisable brand of EV charging infrastructure that is easy to use that support the Transport Strategy and clean air objectives for the region.
- As a Northwest based company, Be.EV are focused on developing a dense and accessible charging network with local businesses, reconnecting the infrastructure within the communities and creating a network that is not only sustainable but meets our social value objectives.
- The Be.EV network is one of the North West's largest publicly available EV charging network and is rapidly expanding across the North of England..
- Trafford engaged directly with Be.EV to accelerate and deliver the Be.EV network locally.



Phase 1 rollout

- In partnership with Trafford Council, Be.EV identified a number of sites that would be suitable for the development of EV charging infrastructure. The deployment of this infrastructure is a key part of the Clean Air Strategy and 2040 Transport Strategy and vision
- Initially over 60 sites were identified that comprised of council car parks, leisure centres, libraries, and other council owned assets.
- From these 60 sites a list of 10 from across 10 wards in Trafford were put forward as a phase 1a.



Phase 1 rollout

- Within the region we have seen a significant rise in the amount of power needed by businesses and residents as the UK and economy continues to grow
- As a result of this higher demand in electricity usage around 60% of phase 1a sites were not feasible due to lack of power or excessively expensive reinforcement of the electricity network.
- It is anticipated that the electrical infrastructure is likely to be upgraded to cope with demand over the coming years hence these sites may become viable in the future.
- Currently, there are four sites with signed leases, Brown Street Car Park, Thorley Lane Car Park, Flixton Road Car Park and Longford Park Car Park.
- Leases are due to be finalised on two remaining sites from the Phase 1a rollout: Regent Road and Greenbank Road Car Park.



Phase 2

- A further 30 sites have been identified and have recently been approved by the Executive that will be worked through
- An additional 7 Agreement for Leases have been signed in January 2023. The sites include Trafford Town Hall, Balmoral Road Car Park, The Causeway, Cecil Road Car Park, Golden Hill Car Park, James Street Car Park and Sale Water Park.
- Additional sites to assist the Taxi Trade will see a further 3 sites at Ashfield Road, Wharfside Road and The Quadrant having Be.EV installed
- This second rollout phase should allow Trafford to meet the councils targets of having 100 charge points (46 public chargers and 4 Taxi chargers (providing 92 and 8 charge points respectively) installed across the Borough.



Phase 2

Be.EV will continue to identify sites for further rollout phases to drive EV adoption and clean air in Trafford.

Site	Fast	Rapid	Ultra-rapid	Ultra-rapid dynamic
Brown Street	2			
Flixton Road Car Park	1	2		
Greenbank Road Car Park		2		
Longford Park Car Park		1		
Regent Road Car Park	5			
Thorley Lane Car Park	2	2		
Trafford Town Hall		1	1	
Balmoral Road Car Park		1	1	
The Causeway		2		
Cecil Road Car Park				6
Golden Hill Park				6
James Street CP		2		
Sale Water Park				8



Data

Below is the breakdown of the number of Be.EV connection points, by charger type for each of the Greater Manchester districts – along with the updated forecast for Trafford

Borough	Fast	Rapid	Ultra-Rapid	Ultra-Rapid Dynamic	Total
Trafford (live)	17	5			22
Trafford Forecast - Total	33	15	2	20	70
Bolton	7	2			9
Bury	11	2			13
Manchester	31	8			39
Oldham	15	2			17
Rochdale	5	2			7
Salford	23	2			25
Stockport	8	2			10
Tameside	4	2			6
Wigan	7	2			9

Be.EV November 2023 Summary	CPID	Charger Type	Total kWh	Number of Sessions
Brown Street Car Park	BEEVF0004	Fast	303	15
Brown Street Car Park	BEEVF0005	Fast	468	28
Thorley Lane Car Park	BEEVF0002	Fast	50	7
Thorley Lane Car Park	BEEVF0003	Fast	30	5
Thorley Lane Car Park	BEEVR0004	Rapid	2955	123
Thorley Lane Car Park	BEEVR0005	Rapid	2782	106
			6590	284

Be.EV will provide monthly performance reports for all installations installed in Trafford as sampled above

The Demand

- Demand for Electric Vehicle (EV) charging is growing but the number of public EV charging points isn't keeping up with demand.
- Today, there are approximately 600 publicly available EV chargers including those provided by private operators across Greater Manchester (providing over 1100 connection points for vehicles). 225 of these chargers will be part of the Be.EV network
- By 2025, it is estimated that this needs to grow to 2,700 fast and 300 rapid chargers across GM to meet forecast demand.
- Demand in Trafford therefore is estimated to be multiplied 5 times over to meet local demand with an estimated 600 publicly accessible connection points needed in Trafford alone.

The Demand

- Demand for private connections and the ability to charge from home is also increasing and there is funding for charge points to be installed by residents who can charge their electric vehicle off highway and on their driveway.
- The demand to charge on street from private properties who have no driveway is also increasing however, this presents challenges and risks for both residents and Trafford.
- Trafford has explored how to meet this demand with options including the following:
 - Temporary covering of charge cables across the footway
 - Installing covered channels that allow cables to be placed in the footway below ground
 - Installing kerb side charge points

The Challenges and Risks

Temporary covering of charge cables across the footway



If a passer-by is injured because of an EV cable, it is possible that residents and the council could face claim for personal injury.

The need to park as close as possible to property to charge vehicles is likely to increase and will present potential conflict with neighbours and increase local parking demand in an already competitive environment

The Challenges and Risks

Installing permanent channels that allow cables to be placed in the footway below ground



Requests for permanent solutions have increased however, there are risks due to access needed to public services below ground such as gas and electricity that means this could not be installed.

Large numbers of requests and installations could also lead to integrity of the footway being compromised, problems with repair and maintenance and increased parking demand outside properties becoming unmanageable

Alternative Charging Options

Charging at public available sites

Connecting EV to a charging point on or around private property with no driveway will prove difficult for everyone as use of electric cars increases. Residents can take advantage of the public charging network instead. Smartphone apps like Zap-Map will direct people to all the local charging points in the area or while you're out and about, meaning that anyone can charge their EV while at the supermarket, shopping centre or wherever an EV charge point has been installed much like using a petrol station.

Electric Car Charging For Drivers With A Disability

As a part of their 'worry-free' motoring package, Motability have partnered with Ohme, Easee and BP Pulse to offer a no-cost charging solution to Motability customers who lease a 100% electric car

Motability customers interested in an EV who don't have a driveway (or access to suitable off-street parking) can choose a complimentary subscription to the BP Pulse network of public charging points instead of having a home charger fitted.

Alternative Charging Options

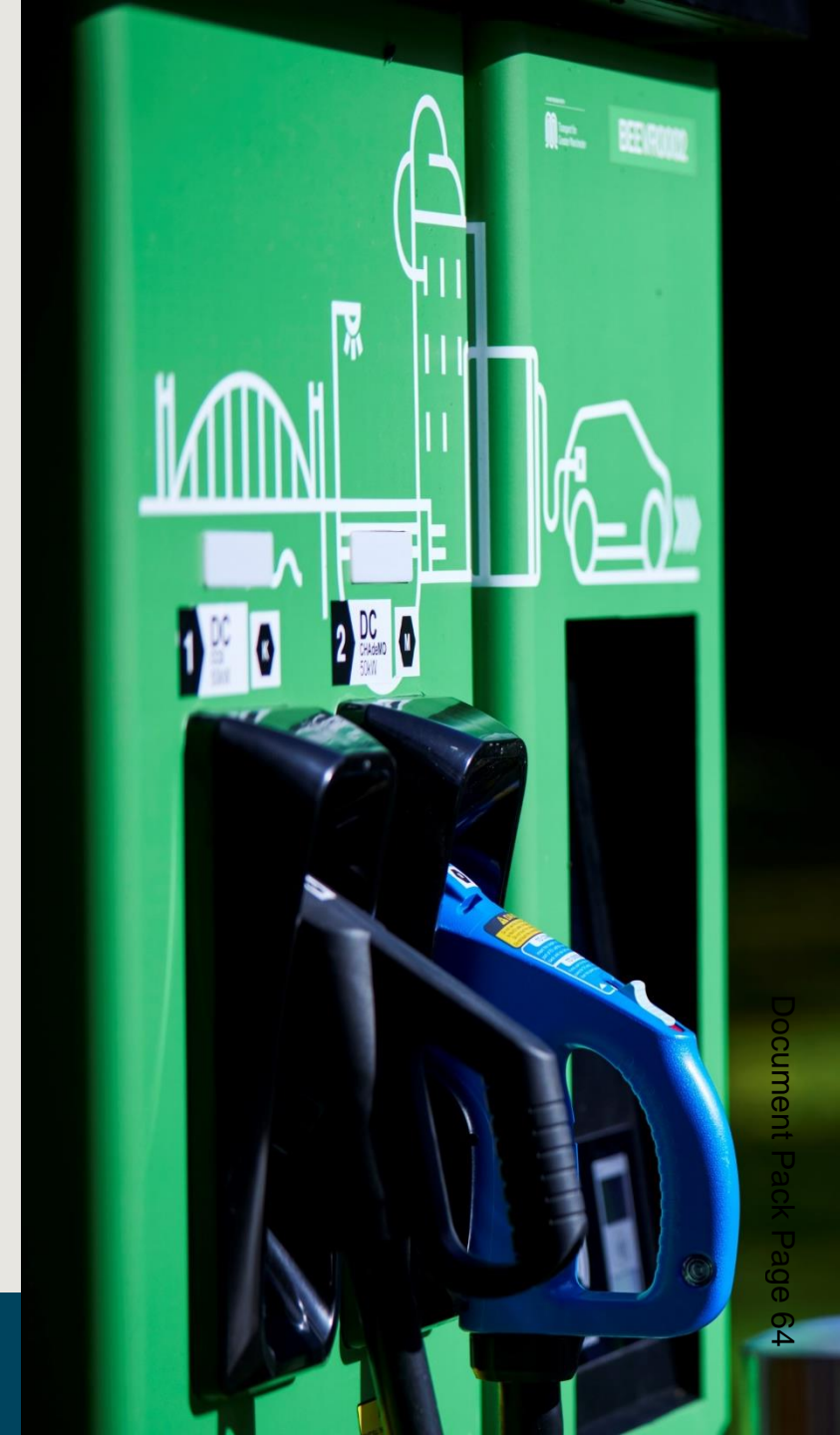
Installing kerbside charge points from dedicated equipment or lamp columns



This will require significant investment in equipment and electricity supply in some areas

Be.EV Potential Next Steps

- The current Be.EV project is a fully funded model with all works, including power supply, building of sub-stations, design, installation and equipment costs being their responsibility.
- As a business Be.EV want to deliver EV charging infrastructure across Trafford to help residents and business switch to electric vehicles regardless of the socioeconomic status within the area.
- The ambition is to have chargers which are no more than 5 – 10 minutes away from residents in Trafford

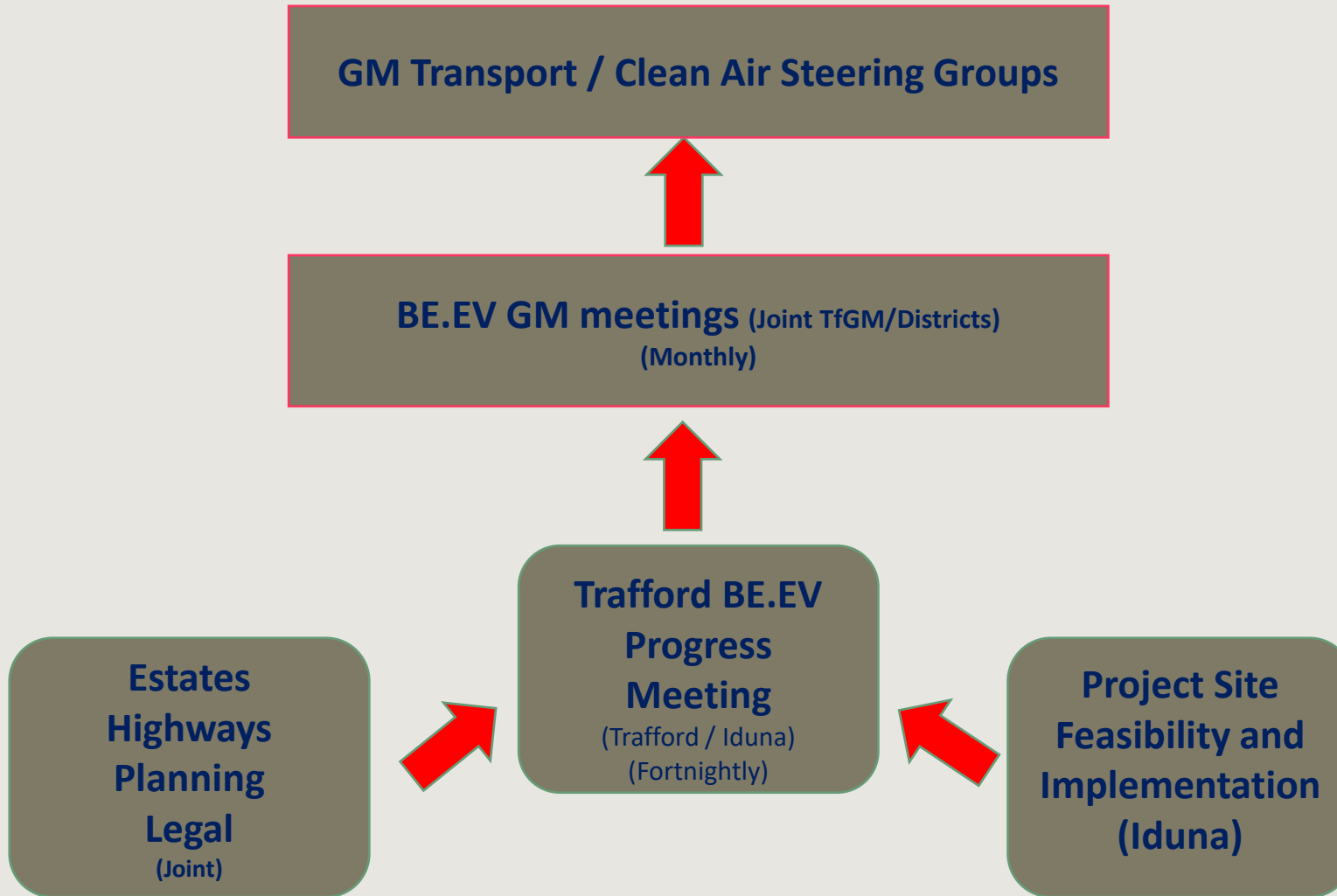


Be.EV Potential Next Steps

- The current Be.EV project has exhausted all easy options in council car parks.
- Be.EV are flexible on a variety of procurement options including joint ventures to expand further and offer investment opportunities for Trafford in this market.
- On Street Charging (lamp posts and chargers) and reviewing public owned land for larger scale installations is considered to be the next phase of the project which will require development and investment over 2-5 years.
- Following a review undertaken by TfGM CRSTS funding has been allocated for this purpose and existing Trafford allocated funding will be used to develop this next phase of the project.



EV Charging Governance



**GM The Greater Manchester
Transport Strategy 2040**

[Greater Manchester Transport Strategy |
Transport for Greater Manchester \(tfgm.com\)](#)

**GM EV Charging Infrastructure
Strategy 2021**

[Greater Manchester's EV charging strategy |
TfGM Electric Travel](#)

CRSTS Funding
£600k

**Trafford Capital
Funding**
£350k

TRAFFORD COUNCIL

Report to: Scrutiny Committee
Date: 11th January 2023
Report for: Decision
Report of: Scrutiny Committee Chair
Report Title

OVERVIEW AND SCRUTINY REVIEW OF THE EXECUTIVE'S DRAFT BUDGET PROPOSALS FOR 2023-2024

Summary

The Executive's Draft Budget Proposals for 2023-2024 were agreed at its meeting held on 24th October 2022. The draft proposals were then presented to the Scrutiny Committee at their meeting on the 9th of November, which informed the structure of the budget scrutiny process.

Two Budget Scrutiny Working Group sessions were held on the 29th November and 1st December 2022 with the relevant Executive Members and Senior Officers in attendance to address Members questions. Members were also provided with background information on the budget proposals.

This report reflects the outcome of those discussions, summarises areas, and provides recommendations for the Executive to consider in developing its final budget proposals and response to the Scrutiny Committee.

Recommendation(s)

The Scrutiny Committee are asked to approve the following recommendations for submission to the Executive:

- 1. That the Executive Member for Finance and Governance inform Scrutiny of the total Council tax increase following the decision at the GM Level.**
- 2. That a report on expected impact of the cost-of-living crisis on residents and the Council's budget, including details of the mitigating steps the Council is taking, be submitted to the Scrutiny Committee first meeting of the 2023/24 municipal year.**
- 3. That a report be provided to Health Scrutiny there is a significant increase in the number of residents cancelling care.**

4. That the Executive continue to monitor the rate of inflation closely and the Scrutiny Committee be informed if the level of inflation puts the Council's budget at risk.
5. That the Executive continue to monitor the reserves closely and inform the Scrutiny Committee if a higher level of reserves are to be used than set out within the budget.
6. That a breakdown of the financial implications of changing the loan repayment process be provided to Scrutiny Members.
7. That the executive include the full financial implications of changing the Council's repayment of loans as part of the budget consultation.
8. That the Executive closely monitor wider the impact of dimming streetlighting and submit a report to the Scrutiny Committee if a significant increase in accidents is identified.
9. That in-depth reports on income/savings proposals for Strategic Investment Income, Children's Placements, and Home Care be submitted to the relevant Scrutiny Committee in March 2023.
10. That exception reports be submitted to the relevant scrutiny committee if the income/savings proposals for Strategic Investment Income, Children's Placements, and Home Care fail to meet the income/savings targets.
11. That the Children and Young People's Scrutiny Committee be kept up to date on the development of additional residential care within Greater Manchester.
12. That the Health Scrutiny Committee receive a report on the measures being taken by the council to mitigate the impact of volatility within Adult services.

Background Papers: None

Contact person for further information:

Name: Alexander Murray

BUDGET SCRUTINY REPORT – 2022/23

Foreword by the Chair of Scrutiny Committee

I welcome the opportunity for Scrutiny to review and comment on the draft proposals at an early stage. On behalf of Scrutiny Members, I would like to thank the Executive Members and Corporate Leadership Team for their commitment, help and contribution to our scrutiny of the draft budget proposals. I would also like to thank Scrutiny Members who played an important part in the process and whose contribution was invaluable.

Trafford Council, like many Councils across the UK, are operating in very uncertain and challenging times. This is due to a long period of Austerity, followed by the Pandemic (which is still rife in the UK), and now the Country is in the grip of a “Cost of Living” crisis. The combined consequence of this has created turmoil which is massively affecting our residents, businesses, and organisations. All of which is also causing pressure on the Council Budget. Scrutiny Members raised a great deal of concern for the vulnerable members of our communities with regard to the adverse effect the “Cost of Living” crises will have on them and expressed the need for the Council to support them as much as we can to help mitigate the financial impact of this crisis. It is recognised that the financial situation for the Council has been, and still is, extremely challenging.

I would like to put on record my thanks to the Executive Members and Corporate Leadership Team for the work they have carried out during this very difficult period in managing the budget. I would also like to thank all the Council Staff, Partners, volunteers, and Council Members for the support and dedication they have all shown to Trafford residents and businesses throughout the Pandemic.

We hope that our Budget Scrutiny will contribute to the decision-making process in ensuring that robust measures are in place to manage the challenges Trafford faces. We have identified areas where we feel that there are risks and we look forward to receiving details of how the Executive will address these. We will be following up on a number of areas in our work programme for the next municipal year.

Councillor David Acton

Chair, Scrutiny Committee.

January 2023

Background

1.1 Following the presentation of the budget proposals to the Scrutiny Committee on the 9th November it was decided that Budget Scrutiny would focus upon the Place Directorate, the Council's reserves, the investment strategy, treasury management, Children's Services, Adults Services, and all savings proposals. The first session covered the Place directorate, the reserves, investment strategy, and treasury management with the second session focused upon Children's and Ault's Services. In addition to those areas Scrutiny Members were provided with a list of discretionary services provided by the Council following a request at the Scrutiny Committee meeting on the 9th November.

1.2 A presentation was produced, covering information for both sessions, and circulated to Councillors on the 25th November 2022, which gave Scrutiny Members time to review the documents prior to the sessions and request additional information.

2. Key Messages

2.1 Over the course of Budget Scrutiny process several key themes, detailed below, emerged as being of particular interest to Scrutiny Members.

2.2 Council Tax

2.2.1 With the Council due to raise Council tax by up to 5% and the Greater Manchester rise unknown it is felt that the increase could impact residents living standards and the Council's budget. Scrutiny would like to be informed of the final rise agreed at the GM level in January.

Recommendation: That the Executive Member for Finance and Governance informs Scrutiny of the total Council tax increase following the decision at the GM Level.

2.3 Cost of living Crisis

2.3.1 Over the course of both sessions there were many references to the cost-of-living crisis. Concerns were raised about the impact the crisis will have upon residents and the Council's budget. Scrutiny requests that a report be provided to the Scrutiny Committee at the first meeting of the 2023/24 Municipal year outlining the expected impact of the cost-of-living crisis upon residents and the Council's budget, along with details of mitigating steps the Council is taking.

2.3.2 The Corporate Director of Adult Social Services assured Scrutiny Members that the service is monitoring residents who stop receiving care and is checking that finances are not the reason for the stoppage. Scrutiny supports the Executive in monitoring this and ask that a report be provided to the Health Scrutiny Committee if the numbers start to increase significantly. Scrutiny also supports the steps being

taken to increase the welfare rights team to aid residents access the benefits they are entitled to.

Recommendation: That a report on expected impact of the cost-of-living crisis on residents and the Council's budget, including details of the mitigating steps the Council is taking, be submitted to the Scrutiny Committee first meeting of the 2023/24 municipal year.

That a report be provided to Health Scrutiny if there is a significant increase in the number of residents cancelling care.

2.4 High Levels of Inflation

2.4.1 Scrutiny welcomes the Executive Member for Finance and Governance and the Director of Finances diligent approach to monitoring the levels of inflation and to reducing the effect inflation will have on the Council's budget. Scrutiny request that the Executive continue to monitor the rate of inflation and its impact on the Council's budget closely. Scrutiny also requests that the Scrutiny Committee is to be informed if the rate of inflation puts the Council's ability to meet the budget at risk.

Recommendation - That the Executive continue to monitor the rate of inflation closely and the Scrutiny Committee be informed if the level of inflation puts the Council's budget at risk.

2.5 Council's Reserves

2.5.1 Trafford has operated at a low level of reserves for many years and it has been of continued concern for Scrutiny, having been highlighted by the budget scrutiny process for the past five years. Scrutiny requests that the reserves continue to be monitored closely and that the Scrutiny Committee is to be informed if the level of reserves used goes above those detailed within the budget.

Recommendation – That the Executive continue to monitor the reserves closely and inform the Scrutiny Committee the if a higher level of reserves are to be used than set out within the budget.

2.6 Changes to Loan Repayment Process

2.6.1 In the first session Scrutiny Members were told that the £4M savings against treasury management would be delivered through changes to the way the Council repaid loans against assets, which would increase cost to the Council in 10 to 15 years' time. Scrutiny would like the full details of the financial implications of this strategy to be explained within the budget consultation process.

Recommendation – That a breakdown of the financial implications of changing the loan repayment process be provided to Scrutiny Members.

That the executive include the full financial implications of changing the Council's repayment of loans as part of the budget consultation.

2.7 Dimming of Street Lighting

2.7.1 Scrutiny raised concerns that the dimming of streetlighting could lead to an increase in the number of accidents. Scrutiny request that the impact of the dimming of street lighting be closely monitored to ensure there is no adverse effect on public safety. Scrutiny also requests that a report be provided to the Scrutiny Committee if any significant increase in accidents is identified.

Recommendation – That the Executive closely monitor wider the impact of dimming streetlighting and submit a report to the Scrutiny Committee if a significant increase in accidents is identified.

2.8 Achievement of Savings

2.8.1 Within the presentation there were three areas across Place, Children's, and Adult Services which were to deliver in excess of £1M each in savings or income. Those three areas were Strategic Investment Income (Place), Children's Placements (Children's Services), and Home Care (Adults Services). Those three areas represent more than half of the Council's total savings proposals for 2023/24. Due to the significance of these areas Scrutiny would like an in-depth report on each of these savings or income proposals to come to the relevant Scrutiny Committee in March 2023 with subsequent exception reports delivered over the 2023/24 municipal year if those targets are not going to be achieved.

Of particular interest was the discussions around the possibility of increased complex care provision within GM. Scrutiny has supported the development of this provision is for a number of years and would like to be kept up to date with the developments.

Recommendation – That in-depth reports on income/savings proposals for Strategic Investment Income, Children's Placements, and Home Care be submitted to the relevant Scrutiny Committees in March 2023.

That exception reports be submitted to the relevant scrutiny committee if the income/savings proposals for Strategic Investment Income, Children's Placements, and Home Care fail to meet the income/savings targets.

That the Children and Young People's Scrutiny Committee be kept up to date on the development of additional residential care within Greater Manchester.

2.9 Volatility within Adult Services

2.9.1 Scrutiny Members noted that there had been a large amount of volatility within the 2022/23 and officers confirmed that this volatility was likely to continue going forward due to the wide range of external factors that could impact the services.

Scrutiny would like to receive a report on the measures being taken to mitigate the potential impact of the volatility within Adult Services.

Recommendation – That the Health Scrutiny Committee receive a report on the measures being taken by the council to mitigate the impact of volatility within Adult Services.

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Trafford Scrutiny Committee 2022/23 Work Programme

Wednesday 11 January 2023 – 6:30pm, Committee Rooms 2&3, Trafford Town Hall				
<i>Report submission deadline – midday on Tuesday 3 January 2023</i>				
Item	Information	Executive Member(s)	Lead Officer(s)	Comments
Electrical Vehicle Charging strategy	To receive a report on the Councils current strategy to make recommendations.	Executive Member for Climate Change and Transport Strategy	Richard Roe	
HIMAP	The Committee have been asked to look at this item prior to it going to the Executive.	Executive Member for Climate Change and Transport Strategy	Chris Morris	Information relating to this topic area is to be shared with Committee Members in advance to aid them in scrutinising the item.
2022/23 Budget Scrutiny Report	A report produced by the Scrutiny Committee providing its recommendations on the 2023/24 Budget Proposals.	N/A – Report of the Scrutiny Committee		
Work programme	For Members to discuss items for Consideration by the Committee for the municipal year.			

Wednesday 8 March 2023 – 6:30pm, Committee Rooms 2&3, Trafford Town Hall

Report submission deadline – midday on Tuesday 28 February 2022

Item	Information	Executive Member(s)	Lead Officer(s)	Comments
Accessibility of Council Services	To look into how well residents are able to contact the Council and Access services following the pandemic.	The Leader	Sara Saleh	To receive a report on how Council Services are performing against SLAs
Corporate Plan Delivery	To receive a report from the Leader of the Council's performance against the Corporate Plan.	The Leader	Sara Saleh	This item was agreed with the Leader when he met with the Chair and Vice Chair on the 14 th of July.
Climate Change Action Plan	The Committee requested a possible further update at the meeting in November 2022.	Executive Member for Climate Change and Transport Strategy		
Gypsy, Roma, and Traveller Task and Finish group follow on report	The Committee requested that the follow-on report submitted to the Executive be delivered to the Committee.	Executive Member for Environmental Services and the Executive		

		Member for Housing and Neighborhoods		
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Ongoing Task and Finish work				
Item	Information	Executive Member(s)	Lead Officer(s)	Comments
Events at Old Trafford	Task and Finish group to investigate the impact events at the venue have on the local population.			Group has had two meetings and is looking at gathering views of local residents.
Disability Access	Work ongoing following interim report in March 2020			Response received at meeting 21 September 2022. A decision needs to be reached as to whether further action is to be taken by the Group.
Travellers	Work ongoing following interim report in March 2022			Response received at meeting 21 September 2022. A decision needs to be reached as to whether further action is to be taken by the Group.

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