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TRAFFORD
COUNCIL

AGENDA PAPERS FOR EXECUTIVE MEETING

Date: Monday, 6 January 2020

Time: 6.30 p.m.

**Place: Committee Room 2 and 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. | QUESTIONS FROM MEMBERS OF 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. | |
| 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. | MINUTES | 1 - 4 |
| | To receive and, if so determined, to approve as a correct record the Minutes of the meeting held on 25 th November 2019. | |
| 5. | MATTERS FROM COUNCIL OR OVERVIEW AND SCRUTINY COMMITTEES (IF ANY) | |
| | To consider any matters referred by the Council or by the Overview and Scrutiny Committees. | |

6. GMCA PROPOSED FRANCHISING SCHEME FOR BUSES 5 - 22

To consider a report of the Executive Member for Housing and Regeneration.

7. GRANT FUNDING FOR THE PREVENTION AND REDUCTION OF SERIOUS VIOLENCE 23 - 28

To consider a report of the Executive Member for Public Safety, Governance & Reform.

8. TRAFFORD HOUSING TRUST AND TRAFFORD COUNCIL DEVELOPMENT: JOINT VENTURE (JV) - TAMWORTH PHASE II DEVELOPMENT 29 - 36

To consider a report of the Executive Member for Housing and Regeneration.

9. GREATER MANCHESTER'S CLEAN AIR PLAN - TACKLING NITROGEN DIOXIDE EXCEEDANCES AT THE ROADSIDE - UPDATE 37 - 54

To consider a report of the Executive Member for Environment, Air Quality and Climate Change.

10. CORPORATE PLAN 2019/20 QUARTER 2 REPORT 55 - 76

To consider a report of the Executive Member for Public Safety, Governance & Reform.

11. URGENT BUSINESS (IF ANY)

Any other item or items which by reason of:-

- (a) Regulation 11 of the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012, the Chairman of the meeting, with the agreement of the relevant Overview and Scrutiny Committee Chairman, is of the opinion should be considered at this meeting as a matter of urgency as it relates to a key decision; or
- (b) special circumstances (to be specified) the Chairman of the meeting is of the opinion should be considered at this meeting as a matter of urgency.

12. EXCLUSION RESOLUTION

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

COUNCILLOR ANDREW WESTERN
Leader of the Council

Membership of the Committee

Councillors A. Western (Chair), C. Hynes (Deputy Leader), S. Adshead, M. Freeman, J. Harding, E. Patel, T. Ross, J. Slater, G. Whitham and J.A. Wright

Further Information

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

Jo Maloney, Governance Officer, 0161 912 4298
Email: joseph.maloney@trafford.gov.uk

This agenda was issued on Friday, 20th December 2019 by the Legal and Democratic Services Section, Trafford Council, Trafford Town Hall, Talbot Road, Stretford M32 0TH.

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EXECUTIVE

25 NOVEMBER 2019

PRESENT

Deputy Leader and Executive Member for Children's Social Care (Councillor C. Hynes) (in the Chair),
Executive Member for Adult Social Care (Councillor J. Harding),
Executive Member for Communities and Housing (Councillor G. Whitham),
Executive Member for Environment, Air Quality and Climate Change (Councillor S. Adshead),
Executive Member for Finance and Investment (Councillor T. Ross),
Executive Member for Health, Wellbeing and Equalities (Councillor J. Slater),
Executive Member for Housing and Regeneration (Councillor J. Wright),
Executive Member for Public Safety, Governance and Reform (Councillor M. Freeman).

Also present: Councillors Acton, Blackburn, Butt, Carter, Coggins and Myers.

In attendance:

Chief Executive (Ms. S. Todd),
Corporate Director, Place (Mr. R. Roe),
Corporate Director, Finance and Systems (Ms. N. Bishop),
Corporate Director, People (Ms. S. Saleh),
Corporate Director, Adult Services (Ms. D. Eaton),
Interim Corporate Director, Children's Services (Mr. G. Rowney),
Interim Head of Governance (Ms. D. Sykes),
Democratic and Scrutiny Officer (Mr. J.M.J. Maloney).

APOLOGIES

Apologies for absence were received from Councillor A. Western and J. Baugh.

61. QUESTIONS FROM MEMBERS OF THE PUBLIC

It was noted that there were no questions from members of the public to be referred to the current meeting.

62. DECLARATIONS OF INTEREST

No declarations were made by Executive Members.

63. MINUTES

RESOLVED – That the Minutes of the meeting held on 28th October, 2019 be approved as a correct record.

64. MATTERS FROM COUNCIL OR OVERVIEW AND SCRUTINY COMMITTEES (IF ANY)

As Chair of the Scrutiny Committee, Councillor Acton advised of the holding of two forthcoming Budget Scrutiny sessions, one on Tuesday 3rd December, dealing with resources, investments and the Place directorate; and the second on Thursday 5th December, dealing with Children's Services and social care.

65. TRAFFORD EMPTY HOMES STRATEGY AND ACTION PLAN 2019-2024

The Executive Member for Housing and Regeneration submitted a report which set out details of the Empty Homes Strategy, which had been developed to identify and address the issues related to the number of long-term empty homes in the borough. The Strategy identified key proposals to bring empty homes back into use and measures to support private and public sector partners to achieve this. The proposals had been identified in the context of Corporate priorities, the Trafford Housing Strategy (2018-2023), GM Housing Strategy and discussions with key stakeholders. An opportunity was provided for Members to raise questions on the content of the report, which centred on any potential dispensations or grace periods in respect of the sale of properties which were delayed by legal or other genuine complications.

RESOLVED - That the Trafford Empty Homes Strategy and Draft Action Plan 2019-2024 be approved for publication.

66. TRAFFORD TOGETHER LOCALITY PLAN - OUR PLAN FOR HEALTH AND SOCIAL CARE SUSTAINABILITY AND REFORM

The Executive Member for Health, Wellbeing and Equalities submitted a report which set out details of the proposed Trafford Together Locality Plan, a blueprint for the transformation of health and social care over the next 5 years. It also incorporated the NHS 10 year Long Term Plan. The Locality Plan was seen as part of a wider Trafford Partnership which took account of the many areas of change currently affecting health and social care, and aimed to contribute to public service reform, involving shared resources, aspirations and outcomes. In discussion a number of issues were raised, including the potential impact of the Locality Plan approach on specific cases and the extent of liaison with other neighbouring Local Authorities.

RESOLVED -

- (1) That the plan be agreed.
- (2) That it be noted that the plan is to be submitted to Greater Manchester Health and Social Care Partnership.

Executive (25.11.19)

67. TREASURY MANAGEMENT 2019/20 MID-YEAR PERFORMANCE REPORT

The Executive Member for Finance and Investment and the Corporate Director of Finance and Systems submitted a report which provided for Members a summary of the Treasury Management activities undertaken for the first half of 2019/20, including in relation to Debt Activity, Investment Activity and adherence to Prudential indicators. It was noted that the report had already been considered by the Accounts and Audit Committee. In discussion, questions were raised regarding the consideration of potential alternative funding sources in the light of recent changes to the Public Works Loan Board; and in relation to the criteria pertaining to Barclay's Green Deposit Notice Account, on which it was agreed that a response would be made outside the meeting.

RESOLVED – That the Treasury Management activities undertaken in the first half of 2019/20 be noted.

68. BUDGET MONITORING 2019/20 - PERIOD 6 (APRIL TO SEPTEMBER 2019)

The Executive Member for Finance and Investment and the Corporate Director of Finance and Systems submitted a report which informed Members of the current 2019/20 forecast outturn figures relating to both Revenue and Capital budgets. It also summarised the latest forecast position for Council Tax and Business Rates within the Collection Fund. Members' attention was drawn to key changes in variances since the previous report. An opportunity was provided for members to raise questions on the report's content; these centred on movements in reserves, significant additions to the Council's investment programme and an investment variance on Sonova House, which derived from an in-year rent review.

RESOLVED –

- (1) That the report be noted, and the changes to the Capital Programme and Asset Investment Fund as detailed in paragraphs 28 and 38 of the report.
- (2) That the refund from GMCA of £2.15m of the 18/19 business rates pilot monies (paragraph 25 of the report) be noted, and the application of these funds to:
 - eliminate the in-year shortfall in business rate income (£800k);
 - replenish the Housing Benefit Overpayment reserve (£200k);
 - replenish the Business Rates Risk Reserve (£1.15m);
- (3) That the movements in reserves in paragraphs 11 to 14 of the report be noted.

69. REPORT ON COMPLAINTS DETERMINED BY THE LOCAL GOVERNMENT & SOCIAL CARE OMBUDSMAN 2018/19

The Executive Member for Public Safety, Governance and Reform submitted a report which addressed the Council's statutory duty to report to Members on adverse outcomes of complaints formally investigated by the Local Government & Social Care Ombudsman. The report set out the background to this duty, and provided Members with a summary of complaints determined in 2018/19. In discussion, questions were raised regarding a number of settlement payments recommended by the Ombudsman, and in particular one specific item; it was agreed that further information would be provided outside the meeting.

RESOLVED – That the content of the report be noted.

The meeting commenced at 6.30 p.m. and finished at 6.51 p.m.

TRAFFORD COUNCIL

Report to: Executive
Date: 6 January 2020
Report for: Decision
Report of: Executive Member for Housing and Regeneration

Report Title

GMCA Proposed Franchising Scheme for buses

Summary

This report provides information on the Proposed Franchising Scheme for buses in GM as set out in the 'Doing Buses Differently' consultation. This report sets out the background to the consultation, a summary of the proposals, the key issues for Trafford and the next steps. The proposed Trafford response to the consultation is appended to the report.

Recommendation(s)

It is recommended that the Executive:

- (i) Notes the consultation being carried out by GMCA 'Doing Buses Differently'.
- (ii) Notes the potential benefits to Trafford of the proposed franchising scheme.
- (iii) Approves the consultation response as attached to the report as Appendix 1.
- (iv) Delegates authority to the Corporate Director of Place to make minor amendments to the response as necessary.
- (v) Approves that the Decision is deemed to be urgent and not subject to call-in for the reasons set out in the Report.

Contact person for access to background papers and further information:

Name: Stephen James x 4330
Jonny Pannell x 4874

Appendix 1: Trafford Council Response to Consultation

Background Papers: None

| | |
|-------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Relationship to Policy Framework/Corporate Priorities | The Proposed Franchising Scheme will contribute to a number of Corporate Priorities, in particular: Health and Wellbeing, Successful and Thriving Places, Children and Young People and Green and Connected. |
| Relationship to GM Policy or Strategy Framework | The Scheme is being proposed by GMCA for adoption across the whole of Greater Manchester. The Franchising scheme will contribute to meeting objectives set out in the GM Transport Strategy 2040. |
| Financial | The estimated net cost of the Scheme is c£134.5m and 58% (£78m) will come from government through the 'earn back' model, £11m from existing Mayor's precept, £22.7m from future Mayor's precept, £5m from existing and forecast business rates pooling and £17.8m in total from the GM LA's as a one-off increase in their statutory contribution. In the consultation response Trafford is seeking clarity on this one-off contribution and how this would be allocated and funded by each of the Greater Manchester local authorities. |
| Legal Implications: | The Council/AGMA must adhere to the requirements of the Transport Act 2000. |
| Equality/Diversity Implications | The implications of the Proposed Franchising Scheme have been assessed through an Equality Impact Assessment. |
| Sustainability Implications | One of the purposes of the Proposed Franchising Scheme is to encourage the use of sustainable transport modes |
| Resource Implications e.g. Staffing / ICT / Assets | GMCA has the responsibility for making a decision on the Proposed Franchising Scheme. If adopted, Transport for Greater Manchester will implement the Scheme on behalf of GMCA. |
| Risk Management Implications | GMCA has the responsibility for managing risk implications regarding the Scheme. |
| Health & Wellbeing Implications | The Proposed Franchising Scheme seeks to improve the health and wellbeing of Greater Manchester residents, for example through improving air quality. |
| Health and Safety Implications | None arising directly out of this report. |

1.0 Background

- 1.1 Since 1986, bus services in GM have been deregulated with services being run by commercial bus companies who decide routes, timetables, fares and standards. This has resulted in complex fares and ticketing since standard tickets can only be used on buses run by the same operator, a lack of a single source of travel information, differing customer standards and routes being determined based on commercial reasons rather than meeting local need. This deregulated system means that the GMCA, and its constituent local authorities, are unable to integrate buses with the rest of the public transport network and cannot deliver an effective long-term transport strategy for the sub-region.
- 1.2 In June 2017 the GMCA decided to consider the use of powers under the Transport Act 2000 (as amended by the Bus Services Act 2017) to address the problems associated with bus deregulation, reduce car use and to deliver the GM Transport Strategy 2040 with the aim of 50% of all journeys being made by foot, bike and public transport (including bus), The Act gives Mayoral Combined Authorities powers to improve bus services by reforming the current bus market through franchising and other partnership models. The GMCA instructed Transport for Greater Manchester (TfGM) to prepare an Assessment of a proposed bus franchising scheme for Greater Manchester, along with options of a partnership, whereby the GMCA would work with bus operators to improve services either through a voluntary agreement or through a legal scheme.
- 1.3 The Assessment concluded that a bus franchising scheme would be the preferred option to deliver the GM Transport Strategy 2040 Vision for Bus to deliver network integration, simplified and integrated fares system, consistent customer experience and value for money. The Proposed Franchising Scheme therefore forms the basis of the 'Doing Buses Differently' consultation that was launched on 14 October 2019 and ends on 8 January 2020 (see link to document - <https://www.gmconsult.org/strategy-team/gmbusconsultation/> .

2.0 Proposed Franchising Model - Benefits

- 2.1 The Proposed Franchising Scheme has very clear benefits for the future of bus services and provision in GM since, in simple terms; it takes bus services under the control of the GMCA. TfGM, on behalf of the GMCA, would then set routes, timetables, fares and standards and bus companies would competitively bid for contracts to run services on GMCA's behalf. This control means that GM Vision for Bus, part of the 2040 Strategy, can be delivered to provide a much needed integrated transport network for GM since a strategic approach to investment can be taken. The Proposed Franchising Scheme would enable the integration of the bus network both across bus services and with other modes of transport to deliver an efficient transport system. This will encourage increased use of the system and help reduce car usage and congestion.

- 2.2 The Scheme would allow for the introduction of integrated ticketing, a unified bus brand and a single point of information for customers which are all lacking under the current deregulated system. Through having control, standards and quality will be raised through the franchising process and clean air issues can be addressed since the Proposed Franchising Scheme can provide the mechanism to help deliver GM's priorities under the Clean Air Plan; particularly in reducing emissions, car use and providing 'cleaner' vehicles.
- 2.3 The Proposed Franchising Scheme would allow for the bus network to be planned as a single network improving performance, efficiency and integration. Fundamentally, it would enable services to be designed to balance affordability with social and economic objectives, such as access to employment. This is of particular importance in Trafford where areas such as Partington and Sale West are poorly served, hindering residents ability to access job opportunities in the borough and beyond.
- 2.4 The estimated net cost of the Scheme is c£134.5m and 58% (£78m) will come from government through the 'earn back' model, £11m from existing Mayor's precept, £22.7m from future Mayor's precept, £5m from existing and forecast business rates pooling and £17.8m in total from the GM LA's as a one-off increase in their statutory contribution. However, the government has indicated that it will support GM to 'deliver a London style bus system in the area' which could include revenue funding. This could negate the need for any local contribution including council tax/precept requirement. GM is committed to secure additional government funding for bus services on an ongoing basis.

3.0 Trafford's consultation response – key issues

- 3.1 The detailed response to the 'Doing Buses Differently' consultation is found as Appendix 1. For the reasons identified in section 2 above, the Proposed Franchising Scheme will provide for a wholesale and fundamental improvement to the current deregulated bus system which is not fit for purpose. It will not only support delivery of GM's Transport Strategy 2040, but also support the Council's Corporate Priorities of Health and Wellbeing, Successful and Thriving Places, Children and Young People, Greener and connected and Targeted support. A bus network that is controlled by the GMCA can therefore be shaped to better meet local need and deliver an integrated and effective service.
- 3.2 There are a number of areas in Trafford that are currently poorly served by bus in terms of available routes and the frequency of bus services. These include Partington, Sale West and the rural areas of Carrington, Warburton and Dunham Massey. The Proposed Franchising Scheme does provide the mechanism for addressing these issues and to provide services based on social and economic need which is absent from the current deregulated system.
- 3.3 Public transport, including the bus network, will be an integral component of delivering sustainable travel options for new development. Trafford will experience significant residential and employment growth under the Greater

Manchester Spatial Framework (GMSF), both in relation to the existing urban area and the proposed allocations at New Carrington and Timperley Wedge. This growth will require higher frequency and improved bus services, and new routes to effectively meet this increase in population and employment. By covering GM and linking into GM's strategic plans and priorities, of which each local authority helps to deliver, the Proposed Franchising Scheme will be able to future proof and accommodate for growth which the current deregulated system does not.

3.4 Due to the size of GM and to ensure a smooth transition from the current deregulated system, the Proposed Franchising Scheme will be introduced in stages covering three sub-areas (see map on p.138 of consultation document). The proposed dates for entering into franchise contracts for the sub-areas are:

- Sub-Area A – 2 April 2021
- Sub-Area B – 25 March 2022
- Sub-Area C – 10 March 2023

3.5 The majority of Trafford is within sub-area C and a section to the north including Trafford Park and the Trafford Centre is within sub-Area A. Transitional arrangements will be implemented and these must ensure that any disruption to routes is minimised and connections between sub-areas are . In addition, there are currently limited radial routes around the city centre and therefore it is necessary to travel into Manchester city centre to access destinations east/west of Trafford. The Proposed Franchising Scheme should be used as the opportunity to provide new radial routes to improve connectivity and deliver an integrated transport network, properly connecting bus to rail and tram.

3.6 It is recognised that the Proposed Franchising Scheme will need to be funded and there will be additional costs to transition from the broken deregulated system to the Scheme. As identified in 2.4 above, a one-off increase in the statutory contribution from LA's of £17.8m is required and further clarity is needed on how this contribution will be allocated and funded, and whether the governments support for GM to deliver a London style bus system will result in funding that would reduce the contribution identified.

4.0 Wider Corporate Linkages

4.1 The Proposed Franchising Scheme meets the Corporate Priorities of Health and Wellbeing, Successful and Thriving Places, Children and Young People and Greener and Connected. It also helps to address key issues of reducing congestion and measures to meet clean air requirements.

5.0 Next Steps

5.1 Following the close of the consultation on 8 January 2020, all consultation responses will be independently assessed. They will then be reported to

GMCA when it considers its response to the consultation and whether any changes are proposed to the Franchising Scheme. The decision on whether to introduce the Proposed Franchising Scheme is currently expected in early March 2020. However, this is subject to change depending on the progress and outcome of the consultation and any subsequent decision-making process.

6.0 Other Options

6.1 Trafford Council could choose to object to the Proposed Franchising Scheme or choose not to respond to the consultation. Trafford Council is a statutory consultee therefore it is important that Trafford's views are taken into account as part of the consultation process. The assessments of the benefits of the Proposed Franchising Scheme are clear and these will improve the bus network in Trafford to benefit residents, visitors and businesses alike.

7.0 Reasons for Recommendations

7.1 The Executive is asked to approve Trafford's response to the Proposed Franchising Scheme for GM so that an integrated bus network can be delivered in GM that improves service delivery, costs and fares while addressing the need for more sustainable modes of transport to address clean air and climate change issues.

8.0 Urgency of Decision

8.1 This report should be considered as 'urgent business' and the decision exempted from the 'call-in' process for the following reason(s): (specify reasons)

That the date of the Executive on 6 January is only two days prior to the end date for the 'Doing Buses Differently' consultation of 8 January, therefore the report is considered urgent business and exempted from the call-in process.

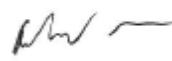
Key Decision: Yes

If Key Decision, has 28-day notice been given? Yes

Finance Officer Clearance.....PC

Legal Officer Clearance.....TR

CORPORATE DIRECTOR'S SIGNATURE



To confirm that the Financial and Legal Implications have been considered and the Executive Member has cleared the report.

Appendix 1: Trafford Council's response to the GMCA consultation on the Proposed Franchising Scheme

The Proposed Franchising Scheme will provide for a wholesale and fundamental improvement to the current deregulated bus system which is not fit for purpose. It will not only support delivery of GM's Transport Strategy 2040, but also Trafford Council's Vision of 'Working together to build the best future for all our communities / everyone.' Under the Vision, the Scheme helps support the Council's Corporate Priorities of:

- Health and Wellbeing – Trafford has improved health and wellbeing, and reduced health inequalities.
- Successful and Thriving Places – Trafford has successful and thriving town centres and communities.
- Children and Young People – All children and young people in Trafford will have a fair start.
- Greener and connected – Trafford will maximise its green spaces, transport and digital connectivity.

A bus network that is controlled by the GMCA can therefore be shaped to better meet local need and deliver an integrated and effective service.

There are a number of areas in Trafford that are currently poorly served by bus in terms of available routes and the frequency of bus services. These include Partington, Sale West and the rural areas of Carrington, Warburton and Dunham Massey. The Proposed Franchising Scheme does provide the mechanism for addressing these issues and to provide services based on social and economic need which is absent from the current deregulated system.

Public transport, including the bus network, will be an integral component of delivering sustainable travel options for new development. Trafford will experience significant residential and employment growth under the Greater Manchester Spatial Framework (GMSF), both in relation to the existing urban area and the proposed allocations at New Carrington and Timperley Wedge. This growth will require higher frequency and improved bus services, and new routes to effectively meet this increase in population and employment. By covering GM and linking into GM's strategic plans and priorities, of which each local authority helps to deliver, the Proposed Franchising Scheme will be able to future proof and accommodate for growth which the current deregulated system does not.

Trafford Council believes that the Proposed Franchising Scheme will deliver real benefits by fundamentally changing and improving bus services in GM and the borough. The current deregulated system is not fit for purpose and is profit not people centred which results in swathes of communities not well served by bus services. The Proposed Franchising Scheme will provide for an integrated bus network that can properly connect to other public transport provision, deliver simplified and unified ticketing and information, improve standards and set a platform for investment to meet current and future need. It will also play a key role in increasing the use of public transport, reducing congestion and improving air quality.

Q1. Do you have any comments on the corrections and changes made to the Proposed Franchising Scheme?

N/A

Q2. Do you have any comments on the proposal that the Proposed Franchising Scheme should apply to the entirety of Greater Manchester?

Trafford Council supports the proposal for the Franchising Scheme to apply to the entirety of Greater Manchester. This will ensure a coordinated and consistent bus network across the City Region, and will help to make bus a more attractive sustainable travel mode.

Although the franchising scheme applies to Greater Manchester, it is essential that there is coordination with bus routes which cross the GM boundary. This would include bus services between Trafford and Warrington Borough and services between Trafford and Cheshire East Borough. A coordinated approach will improve the connectivity of the network and assist in increasing bus patronage. Where possible, opportunities for integrated ticketing with these services should also be explored.

In addition, there is a further opportunity to integrate bus fares across a range of different public transport modes such as Metrolink and rail. This would enable passengers to easily interchange between different modes, improving the usability and attractiveness of the network and developing a proper integrated transport system.

Q3. Do you have any comments on the local services that are proposed to be franchised?

Trafford Council supports the local services which are proposed to be franchised. It is understood that the only routes which will be excluded from franchising are those which are exclusively school services, any services which provide transport for pupils to and/or from schools as well as to the general public will be included in the franchise scheme.

In terms of school transport GMCA needs to consider how future routes to/from school will be planned and whether new routes will also form part of the franchising scheme. Trafford Council considers that there is a significant opportunity to improve sustainable transport modes to schools, which will help to reduce the number of private car trips to/from schools. This would assist in easing congestion on the wider highway network as well as improving air quality.

Q4. Do you have any comments on the proposal that the Proposed Franchising Scheme would be split into three sub-areas and on the other arrangements proposed for the purposes of transition?

Trafford Council supports the phased approach of implementing the Scheme by sub-area. The majority of Trafford is in Sub Area C, although an area in the north of the borough around Trafford Park is in Sub Area A. It will be important that appropriate

transitional arrangements are in place to manage connections between the sub areas and ensure there is no worsening of bus service provision during this period.

Q5. Do you have any comments on the services which have been excepted from regulation under the Proposed Franchising Scheme?

According to the list of excepted services in Appendix 4, the services relevant to Trafford 'Wythenshawe – Sale- Stretford – Eccles' and 'Failsworth – NMGH – Salford – intu Trafford Centre' will be temporarily excepted from regulation under the Scheme during the transition period. The Council requests clarity on the reasons for why these services are to be temporarily excepted and assurance that any disruption to the service would be minimised.

Q6. Do you have any comments on the date on which the Proposed Franchising Scheme is currently proposed to be made?

Trafford Council has no specific comments on the date for the Proposed Franchising Scheme to be made and recognises that a phased approach is prudent in light of the scale of the Proposed Franchising Scheme. However, consideration must be given to the significant scale of new housing and employment development which is expected to be delivered by March 2023, when the proposed Franchising Scheme will be fully in place.

This new development is likely to generate a need for new bus routes and increased frequencies of existing services. In particular, the draft Greater Manchester Spatial Framework (GMSF) proposes sites for significant new housing and employment development, both within the existing urban area and on sites which are currently on the edge of the urban area; these will need to form part of the planning of any future bus network. Trafford has identified two large development sites at New Carrington and Timperley Wedge (a total of 8,500 dwellings and 470,000 sqm of employment floorspace), as well as significant housing and employment growth in the urban area. The timing of the franchise contracts should therefore have regard to the housing and employment growth across Greater Manchester in terms of the likely increase in demand for bus transport, both in terms of the frequency of the services as well as new routes.

Q7. Do you have any comments on the dates by which it is proposed that franchise contracts may first be entered into?

Trafford Council recognises the complexity of implementing the Proposed Franchising Scheme.

Q8. Do you have any comments on the nine month period it is proposed will expire between entering into a franchise contract and the start of a service under such a contract?

Trafford Council recognises the complexity of implementing the Proposed Franchising Scheme.

Q9. Do you have any comments on the proposals for how GMCA would consult on how well the Proposed Franchising Scheme is working?

Trafford Council supports the proposals set out in the consultation document in terms of consultation arrangements with organisations representing bus users. This engagement will be important in gauging the success of the Proposed Franchising Scheme.

Consideration should also be given to engaging with a wider bus passenger audience on the Proposed Franchising Scheme. This could assist in identifying the key priorities for passengers in terms of investment in the bus network once a franchising scheme is in place.

Trafford Council would wish to support the GMCA/TfGM in the consultation process.

Q10. Do you have any comments on GMCA's plans for allowing small and medium sized operators the opportunity to be involved in the Proposed Franchising Scheme?

Trafford Council supports the opportunity for small and medium operators to access the Proposed Franchising Scheme.

Q11. Do you have any comments on the proposal that it would be appropriate for GMCA to provide depots to facilitate the letting of large franchise contracts under the Proposed Franchising Scheme?

Trafford Council supports the GMCA position on the provision of depot facilities. However, in identifying locations for new depots full regard must be had to the wider impact of a depot facility on the local area in terms of local traffic levels, air quality, noise disturbance etc. In addition, GMCA must work with the relevant local authority at the start of the process in identifying potential depot locations.

Questions about the Assessment

**Q12. The Strategic Case sets out the challenges facing the local bus market and says that it is not performing as well as it could. Do you have any comments on this?*

Trafford Council agrees with the Strategic Case which clearly sets out the challenges facing the bus market in Greater Manchester and the current, as well as projected, decline in bus patronage.

In Trafford there are a number of areas which are currently poorly served by bus in terms of available routes and the frequency of bus services. These include:

- Partington - currently an infrequent bus service, with particularly limited options in the evening. There are no alternative public transport modes available, meaning that for many the only viable option is private car travel.
- Sale West – currently poor, infrequent bus service. The main bus route along Firs Way is perceived to be somewhat disconnected from the residential area.

- Partington and Sale West have high levels of deprivation and the current bus services are not adequately supporting access to jobs for local people.
- Rural areas of Carrington, Warburton and Dunham Massey have limited and infrequent bus services.

Trafford Council would expect the Proposed Franchising Scheme takes these issues into account and GMCA/TfGM works with the Council and local community to implement a fit for purpose bus network to meet local need.

In addition, road congestion is a particular issue in some areas of Trafford, such as the A56, which can impact on the reliability and journey times associated with travelling by bus.

Route options could also be improved in Trafford and the wider city region, particularly in relation to radial routes around the regional centre which are currently limited. In some cases it is necessary to travel via the regional centre in order to access destinations east/west of Trafford, this is not an attractive journey option and adds considerable time delay and costs to a bus journey. Trafford Council supports the need for more radial routes around Greater Manchester rather than the current hub and spoke model of going through Manchester City Centre.

The provision of new routes with higher frequency bus services will help to address many of the issues outlined above. The Proposed Franchising Scheme needs to use the opportunity to deliver a proper integrated bus network with other sustainable travel modes such as Metrolink, which if integrated ticketing can also be provided, may encourage more sustainable multi-modal trips.

**Q13. The Strategic Case says that reforming the bus market is the right thing to do to address the challenges facing the local bus market. To what extent do you agree or disagree with this? Why do you say this?*

Trafford Council fully agrees with the conclusion that reforming the bus market is needed in Greater Manchester to make it fit for purpose for the future. This will help to address the current challenges of declining bus passengers, road congestion, increasing fares, a lack of co-ordination of public transport networks and complex ticketing arrangements.

Q14. Do you have any comments on GMCA's objectives for the future provision of bus services as set out in the Strategic Case?

Trafford Council supports GMCA's objectives for the future provision of bus services. The achievement of these objectives will make bus travel more attractive by providing a more accessible and integrated network. The achievement of the objectives will also help meet social and economic needs by better connecting people to services and employment. This is of particular important to Trafford Council for areas such as Partington, Sale West and rural parts of the borough where connectivity is poor and local residents are disadvantaged by the current service provision.

Q15. Do you have any comments on how the Proposed Franchising Scheme might contribute to GMCA's objectives for bus services as set out in the Strategic Case?

Trafford Council agrees with the assessment in the consultation document of how the Proposed Franchising Scheme might contribute towards GMCA's objectives for bus services.

The Proposed Franchising Scheme will improve efficiency of the network, simplify fares, improve the customer experience and provide better value for money.

Trafford Council believes that the Proposed Franchising Scheme should be used as a mechanism to address clean air and particulates through requiring the move to higher environmental standards for buses including electric powered vehicles.

Q16. Do you have any comments on how a partnership option might contribute to GMCA's objectives for bus services as set out in the Strategic Case?

Trafford Council believes the Proposed Franchising Scheme is the preferred option.

**Q17. The Economic Case concludes that the Proposed Franchising Scheme provides the best value for money compared to the partnership options because it would:*

- *offer a 'high' ratio of benefits to the cost to GMCA, one which is broadly comparable with the partnership options,*
- *provide the most economic value (Net Present Value), and*
- *create the best platform from which further economic value could be delivered.*

Do you have any comments on this?

Trafford Council supports the Economic Case for the Proposed Franchising Scheme.

Q18. Do you have any comments on the packaging strategy for franchising contracts under the Proposed Franchising Scheme, as set out in the Commercial Case?

Trafford Council supports the split between large franchises and small franchises to support small and medium sized operators.

Q19. Do you have any comments on the length of franchise contracts under the Proposed Franchising Scheme, as set out in the Commercial Case?

Trafford Council defers to the analysis detailed in the Assessment.

Q20. Do you have any comments on the proposed allocation of risk between GMCA and bus operators under the Proposed Franchising Scheme, as set out in the Commercial Case?

Trafford Council defers to the analysis detailed in the Assessment.

Q21. Do you have any comments on the potential impact of the Proposed Franchising Scheme on the employees of operators, as set out in the Commercial Case?

Trafford Council defers to the analysis detailed in the Assessment and the need to support employees through TUPE arrangements where applicable.

Q22. Do you have any comments on the approach to depots under the Proposed Franchising Scheme, as set out in the Commercial Case?

See response to Question 11.

Q23. Do you have any comments on the approach to fleet under the Proposed Franchising Scheme, as set out in the Commercial Case?

Trafford Council defers to the GMCA position in terms of the commercial case for the bus fleet but would reiterate that the Proposed Franchising Scheme provides a unique opportunity to address clean air/particulates issues through using higher environmental standards for buses including electric powered vehicles. The proposal for GMCA to specify emissions standards of vehicles and use of electric power is supported. This will help to reduce air pollution and will contribute towards the implementation of the Greater Manchester Clean Air Plan, improving air quality and reducing carbon emissions that contribute towards climate change.

Q24. Do you have any comments on the approach to Intelligent Transport Systems under the Proposed Franchising Scheme, as set out in the Commercial Case?

Trafford Council supports the approach to Intelligent Transport Systems. An integrated system will help to improve the passenger experience by providing a more reliable network as well as integrated, consistent ticketing. This will provide an improved passenger experience and make the bus network a more attractive sustainable travel mode.

The Intelligent Transport System could also be utilised in terms of providing real time information to passengers. This could be provided through digital information screens at bus stops, or potentially through a mobile phone app.

Q25. Do you have any comments on GMCA's approach to procuring franchise contracts under the Proposed Franchising Scheme, as set out in the Commercial Case?

Trafford Council defers to the analysis detailed in the Assessment and is pleased that the approach has been shaped with operators.

Q26. Do you have any comments on the impacts of the options on the achievement of the objectives of neighbouring transport authorities, as set out in the Commercial Case?

Trafford Council considers the continued operation of cross-boundary bus services to be essential. This will ensure continued links between Greater Manchester and neighbouring districts. GMCA working with neighbouring authorities and cross-boundary operators to put in place new ticketing arrangements is supported and opportunities should be sought to integrate ticketing with cross boundary services.

Q27. Do you have any comments on the Commercial Case conclusion that GMCA would be able to secure the operation of services under franchise contracts?

Trafford Council agrees with the conclusion.

Q28. Do you have any comments on the assessment of the commercial implications of the partnership options as set out in the Commercial Case?

Trafford Council defers to the analysis detailed in the Assessment.

Q29. Do you have any comments on the potential impact of the partnership options on the employees of operators as set out in the Commercial Case?

Trafford Council defers to the analysis detailed in the Assessment.

**Q30. The Financial Case concludes that GMCA could afford to introduce and operate the Proposed Franchising Scheme. After completing the Assessment and in advance of this consultation, GMCA has proposed how it would fund the introduction of a fully franchised system. Do you have any comments on these matters?*

Trafford Council defers to the analysis detailed in the Assessment but seeks clarity on the proposed one-off increase in the statutory contribution in 2020/21 of £17.8m and how this would be allocated and funded by each Greater Manchester local authority.

Q31. Do you have any comments on the conclusion in the Financial Case about the affordability of the partnership options?

See above.

Q32. Do you have any comments on the approach to managing franchised operations under the Proposed Franchising Scheme as set out in the Management Case?

Trafford Council defers to the analysis detailed in the Assessment.

Q33. Do you have any comments on the approach to the transition and implementation of the Proposed Franchising Scheme, and the conclusion that TfGM would be able to manage franchised operations on behalf of GMCA, as set out in the Management Case?

Trafford Council agrees with the conclusion that TfGM would be able to manage franchised operations on behalf of GMCA.

In the franchising transition period bus journeys between Area A and Area C will be particularly relevant to people who live and/or work in Trafford. Where possible, short-term complexity in terms of fares and ticketing should be minimised and a requirement for customers to purchase additional tickets when travelling between franchised and non-franchised areas should be avoided.

Trafford Council welcomes the identification of commercial arrangements to protect routes/services if a current operator reduces services or entirely exits the market during the transition period. The priority should be to keep disruption to passengers to a minimum.

Although the franchising transition period is referred to as 'short-term', it would span from 2020 -2023. Areas of Trafford would be directly affected in 2021 as part of Sub-Area A and 2023 as part of Sub-Area C. Any permanent disruption during this period should be avoided, this will help to minimise disruption to current passengers who may change their travel behaviours to avoid the network in the event that bus travel is made more difficult/complex during the transition period.

Q34. Do you have any comments on the proposed approach to the implementation and management of the partnership options, and the conclusion that TfGM would be able to manage and implement partnerships on behalf of GMCA, as set out in the Management Case?

Trafford Council believes that TfGM would be able to manage and implement partnerships on behalf of GMCA.

Q35. Do you have any comments on the impacts of the Proposed Franchising Scheme on passengers, as set out in the sub-section Impacts of the different options?

Trafford Council agrees that the Proposed Franchising Scheme would have the positive impacts on passengers through improvements to the network, reduced fares, simplified and interoperable tickets, and improved customer service.

Q36. Do you have any comments on the impacts of the partnership options on passengers as set out in the sub-section Impacts of the different options?

Trafford Council supports in principle the Proposed Franchising Scheme model.

Q37. Do you have any comments on the impacts of the Proposed Franchising Scheme on operators as set out in the sub-section Impacts of the different options?

Trafford Council defers to the analysis in the Assessment.

Q38. Do you have any comments on the impacts of the partnership options on operators, as set out in the sub-section Impacts of the different options?

Trafford Council defers to the analysis in the Assessment.

Q39. If you currently operate local bus services in Greater Manchester, do you anticipate any positive or negative impacts that the different options may have on your business? If so, please explain what you think those positive or negative impacts would be.

n/a

Q40. Do you have any comments on the impacts of the different options on GMCA, as set out in the sub-section Impacts of the different options?

Trafford Council defers to the analysis in the Assessment.

Q41. Do you have any comments on the impacts of the different options on wider society, as set out in the sub-section Impacts of the different options?

Trafford Council agrees that the Proposed Franchising Model will benefit and have a positive effect on economic growth and environmental considerations such as clean air.

**Q42. Taking everything into account, the Assessment concludes that the Proposed Franchising Scheme is the best way to achieve GMCA's objectives to improve bus services. Do you have any comments on this?*

Trafford Council supports the Proposed Bus Franchising Scheme for GM. The information set out in the consultation documents demonstrates that bus franchising provides the greatest benefits and will have a positive impact on the bus network. However, it must be recognised that the future success of the bus network is dependent on other issues (outside of the bus service operations) being addressed to deliver a successful bus network and to reverse the projected decline of bus passengers. This includes securing new infrastructure which can help improve the reliability of bus services and reduce journey times, such as Priority Bus measures, Bus Rapid Transit (BRT) routes and initiatives to reduce congestion on the highway network.

Linkages to new development will also be important and large development schemes could also help to deliver bus infrastructure improvements. Linkages to the Greater Manchester Spatial Framework and individual district Local Plans will therefore be essential in planning and delivering the future bus network.

Q43. Do you have any other comments on the Assessment of the Proposed Franchising Scheme?

N/A

Q44. GMCA's draft Equality Impact Assessment identifies the potential impact of the Proposed Franchising Scheme on persons with protected characteristics. Do you have any comments on it?

The Equality Impact Assessment should consider the impacts on people during the phasing in of the Franchising Scheme factoring in the potential loss or reduction of

bus services during this time. This could have a significantly negative effect on people, particularly on specific groups.

Final questions

**Q45. To what extent do you support or oppose the introduction of the Proposed Franchising Scheme? Why do you say this?*

Trafford Council supports the introduction of the Proposed Franchising Scheme for the reasons identified above.

**Q46. Are there any changes that you think would improve the Proposed Franchising Scheme? Please provide further details as to the changes you think would improve the Proposed Franchising Scheme.*

N/A

**Q47. If you oppose the introduction of the Proposed Franchising Scheme, how likely would you be to support it if the changes you suggested in answer to the previous question were made?*

N/A

**Q48. Finally, do you have any other comments you want to make?*

N/A

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TRAFFORD COUNCIL

Report to: Executive
Date: 6th January 2020
Report for: Decision
Report of: Executive Member for Public Safety, Governance & Reform

Report Title

Grant funding for the prevention and reduction of serious violence

Summary

Following the announcement by the Chancellor in March this year of a £100m Serious Violence Fund for use during this 19/20 Financial year and the subsequent allocations of these monies to regions, this report sets out the parameters of funding awarded by the Deputy Mayor of GMCA to Trafford Council.

Recommendation(s)

That the Executive approves the proposal to commence implementation of Trafford's Community Safety Partnership Action Plan, utilising the funding detailed in the report.

Contact person for access to background papers and further information:

Name: Helen Grant, Strategic Manager Crime and Anti-Social Behaviour
Extension: 2115

Background Papers: None

Implications:

| | |
|-------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------|
| Relationship to Corporate Priorities | The aims of the funding links to the corporate priorities of successful and thriving places and also children and young people. |
| Relationship to GM Policy or Strategy Framework | The funding is directly linked to the GM Strategy around reducing serious violence. |

| | |
|----------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Financial | Trafford's Action Plan was considered, agreed and approved by the GMCA Deputy Mayor and subsequently funding in the sum of £300,000 was awarded to Trafford on 3rd October 2019. |
| Legal Implications: | The funding can only be spent in line with the action plan agreed by the funding authority. |
| Equality/Diversity Implications | <i>None</i> |
| Sustainability Implications | The funding is initially short term however some of the projects have incorporated legacy provision. |
| Resource Implications e.g. Staffing / ICT / Assets | Once approval of the action plan is obtained, there will be separate business cases for the staff recruitment element |
| Risk Management Implications | <i>None</i> |
| Health & Wellbeing Implications | <i>None</i> |
| Health and Safety Implications | <i>None</i> |

1.0 **Background**

- 1.1** On 9th April 2018, the Government published its Serious Violence Strategy setting out a programme of work to respond to national increases in knife crime, gun crime and homicide.
- 1.2** On 13th March 2019, the Chancellor announced a £100m Serious Violence Fund for use during the 19/20 financial year to tackle serious violence nationally. Greater Manchester was named as a priority area to which funds would be allocated to.
- 1.3** In Greater Manchester the funding has already been used in the following ways:
- **Establish a Violence Reduction Unit (VRU)** to strategically engage with the underlying drivers of violent crime - £3.37 million was made available to support this objective;
 - **Undertake a 'surge' in local policing** in order to promote an enforcement-based approach to violent crime reduction - £4.8 million was made available to support this objective
 - **Community Safety Partnership action plans** to drive community-led violence reduction, resilience-building and asset-based community development at the level of districts and neighbourhoods, making use of the expertise of partners in the voluntary, community and social enterprise sector wherever possible. £300k was made available for each Local Authority (Manchester City Council received £400k to reflect the different needs in the City).
- 1.4** As a result of a successful bid, Trafford have been awarded funding as detailed in the report. Approval to commence implementation of Trafford's

Community Safety Partnership Action Plan utilising available funding is now sought.

- 1.5 The approval to commence implementation of the Action Plan will allow Trafford to access and utilise the funding already allocated to it so that, its Community Safety Partnership action plans can be used to further drive its existing initiatives around community-led violence reduction, resilience-building and asset-based community development within the Borough.

2.0 Bid and Funding Award

- 2.1 The Safer Trafford Partnership was required to submit an 'Action Plan' in July 2019 to the Deputy Mayor setting out how it would use the funding to tackle serious violence in the Borough over and above the already extensive work already being undertaken in this area.
- 2.2 Trafford's Community Safety Partnership Action Plan is summarised in this report.
- 2.3 Trafford's Action Plan was considered, agreed and approved by the GMCA Deputy Mayor and subsequently funding in the sum of £300,000 was awarded to Trafford on 3rd October 2019.
- 2.4 In line with the criteria for funding, the Action Plan has a focus on prevention, education, engagement, intelligence and diversion. Part of the funding will be used to recruit a Violence Reduction Co-Ordinator, based within Public Health to oversee implementation of the plans, the management of the varying strands and to produce performance information so that the effectiveness of the Action Plan can be evaluated.
- 2.5 In anticipation of the funding award and recognising that the funding has to be accessed and utilised by 31st March 2020, Trafford has been making preparations in order that the Action Plan can be immediately launched.

3.0 Summary of Trafford's Community Safety Partnership Action Plan

3.1 Prevention and Educational Approach

3.1.1 Violence Reduction Awareness Programme

A school based violence reduction awareness programme would be delivered supported by three local authority training posts. This includes delivery to primary, secondary and college settings.

The programme includes training to staff about early identification, how to support a young person and family at risk and the support services available. The programme includes education in relation to the carrying and use of knives and referrals into key services such as 'Early Help'.

3.1.2 Project Knife Awareness

Project Knife Awareness is an upscaling of a project already being delivered in Trafford (to 7 identified schools) and the additional funding means that a wider audience of young people can be reached including all secondary schools.

It will allow the project to help educate all parents, teachers and young people in every school in Trafford, about awareness of being a victim and how to report the crime.

Each school would receive 3x community performances and workshops

The schools would be offered performances and workshops – including twilight and evening sessions for parents/carers/teachers

3.2 Engagement and Intelligence Approach

3.2.1 Part 1 of detached youth work

2 Full time Youth Workers would join the new detached youth work team in order to develop informal youth education programmes with and for young people out in the parks and communities, focusing on violence reduction and behaviour change.

3.2.2 Part 2 of detached youth work

Trafford Council would commission 2 x outreach workers three days a week for 26 weeks. This would lead to increased impact by engaging with young people due to the provider being community based and not seen by young people as a public sector intervention by Police or the Council enabling them to build trusted relationships and effect change.

3.3 Diversions Approaches

3.3.1 The delivery of sport and physical activity opportunities

This proposal involves the delivery of sport and physical activity opportunities across the borough via a commissioned provider that engages young people at risk of carrying a knife and knife crime. The programmes of activities would be developed following consultation about what young people would enjoy, for example, basketball, football, street dance. Youth workers would link to these sessions to further engage with the young people.

3.3.2 Place based solutions

It is proposed that £2.5k is assigned to each of the locality areas to provide a small pot of funding that can be used locally to respond to local issues where the aim would be to prevent or reduce violence.

Other Options

The other option would be to not to implement the Action Plan and not to utilise the funding available at all or Trafford could request approval from GMCA's Deputy Mayor, as fund administrator, to only utilise part of the funding awarded. Partial utilisation of the fund is likely to result in amendments to the Action Plan, which would also then need to be approved by GMCA's Deputy Mayor. The Chancellor has made funding available for use during the 19/20 financial year only, the window of opportunity to access and to utilise such funds is therefore limited.

Consultation

There are no formal consultation requirements in respect of this report.

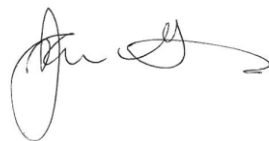
Reasons for Recommendation

It is recommended that the approval to commence implementation of the Action Plan is provided so that Trafford utilise the funding already allocated to it so that, its Community Safety Partnership action plans can be used to further drive its existing initiatives around community-led violence reduction, resilience-building and asset-based community development within the Borough.

Key Decision Yes

If Key Decision, has 28-day notice been given? Yes

Finance Officer Clearance PC
Legal Officer Clearance DS



CORPORATE DIRECTOR'S SIGNATURE *(electronic)*

To confirm that the Financial and Legal Implications have been considered and the Corporate Director has cleared the report prior to issuing to the Executive Member for decision.

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TRAFFORD COUNCIL

Report to: Executive
Date: 6th January 2020
Report for: Decision
Report of: Executive Member for Housing and Regeneration

Report Title

**THT and Trafford Council Development: Joint Venture (JV).
Tamworth Phase II Development.**

Summary

This report seeks approval for the Council to enter into a Trafford Housing Trust and Trafford Council Joint Venture (JV), for the purpose of undertaking the development of new residential and commercial development schemes.

The report provides an update on the progress achieved to date in connection with the initial residential development site at Tamworth Phase II in Old Trafford and seeks approval to continue progression of the scheme.

Recommendation(s)

It is recommended that the Executive:

- 1) Approve the establishment of a Joint Venture between Trafford Housing Trust and Trafford Council on the terms set out in this report.
- 2) Nominate the Leader, Chief Executive and Corporate Director for Place as Directors of the Joint Venture
- 3) Delegate authority to the Corporate Director for Place, in consultation with the Corporate Director for Governance and Community Strategy to agree minor changes to the terms and finalise the Joint Venture Agreement
- 4) Delegate authority to the Corporate Director for Governance and Community Strategy to enter into and complete all legal documents necessary to establish the joint venture
- 5) Note that the Joint Venture will proceed with the the selection and appointment of a multidisciplinary design team to the JV for the delivery of Tamworth Phase II.
- 6) Note that a further report will be presented to the Investment Management Board with the final business case to seek approval for Council investment in the scheme.

Contact person for access to background papers and further information:

Name: Rebecca Coley (Head of Planning and Development)
Stephen James (Head of Strategic Growth)
Mike Reed (Strategic Growth Manager)
Extension: x4788
x4330

Implications:

| | |
|-------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Relationship to Policy Framework/Corporate Priorities | The Tamworth Phase II development will support the delivery of the Council's Corporate Plan (2019), including the priorities Building Quality, Affordable and Social Housing, Health and Wellbeing, and Successful and Thriving Places. It will facilitate the successful implementation of the Old Trafford Masterplan (OTMP) and support the delivery of the adopted Trafford Local Plan: Core Strategy which identifies Old Trafford as a Priority Regeneration Area. |
| Relationship to GM Policy or Strategy Framework | At a GM level the Tamworth Phase II development will support the growth ambitions articulated within the emerging Greater Manchester Spatial Framework and the GM Strategy. |
| Financial | The costs associated with the initial feasibility and masterplan have been jointly funded by the THT and Trafford Council JV. At this stage further work is required on the business case for this development and this will be reported to the Investment Management Board. The Council will generate a capital receipt from the transfer of its land into the new Company. The Council's share of costs associated with the next stages of viability and design work will be financed from the Investment Strategy budget in the Capital Programme, scheme ref 2797. In the event that the scheme is unviable and does not proceed then these will become abortive and be a charge against the revenue budget. |
| Legal Implications: | The Council will need to undertake all relevant actions as set out in the report. The Legal team will support the compilation/review and assessment of the Heads of Terms (HOT,) Development Services Agreement, Corporate Services Agreement and the THT/Trafford Council JV, LLP. |
| Equality/Diversity Implications | The JV will undertake an independent Economic Impact Assessment as part of the Tamworth Phase II development which will set out the outcomes that could be achieved. The OTMP was subject to an Equalities Impact Assessment to ensure that equality issues have been considered as part of its preparation and implementation. |
| Sustainability Implications | The OTMP is supported by sustainability analysis of its economic, environmental and social impact. The delivery of the Tamworth Phase II development will need to meet current planning policy in relation to energy and sustainable |

| | |
|----------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | design. |
| Resource Implications e.g. Staffing / ICT / Assets | Resources have been identified to support the delivery of the Tamworth Phase II development and related activity across all the partners. |
| Risk Management Implications | The delivery of the Tamworth Phase II development will be supported by a risk plan setting out the key risks to delivery and proposed mitigation measures. |
| Health & Wellbeing Implications | None as a consequence of this report. |
| Health and Safety Implications | None as a consequence of this report. |

BACKGROUND

- 1.1 Having partnered on the delivery of the Old Trafford Masterplan (OTMP) for the past ten years, Trafford Housing Trust (THT) and Trafford Council are now seeking to establish a formal 50:50 Joint Venture (JV) to facilitate the further development of new residential schemes in the OTMP/Old Trafford Priority Regeneration Area.
- 1.2 The initial development to be undertaken by this new partnership will be Tamworth Phase II, the site is located off Bold Street, Old Trafford. The site is fully owned by THT and Trafford Council and was cleared for development in 2015 as part of the delivery of the OTMP. The site was previously used for housing, shops and a public house but all buildings have been demolished. The site is bounded by open green space, Loreto College and a mix of private and affordable housing. The affordable housing is managed by THT and Your Housing.
- 1.3 As part of the OTMP, the JV partners will bring forward a development that will further enhance the quality of new housing stock in this area and the range of choice in type and tenure of housing. The site represents the largest development site in OTMP area to date, and an opportunity to create a bespoke and bold development with a strong place making element. The site has capacity for in excess of 150 new homes and can deliver a choice of houses and apartments and for a range of tenures. The JV will be looking for an aspirational but viable development, with potential to maximise the environmental credentials of the site and to consider more innovative forms of construction.
- 1.4 An Outline Planning Application was submitted for Tamworth Phases 1 and 2 (ref: 78259/O/2012 – Land at Bold Street, Old Trafford) and went before the Planning Committee in June 2012. Planning Committee resolved to grant conditional permission subject to a Section 106 agreement being signed. The Section 106 agreement was not signed as a new planning application for Phase 1 was submitted (ref: 83603/FULL/2014) and the initial outline application withdrawn.
- 1.5 THT delivered Phase 1 of Tamworth which comprised 26 affordable houses and apartments. As part of the delivery of the OTMP, it was planned that this would form all/part of the affordable housing element of the overall Tamworth site. However, whilst there is a continued desire to further widen the housing choice in the area with the introduction of more homes for sale, shared ownership and private rent on Tamworth Phase II, there is still a desire to deliver more affordable/social rent homes in this location too.

2. PROPOSED JOINT VENTURE

- 2.1 Given the neighbouring land ownerships, and the strategic partnership between the Council and THT it is proposed to establish a JV between the two organisations to develop this site. The benefits to THT and Trafford Council of pursuing this JV are:
- Ongoing contribution to the regeneration of the strategic priority Old Trafford Priority Regeneration Area/OTMP.
 - Formal partnership builds on the trusted relationship between THT and Trafford Council to deliver mutual benefits.
 - Sharing of resources and respective strengths will enable development to be accelerated in Trafford, and ensure good quality management of the affordable homes in the future.
 - Clear governance arrangements will enable both THT and Trafford Council to manage the pace, design and quality of the development.
- 2.2 The Council sees the establishment of JVs as providing appropriate vehicles to bring forward development more quickly, sharing risk and reward equally for the benefit of both parties, and residents. Once the JV with THT has been set up the two parties will explore further opportunities for joint development. The establishment of the JV, and approval of the Heads of Terms, is also subject to appropriate approvals in accordance with THT's governance arrangements.
- 2.3 Draft Heads of Terms have been prepared, which propose:
- i) the JV will take the form of a limited liability partnership (LLP) .
 - ii) the Members will be THT Developments Ltd and Trafford Council who will "own" the LLP in equal shares (50:50). The intention is that each party contributes capital in equal shares to fund the development of the site
 - iii) Each Member will be able to appoint three people as Directors on the Board.
 - iv) the objective of the JV will be to build long term relationships to the mutual benefit of the 'members', drawing on the respective strength of each organisation to source, acquire, develop and dispose of land which will secure the development of the site and contribute towards the regeneration of the wider area whilst also creating and maximising profit in the LLP for distribution to its members.
 - v) the development of affordable housing above and beyond that required to satisfy planning obligations, is not a defining objective of the LLP. Trafford Housing Trust or any member of its Group will be given a first option to acquire any Affordable Housing to be constructed pursuant to s106 or planning obligations at a price to be agreed with the LLP, and subject to meeting procurement requirements.
 - vi) the funding needs of the LLP will be met by the Members or, if they unanimously agree, by external funding on appropriate commercial terms.
 - vii) to provide the resources (including the provision of office facilities, office equipment and office and executive staff) necessary to facilitate the carrying on of the Business. Unless the Members decide otherwise, the LLP will not have any employees. It will receive services from THT (or members of the THT Group) or the Council under service level agreements and contracts.

- viii) to take, or procure the taking of, appropriate action (including, without limitation, pursuing legal proceedings) in the event of negligence or material misconduct on the part of any person with which the LLP contracts;
- ix) to comply with the provisions of all applicable laws, regulations and requirements of any competent jurisdiction or authority affecting the LLP and the LLP Assets as applicable (including, without limitation, the Statutes);
- x) to ensure that all procurement of works, equipment, goods and services shall be based on the principles of fair and open competition, value for money, non-discrimination, best value and best practice. In determining how this requirement should be met, the LLP must take account of public sector accountability and probity, and shall document the decision-making progress in reasonable detail

3. PROPOSED PROJECT TEAM

- 3.1 It is proposed that the JV will progress some initial scheme work to optimise both the tenure mix and development return for this site, with a view to submitting a planning application in early 2020. To this end, THT and Trafford Council have commenced assembling a project team, subject to approval to form the JV.
- 3.2 The JV will also be looking to appoint the wider professional team of consultants in the Autumn to undertake some further site investigation and feasibility work before planning consultants are appointed to prepare the application. This initial work will include civil, structural and geotechnical surveys and advice.

4. INITIAL VIABILITY ASSESSMENT

- 4.1 The architects brief has been informed by discussions between THT and Trafford Council, local market research undertaken by THT, demand information from THT's Neighbourhoods Team (who currently manage THT's affordable homes in the area) and some initial massing and viability work undertaken.
- 4.2 The local market research prepared by THT's in-house market analyst and lettings team in November 2018 indicated:
 - The locality is dominated by rented accommodation, between 60% and 80%, with a high affordable percentage.
 - Median rental values are substantially lower than both the City Centre and surrounding areas (£125/week vs £180/week in Hulme and £190-215/week in the City Centre).
 - Sales values are similarly low, with 2 bed apartments c.£125,000 against values of £200,000+ in nearby areas of the City Centre. The average sale price in the area around Tamworth Phase 2 is just £112,000.
 - Links to the Universities and City Centre make the area attractive for commuters and students, and should attract strong demand for more affordable living close to Manchester.

- 4.3 In respect of market housing, a high demand for newly built 2, 3 and 4 bedroomed houses for shared ownership is expected, together with private rented sector apartments, predominately 2-bedroomed to suit couples and sharers and those priced out of the City Centre.
- 4.4 The demand for affordable and social rented housing is split in to high demand for both affordable and social rented, particularly 1 bed, to avoid under-occupation, and larger multi-generational homes, particularly 4-bedroom accommodation, with limited demand for 2 and 3-bedroom houses for affordable and social rent in the area.

5. NEXT STEPS

- 5.1 The JV will undertake further work on design, tenure mix and viability as part of the next stage of reviewing the scheme. This work will be undertaken in December 2019/January 2020, with a full professional team to be appointed in March 2020. This team will then develop and prepare the scheme for a planning application summer 2020. Pre-application discussions will take place with the Council's Planning Service to ensure that the scheme, as it develops, is compliant with local and national planning policy and guidance, and to mitigate, so far as is possible, the risks inherent in the planning process.
- 5.2 The anticipated costs of the project up to and including the submission of the planning application are £250k. These are split 50:50 between THT and Trafford Council as part of the OTMP delivery and will continue to be as part of the JV.
- 5.3 The decision to proceed with a final scheme will be determined by the JV Board, subject to funding approval. Funding approval will be made by both organisations, and from the Council perspective it is expected that a report will be presented to the Investment Management Board for approval of Council investment in the scheme.

6. WIDER CORPORATE LINKS

- 6.1 The Tamworth Phase II will be consistent with the Council's Corporate Plan (2019), the Trafford Economic and Housing Growth Framework (2018), and the Trafford Housing Strategy (2019). At a GM level, it will support the growth ambitions articulated within the emerging Greater Manchester Spatial Framework and the GM Strategy.

7. OTHER OPTIONS

- 7.1 The Council could dispose of its land at the Tamworth Site in isolation via its Land Sales Programme or jointly with THT. However it is considered that this would not maximise the potential of the Council's asset or provide a sufficient catalyst for the wider regeneration of Old Trafford.

8. CONSULTATION

- 8.1 As the proposals for Tamworth Phase II are developed specific consultation and engagement will be undertaken, building on the considerable work already carried

out with the community in relation to the preparation and delivery of the OTMP. Once submitted, the planning application will be subject to the usual statutory consultation and publicity requirements.

REASONS FOR RECOMMENDATION

The recommendation enables the establishment of a joint venture with THT to bring forward development of new housing, including affordable housing, in a brownfield sustainable location in the Borough.

Key Decision Yes

If Key Decision, has 28-day notice been given? Yes

Finance Officer ClearanceGB.....
Legal Officer ClearanceJLF.....

CORPORATE DIRECTOR'S SIGNATURE



To confirm that the Financial and Legal Implications have been considered and the Executive Member has cleared the report.

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TRAFFORD COUNCIL

Report to: Executive
Date: 6th January 2020
Report for: Decision
Report of: Executive Member for Environment, Air Quality and Climate Change

Report Title

Greater Manchester's Clean Air Plan – Tackling Nitrogen Dioxide Exceedances at the Roadside – Update

Summary

To set out the progress that has been made following the Government's response to Greater Manchester's Outline Business Case to tackle Nitrogen Dioxide Exceedances at the Roadside (OBC), and the implications for the 10 Greater Manchester (GM) local authorities in relation to the schedule of work and statutory consultation on the Clean Air Plan.

Recommendation(s)

Executive is recommended to:

- a) note progress made to date;
- b) note the ministerial direction under the Environment Act 1995 (Greater Manchester) Air Quality Direction 2019 which requires all ten of the Greater Manchester local authorities to implement a charging Clean Air Zone Class C across the region;
- c) agree the need to continue to proceed towards developing the implementation and contract arrangements of a charging Clean Air Zone in Greater Manchester utilising the initial tranche of £36m of funding as required by the ministerial direction / feedback;
- d) delegate authority to Corporate Director, Place to determine the preparatory implementation and contract arrangements that need to be undertaken utilising the initial tranche of £36m of funding to deliver the CAZ and other GM CAP measures, as set out at paragraph 3.11;
- e) note that the report to determine the timings for commencing the consultation will be received in the Spring of 2020;
- f) note the outstanding need to secure a clear response from the Government on clean vehicles funding asks;
- g) note that Highways England have not been directed to act in relation to

tackling NO₂ exceedances in the same way as the Greater Manchester local authorities, and that this will leave some publicly accessible areas of GM adjacent to trunk roads managed by Highways England, with NO₂ exceedances that are not being addressed by the Highways England plan;

- h) delegate authority to Corporate Director, Place to agree the final content and submission of the documents listed in Appendix One for formal submission to JAQU and note their Publication status;
- i) delegate authority to Corporate Director, Place to determine any further technical reports for formal submission to JAQU; and
- j) note that the Executive Member for Environment, Air Quality and Climate Change will co-sign a letter from the GM Authorities to the Transport Secretary asking them to bring forward the launch of a statutory consultation to strengthen rules on vehicle idling.

Contact person for access to background papers and further information:

Name: Nigel Smith
Extension: 4530

Background Papers: None

This report has been prepared with regard to the following previously published reports:-

- 26 Jul 2019, report to GMCA: Clean Air Plan Update
- 31 March 2019, Greater Manchester's Outline Business Case to tackle Nitrogen Dioxide Exceedances at the Roadside (OBC)
- 1 March 2019, report to GMCA: Greater Manchester's Clean Air Plan – Tackling Nitrogen Dioxide Exceedances at the Roadside - Outline Business Case
- 11 January 2019, report to GMCA/AGMA: Clean Air Update
- 14 December 2018, report to GMCA: Clean Air Update
- 30 November 2018, report to GMCA: Clean Air Plan Update
- 26 October 2018, report to GMCA: GM Clean Air Plan Update on Local Air Quality Monitoring
- 15 November 2018, report to HPEOS Committee: Clean Air Update
- 16 August 2018, report to HPEOS Committee: GM Clean Air Plan Update
- UK plan for tackling roadside nitrogen dioxide concentrations, Defra and DfT, July 2017

Implications:

| | |
|--------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>Relationship to Policy Framework/Corporate Priorities</p> | <p>This report links to the Corporate Priorities of:-</p> <ul style="list-style-type: none"> • Health and Wellbeing • Green and Connected |
| <p>Relationship to GM Policy or Strategy Framework</p> | <p>Improving air quality is a key policy priority for Greater Manchester. The Greater Manchester Strategy states that Greater Manchester should be ‘a place at the forefront of action on climate change with clean air and a flourishing natural environment’ including by ‘reducing congestion and improving air quality’.</p> <p>Air Quality is also a key focus of the Greater Manchester Transport Strategy 2040, and the 5-Year Environment Plan for Greater Manchester 2019-2024.</p> |
| <p>Financial</p> | <p>The proposals in the GM Clean Air Plan are conditional upon sufficient funding being provided by Government.</p> <p>In developing the OBC, it was assumed that government will provide funding for all costs relating to the scheme’s implementation, and will underwrite any net operational deficit, as may be necessary, over the life of the scheme until legal compliance is achieved. If scheme operations generate any net surplus, this would be re-invested back into achieving Local Transport Plan objectives, as required by the Transport Act 2000.</p> <p>Ministerial feedback has advised that the GM authorities should continue to proceed towards developing the implementation and contract arrangements of a charging Clean Air Zone in GM and that the Government would provide an initial tranche of £36m of funding to take this forward.</p> <p>The commencement of a charging Clean Air Zone scheme and the other measures are subject to the GM authorities receiving the required government funding to enable them to meet the legal limits for nitrogen dioxide concentrations.</p> |
| <p>Legal Implications:</p> | <p>These are detailed throughout the report. Important to note is the fact that because of the delays which have arisen through the need to seek further clarification from the government and JAQU on a range of issues as set out in the report, the GM authorities were not in a position to submit their full business case as required under</p> |

| | |
|----------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------|
| | the Directive by 31 December 2019. This could theoretically leave the authorities open to challenge. |
| Equality/Diversity Implications | The Executive will receive a report in Spring 2020 which will include an Equalities Impact Assessment that considers the draft proposals at a GM level. |
| Sustainability Implications | Air Quality is also a key focus of the 5-Year Environment Plan for Greater Manchester 2019-2024. |
| Resource Implications e.g. Staffing / ICT / Assets | None. |
| Risk Management Implications | This is detailed throughout the report. |
| Health & Wellbeing Implications | The GM Clean Air Plan aims to deliver compliance with the requirement to meet legal limits for nitrogen dioxide in the shortest possible time. |
| Health and Safety Implications | None. |

1 Background

- 1.1 In July 2017 the Secretary of State issued a Direction under the Environment Act 1995 requiring seven Greater Manchester local authorities, including Trafford Council, to produce a feasibility study to identify the option which will deliver compliance with the requirement to meet legal limits for nitrogen dioxide in the shortest possible time.
- 1.2 In accordance with this Direction Trafford Council has been developing the study collectively with the other 9 Greater Manchester local authorities and the GMCA, coordinated by TfGM in line with Government direction and guidance and an Outline Business Case (OBC) was duly submitted in April 2019.
- 1.3 The key features of Greater Manchester's feasibility study and its Outline Business Case (OBC) to reduce nitrogen dioxide exceedances in Trafford and across Greater Manchester in the shortest possible time were approved on 18th March 2019 at the Council's Executive meeting for submission to the government's Joint Air Quality Unit (JAQU).

2 Introduction

- 2.1 Government has instructed many local authorities across the UK to take quick action to reduce harmful Nitrogen Dioxide (NO₂) levels following the Secretary of State issuing a direction under the Environment Act 1995 to undertake feasibility studies to identify measures for reducing NO₂ concentrations to within legal limit values in the “shortest possible time”. In Greater Manchester, the 10 local authorities, the Greater Manchester Combined Authority (GMCA) and Transport for Greater Manchester (TfGM), hereinafter collectively referred to as “Greater Manchester” or “GM”, are working together to develop a Clean Air Plan to tackle NO₂ Exceedances at the Roadside, hereinafter referred to as GM CAP.
- 2.2 In its Outline Business Case (OBC) Greater Manchester proposed the following package of measures that delivers compliance in the shortest possible time, at the lowest cost, least risk and with the least negative impacts. They are:
- A charging Clean Air Zone (CAZ) which will target the most polluting commercial vehicles including older heavy goods vehicles, buses, coaches, taxis and private hire vehicles from the summer of 2021, and older polluting light goods vehicles from 2023 (i.e. a CAZ C with a van exemption until 2023). It has been assumed at OBC stage that the Clean Air Zone Charge would be £7.50 per day for taxis, private hire vehicles and light goods vehicles and £100 per day for heavy goods vehicles, buses and coaches.
 - A Clean Freight Fund of c.£59m to provide financial support for the upgrade of light and heavy goods vehicles, minibuses and coaches, which will be targeted to support smaller local businesses, sole traders and the voluntary sector, registered in Greater Manchester.
 - A Clean Taxi Fund of c.£28m, to support the upgrade of non-compliant Greater Manchester Licensed taxi and private hire vehicles.
 - A Clean Bus Fund of c.£30m to provide, where possible, the retrofit of older engine standards to the less polluting Euro VI standard for those buses registered to run services across Greater Manchester.
 - A package of supporting measures including a proposed Loan Finance scheme, sustainable journeys projects, additional EV charging infrastructure.
- 2.3 The OBC made clear the expectation that the UK Government would support the plans through:
- Clear arrangements and funding to develop workable, local vehicle scrappage / upgrade measures;
 - Short term effective interventions in vehicle and technology manufacturing and distribution, led by national Government with local authorities;
 - Replacement of non-compliant buses; and
 - A clear instruction to Highways England with regard to air pollution from the Strategic Road Network (SRN) in Greater Manchester.

- 2.4 The OBC outlining these proposals and the supporting evidence was submitted to Government at the end of March 2019. Ministerial feedback was received in July 2019 along with a further direction under the Environment Act 1995 which requires all ten of the Greater Manchester local authorities to take steps to implement a plan to deliver compliance with the requirement to meet legal limits for nitrogen dioxide in the shortest possible time.
- 2.5 The 2019 Ministerial Direction and accompanying letter proposed some key amendments to GM's OBC proposals, including the implementation of a charging Clean Air Zone Class C *without* a van exemption until 2023, with additional measures; and for local authorities to jointly submit to JAQU revised evidence by 2 August and a Full Business Case (FBC) by 31 December 2019 at the latest.
- 2.6 The Ministerial letter set out that the GM plan looks to be on track to deliver compliance in the shortest possible time and that on the evidence provided to date Greater Manchester authorities should continue to proceed towards developing the implementation and contract arrangements of a charging Clean Air Zone in Greater Manchester and that the Government would provide an initial tranche of £36m of funding to take this forward.
- 2.7 Full detail of the government's response was set out in the GMCA – Clean Air Update report on 26 July 2019.

3 Progress Since Last Update

- 3.1 Following the ministerial feedback and 2019 Ministerial Direction, the GM Authorities sought clarification on the 2019 Ministerial Direction and the accompanying ministerial letter, questioned the government's lack of assurances around financial support for the broader GM CAP, outlined GM's approach to the requests for further options analysis, and detailed the issues GM faces in preparing to implement the scheme in terms of the timetable for FBC and statutory consultation.
- 3.2 The ministerial letter requested from GM further options appraisal information (including transport and air quality modelling as well as due regard to economic, financial and deliverability considerations) to be submitted prior to statutory consultation, and by 2nd August 2019.
- 3.3 In the interests of the ongoing working relationship between the 10 GM Authorities and the government's Joint Air Quality Unit (JAQU) in developing the GM CAP, a total of 29 draft technical reports and notes have been issued to JAQU in draft form and are subject to approval as set out in Appendix One. These provide the specific information JAQU has requested about behavioural assumptions and sensitivity testing.

- 3.4 GM has also requested clarification of the 2019 direction, JAQU guidance and GM's legal obligations relating to the options appraisal process, and whether this impacts on the GM authorities' options appraisal work to date or the additional work required by the letter accompanying the 2019 Ministerial Direction.
- 3.5 In addition, GM set out that the delay of over two months in receiving Ministerial feedback on the OBC, compounded by the request for GM to submit further options appraisal information, has had a material impact on the timetable for the GM CAP.
- 3.6 The delay arising from the ministerial feedback and lack of clarity on the direction, JAQU guidance and GM's legal obligations relating to the options appraisal process means that consultation will now need to take place later than originally planned. Consultation must comply with the relevant public law principles which may be summarised as:
- consulting at a time when proposals are still formative;
 - giving sufficient reasons for the proposals to allow intelligent consideration and response by consultees;
 - giving adequate time for consultees to respond; and
 - ensuring that the responses to the consultation are conscientiously taken into consideration in finalising proposals.
- 3.7 In planning for a Statutory Consultation Officers have had to have regard to these principles. Given the continuing dialogue with Ministers to secure a clear response from government on our clean vehicles funding asks and lack of clarity on the 2019 Ministerial Direction, JAQU guidance and GM's legal obligations relating to the options appraisal process, Officers cannot at this time advise the GM Authorities to commence the Statutory Consultation.
- 3.8 In the absence of a Statutory Consultation GM Authorities will not be able to submit an FBC by the end of the year and therefore that aspect of the Ministerial Direction will not be fulfilled. Officers remain in dialogue with JAQU and have written to clarify GM's position in relation to our schedule of work. GM has been clear that improving air quality is a priority and to that aim we have set out how we have been progressing this work.
- 3.9 Despite this delay to undertaking a Statutory Consultation, in view of the 2019 Ministerial Direction GM must continue to proceed towards developing the implementation and contract arrangements of a charging Clean Air Zone in Greater Manchester utilising the initial tranche of £36m of funding.
- 3.10 GM Authority decision makers will receive a report in Spring 2020 to determine the timings for commencement of the consultation. The report will:
- Detail the outputs from the Public Conversation and workshop-style focus groups, known as deliberative research;

- Set out the outline of the proposals and what they mean for GM, including:
 - the basic key elements of the Clean Air Zone [including the intended boundary and times of operation, proposed discounts/exemptions, vehicles affected and daily charges]
 - the supporting measures [the detail of proposals of the funds and vehicle finance scheme, sustainable journeys]
 - An Equalities Impact Assessment that considers the draft proposals at a GM level.
- 3.11 In the interim, given the scale and challenging timeline to deliver a charging Clean Air Zone as required by the 2019 Ministerial Direction, there is preparatory work that needs to be undertaken. This is in order to maintain delivery momentum in line with the funding arrangements agreed with JAQU, for example in relation to automatic number plate recognition (ANPR) cameras, back office systems and service providers. Therefore, a delegation is sought to give the Corporate Director, Place the necessary authority to determine the preparatory implementation and contract arrangements, utilising the initial tranche of £36m of funding that may need to be undertaken to deliver a Clean Air Zone and other GM CAP measures, ahead of the report that will determine progressing the statutory consultation.
- 3.12 The commencement of a charging Clean Air Zone scheme and the other measures are subject to both consultation as set out at 3.10 and to the GM authorities receiving the required government funding to enable them to meet the legal limits for nitrogen dioxide concentrations.

4 Government Asks

- 4.1 In addition to the response on the specific clean air proposals, additional asks were made of Government, as set out at 2.3
- 4.2 These include an ask for Government to direct Highways England to tackle NO₂ exceedances on the Strategic Road Network (SRN) in the same way that local authorities that have been directed to undertake a feasibility study are having to take action on the local road network. The ministerial feedback outlined that Highways England are working up plans for exceedances identified by national modelling on their network, and that this is not expected to include charging on the SRN but will instead focus on a range of measures such as traffic management, speed limits and barriers.
- 4.3 Officers have been advised that the measures proposed by Highways England in Greater Manchester focus on introducing 60mph speed limits on parts of the SRN. It highlights the concern that Highways England have not been directed to act in relation to tackling NO₂ exceedances in the same way as Greater Manchester local authorities, and that this will leave some publicly accessible areas of GM adjacent to

trunk roads managed by Highways England, with NO₂ exceedances that are not being addressed by the Highways England plan.

5 Vehicle Idling

- 5.1 Our Clean Air conversation in Spring 2019 highlighted that many people are concerned about vehicle idling, prompting questions about what GM can do to crack down on people who leave their engines idling.
- 5.2 In the UK, it is illegal under the Road Vehicles (Construction and Use) Regulations 1986 to leave a vehicle's engine running unnecessarily while that vehicle is stationary on a public road. Doing this can incur a £20 fixed-penalty fine under the Road Traffic (Vehicle Emissions) Regulations 2002.
- 5.3 This is only imposed if the driver fails to turn off their engine when asked to do so. Enforcement of this legislation, either through a Fixed Penalty Notice (FPN) or via the magistrates' court sits with local authorities.
- 5.4 As the enforcing officer has to give the driver the opportunity to switch off the engine first and the penalty for idling is relatively small (£20), Greater Manchester Local Authorities do not consider the Regulation to be an effective deterrent.
- 5.5 In addition, government has recently announced proposals to consult on toughen up rules on vehicle idling and increase fines for drivers who leave their engine running while parked.
- 5.6 Given the limited enforcement deterrent the GM Authorities are planning undertake more awareness raising campaigns to inform of the health impacts that idling has on air quality.
- 5.7 In parallel, GM Authorities will write to the Transport Secretary asking them to bring forward the launch of the public consultation on this issue.

6 Next Steps

- 6.1 Officers will:
 - Continue to work with JAQU to clarify the 2019 Ministerial Direction, JAQU guidance and GM's legal obligations relating to the options appraisal process, and the implications of that to our schedule of work and the timings for consultation on the Plan;

- Continue dialogue with JAQU to secure a clear response from government on our clean vehicles funding asks; and
- Continue stakeholder engagement and awareness raising with both groups in scope of the Clean Air Zone and the general public.

7 Recommendations

7.1 Executive is recommended to:

- a) note progress made to date;
- b) note the ministerial direction under the Environment Act 1995 (Greater Manchester) Air Quality Direction 2019 which requires all ten of the Greater Manchester local authorities to implement a charging Clean Air Zone Class C across the region;
- c) agree the need to continue to proceed towards developing the implementation and contract arrangements of a charging Clean Air Zone in Greater Manchester utilising the initial tranche of £36m of funding as required by the ministerial direction / feedback;
- d) delegate authority to Corporate Director, Place to determine the preparatory implementation and contract arrangements that need to be undertaken utilising the initial tranche of £36m of funding to deliver the CAZ and other GM CAP measures, as set out at paragraph 3.11;
- e) note that the report to determine the timings for commencing the consultation will be received in the Spring of 2020;
- f) note the outstanding need to secure a clear response from the Government on clean vehicles funding asks;
- g) note that Highways England have not been directed to act in relation to tackling NO₂ exceedances in the same way as the Greater Manchester local authorities, and that this will leave some publicly accessible areas of GM adjacent to trunk roads managed by Highways England, with NO₂ exceedances that are not being addressed by the Highways England plan;
- h) delegate authority to Corporate Director, Place to agree the final content and submission of the documents listed in Appendix One for formal submission to JAQU and note their Publication status;
- i) delegate authority to Corporate Director, Place to determine any further technical reports for formal submission to JAQU; and
- j) note that the Executive Member for Environment, Air Quality and Climate Change will co-sign a letter from the GM Authorities to the Transport Secretary asking them to bring forward the launch of a statutory consultation to strengthen rules on vehicle idling.

Other Options

The authorities are demonstrating collective leadership in working together to tackle this air quality issue, and the approach to developing a city-region wide Clean Air Plan has been accepted by government..

There is the option for any one of the authorities to reject this joint approach, however, without an alternative plan to reduce NO₂ emissions in the shortest possible time, this could lead to a potential legal challenge against the authority. This decision could also undermine the collective approach that has been taken to tackle this issue on a Greater Manchester wide basis.

Consultation

A programme of research, analysis, public and stakeholder engagement (including a public conversation during May and June) and a thorough integrated impact assessment has been undertaken throughout 2019.

The commencement of a charging Clean Air Zone scheme and the other measures are subject to a statutory consultation, and the Executive will receive a report in Spring 2020 to determine the timings for commencement of the consultation.

Reasons for Recommendations

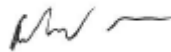
The recommendations will help ensure that the authority complies with the Directions served by the Government in 2017 and 2019, requiring the authority to deliver compliance with legal limits for nitrogen dioxide in the “shortest possible time”.

Key Decision Yes

If Key Decision, has 28-day notice been given? Yes

Finance Officer Clearance PC
Legal Officer Clearance JLF

CORPORATE DIRECTOR'S SIGNATURE



To confirm that the Financial and Legal Implications have been considered and the Executive Member has cleared the report.

8 Appendix One

- 8.1 This appendix summarises the purpose and contents of the additional supplementary technical Evidence Notes that are required to be formally submitted to JAQU to accompany the OBC and in response to the Minister's feedback.
- 8.2 Pursuant to the Ministerial Direction, and in discussions with the government's Joint Air Quality Unit (JAQU) GM has updated analysis that addresses issues raised around the behavioural assumptions used and provided assurance that the proposed Clean Air Zone will deliver compliance in the shortest possible time, and that compliance cannot be achieved earlier than 2024, such analysis includes:
- exploring whether measures targeted at the last remaining exceedance locations following implementation of a CAZ in 2021 would achieve compliance quicker;
 - updating the behavioural assumptions used to model the impact of a CAZ, following the Technical Independent Review Panel's suggestions;
 - providing further sensitivity testing on vehicle upgrade assumptions; and
 - demonstrating that a Greater Manchester CAZ D cannot bring forward compliance, including outlining the delivery challenges discussed for a GM wide CAZ D.
- 8.3 In response 29 Evidence Notes, have been produced, namely:
1. GM CAP Data, Evidence and Modelling: post-OBC approach
 2. GM CAP: Next steps for data collection and the development of analytical tools
 3. GM CAP: Analysis of the freight market
 4. GM CAP: Analysis of the coach market**
 5. GM CAP: ANPR Surveys: Summary of Initial Findings
 6. GM CAP: Behavioural response assumptions and available data sources*
 7. GM CAP: LGV and HGV Operational Cost Models*
 8. GM CAP: HGV Behavioural Responses Note*
 9. GM CAP: LGV Behavioural Responses Note*
 10. GM CAP: Taxi Behavioural Responses Note*
 11. GM CAP: Analysis of Bus Upgrade Options to Deliver Air Quality Compliance**

12. GM CAP: Evidence of the impact of 2021 implementation of a CAZ C (without exemptions)
13. GM CAP Study: Traffic Impact on Neighbouring Authorities
14. GM CAP: Local exceedances: Update*
15. GM CAP: Implications of the EFT update for GM
16. GM CAP: Sensitivity testing of a CAZ C in 2023 with revised behavioural response assumptions.*
17. GM CAP: Evidence supporting the decision not to progress with a GM-wide CAZ D.*
18. GM CAP: Minibus Vehicle Research
19. GM CAP: Taxi and Private Hire Vehicle Fleet Research
20. GM CAP: Greater Manchester Specialised Goods Surveys: Results Summary
21. GM CAP: Sensitivity test: Full Electric Bus Fleet
22. GM CAP: Addendum to Note 3: GM Comparative Statistics
23. GM CAP: Summary update of ongoing work on local exceedances*
24. GM CAP: Updates to the Modelling Tools post-OBC Submission for the Do Minimum scenario
25. GM CAP: Modelling the impacts of Sustainable Journeys Measures*
26. GM CAP: Analysis of Funds*
27. GM CAP: Demand Sifting Tool Operating Manual*
28. GM CAP: Taxi and Private Hire Vehicle Operational Cost Model*
29. GM CAP: Option for Consultation Modelling Summary*

8.4 In the interests of the ongoing working relationship between the 10 GM authorities and JAQU in developing the GM CAP, all of the above reports have been issued to JAQU in draft form, and are now subject to approval.

8.5 The evidence base that will underpin the Full Business Case (FBC) is still being developed. Evidence was supplied to JAQU where it was possible to do so, with the recognition that the Notes represented a work-in-progress and that more work is required to properly understand the implications of the analysis from a policy, delivery, legal and analytical assurance perspective.

8.6 Contents of the supplementary Evidence Notes:

- **‘Note 1: GM CAP Data, Evidence and Modelling: post-OBC approach’** sets out the process being undertaken to deliver the Data, Evidence and Modelling requirements in support of the FBC. It also describes the evidence to be supplied to JAQU and how this responds to the feedback received from JAQU and the Technical and Delivery Independent Review Panels (the T-IRP and D-IRP).
- **‘Note 2: GM CAP: Next steps for data collection and the development of analytical tools’** provides information about further data collection and the development of tools planned as next steps, namely behavioural research of van drivers and other groups; the development of further Operational Cost Models for other vehicle types; on-street specialized goods vehicle surveys; and the analysis of evidence emerging from the Conversation and other bodies.
- **‘Note 3: Analysis of the freight market’** describes the number of Heavy and Light Goods Vehicles operating in GM, the compliance status of those vehicles, and the business and usage patterns of those vehicles.
- **‘Note 4: Analysis of the coach market’** describes the number of coaches operating in GM, the compliance status of those vehicles, and the business and usage patterns of those vehicles. This evidence, and that contained in Note 3, is being used to inform scheme design and to support the development of analytical tools and modelling assumptions.
- **‘Note 5: GM CAP ANPR Surveys: Summary of Initial Findings’** sets out the results of an ANPR survey conducted in January 2019 at 42 sites across GM. The survey was designed to provide a representative profile of the vehicle fleet operating in Greater Manchester in terms of vehicle type (including fuel used) and age profile, in order to update the previous data used in the OBC with a more comprehensive and robust dataset. The results show that there are not major differences between observed levels of compliance in the overall GM fleet between the 2016 and 2019 surveys. This data set is now being used widely as part of the ongoing work to refine the proposals as part of the FBC development for the CAP.
- **‘Note 6: GM CAP: Behavioural response assumptions and available data sources’** sets out evidence gathered from a number of sources offering an insight into the vehicle markets in question and how they might respond to the range of measures proposed in the GM CAP. These include Stated Preference surveys that have been carried out by other CAP authorities (Sheffield and Bradford) and shared with GM.
- **‘Note 7: LGV and HGV Operational Cost Models’** describes a new analytical tool that has been developed in support of the GM CAP allowing the assessment of behavioural responses to a CAZ based on operational costs by vehicle type for HGVs and LGVs. It is proposed that this tool replaces the methodology for assessing behavioural responses as applied in the OBC.

- **‘Note 8: GM CAP: HGV Behavioural Responses’** sets out what behavioural response assumptions were applied at OBC for HGVs, the revised behavioural assumptions proposed for future analysis based on the HGV Operational Cost Model, and proposed next steps for analysis.
- **‘Note 9: GM CAP: LGV Behavioural Responses’** sets out what behavioural response assumptions were applied at OBC for LGVs, the revised behavioural assumptions proposed for future analysis based on the LGV Operational Cost Model, and proposed next steps for analysis.
- **‘Note 10: GM CAP: Taxi Behavioural Responses’** sets out what behavioural response assumptions were applied at OBC for Hackney Cabs and Private Hire Vehicles (PHVs), and consider a possible approach to updating these assumptions based on evidence derived from stated preference surveys carried out in Sheffield. It sets out proposed next steps for analysis, including the development of an Operational Cost Model for Taxis (Hackney Cabs and PHVs).
- **‘Note 11: Analysis of Bus Upgrade Options to Deliver Air Quality Compliance’** was produced in response to a request from JAQU for analysis scaling the proportion of bus compliance required to deliver compliance. Practically, this approach is very difficult to test in a way that would represent a real-world operational scenario that could be delivered as part of the CAP. Note 11 therefore presents two approaches to understand the influence of buses on compliance with the Air Quality Directive:
 - how many of the GM bus service routes pass the predicted exceedance locations and the number of buses this represents compared with the GM bus operator vehicle fleet.
 - how many of the modelled exceedances would remain if the preferred option (Option 8) excluded bus improvements at all (i.e. a CAZ that did not include buses as a type of vehicle to be charged).
- **‘Note 12: Evidence of the impact of 2021 implementation of a CAZ C (without exemptions)’** describes analysis carried out by GM to assess the risks of implementing a CAZ C in 2021 without also implementing a two-year sunset period as was proposed in the OBC. The Note sets out analysis of vulnerability by sector, based on the proportion of the fleet that would be non-compliant in 2021 compared to 2023; analysis exploring the risk of market distortion and the potential impact on small businesses; and analysis of the likely availability (or lack of availability) of second-hand compliant vehicles.
- **‘Note 13: GM CAP Study: Traffic Impact on Neighbouring Authorities’** presents the results of highway modelling carried out to assess the likelihood and potential scale of traffic re-routing to avoid a CAZ.
- **‘Note 14: GM CAP Local exceedances Update’** sets out GM’s approach to identifying and assessing sites where further measures may be required in order to achieve compliance in the shortest possible time. The Note presents the results

of analysis carried out to assess real-world traffic conditions and to compare these to model outputs, and analysis of NOx source apportionment and any local conditions affecting concentrations, such as canyons, including checking how accurate the representation of such conditions is in the model itself. It also sets out an update on work carried out to identify possible local solutions.

- **‘Note 15: Implications of the EFT update for GM’** considers the implications of Emission Factor Toolkit (EFT) version 9.1a, released by JAQU at the end of May 2019. GM’s methodology for calculating traffic emissions applies emissions factors has been derived from DEFRA’s Emission Factor Toolkit (EFT) version 8.0, which was originally released in November 2017. Version 9.1a of the EFT contains fleet figures which have resulted from a recent Department for Transport (DfT) project to develop new passenger car fleet projections in light of emerging evidence regarding changes in consumer purchasing behaviour which show a shift away from diesel cars and towards petrol cars, alongside a slowing in overall new car sales.
- **‘Note 16: GM CAP: Sensitivity testing of a CAZ C in 2023 with revised behavioural response’** presents the results of a sensitivity test of the impacts of a CAZ C (without any supporting measures) in 2023, applying revised behavioural responses for HGV, LGV, PHV and Hackney Cab. The bus upgrade was assumed as 100% for the purposes of this test. This test was conducted at the request of JAQU.
- **‘Note 17: Evidence supporting the decision not to progress with a GM-wide CAZ D’** sets out the options appraisal process applied at OBC and presents further evidence explaining why it is not considered that a GM-wide CAZ D cannot bring forward compliance.
- **‘Note 18: Minibus vehicle research’** describes the number of minibuses operating in GM, the compliance status of those vehicles, and the business and usage patterns of those vehicles.
- **‘Note 19: Taxi and Private Hire vehicle fleet research’** describes the number of taxis and PHVs licensed and operating in GM and the compliance status of those vehicles. This evidence, and that contained in Note 18, is being used to inform scheme design and to support the development of analytical tools and modelling assumptions.
- **‘Note 20: Greater Manchester Specialised Goods Surveys: Results Summary’** sets out the results of on-street surveys carried out at three sites identified in the local exceedances study where freight was a significant contributor of emissions. The surveys provide estimates of vehicle volumes by size, compliance status and industry.
- **‘Note 21: Sensitivity test: Full Electric Bus Fleet’** describes the results of a sensitivity test carried out to understand the impact on compliance of a fully

electric bus network across GM. This was carried out as a theoretical test at the request of JAQU.

- **‘Note 22: Addendum to Note 3: GM Comparative Statistics’** presents the results of analysis carried out at the request of JAQU to test the reasonableness of GM’s assumption that the region was typical of the UK in terms of economic and business activity. It acts as an Addendum to Note 3.
- **‘Note 23: Summary update of ongoing work on local exceedances’** provides an updated position on the local exceedances project, acting as a follow-up paper to Note 14 which was supplied to JAQU in draft three weeks earlier.
- **‘Note 24: GM CAP: Updates to the Modelling Tools post-OBC Submission for the Do Minimum scenario’** describes a series of improvements that have been made to the underlying assumptions in the Do Minimum modelling scenario, in particular reflecting the release of EFT v9.1a and newly available data on bus services and fleets.
- **‘Note 25: GM CAP: Modelling the impacts of Sustainable Journeys Measures’** sets out the methodology that has been developed to test the impacts of a package of sustainable journeys interventions, and the results of those tests.
- **‘Note 26: GM CAP: Analysis of Funds’** sets out how the available tools have been used to assess the impact of different funding offers in terms of likely uptake and impact on behavioural responses. This analysis has fed into the assessment of the funding offers, alongside other evidence.
- **‘Note 27: GM CAP: Demand Sifting Tool Operating Manual’** describes the **Demand Sifting Tool** and acts as a manual for use, setting out the underlying assumptions and methodology within the Tool. This Note has been developed to meet the TIRP request for further detail on the operation of the Tools.
- **‘Note 28: GM CAP: Taxi and Private Hire Vehicle Operational Cost Model’** describes a new analytical tool that has been developed in support of the GM CAP allowing the assessment of behavioural responses to a CAZ based on operational costs by vehicle type for Hackney Cabs and Private Hire Vehicles. It is proposed that this tool replaces the methodology for assessing behavioural responses as applied in the OBC.
- **‘Note 29: GM CAP: Option for Consultation Modelling Summary’** presents the results of a series of tests of the updated Do Minimum scenario and of the full package of measures proposed for consultation for the GM CAP. Tests have been carried out for 2021, 2023 and 2025 and analysis has been carried out to estimate the forecast year of compliance, shown to be 2024 with the proposed package as per the Ministerial Direction. As such, this Note supersedes Note 16, which acted as an early test of a simplified CAZ-only scenario using an interim version of the updated tools.

- 8.7 The reports, save for those marked with an asterisk, will be published once they have been approved. Upon publication, copies of these reports will be available at: www.CleanAirGM.com.
- 8.8 Those reports marked with a single asterisk (*) are unfinished documents and will remain unpublished until the beginning of the consultation.
- 8.9 As such, it is considered that the reports referred to above fall within the exception under regulation 12(4)(d) EIR and that, in all the circumstances of the case, the public interest in maintaining the exception outweighs the public interest in disclosing the information. Subject to the comments at 9.10 in relation to report number 11, all the reports referred to above will be made public shortly and in any event prior to statutory consultation so there will be an appropriate opportunity for public scrutiny of them. It is not considered that the public interest would be served by disclosing at this stage drafts which are incomplete.
- 8.10 In addition, reports numbers 4 and 11, marked with a double asterisk (**) contain commercial or industrial information in respect of which confidentiality is provided by law to protect a legitimate economic interest, and disclosure would adversely affect that confidentiality. As such, it is considered these reports fall within the exception under regulation 12(5)(e) EIR and that, in all the circumstances of the case, the public interest in maintaining the exception outweighs the public interest in disclosing the information.

TRAFFORD COUNCIL

Report to: Executive
Date: 6 January 2020
Report for: Information
Report of: Executive Member for Public Safety, Governance and Reform

Report Title

Corporate Plan 2019/20 Quarter 2 Report

Summary

The attached report provides a summary of performance against the Council's Corporate Plan, 2019/20. The report covers the period 1st July to 30th September 2019.

Recommendation(s)

That Executive notes the contents of the Corporate Plan Second Quarter Report.

Contact person for access to background papers and further information:

Name: Dianne Geary
Extension: 1821

Background Papers: None

Implications:

| | |
|-------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------|
| Relationship to Policy Framework/Corporate Priorities | The Corporate Plan 2019/20 Quarter 2 report summarises the Council's performance in relation to the Council's Corporate Priorities. |
| Relationship to GM Policy or Strategy Framework | <i>The Corporate Plan is aligned to the GM policy and strategy where required.</i> |
| Financial | <i>None</i> |
| Legal Implications: | <i>None</i> |
| Equality/Diversity Implications | <i>None</i> |
| Sustainability Implications | <i>None</i> |
| Resource Implications e.g. Staffing / ICT / Assets | <i>None</i> |
| Risk Management Implications | <i>None</i> |
| Health & Wellbeing Implications | <i>None</i> |
| Health and Safety Implications | <i>None</i> |

1.0 Background

- 1.1 The report provides a summary of performance against the Council's Corporate Plan 2019/20 and supporting management information, for the period 1st July to 30th September 2019.
- 1.2 The Council's Corporate Plan reports key performance indicators and activity against the corporate priorities:
 - Building Quality, Affordable and Social Housing
 - Health and Wellbeing
 - Successful and Thriving Places
 - Children and Young People
 - Pride in Our Area
 - Green and Connected
 - Targeted Support
 - Corporate Services
- 1.3 Regular performance monitoring ensures that Executive and the Corporate Leadership Team can take necessary action to keep performance on track and aligned to the priorities.

2.0 Performance Update

- 2.1 Each priority has a summary of activity for quarter 2 – these activities are a combination of qualitative and quantitative activity. The output for each quarter depends on the deliverables that are achieved for that quarter. As several of the key performance indicators are annual the end of year report will be a larger set.

2.2 These are the key performance indicators for each priority and the quarter 2 outturn:

| | | DEFINITION | Target | Actual Q2 | RAG | Q or A |
|----------------|-----------------------------------------|----------------------------------------------------------------------------------------------------------------|----------------------|----------------|-----|--------|
| Corporate Plan | Building Quality and Affordable Housing | The number of housing completions | 600A | 167 Q2 609A | ↑ | Q |
| | | The number of affordable housing completions | 100A | 42 Q2 69A | ↑ | Q |
| | Health and Wellbeing | The percentage of the eligible population (age 40-74) who received a NHS Health Check | 2.5% | 1.7% | ↓ | Q |
| | Successful and Thriving Places | Through the Trafford Pledge increase the number of people into employment | 100A | 77 Q2 | ↑ | Q |
| | | Increase the number of people who engage with libraries | 912,891A 228,222Q | 235,801 Q2 | ↑ | Q |
| | Children and Young People | Maintain the low level of 16-17 year olds who are not in education training or employment (NEET) in Trafford | 2.75% | 2.63% | ↓ | Q |
| | | Children who are "looked after" rate per 10,000 | 73 | 71.7 | ↓ | Q |
| | Pride in Our Area | Percentage of household waste which has been collected for recycling | 57.3% | 60.9% | ↑ | Q |
| | Green and Connected | Number of green flag awards achieved in Trafford | 10 | 11 | ↑ | A |
| | Targeted Support | Admissions to Residential or Nursing Care for Older People during the year per 100,000 population (ASCOF 2Aii) | 600A 348Q | 317 | ↑ | Q |
| | | Delayed Transfers of Care attributable to Adult Social Care per 100,000 pop 18+ (ASCOF 2Cii) | 5.0 | 5.8 | ↑ | Q |
| | | Increase the number of people prevented from becoming homeless | 400A 100Q | 113 | ↑ | Q |
| | Central Services | % of major planning applications processed within timescales | 90% | 92% | ↑ | Q |
| | | Percentage of Council Tax collected | 98.1% | 57.8% | ↑ | Q |
| | | Enquires shifted to online | 10,000 | 18,223 | ↑ | Q |

3.0 Exception Report

For any indicator off target with a red or amber status an exception report has been prepared to outline why performance is below target and what action is in place to improve performance. For Quarter 2 2019, there are two indicators with an amber status, as outlined in Appendix 1.

Finance Officer Clearance NB.....
Legal Officer Clearance DS.....



CORPORATE DIRECTOR'S SIGNATURE

To confirm that the Financial and Legal Implications have been considered and the Executive Member has cleared the report.

Appendix 1: Exception Reports

| | | | |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|------------------------------|---------|
| Theme / Priority: | Health and Wellbeing | | |
| Indicator / Measure detail: | The percentage of the eligible population (age 40-74) who received a NHS Health Check | | |
| Baseline: | | | |
| Target and timescale: | 2.5% | Actual and timescale: | 1.7% Q2 |
| Why is performance at the current level? | | | |
| <ul style="list-style-type: none"> • Is any variance within expected limits? • Why has the variance occurred? • Is further information available to give a more complete picture of performance? • What performance is predicted for future periods? | | | |
| <p>1,181 received a health check giving percentage of the eligible population who received a Health Check of 1.7% (compared to 1.6% in Q1).</p> <p>Percentage of the eligible population offered a Health Check was 3.1% (number=2,171). This is down slightly from 4.1% in Q1. Target = 5%</p> | | | |
| What difference does this make – the implications of not meeting target? | | | |
| <ul style="list-style-type: none"> • Impact on service users/public. • Impact on corporate priorities and plans. • Impact on service/partner priorities. • Impact on equalities, sustainability or efficiency <p>Can we move resources to support this or other priorities?</p> | | | |
| <p>By not delivering more health checks, less of the population can be informed of their cardiovascular risk and take action to reduce their risk of cardiovascular disease and other diseases which cause premature death in Trafford.</p> <p>The NHS Health checks programme is a mandatory service for local authorities.</p> <p>By picking up risk factors and disease earlier, both the NHS and social care can save resources downstream. Also this can reduce premature mortality and a healthier working age population which in turn supports the local economy.</p> <p>It is particularly important to deliver the NHS Health Check programme in areas of social deprivation where the risk factors for and the prevalence of disease is likely to be higher.</p> | | | |
| How can we make sure things get better? | | | |
| <ul style="list-style-type: none"> • What activities have been or will be put in place to address underperformance? Make specific reference to action plans. • When performance will be brought back on track? • Assess the need for additional resources/funding/training/investment. • Identify the source of additional resources/funding/training/investment. • Consult with other services, staff, managers, relevant Members and partners. | | | |
| <p>Public Health are working with GP practices to increase the number of health checks that are undertaken in the borough. While we do encourage the practices to spread their health check offer evenly throughout the year, we do see fluctuations in offer and uptake.</p> <p>Health Checks training events have been held at a GP learning event and Practice Nurse meeting. One more training event has been paid for that will be held in the new year. We are working with Voice of BME to promote the increase of uptake of health checks in the North of the borough.</p> <p>Participating in the GM Health Checks work is part of the GM partnership work and we are looking at learning from this on the most effective models for targeting this work and increasing uptake in our highest risk populations.</p> | | | |

| Theme / Priority: | Corporate Priority: Targeted Support | | |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------|------------------------------|----------|
| Indicator / Measure detail: | Delayed Transfers of Care attributable to Adult Social Care per 100,000 pop 18+ (ASCOF 2Cii) | | |
| Baseline: | 8.1 at the end of 18/19 | | |
| Target and timescale: | 5 | Actual and timescale: | 5.8 (Q2) |
| Why is performance at the current level? | | | |
| <ul style="list-style-type: none"> • Is any variance within expected limits? • Why has the variance occurred? • Is further information available to give a more complete picture of performance? • What performance is predicted for future periods? | | | |
| <p>Although delayed transfers of care (DTC) attributable to Adult Social Care is currently underperforming; the performance has improved significantly from 18/19 where in the same time frame, the performance was 11.3 compared to the 5.8 – it has nearly halved. Performance for Q1 was 5.9 so there has been a slight improvement in Q2. The main reasons for the delays are sourcing provision for a residential or nursing home particularly where people require complex care.</p> <p>Patient choice while not the highest reason, does contribute markedly to the overall DTC performance in Trafford. Each Hospital Trust has a Patient Choice policy and enforcing this policy remains the responsibility of the respective Trust.</p> <p>There continues to be a high volume of delayed discharges from South Manchester (Wythenshawe) that is due to a range of factors including the following:</p> <p>Historically (2017), some homecare providers were having insufficient provision for business continuity to cover peak periods due to recruitment difficulties. We have been working closely with providers over the last 18 months to resolve this and have been commissioning new providers. Home care letting is monitored twice daily to ensure that referrals for packages of care are processed across from the Integrated Discharge Teams (IDT's) to the home care brokerage teams. Most home care is now being sourced within 2-3 days.</p> <p>There are 36 intermediate care beds in Trafford which is complimented by 29 Discharge to Assess beds. Additional discharge to assess beds have been purchased to support winter pressures. There are also 5 supported living flats that can also be utilised at Limelight.</p> <p>The next phase of work has an agreed target for March 2020 which equates to 3.3% of the bed base in each hospital. This equates to 16 delays for Trafford across all hospitals. At the time of writing this report (18/12/19) our DTC across all four hospital sites are;</p> <p>Salford Royal Foundation Trust (SRFT) - 1 Trafford General Hospital - 2 Wythenshawe Hospital - 13 acute/3 non acute MRI - 6</p> | | | |
| What difference does this make – the implications of not meeting target? | | | |
| <ul style="list-style-type: none"> • Impact on service users/public. • Impact on corporate priorities and plans. • Impact on service/partner priorities. • Impact on equalities, sustainability or efficiency <p>Can we move resources to support this or other priorities?</p> | | | |
| <p>The implications of not meeting the target include:</p> <ul style="list-style-type: none"> • Patients remaining in hospital longer than necessary and this may impact on their independence and recovery. • The delays contribute to pressures on bed availability. • The acute providers' ability to maintain NHS targets may be compromised. • The reputation of the organisation is affected negatively. | | | |

Intervention measures have been put in place to improve flow and new Homecare providers have been awarded contracts to support the continuous demand.

How can we make sure things get better?

- What activities have been or will be put in place to address underperformance? Make specific reference to action plans.
- When performance will be brought back on track?
- Assess the need for additional resources/funding/training/investment.
- Identify the source of additional resources/funding/training/investment.
- Consult with other services, staff, managers, relevant Members and partners.

Trafford published a Winter Plan document on 01/12/19. The purpose of this plan is to provide assurance about community health and social care preparedness to address seasonal winter pressures that could further impact on the delayed transfers of care. Below are some of the initiatives in place:

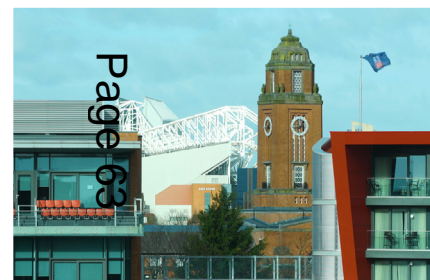
- **SAMS in-Reach:** Trafford will have dedicated SAMS reablement providers at Wythenshawe and Salford Royal, conducting joint SAMS assessments with IDTs in each site. Each provider will also have the capability to complete simultaneous home assessments and to collect small items of equipment to support safer discharge. This will speed up the assessment process, reduce inappropriate referrals and also speeds up the brokerage process for reablement packages. NB: this is a new service offer and will depend on integrated working with discharge teams in each site.
- **Ownfone Pilot:** Trafford Council has developed an additional service offer, in partnership with Trafford Housing Trust Telecare service and British Red Cross Assisted Discharge Service. People who are suitable for discharge but require some low level support will be offered a free SIM based pendant alarm, which can be immediately activated, and an emergency key safe to support telecare operatives to complete welfare checks, alongside informal support from British Red Cross. NB: this is a pilot and therefore cannot be relied on to meet excessive demand for services.
- **British Red Cross Assisted Discharge Service:** Trafford has commissioned a dedicated service for Trafford residents in Trafford General Hospital and Wythenshawe, to provide informal, low level and flexible support to people who can be discharged but lack confidence or require welfare checks to ensure they are safe.
- **Homecare Visits in Hospital:** British Red Cross will provide additional, targeted welfare checks, for people who are in receipt of homecare and are admitted to hospital. British Red Cross will ensure the individual has personal items they require whilst in hospital and will also liaise with homecare providers and health and social care professionals to maximise the likelihood that they can be discharged with support from their existing care provider. It is envisaged that this will reduce length of stay for people in receipt of homecare. NB: this is a pilot and cannot therefore be relied upon to meet excessive demand
- **Telecare and assistive Technology:** Trafford Housing Trust will be hosting a series of open events and information stands at Trafford General Hospital and Wythenshawe over the winter, to promote telecare as a support option to help people leave hospital safely. This will include promotional activity with integrated discharge team and professionals, family members and carers and with Trafford residents who are in hospital and could benefit from telecare support or assistive technology.
- **Home for Holidays Campaign:** This campaign ensures that all requests for long term 24 hour care placements are managed centrally by the Urgent Care Control Room (UCCR). These anonymised referrals are then disseminated to all Greater Manchester providers. This enables Social Care officers to spend increased time assessing the needs of more people to improve patient flow and further enables the market to respond quickly to the needs of our residents. The pilot commenced late November and has been well received by Social Care staff and providers alike. Additionally, the

initial data supports that this approach is more efficient and effective. A formal evaluation will commence in February 2020.

- Further extend the **discharge to assess beds** across Trafford within a more **flexible IMC model**. Six new discharge to assess beds have been commissioned and commence on the 23rd Dec 19.
- Best Bed is at Home communication campaign is being launched by GM and is aligned to Trafford's 'Home for Holidays' Campaign. This is also supported in the guidance issued nationally to professionals – **'Why not home? – Why not today?'**



**TRAFFORD
COUNCIL**



CORPORATE PLAN

QUARTER 2 PERFORMANCE

JULY TO SEPT 2019

FOREWORD BY THE LEADER

Much has happened this summer in Trafford – all of it with the aim of improving the lives of residents in Trafford.

At Lancashire Cricket Club, the Cricket World Cup and Ashes Test ensured the eyes of the sporting world were on us. Having two world class sporting venues in our borough is such a boost. Sporting heroes are a real inspiration and can help drive our own desires to live well. Having fans flock to Trafford on a regular basis also means we are able to showcase what we have to offer. To that end, we are looking to develop our Civic Quarter and ensure we maximise fans' match-going experience.

In September, University Academy 92 (UA92) opened its doors to students for the first time. This new university is a great example of working in partnership to help make Trafford a great place. The new campus is conveniently located and forms part of our exciting Civic Quarter redevelopment plans.

One thing we have been working

on is ensuring money spent by Councils on services remains within the borough. Therefore I was delighted that £87m of contracts was delivered to Trafford businesses by the Council. That means money we spend on delivering services and meeting the needs of our residents ends up in the hands of the borough's businesses and their local workforce. This can create a virtuous spiral and is just another way of how we are working together to benefit our residents, communities and businesses in Trafford.

This report shows how well we are doing as a Council in meeting the needs of all. There is much we have achieved but also more we need to do. We will continue working hard to deliver our promise of building the best future for everyone in Trafford.



Councillor Andrew Western
Leader of Trafford Council

FOREWORD BY THE CHIEF EXEC

Hello and welcome to our review of the second quarter of our Corporate Plan performance.

Our Corporate Plan sets out our ambitions for our residents, communities and businesses in Trafford. Our aim is to work together to build the best future for all our communities and everyone in Trafford. That means better services, better opportunities, better health, better homes, better connectivity, better town centres, better opportunities for children and young people – and more.

A key highlight is that we have already exceeded the annual target in terms of housing completions. This is important in a number of ways. We want to ensure that everyone who wants to live in Trafford has the chance to do so because we have amazing communities, great schools, an award-winning town centre, excellent transport links and thriving businesses. We also want people wishing to remain or move to Trafford

to be able to choose affordable homes.

I am delighted that the use of our libraries continues to rise. Since we became the first local authority to remove fines, our libraries have gone from strength to strength. They are welcoming places that foster a love of reading.

Please be assured that there will be no resting on laurels. I am determined that our Council will continue to aim high. It's no less than our residents, communities and businesses deserve.

I will continue to go around the borough to meet with people, listen to their ideas and concerns and then drive the Council forward to deliver on our vision for our borough.



Sara Todd
Chief Executive of Trafford Council

THE PRIORITIES AND OUTCOMES FOR TRAFFORD

The Council has identified seven strategic priorities that we believe are key to enabling Trafford residents, businesses and staff to thrive. Our priorities set out our aspirations for our people, place and communities, and how they can affect and improve their daily lives.

Our people are our greatest resource. Through engagement with our staff we will create an environment for staff to grow and develop life-long skills and see the benefit of their contribution to the borough. We want to be an employer of choice.

These priorities are not just for the Council but for the whole community and have been shared with members of the Trafford Partnerships. In order to make the difference we want to make, we will need to work closely and effectively with partners, residents, businesses and communities to make this a success.

Our corporate plan describes the Council's overall approach and outlines the Trafford vision.

OUR PRIORITIES



Building Quality, Affordable and Social Housing

Trafford has a choice of quality homes that people can afford



Health and Wellbeing

Trafford has improved health and wellbeing, and reduced health inequalities



Successful and Thriving Places

Trafford has successful and thriving town centres and communities



Children and Young People

All children and young people in Trafford will have a fair start



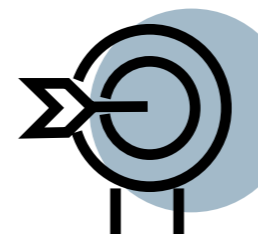
Pride in Our Area

People in Trafford will take pride in their local area



Green and Connected

Trafford will maximise its green spaces, transport and digital connectivity



Targeted Support

People in Trafford will get support when they need it most

HIGHLIGHTS – KEY PERFORMANCE INDICATORS



Building Quality and Affordable Housing

The number of housing completions:

Annual: 600
Q2: 167
Cumulative to Q2: 609

The number of affordable housing completions:

Annual: 100
Q1: 27
Cumulative to Q2: 42



Successful and Thriving Places

Through the Trafford Pledge increase the number of people into employment:

Annual: 100
Cumulative to Q2: 77

Increase the number of people who engage with libraries by 5%:

Target: 228,222
Actual: 235,801



Children and Young People

Children who are 'looked after' (rate per 10,000)

Target: 73
Actual: 71.7

Maintain the low level of 16-17 year olds who are not in education, training or employment:

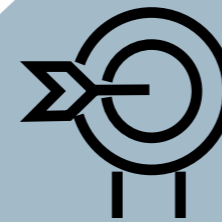
Target: 2.75%
Actual: 2.63%



Pride in Our Area

Percentage of total tonnage of household waste which has been collected for recycling.

Target: 57.3%
Actual: 60.9%



Targeted Support

Admissions to Residential or Nursing Care for Older People during the year per 100,000 population

Target: 348
Actual: 317

Delayed Transfers of Care attributable to Adult Social Care per 100,000 pop 18+

Target: 5.0
Actual: 5.8

Increase the number of people prevented from becoming homeless

Target: 100
Actual: 113



Central Services

% of major planning applications processed within timescales

Target: 90%
Actual: 92%

Percentage of Council Tax collected

Target: 50%
Actual: 57.8%

Enquiries shifted to online

Target: 10,000
Actual: 18,223



Health & Wellbeing

Number of NHS Health Checks delivered to the eligible population aged 40-74:

Target: 2.5%
Actual: 1.7%



Green and Connected

Number of green flag awards achieved in Trafford

Target: 10
Actual: 11

Priority 1:

Building quality, affordable and social housing



We want...

- to enable people to live well at home
- people to be able to afford to live in the area
- fair and inclusive and quality housing for all
- our children to be able to continue living in Trafford
- to create homes, not just housing

Our track record so far...

Increased overall number of properties

Number of **housing completions**:

Annual target **600**. Achieved in Q2 **167**. Cumulative total **609**.

Number of **affordable homes** completed:

Annual target **100**. Achieved in Q2 **42**. Cumulative total **69**.

Trafford Affordable Housing Fund has been allocated to Trafford Housing Trust to provide **30 social rent apartments** in Altrincham which has been approved.

A total of **92%** of major planning applications were processed within the timescales.

Proposals out for **consultation** include Our Housing Strategy for Older People.

Priority 2:

Trafford has improved health and wellbeing, and reduced health inequalities



We want...

- Page 68
- everyone to live well and be active for as long possible
 - good health services for everyone and to reduce the inequalities in health and other outcomes
 - fair and accessible services
 - our towns to be accessible to all regardless of age or limitation
 - people to experience excellent end of life care
 - to improve people's work-life balance and family life

Our track record so far...

good Gym launched – a programme to **boost fitness and fight loneliness.**

Tobacco Control: Five primary schools in areas of greatest need recruited for our Smoke Free School Gates pilot.

A six-month pilot to offer free e-cigarettes as part of stop smoking support has helped **285 residents** to quit smoking, with the vast majority of those who quit being manual workers and in other high risk groups (Sick, Disabled and Unemployed).

Health checks: 1,092 health checks delivered in Q1 2019/20. The percentage of the eligible population (age 40-74) who received a Health Check: Target **2.5%** by 2021/22 Q2: **1.7%**.

Healthy Lifestyles: Investment of **£150,000** secured from Trafford Housing Trust to address health inequalities.

Consultation on the **Age Well Plan** has begun.

The first meeting of the **Suicide Prevention Partnership** has been held, led by elected members. An e-learning package on suicide prevention which is mandatory for all Council staff, has been launched.

Priority 3:

Trafford has successful and thriving town centres and communities



We want...

- Page 69
- to further develop our strong economy
 - to continue to create jobs and opportunities for people
 - Trafford to be a key destination for business
 - people to be able to make a difference in their neighbourhoods
 - a strong, dynamic and diverse voluntary sector
 - to create inclusive, thriving places where people want to learn, live and work and relax

Our track record so far...

The Council was given the **Covenant Gold Award** for our commitment to the Armed Forces.

Small Business Loan Fund: This was launched by the Council in August, with two loans given during Q2. The Council is continuing to promote the fund via events, partners and social media.

Trafford Pledge is an initiative where employers commit to supporting local people into employment. **58 jobs** created through the pledge **in Q2**.

There has been an increased take up of **Apprenticeships** – 11 new in Q2 to a total of **205**.

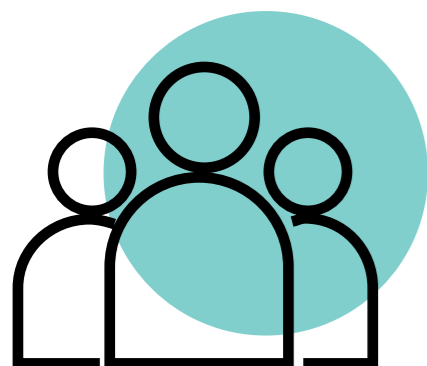
Pride events were held in Sale Waterside for the first time in Trafford to celebrate identity and LGBTQ+ life in Trafford.

UA92 – the higher education establishment developed by Lancaster University and former Manchester United legends – was launched. The campus sits in a key location within the Civic Quarter.

The Star Procurement service delivered contracts with the Council worth **£87m** for businesses within the borough.

Priority 4:

Ensuring a fair start for all children and young people



We want...

- Page 7
- to enable all children and young people to thrive and achieve their full potential
 - our children and young people to be valued and equipped with skills for employment and life
 - our children and young people to have the best start in life
 - our children and young people to be safe in their homes and communities

Our track record so far...

Trafford published an **Improvement Plan** and an independently chaired Improvement Board has been set up as a response to the Ofsted inspection.

The Safeguarding Partnership launched the new **Levels of Need** document.

Trafford's in-house Children's Home was inspected in September by Ofsted and was rated **'Good'** overall with two Outstanding areas.

A new **Youth Engagement Service** was launched in August.

A newly commissioned provision for **care leavers** aged 16 and over is now fully occupied.

All **Children in Care** are now placed in a 'Good' or 'Outstanding' Ofsted rated placement (fostering or residential).

Trafford Autism and Social Communication Pathway phase 2 was launched which should result in a **smooth diagnosis** journey for children.

Trafford Sunrise delivers **therapeutic support** for 5 - 12 year olds as well as parent workshops. A total of 84 children were referred into the service this quarter, which is an increase of 17% on Quarter 2 the previous year.

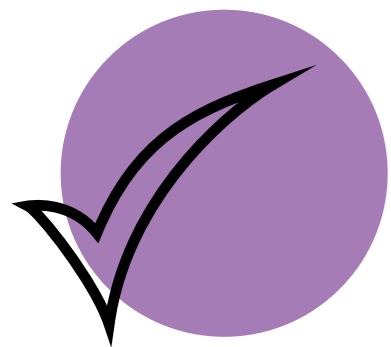
*The proportion of pupils achieving **3 A-Levels** at AAB is 35.5%, which is 2nd best in the country. The proportion of pupils achieving grades 9 - 4 in both

English and maths is 80%, which is the **best in the country.**

*these are provisional results

Priority 5:

Creating pride in our local area



We want...

- people to take pride in their local areas
- people to feel safe and secure in their homes and communities
- people to respect and take responsibility for their local environment
- to encourage and enable people to be more environmentally friendly in their daily lives

Our track record so far...

There were 57 **Be Responsible** events in Q2, including Love Parks Week and Trafford Live in July, and Recycle Week in September.

The **Conscience Project** (litter and public urination in the vicinity of Old Trafford football ground) was nominated as a finalist for Best Community Safety Initiative at the APSE Awards in September.

Keep Britain Tidy surveyed in six Wards in Q2, with an overall score of **87.7%** (above B grade) for litter and detritus.

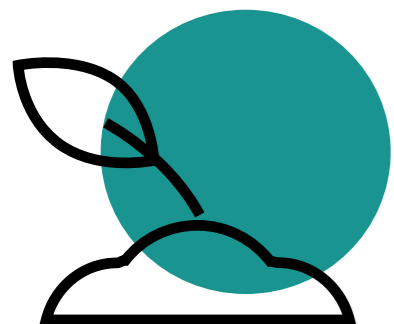
100% of scheduled **highway safety inspections** were completed in August and September.

Highway Maintenance Capital Programme – 41 schemes have been completed in Q1 & Q2, which means the programme is ahead of schedule and should enable completion of the majority of the 19/20 Capital programme by Q3.

The **Let's Tidy Trafford Together** was launched in July. There were events in three of the town centres in September, in partnership with McDonalds.

Priority 6:

Maximising our green spaces, transport and digital connectivity



We want...

- to encourage people to use our green spaces and be more active
- to make it easier to move around the borough
- to help people that are less digitally able to get on line
- to maximise the use of technology to transform the way we deliver services in all that we do
- to improve our transport links across the borough
- to reduce the impacts of climate change in Trafford

Our track record so far...

The Council's Digital Eagles are developing a **data-sharing** process between Council departments that makes it easier for businesses and residents, while still maintaining data security.

The first version of the draft **Digital Strategy** is complete and engagement has begun with residents, businesses and partners.

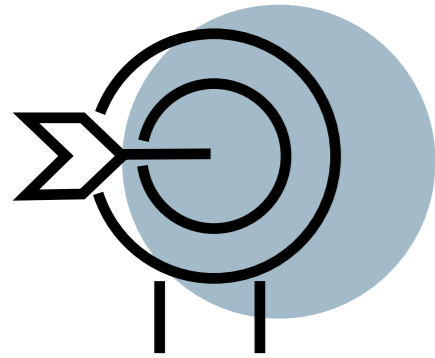
Q2 recycling rate – 60.9%. The launch of the **Right Stuff Right Bin** campaign should have a positive impact on recycling rates throughout the rest of the financial year.

The **Recycling Team** has visited more 3,400 properties and engaged with more than 1,300 residents. This is to encourage recycling and inform residents about the new refuse collection rounds.

The **volume** of single use plastics has reduced with 10 product lines being removed in this quarter.

Priority 7:

Supporting our residents
when they need it most



We want...

- Page 73
- to help people to access the right support at the times in their lives when they most need it
 - to promote and encourage independence
 - to provide clear options to support people with more complex needs
 - our excellent public service workforce in Trafford to work together to support people to live as best they can

Our track record so far...

Homelessness Strategy approved: Target 400 annual, 236 households prevented from becoming homeless up to Q2. Nine providers have been commissioned to carry out the **Homecare Transformation Programme**, and have agreed to work towards the ethical care charter. This charter aims to improve homecare for the vulnerable people they are responsible for.

Our **Information and Advice Strategy** is now in draft.

We supported 57 individuals in the **A Bed Every Night** scheme to tackle rough sleeping in Greater Manchester.

There has been a steady rise in the number of people accessing assistive technology. Target: 1,500 Cumulative to Q2: **1,259**.

September saw the launch to Trafford's **Intergenerational Partnership**, linking old and young in the community. This has seen 15 Trafford primary schools link with 15 residential care homes across Trafford. It is hoped the scheme will enable people living in care homes become more involved in their local community and feel better about themselves while the children will benefit from relationships with older people they meet.

There has been a **18% improvement** in Trafford's residential and nursing sector in the last 12 months. We have also achieved our first overall outstanding provider from the CQC.

Central Services



We want...

- to ensure Trafford Council workforce have the right skills, values and behaviours
- to maintain tight control of finances
- to deliver a high level of customer service
- to maintain statutory responsibilities

Our track record so far...

Prepare the budget for 2020/21 financial year.

We are continuing to embed our people values **EPIC** in everything we do.

FOI timeliness figures - 87% were responded to in time. The target is 90%.

Council Tax collected = 57.8%

Turnover: 2.40% in comparison to Q1 figure of **2.07%**.

Overall **Sickness** absence (% time lost) remains the same as in Q1 at **3.35%**.

Complaints: Q1 Total **903**. Q2 Total **1,333**.

Social media: Twitter followers up by **469**. Facebook up by **540**.

127 interactions with the media, including **49** press releases. Of these interactions **92** were deemed positive. Value of the publicity: **£179,660k**.

Contact centre: There has been an increase in online requests which is in line with our plan to increase online activity. In Q2 we received **18,223** requests online. The contact centre also handled **55,399** calls.

Working together to build the best future for all our communities/ everyone in Trafford

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Contact our **Marketing and Communications Team** for more details

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