



TRAFFORD COUNCIL

AGENDA PAPERS FOR SCRUTINY COMMITTEE

Date: Wednesday, 13 March 2024

Time: 6.30 pm

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

A G E N D A	PART I	Pages
1. ATTENDANCES		
To note attendances, including Officers, and any apologies for absence.		
2. MINUTES		1 - 10
To receive and, if so determined, to agree as a correct record the Minutes of the meeting held on 16 January 2024.		
3. DECLARATIONS OF INTEREST		
Members to give notice of any interest and the nature of that interest relating to any item on the agenda in accordance with the adopted Code of Conduct.		
4. QUESTIONS FROM THE PUBLIC		
A maximum of 15 minutes will be allocated to public questions submitted in writing to Democratic Services (democratic.services@trafford.gov.uk) by 4 p.m. on the working day prior to the meeting. Questions must be relevant to items appearing on the agenda and will be submitted in the order in which they were received.		
5. CORPORATE PLAN UPDATE		11 - 44
To receive an update from the Leader of the Council on the Corporate Plan progress across the Municipal year.		

6. **CARRINGTON RELIEF ROAD** 45 - 56

To receive a report on the project from the Executive Member for Economy and Regeneration and the Executive Member for Climate Change.

7. **ITEMS FOR CONSIDERATION FOR THE MUNICIPAL YEAR 2024/25**

For Committee Members to raise any items they would like to be considered in the next Municipal Year.

8. **URGENT BUSINESS (IF ANY)**

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

9. **EXCLUSION RESOLUTION (REMAINING ITEMS)**

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

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

SARA TODD

Chief Executive

Membership of the Committee

Councillors D. Acton (Chair), J. Holden (Vice-Chair), J.M. Axford, G. Carter, G. Coggins, W. Frass, D. Jarman, W. Jones, M.J. Taylor, L. Walsh, B.G. Winstanley, D. Butt (ex-Officio) and D. Western (ex-Officio).

Further Information

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

Harry Callaghan, Democratic Officer,
Tel: 07977 717252
Email: harry.callaghan@trafford.gov.uk

This agenda was issued on **Tuesday 5 March 2024** by the Legal and Democratic Services Section, Trafford Council, Trafford Town Hall; Talbot Road, Stretford, Manchester, M32 0TH

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SCRUTINY COMMITTEE

16 JANUARY 2024

PRESENT

Councillor D. Acton (in the Chair).

Councillors J. Holden (Vice-Chair), J.M. Axford, G. Carter, G. Coggins, W. Frass, W. Jones, B.G. Winstanley and D. Butt (ex-Officio)

In attendance

Councillor Stephen Adshead	Executive Member for Highways, Environmental and Traded Services
Councillor Rose Thompson	Executive Member for Communities and Safety
Councillor Aidan Williams	Executive Member for Climate Change
James Harries	Head of Climate Change and Sustainability
Chris Morris	Director of Highways, Transport and Environment
Bob Rothwell	Allotments Officer
John Stevens	Senior Environmental Contract Manager
Sharon Walls	Head of Highways, Transportation and Greenspaces
Harry Callaghan	Democratic Officer

APOLOGIES

Apologies for absence were received from Councillors D. Jarman, M.J. Taylor, L. Walsh and D. Western

18. MINUTES

RESOLVED: That the minutes of the meetings held 10 July 2023, 12 July 2023, and 20 September 2023, be agreed as an accurate record and signed by the Chair.

19. DECLARATIONS OF INTEREST

No declarations were made.

20. QUESTIONS FROM THE PUBLIC

No questions were received.

21. WEEDING PROGRAMME, RE-WILDING AND GREEN SPACES REVIEW

The Executive Member for Highways, Environmental and Traded Services introduced the report which had been circulated with the agenda. Due to considerable changes to the weed spraying programme over recent years, the Executive Member felt the timing of the report was pertinent.

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The Senior Environmental Contract Manager spoke to the presentation and pulled several key themes.

Firstly, since agreed at the Executive in June 2020, the Council had committed to reducing the usage of glyphosate as part of the weeding programme. Furthermore, the Council had introduced an 'opting out' spraying scheme, where residents were able to adopt tree pits that were then not sprayed. The annual quantities glyphosate used on the highways had reduced by 50% since 2018. The Committee were also referred to the services role in Trafford Council's sustainability commitment, which had seen it stop weed spraying in all public parks, green spaces, and cemeteries, looking to introduce more wildflower and meadow areas.

The alternatives to spraying weeds were also mentioned, which included weed brush machines and hot water weed control on hard surfaces. This was on a low scale currently.

The different weeds found in Trafford were shared, with weed control primarily undertaken to prevent longer term damage to hard surfaces and infrastructure. The weed control programme timelines were also shared, usually starting in mid-May to June, as they were only effective in dry weather.

A review of the weed spraying programme was done in 2023, with the work being spread across Trafford's twenty-one wards. The work began in the North of the Borough down, due to the densely housed nature of the area. It was recognised that this does place the South at a disadvantage, with the programme usually ending in October. However, this was also down, partly, to delays in weed treatment when contractor procurement was delayed or unavailable. Challenges could be faced due to Trafford's contract being less lucrative than neighbouring authorities, and availability in contractors reducing due to national reductions in weed spraying programmes.

The plans for the future were shared. This included two weeding teams, starting in the north and south of the borough at the same time. The team in the north would also oversee the programme in the west, with the team in the south working on central. Further, there was an expectation that, despite glyphosate currently being deemed safe and effective, this may change. The Council considered that it was more appropriate to set a performance led programme for weed control, rather than increasing the number of chemical applications, as this would cause a detrimental effect to the environment.

Finally, the Council's re-wilding initiatives were shared. This included use of parks, greenspaces, and verges for wildflower meadows. This had been adopted by some parks in the borough already. There had also been appetite to implement this initiative on roundabouts as well.

The Chair thanked the Executive Member, the Senior Environmental Contract Manager, and all other officers for the update and offered Councillors the opportunity to ask questions.

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Councillor Axford asked how aesthetics were taken into account when considering the weeding programme, and how that was balanced with unsafeness caused by weeds. Further, Councillor Axford asked what the uptake of opting out was and whether it was increasing. The Senior Environmental Contract Manager responded that if weeds were neglected, they could become a trip hazard and could cause flooding around drains. Regarding aesthetic, the officer responded that the lay person only notices weeds when the work was not done, and as such this made the timing of the spray crucial. Councillor Axford asked how much of a negative response was received from weeds, as they felt they should be promoted and not seen as a bad thing. The Senior Environmental Contract Manager responded further that if weeds were left to grow, residents do notice them. They could also cause safety hazards if not managed properly.

Councillor Winstanley asked if the change in approach to work from the north and south of the borough simultaneously would reduce weeds growing too large. The Senior Environmental Contract Manager responded that this was the hope, with a more even approach across the borough.

Councillor Winstanley asked whether there was opportunity to procure contractors through the Council's STAR process, in conjunction with the other Councils. The Senior Environmental Contract Manager replied that this was already being done, with many contractors' operating in Trafford also working elsewhere. It was noted that procurement was not where the difficulty lay, it was monitoring the work onsite that provided an issue. Inclement weather was an issue of causing further delays if a contracted company operated in several areas.

Councillor Winstanley enquired as to how pathways within public parks and cemeteries would be monitored with no more spraying taking place. The Senior Environmental Contract Manager referred to the weed brush machine included within the report, and how this would mainly be used to handle pathways. An example of work done in Chassen Park was provided. It was also mentioned that a trimmer would be used in cemeteries, with Brooklands and Sale looking well after these, with Urmston set to be completed soon. The Executive Member for Highways, Environmental and Traded Services added his support for the effectiveness of this machinery.

Councillor Jones asked whether the approach to work from the North and South would see the programme take less than the twelve weeks laid out in the presentation. The Senior Environmental Contract Manager said this would be a goal, however, felt it was important to manage performance with twelve weeks already at tight timeframe. It was added that a natural reduction should take place across the borough.

Councillor Carter asked what guarantees could be given that spraying would begin in May, subject to weather. The Senior Environmental Contract Manager said that the aim was for this to begin late into May, with the programme to then kick in at the end of June and July.

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Councillor Carter reported an issue of knotweed behind Flixton garden centre a year ago, and wondered if the delay was usual as it had not been dealt with. The Senior Environmental Contract Manager responded that each time knotweed was reported it went into a register, which could take up to three years to be treated. It was mentioned that the site in question was landlocked, and a fairly sized infestation which would require a specific approach, including support from specialists. The Head of Highways, Transportation and Greenspaces added that this case was being picked up, but the sheer scale of the site may be a reason for delay.

Councillor Frass enquired as to what could be done to the lack of attention to footpaths and passageways which do not have a maintained carriageway adjacent but connect two roads and were heavily used by children walking to school. The Senior Environmental Contract Officer responded that a contractor would not be used in those cases, with any issues needing to be internalised. Officers within the Council would attend to this, trim, and spray it off. Councillor Frass asked further whether there was a programme that dealt with this, or did it rely on individual ward members reporting the issue. The officer responded that this was currently reactive but would take this away to look at making it more proactive.

Councillor Coggins enquired as to whether more could be done to stop the reasons as to why weeds grow, such as clearing drains. The Senior Environmental Contract Manager responded that simply put, if you removed things, it would reduce the ability for weeds to go, however, they would always find a way to grow.

Furthermore, Councillor Coggins mentioned whether the new approach of operating North and South, would mean the central area of the borough would become the new South. The officer assured that this approach could have different positive permutations. For example, if required teams could be moved to town centres, should the issue be worse in different areas they were covering.

Thirdly, Councillor Coggins asked whether 'no mow May' was still something the Council did. The Senior Environmental Contract Manager informed the Councillor that it was something being explored but would likely be in areas where it would be better received, possibly in line with re-wilding initiatives.

Councillor Coggins asked finally if any analysis was being done to look at the biodiversity impacts of the Council's new approach. The Officer felt it was early to look at yet, however, the team was starting to compile data to look at and monitor the impact.

Councillor Holden asked whether deep rooted plants, such as dandelions, were a major issue within the borough's greenspaces. The Senior Environmental Contract Manager felt that feedback on dandelions was generally good and would only cause damage if they were left year on year, with any damage being minimal.

The Executive Member for Climate Change thanked Councillor Axford and Frass especially for their feedback. The Executive Member drew the Committee's attention to a wider piece of work taking place, in the development of the Council's

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Greenspaces Strategy and felt that there would be an opportunity for the Committee to have this brought to a future Committee meeting if requested.

Councillor Carter asked about greenspaces and wanted a conversation to begin on the old William Wroe golf course. The Councillor was aware of some of the potential options for the usage of this, which included wetlands development, a memorial forest, or a parkrun, but felt that for any of these to take off it would depend on improving access through entry points and pathways. It was asked what could be done to accelerate planning to add pathways and hopefully attract funding. The Director of Highways, Transportation, and Environment would take this away to the Strategic Growth team and provide Councillor Carter with a response.

The Director of Highways, Transportation, and Environment provided a response to some of the points raised. The Director felt that weed spraying was always a compromise, with the services trying to do things differently with different contractors. The Director also mentioned how they felt the management of biodiversity and moving this forward was important, and that the Head of Climate Change and Sustainability was leading on this.

Councillor Axford felt Kingsway Park was an ideal place for rewilding and enquired as to what was being done of this through its ongoing masterplan. The Head of Highways, Transportation, and Greenspaces would take this away and contact Councillor Axford.

The Chair thanked the officers for attending and answering the Committee's questions.

RESOLVED:

- 1) That the update be noted.
- 2) That the Senior Environmental Contracts Officer, alongside colleagues, look at the feasibility of dealing with weeding issues on footpaths and passageways proactively.
- 3) That the Committee consider asking for the Greenspaces Strategy to be brought to Scrutiny.
- 4) That the Director of Highways, Transportation, and Environment have colleagues contact Councillor Carter around plans being discussed for the former William Wroe golf course.
- 5) That the Head of Highways, Transportation, and Greenspaces provide Councillor Axford plans being discussed for Kingsway Park.

22. ALLOTMENTS UPDATE

The Head of Climate Change and Sustainability provided an overview of the report which had been supplied with the agenda. The Committee were informed of the key themes within the report.

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The Council recognised that the service was crucial in improving community cohesion. The Allotments Officer in attendance was hired in September 2023 to oversee the service and gave opportunity for more discussions to take place over the priorities of the service.

Challenges faced by the service were shared with the Committee, including that the rental fee for an allotment in Trafford remaining static since 2015 whilst over costs associated with the service had risen.

Other themes that were shared from the report included increasing issues of flooding and extreme heat over recent and forthcoming years, the current waiting list for an allotment in Trafford of 540, and plans being put in place to increase access to allotments moving forward.

Opportunities were being developed as part of an Allotments strategy which was currently in development. This involved improving the services approach to communications, its website, a review of current internal processes, and developing networking and training within the service and for those that used it. There was also a desire from the service to tap into ongoing work being done across the Council on improving food cultivation, with the service hoping to play a role in improving this area within the borough.

The Chair thanked the officer for the report and opened the floor for questions from the Committee.

Councillor Frass asked if due to the allotments service being funded through the rent, was there any scope to expand sites or to look at Council owned plots which could be turned into new sites. The Head of Climate Change and Sustainability responded that there were no plans currently to increase the number of allotments in the borough. However, there were aims to increase the number of communities growing collectives and promoting local growing groups. The officer would take away looking at using Council land to discussions on the development of the strategy.

Councillor Frass asked further what was being done around dealing with the issue of flooding, highlighting issues on sites in his allotment. The Head of Climate Change and Sustainability recognised the issue. Referred to the strategy and how this would be discussed as part of this, as well as work that was done with Amey and their drainage engineers who monitor the issue.

Councillor Winstanley enquired as to how the Council would help to build networks between different allotments sites and how they would encourage residents to get involved. The Head of Climate Change and Sustainability said that this was not something that had been thought about yet but was something to be considered. The service was keen to work with allotment committees and wanted to make sure tenants were not excluded from communications. Councillor Winstanley asked whether the service had the contact details of allotment tenants. The Allotments Officer responded that they did have contact details, but not all emails, which was part of what the service was aiming to do around communications being much quicker, with much currently being sent hard copy.

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Councillor Winstanley also asked how much input the Council had over self-managed allotments and whether they would get involved if a dispute happened in an allotment committee. The Head of Climate Change and Sustainability responded that these were self-sufficient, but the Council may get involved if there was a particular dispute.

Finally, Councillor Winstanley asked whether there would be an element of improving inclusivity within allotments, citing an example of an allotment raising money to making a site disability friendly. The Head of Climate Change and Sustainability assured the Councillor that despite not being flagged in the report, it was being discussed internally and was seen as a key issue. The Executive Member for Climate Change added that any future strategies for the service would engage inclusivity in their approach.

Councillor Carter enquired as to whether there was protocol to cease tenancy of plots going unused and whether this could be tightened. The Head of Climate Change and Sustainability answered that there was protocol, however, how this was used varied case by case, with some being complex and involving mitigating circumstances behind less usage.

Councillor Carter liked the allotments culture, however, with Council's facing acute financial problems, asked whether there were any plans to review allotment rates which had gone unchanged since 2015. The Head of Climate Change and Sustainability answered that there were currently no plans but recognised that the discussion may need to be had in the near future.

Councillor Axford provided her support for community growing groups and networking between different allotments.

Councillor Coggins asked how effectively allotments were at helping people out of poverty and whether there were any demographic statistics behind allotment usage. Further, did the fee have to be paid up front, or could this be spread across the year. The Head of Climate Change and Sustainability responded that there were no specific statistics on demographics, but that as part of the strategy, and using Trafford data lab, this would be looked at in the future. The allotments fee was paid upfront.

Councillor Coggins raised concerns from allotment tenants around lease renewals and asked whether there could be confirmation that none of the Council's current sites would be sold off. The Head of Climate Change and Sustainability answered that they were not aware of any plans to close currently and would discuss with other departments around the process for how lease renewals were managed.

Councillor Coggins asked finally whether there was space for less formal community growing projects, where residents could make greater use of the borough's green spaces. The Head of Climate Change and Sustainability assured the Councillor that there were aims to promote this to residents.

Councillor Butt felt that communications should improve around engaging young people into the process and promoting the positives of organic eating and growing.

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The Executive Member for Climate Change supported this point and committed to working with public health in the establishment of this strategy.

The Executive Member for Highways, Environmental and Traded Services responded to Councillor Coggins' question around less formal community growing groups, with different projects taking place by different groups across the Borough. The Director of Highways, Transport, and Environment added that suggestions from the evening would be used as part of the development of both the Allotments and Greenspaces' Strategies.

The Chair thanked the officers for all the work that they were doing. The Chair provided his support for involving school children in attending allotments.

RESOLVED:

- 1) That the report be noted.
- 2) That the Head of Climate Change and Sustainability take the feedback from Members as part of the development of the Allotments Strategy.

23. BUDGET SCRUTINY REPORT

The Chair introduced the report and asked Member if they had any questions or comments.

None were raised and the Committee agreed the report for submission to the Executive.

RESOLVED:

- 1) That the report be noted, and the recommendations agreed.
- 2) That the report be submitted to the Executive for approval.

24. EVENTS AT OLD TRAFFORD TASK AND FINISH GROUP INTERIM REPORT

The Chair updated the Committee as to why the report had not been brought to the Committee in the agenda. The Chair informed Members that they would receive the report the following day and were asked to provide any comments to the Chair and the Democratic Officer by the end of the week. The Chair would then approve the report for submission to the next meeting of the Council's Executive.

Councillor Carter asked for the report to apply pressure to Manchester United around increasing the viability of active travel on a matchday, citing the new ownership of the club and their involvement in cycling. The Chair responded that the Council could not force the football club to do something but would consider this response as part of the recommendations.

Councillor Holden understood the pressure to improve cycling to matches, however, felt it would fall low on the new ownership's priority list. Councillor Carter responded that the purpose of a task and finish group was not to improve

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Manchester United but rather to improve the impact on residents who must put up with the consequences.

The Democratic Officer asked for any comments on the report to be with the Chair and the Officer by the end of the week.

RESOLVED:

- 1) That the update from the Chair be noted.
- 2) That Members respond to the Chair and Democratic Officer with comments on the report.
- 3) That Members delegate approval of the report to the Chair.

25. WORK PROGRAMME

Councillor Axford asked whether the outcomes of the trial and consultation of temporary stopping areas for Travellers could come to a future meeting.

Councillor Axford asked further about reported mould in L&Q properties and whether there had been any feedback to an email sent in December. The Chair responded that he would chase this up.

RESOLVED

- 1) That the outcome of the trial and consultation come to Scrutiny in the future.
- 2) That the Chair respond to Councillor Axford's email on reported mould found in L&Q properties.

The meeting commenced at 6.30 pm and finished at 8.13 pm

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Corporate Plan Update

Scrutiny Committee

March 2024

Aims of Today's Update

- Provide an update on activity to date relating to the Corporate Plan and three strategic priorities in the last year
- Share details of key highlights relating to the priorities
- Outline next steps in progressing the Corporate Plan

Our Trafford, Our Future



Vision

Trafford – where all our residents, communities & businesses prosper

Outcomes



All our residents will have access to quality learning, training and jobs



All our communities will be happy healthy and safe



All our businesses and town centres will be supported to recover and flourish for the benefit of everyone

Priorities



Reducing health inequalities



Supporting people out of poverty



Addressing our climate crisis

‘better health, better jobs, greener future’

Recap since last meeting

- Corporate Plan 'Our Trafford, Our Future' is our key strategic document for identifying our vision, ambitions and priorities that we are seeking to achieve by 2024
- Corporate plan is complemented by the Medium Term Financial Strategy (MTFS) which provides the financial framework within which the priorities will be delivered
- Corporate Plan Performance and Budget Monitoring 2023/24 Period 8 (April to November 2023) was presented to Executive 29 January 2024
- The monitoring report continues to look at key performance indicators and increased visualisation methods using dashboards and case studies to 'tell the story' and the impact to the borough
- Executive's Revenue Budget Proposals 2024/25 & MTFS 2025/26 - 2026/27 was approved at Council on 21 February 2024
- Leader presented on the Corporate Plan and future plans at the annual Leadership Summit October 2023 and shared key updates on overall performance at 'Lets Talk - Leaders Session' 12 & 13 February and colleague sessions on 27 & 29 February
- The final Corporate Plan report for 2023/24 financial year will be presented to Executive July 2024 post-election
- Planning is underway to revisit the priorities and corporate plan and launch a new version late summer 2024

Corporate Plan Performance

Indicators

Performance Indicators

- There are a total of 58 indicators that are monitored as follows:

Strategic Priority	Annual Indicators	Quarterly Indicators
Reducing Health Inequalities	10	0
Supporting People out of Poverty	3	11
Addressing out Climate Crisis	9	5
Council Wide	0	20

- A dashboard of the three corporate priorities measures can be accessed on the Trafford Data Lab website: <https://trafforddatalab.shinyapps.io/corporate-plan/>
- The dashboard visualises a range of indicators relating to each of the three strategic priorities. These show trend data for Trafford compared to the average of other similar Local Authorities (in terms of statistical characteristics) and also, where possible, to England

Performance Indicators Quarterly Status

The RAG (Red, Amber, Green) status for the mid-year Corporate Plan report quarterly indicators is as follows:

Priority	Red	Amber	Green	No target set
Supporting People Out of Poverty	3	2	5	1
Climate Crisis	1	0	4	0
Health Inequalities	NA – no Q data	NA	NA	NA
Council wide	4	5	10	1

- Red status indicators are declined by more than 5% on the target
- Amber status indicators are within 5% of the target (slight decline)
- Green status indicators are on target or exceeding performance on target

Reducing Health Priorities

Strategic Priority

Key highlights **NEW**



Priority 1

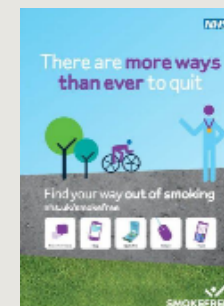
Reducing health inequalities

- System-wide Approach to **Stopping Smoking** including launching **Trafford's Tobacco Alliance** which brings together partners from across the system to address smoking related harm in the borough
- Commissioning support for those with **Serious Mental Illness** and commissioning an e-cigarette service with Totally Wicked to stop smoking
- Building on the existing vaping offer to schools by working in partnership with our Children and Young People (CYP) **substance misuse** partner Early Break and our School Health Team
- **Accessible cycling activity via Wheels for All** - this continues in Stretford and will expand to Sale West, Partington and Old Trafford
- **Physical Activity Referral Scheme in Partington** - focusing on developing a specific offer for this community that takes account of the multiple factors that impact on people moving more
- Funding has been secured from the UK Shared Prosperity Fund - to deliver a **cycle hub at Stretford Leisure Centre**, and outdoor gym equipment and activities in Cross Lane park in Partington and in a park location in North Trafford
- Leading a health stakeholders group to ensure that the **redevelopment of Partington Leisure Centre** (via Levelling Up Funding) ensures that the physical building and associated activities and programming address health inequalities

Key highlights

- **Begun development of place-based physical activity plans with the inaugural Broomwood Moving network meeting**, led through the neighbourhood programme
- **Commissioned Beat the Street to support children and families in Stretford, Gorse Hill and Old Trafford** to walk, wheel and cycle more around their local community to earn points (and prizes) for their school
- **Public Health has commissioned a small 2-year pilot school transition programme called Headstart** to support the mental wellbeing of year 6 pupils into secondary schools
- **As part of Greater Manchester's measles preparedness efforts, Trafford has developed its own measles action plan.** Currently working to increase uptake and coverage of measles, mumps and rubella (MMR) vaccination across the borough
- **Empower You** - continue their work to support people with disabilities to increase their participation in physical activity
- **Falls prevention service** - provided by Age UK Trafford and Trafford Leisure is supporting older people at risk of falling to improve their strength and balance through specialist classes
- **Adult Weight Management programmes** - delivered by Slimming World and Foundation 92 (FitFans) continue to work closely with colleagues in specific neighbourhoods to ensure that uptake of these free programmes is maximised by people most likely to experience health inequalities
- **Foundation 92's family wellbeing programme** continues to deliver positive outcomes around healthy eating, physical activity and mental wellbeing for families living in our most disadvantaged communities

Priority 1 Reducing health inequalities

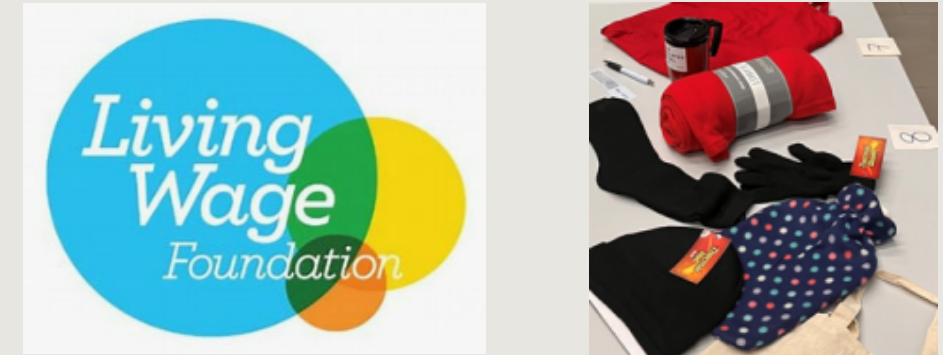


Supporting People out of Poverty

Strategic Priority

Key highlights

- **Real Living Wage and GM Good Employment Charter** – as of January 2023, Trafford Council are paying the Real Living Wage to all employees and workers at Trafford Council and Council maintained schools. In March 2023, Trafford Council were accredited as a Real Living Wage Employer. As of June, Trafford Council become members of the GM Good Employment Charter.
- **Council Tax Support Schemes** - each year helps approximately 13,000 residents on low income receive support, with the annual cost estimated at £13.9m in 2023/24
- **Trafford Assist Scheme** - administering support in excess of £3.2m
- **Free School Meals** - provision of support to families during school holidays. £1.8m of support in the form of Holiday Awards
- **Community Hubs** - funding of £100k for two financial years



INFORMATION AND ADVICE: TRAFFORD SERVICES		MONEY & LEGAL ADVICE	
WHO can I go to?	WHAT can they do for me?	WHERE? HOW can I contact them?	WHERE? HOW can I contact them?
Options Advice Bureau	Offers free, impartial, confidential advice on such issues as debt, welfare and housing, helping you find a way forward.	Phone: 0161 278 1900 (open Monday to Friday 9.30am to 5pm)	
Trafford Council Welfare Rights Team	Advice and support regarding welfare benefits via telephone advice line and email.	Phone: 0161 278 2700 (before 10pm from Monday to Friday 9.30am to 5pm) Email: welfare@trafford.gov.uk Website: www.trafford.gov.uk/welfare	
Welfare Support	Provides in-person benefits advice service for individuals requiring support related to their mental health and needing to navigate the complex benefits and welfare system.	Phone: 0161 278 2700 Email: welfare@trafford.gov.uk Website: www.trafford.gov.uk/welfare	
LMCP Law Link	Information and advice on welfare benefits and advice management for the local authority community, over the phone and in person.	Phone: 0161 278 4633 Email: lawlink@trafford.gov.uk Website: www.lmcp.org.uk	
Age UK Trafford	This confidential and expert advice on how to access benefits, including how to have things, housing enquiries, accessing services, general advice and signposting...	Phone: 0161 278 9154 Website: www.ageuk.org.uk	
African Caribbean Care Group	Advice, information and individual support about welfare benefits, housing, energy, food aid, employment, support in crisis, debt and money, family advice, social research agencies.	Phone: 0161 278 8334 Email: acccg@trafford.gov.uk Website: www.african-caribbean-care.org.uk	
Access	Information and advice can be sought in a wide range of issues such as council tax and benefits.	Phone: 0161 278 2228 Email: access@trafford.gov.uk Website: www.trafford.gov.uk/access	
Trafford Housing Trust	Welfare Rights advice from making a claim to implementation at receipt. And advice, negotiate with creditors, exploring mortgage options, etc. Energy advice to reduce bills.	Phone: 0161 278 2707 Email: housing@trafford.gov.uk Website: www.traffordhousingtrust.org.uk	
Trafford's Care Centre	Registered care can assess the support of a dedicated benefits adviser to receive benefits, allowances and grants that you or your carer will be entitled to.	Phone: 0161 278 2444 (Open Monday-Thursday 9am-5pm, Friday 9am-4pm) Email: carecentre@trafford.gov.uk Website: www.trafford.gov.uk/carecentre	

Key highlights

The Poverty Action Group continues to meet quarterly to oversee the delivery of the Poverty Strategy through an action plan.

The group is made up of a range of public sector, VCFSE organisations and some private sector partners; attendees are mainly frontline staff and/or line managers of those working directly with residents

The **Trafford Poverty Strategy** was refreshed in Autumn 2023 to incorporate the Poverty Truth Commission findings. The five themes remain as:

1. **Creating an inclusive economy**
2. **Improving access to information and advice**
3. **Maximising household income**
4. **Supporting children and young people**
5. **Facilitating community resilience**



POVERTY TRUTH TRAFFORD

- The Trafford Poverty Truth Commission came to an end in March 2023.
- The final report for the Poverty Truth Commission, made four recommendations which have been incorporated into the refreshed **Trafford Poverty Strategy 2023-25**:
 1. **Improve how Trafford residents access services (One Stop Shop)**
 2. **Continue to use the voice of people with lived experience in the development of policy and services in Trafford**
 3. **Make public transport truly accessible for everyone**
 4. **Tackle mental health and isolation**

This has led to the establishment of the **Voice of Lived Experience panel**, members are meeting monthly, and each meeting is themed to focus on topics raised during the Poverty Truth Commission.



One Stop Shop



- One of the four recommendations from the Poverty Truth Commission was **improve how Trafford residents access services**, this has led to the creation of the **One Stop Shop**.
- The pilot was launched at Stretford Public Hall on 6th February; services are coming together at the Public Hall on Tuesdays to offer in-person advice to residents.
- At the One Stop Shop, residents are able to access information and advice, with a 'no wrong door' policy and a focus on in-person advice, rather than on digital tools
- Partners currently involved include Citizens Advice (general advice, debt advice and IT support), Energyworks, HOST and Welfare Rights.

Cost of Living Meetings

- Managers from impacted services are meeting bi-monthly to share information and cross-department work in this area.
- Discussions have included Community Hubs, Winter Planning, Pension credits and Household support fund.
- Meetings continue with the Greater Manchester Cost of Living Group on a monthly basis and data for Trafford is shared with GM

Addressing our Climate Crisis

Strategic Priority



Addressing our climate crisis

Reducing our carbon footprint and tackling the impact of climate change.

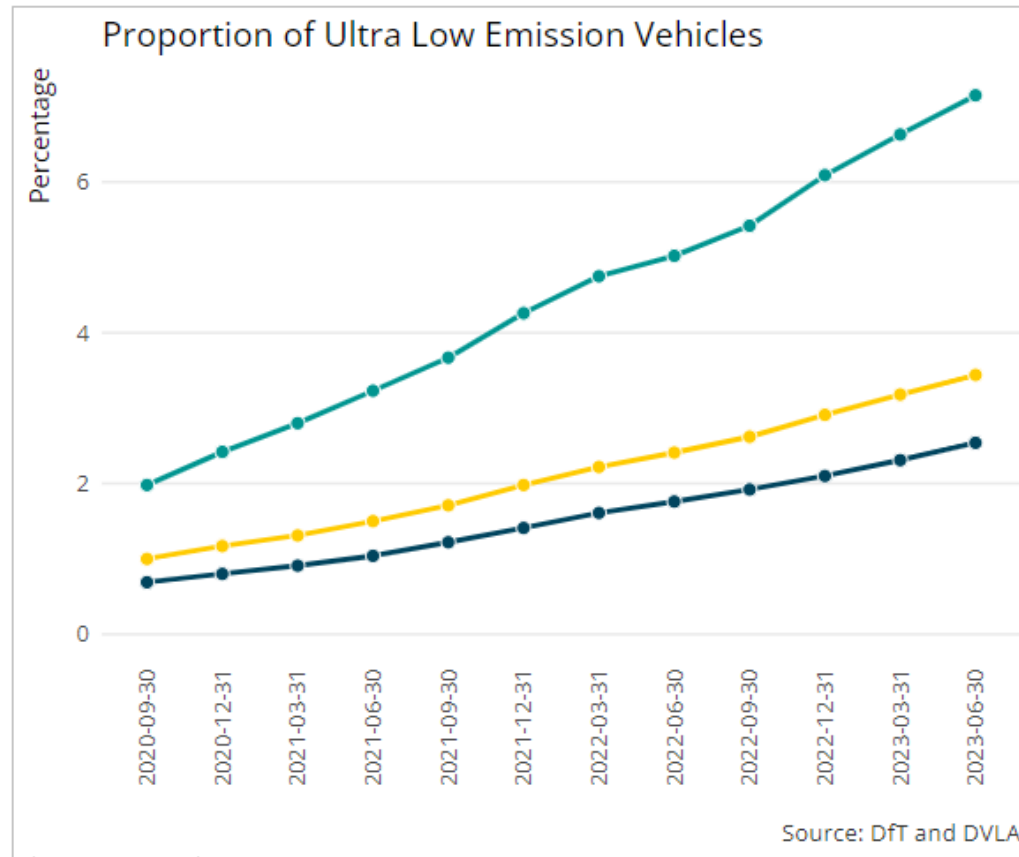
Key highlights

- **Net Zero Trafford Park:** Strategic Partnership with Growth Company, Energy Innovation Agency, MIDAS and GMCA has been established to support decarbonisation of Trafford Park Businesses under the Bee Net Zero Brand.
- **Civic Quarter Low Carbon Heat Network** received £209k in grant funding to progress development.
- Trafford became one of the first local authorities in the country to install **solar hybrid streetlights**.
- **Altrincham Leisure Centre refurbishment** replacing existing Gas Boilers with Air Source Heat Pumps and Solar Panels will complete late 2024.
- **Be.EV Electric Vehicle Charging Infrastructure:** Agreement for 87 chargers supplying 174 bays, which includes Trafford Council's first hub facility at Sale Waterpark.
- A programme of **urban tree planting and woodland creation** has been agreed with City of Trees under Defra and Forestry Commission funded programmes.
- Approval of **Longford Park National Lottery Heritage Fund** Delivery Phase including Longford Brook de-culverting and Sustainable Urban Drainage scheme.
- Successful **Defra/Natural England 'Lost Wetlands' feasibility funding** for Natural Flood Management and Nature Recovery at the former William Wroe Golf Course site.
- **Walking Wheeling and Cycling strategy** sets out a series of planned improvements.
- **Bike Libraries established** at Sale and Flixton with further locations planned. Council has also procured 3 Electric Bikes for business travel use.

Trafford Data Lab -

- [Climate Emergency open data companion \(trafforddatalab.io\)](https://trafforddatalab.io)
- [Climate emergency slide pack \(shinyapps.io\)](https://shinyapps.io)

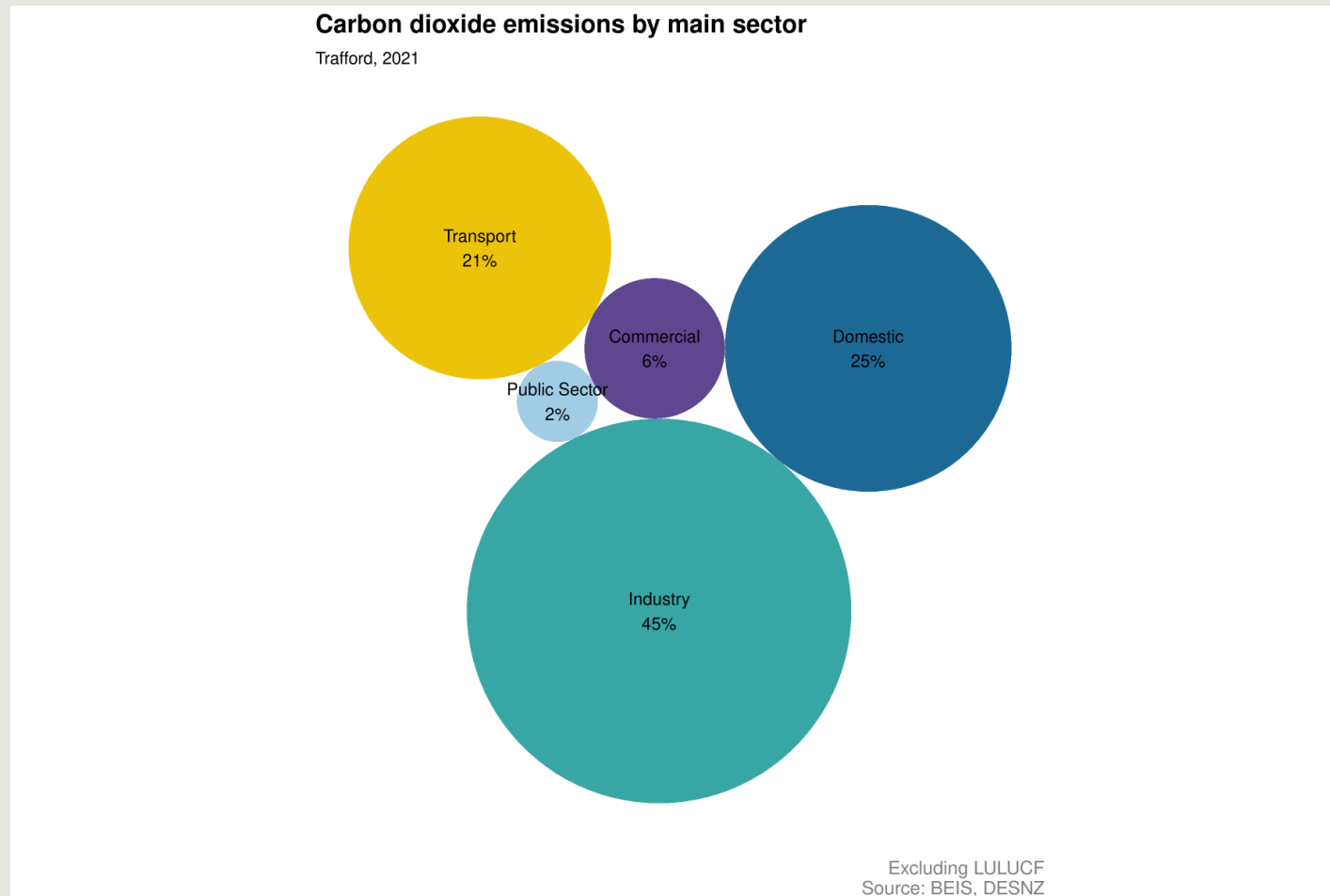
Licensed vehicles: ULEV



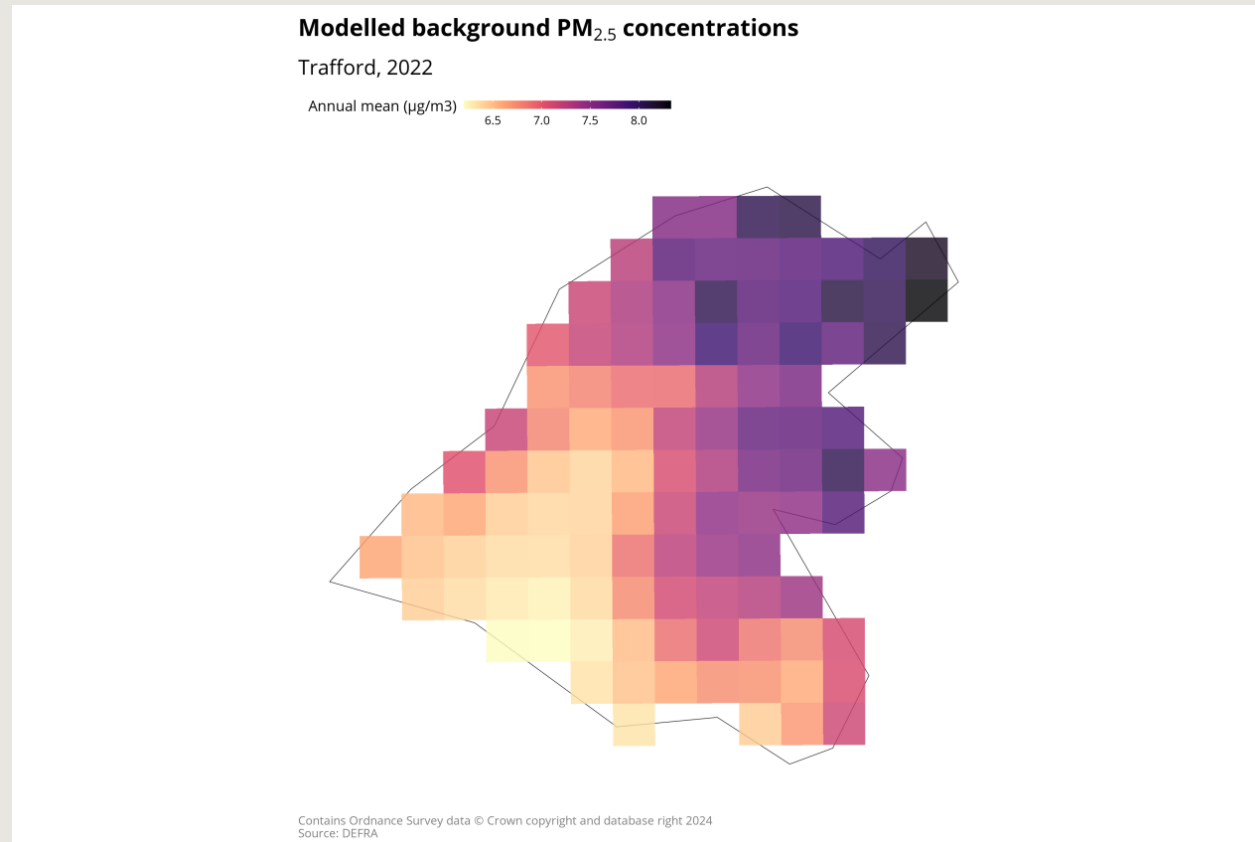
Trend

— Trafford — Similar Authorities — England

Carbon dioxide emissions by sector



Background PM_{2.5} concentrations



The World Health Organization guideline annual mean level of PM_{2.5} is 10 $\mu\text{g}/\text{m}^3$. The EU limit is 25 $\mu\text{g}/\text{m}^3$.

Other Key Activity

Other key activity supporting the priorities:

- **The Right To Streets Project** (funded by the Home Office Safer Streets fund) officially ended in October 2023. The project was led by GreaterSport, with Trafford Council, local organisations, and other partners, and had a core focus on how concerns of safety affect women's engagement and participation in physical activity, active travel, and other local events in their community.
- **CCIN Tackle Violence Against Women and Girls Policy Lab** £20k funding from CCIN to demonstrate innovative and co-operative models from places leading the way on tackling VAWG to share this learning with others through events, training and engagement.



Other key activity supporting the priorities:

- **Trafford Council and Lancashire Cricket club hosted Trafford Live** for the first time since July 2019. The event hosted a range of events, activities and displays which showcased the Borough's sports, history and culture offering
- The **Supported Housing Strategy was launched**, outlining what steps are required over the next five years to support the housing needs of victims of domestic abuse, people with learning disabilities and autism, people with mental health issues and people with physical disabilities.
- A **£160million residential scheme** made up of 639 new private and affordable homes along with 5.4 acres of public realm was given approval as part of the Civic Quarter Area Action Plan.
- **Altrincham hosted the start of the Tour of Britain cycling** event in September 2023 with crowds gathered in the town centre and from viewing platforms.
- A new **Cultural Strategy was launched** identifying the advantages Trafford has, including cultural activities at the grassroots level, as well as national presence in the form of the Imperial War Museum north and the National trust land at Dunham Massey.

Other key activity supporting the priorities:

- **Planning was approved for a £250million wellbeing resort 'Therme Manchester'**. The resort is anticipated to contribute over £4.5billion to the UK economy, with more than 1,500 person-years of construction jobs and 600 permanent full-time jobs.
- **Time to Shine Awards** – celebrating success by Council on poverty, climate and health inequalities took place January 2024
- **A series of job clubs**, designed to help support residents who are seeking employment, were launched.
- Altrincham scooped the **Purple Flag Award**, a prestigious award awarded to centres who make exception efforts in creating a safe, diverse, and enjoyable night time experience for residents and visitors alike.
- **A new developer hub** aimed at those wanting to build in Trafford was launched. The hub brings all relevant information needed by developers and housing associations together in one place.
- **VCFSE Strategic Forums** – two were held last year which supports the **VCFSE Strategy** and development of VCFSE Action Plan



**Business
Intelligence
Unit**

Corporate Plan 2024 Onwards

Where are we now?

Trafford had a corporate plan from **2018-2022** with seven priorities.

It was refreshed in **November 2021** following the impact of covid and to simplify the council's focus. Consultation with residents and staff took place.

Three corporate priorities were agreed in 2021.

The corporate plan runs from **2021 to 2024**.

So much has changed....

Post covid recovery

Trafford narrative

EPIC values

Devolution Trailblazer

Elections

Carbon Neutral Action Plan

CCG and ICB integration

Finance and Change

NHS Waiting lists

Cost of Living

Places for Everyone

Culture

Levelling Up Fund

Strategy

Children's Mental Health

Budget position

Census

Growth Agenda

New Leader

Inequality widening

Ofsted

Strategic Partnerships

Poverty Truth Commission

Timeline: Feb to Jul 2024



Thoughts and Reflections

Given the activity to date relating to the delivery of the Corporate Plan, does Scrutiny have any questions or queries?



Summary, Next Steps & Close

Next Steps

- **Prepare the annual corporate plan performance report for July Executive**
- **Continue to develop the Corporate Plan for launch late summer**
- **Revisit the KPIs as part of the new Corporate Plan**
- **Engage with stakeholders on the Corporate Plan**
- **Prepare for ‘Climate’ strategic partnership event July**

Thank you



TRAFFORD COUNCIL

Report to: Scrutiny Committee
Date: 13 March 2023
Report for: Discussion
Report of: Executive Member for Housing and Regeneration & the
Executive Member for Climate Change

Report Title

Carrington Relief Road – Progress & Update

Summary

This report provides an overview of the current progress with the development of the highway route known as the Carrington Relief Road. This is a key element of the new Infrastructure that will be needed around Carrington and Partington – both to address existing access issues and to facilitate the development of ‘New Carrington’.

This report sets out the current programme and costings for this route – and options for future funding. As a major brownfield site, the former Carrington refinery is subject to contamination which complicates both development and the provision of future infrastructure.

The development of this highway route needs to be viewed in the context of wider transport interventions – many of which have been set out in a transport strategy for the area.

Recommendation(s)

It is recommended that the Committee:

- (i) Notes the Report to Executive on 29 January 2024
- (ii) Notes the progress with the Carrington Relief Road set out in this report.

Contact person for access to background papers and further information:

Name: Adrian Fisher Director of Growth & Regulatory Services

Background Papers:

Report to the Executive 29 January 2024: [Agenda for Executive on Monday, 29th January, 2024, 6.30 pm \(trafford.gov.uk\)](#)

Report to Planning & Development Committee 16 February 2024: [Report \(trafford.gov.uk\)](#)

Appendices: None

Implications:

Relationship to Policy Framework/Corporate Priorities	The Places for Everyone Plan is a joint development plan of Trafford and 8 other GM Metropolitan Districts. Transport improvements will help facilitate this plan. The concept of development in this location is especially supportive of the Council Objectives of Reducing Health Inequalities and supporting People out of Poverty.
Relationship to GM Policy or Strategy Framework	New Carrington is one of the largest allocations within the GM Places for Everyone Plan. The planned road is part of a wider Transport strategy, developed in the context of the GM 2040 Transport Strategy, GM Congestion Plan, and Made to Move walking and cycling plan to identify improvements tackling traffic congestion, promote sustainable modes of travel and better integrate transport and new developments.
Financial	<p>The specific financial implications of the Carrington Relief Road are set out in section 5. The Report to the Executive on 29 January 2024 set out further financial implications. In particular it should be noted that as detailed design has progressed, there is now a better basis for estimating the cost of the route. A combination of this, alongside significant inflation in the construction sector has led to an increase in the estimated cost of the road. This is now assessed at around £76.5M.</p> <p>There is also a wider economic cost of development being delayed through the lack of supporting Infrastructure.</p> <p>As reported to Executive in July 2022, work currently undertaken by the Council is being funded from a combination of external sources, including grants from Homes England and Growth Deal 3, up to outline planning approval stage. Any agreements to secure land in principle, ahead of planning permission, will be funded via existing identified resources.</p>
Legal Implications:	<p>The Highways Act 1980 provides the Council with powers to construct or improve highways. Powers of compulsory purchase, should that prove necessary, are conveyed by both the Highway Act and Planning Act 1990 (as amended)</p> <p>Any agreement required to secure funding will be reviewed by the Council's Legal Team and advice provided accordingly to ensure that any risk to the Council is minimised.</p>
Equality/Diversity Implications	Equality Impact Assessments were completed as part of the process of Integrated assessment which underpins the Places for Everyone Plan. It

	will also be part of any future planning application for the route.
Sustainability Implications	The development of the route should be carried out in accordance with the policies of the GM Places for Everyone Plan. The policies of that plan aim to make new development as sustainable as possible. These policies are supportive of the low carbon agenda and the GM Environment Plan by supporting more sustainable modes of travel, making better use of existing land resource and promoting development in sustainable urban locations. Some of the development at Carrington involves the loss of agricultural land and other undeveloped areas – the respective impact of such loss has been evaluated by the independent Examination of the Plan.
Carbon Reduction	All new development has a potential carbon cost – which needs to be minimised as far as possible and also weighed against the social and economic benefits of providing new homes, jobs and local facilities. All new transport infrastructure is being designed to maximise the benefits for sustainable modes of travel. For example, space is being allocated along the length of the relief road for segregated walking and wheeling/cycling in both directions. This will provide further opportunities for active travel measures coming off the relief road. However unless and until there are national changes in the way goods and products are moved about, new business development is likely to generate additional carbon emissions. The Council will consider scope for further minimising the emissions associated with the construction of the relief road, for example minimising the embodied carbon of materials. And we will look for opportunities to work with businesses in the area to identify scope for transition to low carbon travel and ways of working.
Resource Implications e.g. Staffing / ICT / Assets	New Carrington is the largest area of growth and development in Trafford. Delivery of new homes, businesses and infrastructure will require an ongoing commitment from the Council over several years, well into the 2030s.
Risk Management Implications	The risks attached to the Carrington Relief Road Project are managed through a risk register..
Health & Wellbeing Implications	Development of new route is intended to improve economic and social outcomes in the Carrington / Partington area. Bucklow-St Martins residents generally have poorer health than most people in the Borough – and the area has the joint lowest male life expectancy of all wards in Trafford. The new highway aims to improve the well being of

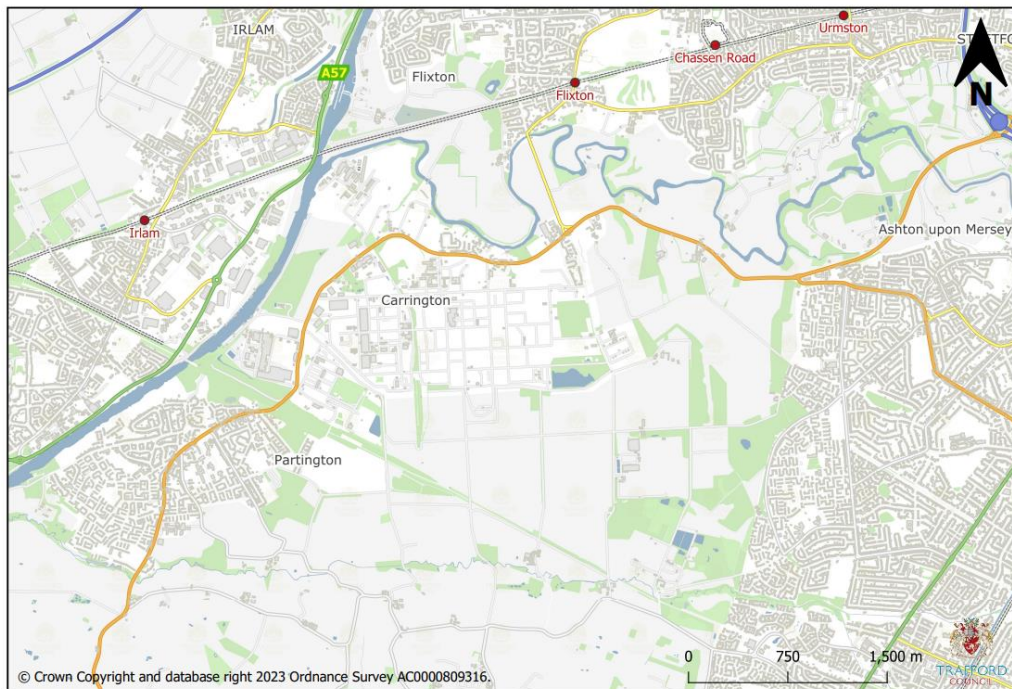
	existing residents through better accessibility & improved economic opportunity in the area.
Health and Safety Implications	None as a consequence of this report.

1.0 Background

- 1.1 The relative isolation of communities at Partington and Carrington has long been recognised by the Council. Whilst industry grew rapidly in the second half of the 20th Century, an 'overspill' estate housing was developed around Partington, however local infrastructure failed to keep pace with growth in the neighbourhood. Notably Partington Railway Station closed in 1964 and the goods line shut in the 1980s. Whilst the Carrington Spur opened in 1987, the A6144 west of Banky Lane junction largely follows an alignment unchanged since the 19th Century.
- 1.2 With the impending closure of the Shell Carrington Petrochemical facility in the 2000s, the 2006 Trafford Unitary Development plan proposed a combination of new development and highway improvements – including the safeguarded route of a new road into Carrington and Partington. These proposals were further expanded within the 2012 Trafford Core Strategy Plan which proposed 1560 new homes and related employment development in and around the former Shell facility – alongside a policy requirement for additional Infrastructure – primarily a new Carrington Relief Road.
- 1.3 The cost estimates for this road within the Core Strategy were regrettably a very significant under-estimation, which initially underpinned an approach that the route would be delivered by the primary landowner in the locality. As work progressed for additional development it became evident that the scale of the infrastructure was too great to be funded solely by related development. Furthermore, a proportion of the planned new housing at Carrington was able to gain planning permission by maximising the remaining highway capacity on the existing road network. As a consequence, the new route was not built as intended in the years following the adoption of the Core Strategy.
- 1.4 Under the Places for Everyone Plan further development is proposed in and around Partington. Overall some 5,000 new homes and 350,000 sqm of business space will be built in the area by the 2040s. This affords the opportunity for significant additional employment, a wider choice of housing, plus local community facilities. Carrington and Partington are situated within the most deprived ward in Trafford – and the plan provides the potential to address long standing structural, social and economic issues within the locality.
- 1.5 The Places for Everyone Plan is supported by a suite of evidential documents, including a comprehensive transport assessment, aligned to the Greater Manchester Transport 2040 Strategy. This underlined the need for a range of transport interventions to support and enable the level of growth proposed. As this plan nears adoption and the prospect of its planned development moves closer to realisation, so the need to coordinate new homes and business growth with necessary infrastructure becomes ever more important.
- 1.6 In September 2021 the Executive resolved to submit a planning application for the Carrington Relief Road, as a key element of local infrastructure. This report provides an update on developing this route, aligned to the update provided to the executive in January 2024.

2.0 Highway & Infrastructure Constraints

- 2.1 The current highway network that supports access to Carrington is primarily via the A6144. The existing communities which are adjacent to the proposed developments at Carrington and Partington, are relatively isolated.



- 2.2 Highway links in the area are poor and relatively congested, which is partly due to physical constraints in terms of railways, rivers and canals. In addition, access to rail services and Metrolink is poor and bus services are relatively infrequent. To address this in the context of the planned developments, the connectivity interventions were considered in the development of the Places for Everyone allocation policy for New Carrington (JPA: 33) and the subsequent Carrington Transport Strategy.
- 2.3 Improvements to key junctions within the development area at Banky Lane and Isherwood Road have been undertaken recently however, these are only short-term improvements and the need for further improvements to the A6144 and provision of the new relief road is key to unlocking the area and improving accessibility of all forms of transport.
- 2.4 Access travel routes are limited in the area, and hence focus on improving internal accessibility in and around the New Carrington area linking to Partington in advance of the Carrington Relief Road coming online is being developed with the current CRSTS1 funding allocation.
- 2.5 Improvements in highway and transport infrastructure in the short and long term to reduce and design out these constraints will therefore be required to support the housing and employment growth that includes:
- Accessible streets (prioritising sustainable modes of travel, including Active Travel).
 - A network of safe cycling and walking routes, utilising existing infrastructure such as Public Right of Way's (PROWs) and potential use of disused railway lines.
 - Connecting neighbourhoods by overcoming barriers such as the Red Brook (a watercourse) and the disused railway line between Irlam and Timperley.
 - A sustainable transport corridor running east / west along the disused railway line – linking to Irlam and Timperley / Altrincham.

- Bus priority infrastructure and bus service improvements.
- Necessary improvements to the existing highway network

3.0 The Places for Everyone Plan

- 3.1 The Places for Everyone (PfE) is a long-term plan of nine Greater Manchester districts (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan) for jobs, new homes, and sustainable growth.
- 3.2 The Places for Everyone Plan is the strategic spatial plan for the nine constituent boroughs and as such sets out a collective planning policy framework. All policies within the plan are "strategic policies". It is being prepared as a Joint Development Plan Document of the nine local planning authorities. Once the Places for Everyone Plan is adopted it will form part of Trafford Council's development plan. As such Trafford Council's Local Plan will need to be consistent with it and neighbourhood plans will need to be in general conformity with the strategic policies.
- 3.3 The plan was submitted to the Government in February 2022 for 'examination' and is now expected to be adopted in March 2024 by each of the 9 Councils involved. New Carrington – a development of around 5,000 new homes and 350,000 sqm of business development is one of the major allocations of the Plan. Transport improvements such as the CRR will facilitate the development envisaged by the Places for Everyone plan. As set out in the Report to the Executive in January 2024, further master planning work will aid the coordination and proportionate funding of that infrastructure.
- 3.4 A Report to the Planning & Development Committee on 15 February explained how development proposals will be managed pending the completion of the master-planning – and also set out a temporary funding formula against which infrastructure contributions would be sought from new development.

4.0 Carrington Transport strategy

- 4.1 To assist the master planning process and related infrastructure, including the CRR, a Carrington Transport strategy has been prepared. This was approved by the executive on 29 January. The overall goal is to develop a new sustainable community in the Carrington area (Carrington, Partington and Sale West), with high levels of internal walking and cycling connectivity, provision of internal facilities and good public transport connections, including to the wider Greater Manchester network. The development of the transport strategy, which includes the identification and provision of new transport infrastructure, is intended to enable the sustainable delivery of the proposed New Carrington allocation and the regeneration and redevelopment of the existing brownfield site, contributing to creation of new jobs and development of new homes in a sustainable way with sustainable transport options.
- 4.2 The Greater Manchester Transport Strategy 2040 sets out an ambitious investment programme, though this is subject to business cases for the individual components and is currently not fully funded in the longer term. The total cost of delivering this strategy is expected to be around £1.1bn. The New Carrington Transport Strategy

sets out assumptions in relation to which elements of this overarching GM strategy would be likely to be delivered.

- 4.3 The Transport Strategy has therefore been developed to support the Strategic Case for Carrington by:
- Setting out the spatial context of the Carrington area and how it relates to surrounding communities.
 - Establishing the current transport options available in relation to connectivity and outline projections for the future without the PfE developments in Carrington.
 - Outlining the proposed developments over time, setting out the relevant development control standards which will need to be applied in order to achieve the vision and objectives for the area.
 - Identifying the expected transport demand and travel characteristics stemming from the proposed developments, in terms of trips and modal share.
 - Identifying the potential transport interventions using a variety of scenarios and modelling.
 - Setting out a balanced and affordable package of transport measures that will support the sustainability of New Carrington.
- 4.4 To assess the impact of the developments in terms of transport, three future transport scenarios have been developed and tested, which represent a range of outcomes in terms of policy requirements, travel behaviour and sustainability and future funding requirements. These three scenarios are:
- **Scenario 1** Least sustainable measures, GM Policy objectives not achieved.
 - **Scenario 2** Reasonably sustainable, realistic and affordable GM policy objectives partially achieved.
 - **Scenario 3** Most sustainable, GM Policy objectives fully achieved.

The aim of the Transport Strategy is therefore to set out a feasible way in which to (as a minimum) achieve the transport outcomes that meet Scenario 2 objectives in the short to medium term with the long term aim of achieving Scenario 3.

- 4.5 Developing a Scenario 2 is therefore the current approach being taken which achieves a high level of sustainability and meets decarbonisation and active travel policies and will align as closely as possible with Scenario 3.
- 4.6 Achieving this requires further work which is being worked on currently between Trafford and TfGM. An initial Scenario 2 has been developed which potentially includes:
- The Carrington Relief Road to provide physical access to the New Carrington developments, including for freight traffic;
 - The walk, cycle and bus links which accompany the delivery of the Carrington Relief Road, including improvements on the A6144;
 - Associated walking and cycling links to key locations in Partington, Sale and elsewhere in the local area;
 - Physical bus links to enable the development of a comprehensive bus service (this includes the Carrington Relief Road);
 - 16 buses to provide bus services linking the new developments with Stretford and Sale Metrolink Stations, as well as less frequent links to other destinations (including Flixton Station);
 - The Trafford Greenway, providing walk and cycle links to Timperley at the eastern end and over the Ship Canal towards Irlam Rail Station;

- Good walking and cycling links and highly permeable housing and employment developments; and
- A high level of access provision to internal facilities, including primary schools, retail, leisure and healthcare, as well as good walking, cycling and bus links to nearby facilities, such as the secondary school at Partington.

5.0 Carrington Relief Road Programme & Funding

- 5.1 In September 2021, following an options appraisal study, the Executive approved a recommended preferred route option to be developed in detail and taken forward to the submission of a planning application.
- 5.2 On the 25 July 2022, the Executive approved the use of Compulsory Purchase Order (CPO) powers to acquire sufficient land to deliver the scheme and to facilitate the construction phase. This approach was recommended by specialist Counsel advice as a risk mitigation measure to allow the Council to proceed in line with its programme, given the potential exposure to ransom strip scenarios through private treaty negotiations. In the meantime it is proposed that agreements in principle be reached with relevant land owners to secure land (subject to planning consent) where the opportunity arises.
- 5.3 The project team has subsequently developed a detailed proposed general arrangement plan for the scheme based on a range of engineering evaluation work, site investigations, and surveys of ground conditions, ecology, habitat and so on. This plan is currently being employed to facilitate detailed dialogue with stakeholders and delivery partners to refine the design and satisfy the anticipated requirements of a detailed planning submission.
- 5.4 The table below summarises how some aspects of the design will be further developed as the scheme moves forward to a defined fixed layout.

Design Issue	Methodology
Arrangement of traffic signal junctions	In collaboration with TfGM, traffic models will be created based on the developing Transport Strategy which will forecast traffic flows and enable the detailed layout of junctions to be designed.
Provision for public transport	In collaboration with TfGM, the Transport Strategy and other studies will inform the provision of associated infrastructure.
Environmental mitigation features	Through site environmental studies, traffic forecasting, and public engagement, detailed proposals will be developed defining the proposed environmental and landscape measures to be incorporated into the design.
Interfaces with development parcels	The design team is working closely with developers who have submitted or who are developing planning applications that will require interface and/or access to the new highway.
Active travel provisions	The Council is working with partner organisations and funders to ensure that comprehensive active travel provision is made within the scheme in line with strategic modal split objectives. This will include engagement with the local community for the provision of public rights of way and other features.

- 5.5 The current programme anticipates achieving a fixed design by the summer of 2024, and this will enable land acquisition and planning boundaries to be formally defined. The overall milestones for delivery of the scheme are:

Activity	Date
Commence Public Engagement	January 2024
Submit Planning Application	December 2024
Planning Consent	Autumn 2025
CPO Public Inquiry	Spring 2026
Design and Pricing Complete	Spring 2027
Exec approvals and Business Case	Summer 2027
Start on site	January 2028
Road Open	Spring 2030

- 5.6 The detailed design work carried out over the past couple of years has enabled a better appreciation of all of the elements that need to be costed for the new road. This includes detailed junction designs, drainage and active travel elements. Alongside this inflationary pressures have affected all construction – most especially in the cost of materials. As a consequence of these changes the cost of the new route is now estimated at around £76.5 Million.
- 5.7 As the project has developed, The Council has engaged with a range of funding partners to secure both development and delivery funds for the project. This work has achieved a degree of success to date, such that there are sufficient committed funds available for the Council to promote the scheme through a planning application and, if successful, towards a detailed design and open market tender for the main works. This puts the scheme in a favourable position to attract further funding going forward.
- 5.8 The table below summarises the funding support the project has achieved to date:

Secured	£k	Purpose
Evergreen	£270	To assist the development of a Transport strategy and associated traffic modelling studies
Brownfield Surplus	£200	Supporting general design development
Growth Deal 3	£6,000	Supporting general design development
HIF Advance Drawdown	£1,000	Supporting the submission of a planning application for the scheme
CIL Infrastructure Fund	tbc	Dedication of CIL receipts to support the general promotion of the scheme
Housing Infrastructure Fund	£7,400	Supporting an enabling land clearance project to facilitate road construction and home building
Target		
CRSTS 1	tbc	Supporting a range of complementary projects promoting active travel and public transport
CRSTS 2	tbc	To support the active travel and public transport benefits of the scheme
Private Sector		

s106 Determined	£2,800	Support of the scheme from approved planning applications
s106 PfE Future Allocations Formula	tbc	Future contributions associated with all development parcels based on a suitable formula

5.9 The anticipated delivery costs have been calculated and profiled over the project lifetime and the table below indicates the overall funding requirement:

Total Budget	23/24 £k	FY 24/25 £k	FY 25/26 £k	FY 26/27 £k	FY 27/28 £k	FY 28/29 £k	FY 29/30 £k	FY 30/31 £k	FY 31/32 £k
£76,461	£3,495	£874	£555	£1,200	£17,899	£26,221	£17,135	£7,043	£2,040
	Funding Secured				Funding Requirement				

5.10 According to the delivery programme, new funding needs to come on stream during financial year 2027/2028. The Council is developing proposals for this funding to come from both public and private sources.

5.11 Generating private sector income will be achieved through Section 106 contributions resulting from the outcome of the New Carrington Masterplan and viability appraisal work of individual development parcels. The Council has already approved a formula via the planning process and this is currently being updated to take into account current market conditions and infrastructure delivery costs.

5.12 The Council has earmarked its Infrastructure Fund element of the Community Infrastructure Levy for the scheme now that commitments to the Metrolink have been fulfilled. Further work is required on the anticipated yield from that source.

5.13 The final target for funding support for the scheme is from central government via the Combined Authority, and the Council has already engaged at senior level to establish dialogue on a suitable strategy to attract funding. This work is currently ongoing.

6.0 Infrastructure and known Constraints.

6.1 The Report to the Executive highlighted the presence of PFAS (Per-and polyfluoroalkyl substances) contaminants on the former petro-chemical site. These are highly mobile and durable contaminants, the full impact of which is not fully understood. The CRR is being designed to minimise any disturbance or implications for these pollutants.

6.2 The Executive report also explained that Peat is not thought to be a constraint on the construction of the route. The historic moss land lies well to the south and current ground investigation data shows the route is mainly underlain by made ground, sand, gravel and clay.

7.0 Conclusions

7.1 In line with the decision of the executive in September 2021, work has been progressing to develop the Carrington Relief Road and submit a full planning application for the route next winter.

- 7.2 The new road sits in the context of a wider Transport Strategy for Carrington & Partington – an approach fully aligned with the rapidly evolving Greater Manchester Bee Network. Every effort must now be made to secure the detailed design of the route and the funding for its delivery. Joint working with the GMCA, TFGM and other partners will be essential to secure this outcome.

Finance Officer Clearance PC
Legal Officer Clearance: RA

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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