

**TRAFFORD BOROUGH COUNCIL**

**STATEMENT OF EXECUTIVE DECISION**

<b><u>DATE OF DECISION</u></b>	Monday, 6 January 2020	<b><u>DECISION MAKER</u></b>
<b><u>DECISION REFERENCE</u></b>	E/6.01.20/6	<b>Executive</b> (Councillors A. Western, Adshead, Freeman, Hynes, Patel, Ross, Slater, Whitham and Wright)
<b><u>RECORD OF THE DECISION</u></b>		
<b><u>GMCA PROPOSED FRANCHISING SCHEME FOR BUSES</u></b>		
<ol style="list-style-type: none"><li>1. That the consultation being carried out by GMCA, 'Doing Buses Differently', be noted</li><li>2. That the potential benefits to Trafford of the proposed franchising scheme be noted.</li><li>3. That the consultation response as attached to the report as Appendix 1 be approved.</li><li>4. That authority be delegated to the Corporate Director of Place to make minor amendments to the response as necessary.</li><li>5. That it be approved that the decision be deemed to be urgent and not subject to call-in, for the reasons set out in the report.</li></ol>		
<b><u>REASONS FOR THE DECISION</u></b>		
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.		
<b><u>ALTERNATIVE OPTIONS CONSIDERED AND REJECTED AT THE MEETING/BY MEMBERS</u></b>		
To object to the Proposed Franchising Scheme or choose not to respond to the consultation. The 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.		
<b><u>CONFLICTS OF INTEREST DECLARED AND ANY ASSOCIATED DISPENSATION</u></b>		
None.		

**Scrutiny Call in Deadline**

**Not applicable.** This decision has been deemed to be urgent, and therefore not subject to call-in.

**PUBLICATION DATE**

14.1.20

**RECORDED BY:**

Corporate Director, Governance & Community

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<b><u>DECISION REFERENCE</u></b>	E/6.01.20/7	<b>Executive</b> (Councillors A. Western, Adshead, Freeman, Hynes, Patel, Ross, Slater, Whitham and Wright)
<b><u>RECORD OF THE DECISION</u></b>		
<b><u>GRANT FUNDING FOR THE PREVENTION AND REDUCTION OF SERIOUS VIOLENCE</u></b>		
That the proposal be approved to commence implementation of Trafford's Community Safety Partnership Action Plan, utilising the funding detailed in the report.		
<b><u>REASONS FOR THE DECISION</u></b>		
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.		
<b><u>ALTERNATIVE OPTIONS CONSIDERED AND REJECTED AT THE MEETING/BY MEMBERS</u></b>		
Not to implement the Action Plan and not to utilise the funding available at all; or request approval from GMCA's Deputy Mayor, as fund administrator, only to 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.		
<b><u>CONFLICTS OF INTEREST DECLARED AND ANY ASSOCIATED DISPENSATION</u></b>		
None.		

**Scrutiny Call in Deadline**

**Tuesday, 21 January 2020**  
(Decision can be implemented on the next working day, unless called in).

**PUBLICATION DATE**

14.1.20

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Corporate Director, Governance & Community  
Strategy

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<b><u>DECISION REFERENCE</u></b>	E/6.01.20/8	<b>Executive</b> (Councillors A. Western, Adshead, Freeman, Hynes, Patel, Ross, Slater, Whitham and Wright)
<b><u>RECORD OF THE DECISION</u></b>		
<b><u>TRAFFORD HOUSING TRUST AND TRAFFORD COUNCIL DEVELOPMENT: JOINT VENTURE (JV) - TAMWORTH PHASE II DEVELOPMENT</u></b>		
<ol style="list-style-type: none"><li>1. That the establishment be approved of a Joint Venture between Trafford Housing Trust and Trafford Council on the terms set out in this report.</li><li>2. That the Leader, Chief Executive and Corporate Director for Place be nominated as Directors of the Joint Venture.</li><li>3. That authority be delegated 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.</li><li>4. That authority be delegated to the Corporate Director for Governance and Community Strategy to enter into and complete all legal documents necessary to establish the joint venture.</li><li>5. That it be noted that the Joint Venture will proceed with the selection and appointment of a multidisciplinary design team to the JV for the delivery of Tamworth Phase II.</li><li>6. That it be noted 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.</li></ol>		
<b><u>REASONS FOR THE DECISION</u></b>		
To enable 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.		
<b><u>ALTERNATIVE OPTIONS CONSIDERED AND REJECTED AT THE MEETING/BY MEMBERS</u></b>		
To dispose of the Council's 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.		
<b><u>CONFLICTS OF INTEREST DECLARED AND ANY ASSOCIATED DISPENSATION</u></b>		
The Leader of the Council declared a Personal Interest in this item in respect of his Board membership of the Trafford Housing Trust.		

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**RECORD OF THE DECISION**

**GREATER MANCHESTER'S CLEAN AIR PLAN - TACKLING NITROGEN DIOXIDE EXCEEDANCES AT THE ROADSIDE - UPDATE**

1. That progress made to date be noted.
2. That the ministerial direction be noted 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.
3. That the need be agreed 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.
4. That authority be delegated to the 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 of the report.
5. That it be noted that the report to determine the timings for commencing the consultation will be received in the Spring of 2020.
6. That the outstanding need be noted to secure a clear response from the Government on clean vehicles funding asks.
7. That it be noted that Highways England have not been directed to act in relation to tackling NO<sub>2</sub> 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 NO<sub>2</sub> exceedances that are not being addressed by the Highways England plan.
8. That authority be delegated to the Corporate Director, Place to agree the final content and submission of the documents listed in Appendix One to the report for formal submission to JAQU and note their Publication status.
9. That authority be delegated to the Corporate Director, Place to determine any further technical reports for formal submission to JAQU.

10. That it be noted 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.

**REASONS FOR THE DECISION**

To 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”.

**ALTERNATIVE OPTIONS CONSIDERED AND REJECTED AT THE MEETING/BY MEMBERS**

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 NO<sub>2</sub> 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.

**CONFLICTS OF INTEREST DECLARED AND ANY ASSOCIATED DISPENSATION**

None.

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