

TRAFFORD BOROUGH COUNCIL (VIRTUAL MEETING)

30 SEPTEMBER 2020

PRESENT

The Worshipful the Mayor (Councillor Rob Chilton), in the Chair.

| | | |
|-------------------------|------------------|-----------------|
| L. Walsh (Deputy Mayor) | A. Duffield | K. Procter |
| D. Acton | N. Evans | S.B. Procter |
| S. Adshead | M. Freeman | T. Ross |
| A. Akinola | Mrs. D.L. Haddad | B. Shaw |
| S.B. Anstee | J. Harding | J. Slater |
| Dr. K. Barclay | B. Hartley | S. Taylor |
| J. Bennett | J. Holden | S. Thomas |
| Miss L. Blackburn | C. Hynes | R. Thompson |
| C. Boyes | D. Jarman | M.J. Welton |
| J. E. Brophy | D. Jerrome | A. Western |
| B. Brotherton | P. Lally | D. Western |
| D. Bunting | J. Lloyd | G. Whitham |
| D. Butt | M. Minnis | A.M. Whyte |
| Dr. S. Carr | A. Mitchell | A.J. Williams |
| K.G. Carter | D. Morgan | B.G. Winstanley |
| C.H. Churchill | P. Myers | J.A. Wright |
| G. Coggins | A. New | Mrs. P. Young |
| M. Cordingley | J.D. Newgrosh | |
| J. Dillon | E. Patel | |

In attendance

| | |
|---|-------------|
| Chief Executive | S. Todd |
| Corporate Director of Governance and Community Strategy | J. Le Fevre |
| Governance Manager | J. Addison |
| Governance Officer | F. Fuschi |
| Senior Governance Officer | I. Cockill |

APOLOGIES

Apologies for absence were received from Councillors T. Carey, J. Lamb, S. Longden, B. Rigby and E.W. Stennett.

3. MINUTES

That the Minutes of the Meeting of the Council held on 18 March 2020 and the Extraordinary Meetings of the Council held on 15 May 2020 and 14 July 2020, be approved as a correct record and signed by the Chair.

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4. ANNOUNCEMENTS

(a) Mayoral Engagements

The Mayor announced that on behalf of the Council he had attended a wreath laying ceremony at Sale War Memorial to commemorate the 75th anniversary of VJ Day. The Mayor also informed the Council that along with the Mayoress, Deputy Mayor and Deputy Mayoress he had also attended the 80th commemoration of the Battle of Britain again at Sale War Memorial. Both had been particularly moving and well received given the current pandemic restrictions.

(b) Altrincham Football Club

Acknowledging that it was the first meeting to allow the Council to recognise the club's achievements in the summer, the Mayor conveyed congratulations to Altrincham Football Club on promotion to the National League after the team's victories in the play-offs.

(c) Budget Scrutiny

Councillor Acton, the Chair of the Pandemic Scrutiny Committee informed the Council that two budget scrutiny meetings were to be held to consider the Executive's budget proposals and that all Members were welcome to participate in due course.

5. QUESTIONS BY MEMBERS

The Mayor reported that 5 questions had been received under Procedure Rule 10.2.

(a) Councillor Myers asked the following question for which he had given notice:

"The Council has agreed to borrow up to half a billion pounds to invest in properties that will generate revenue and support regeneration. Most of the investment has been pre-Covid and much of the investment has been in retail premises which are now worth considerably less than the price paid. In addition, the empty retail premises have left a shortfall in revenue.

Would the Executive Member for Finance and Investment outline the strategy to mitigate the losses?"

Indicating that a full written response had been provided to Members and was available on the Council's website, the Mayor invited Councillor Ross, Executive Member for Finance and Investment to respond.

Councillor Ross advised that all the Council's investments had been made in accordance with the agreed investment strategy and were monitored closely with regular updates provided to the Investment Management Board. The range of investments was both diverse across a number of sectors and comprised a mix of

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investments including directly acquired assets and provision of development debt. Of the amounts invested at the end of 2019/20 approximately 25% had a direct retail exposure and one quarter of that was invested in supermarkets. Real estate valuations would rise and fall over time with the normal market cycles. However, as the Council is a long-term investor, portfolio income levels were more significant than “on paper” value. Investments provided an important revenue stream for Council services and were estimated to generate a nett income of £7.4 million in the current financial year.

Councillor Myers asked as a supplementary question whether the Executive Member could assure the Council that the £3.9 million reserve was enough to safeguard the Council’s investments in the falling retail market. Councillor Ross advised that the Council’s reserves were continuously under review and that consideration was being given to increasing the reserve set aside for the Investment Strategy. At this point in time, he assured the Council that the matter was subject to further review and if, at any time in the future, the position needed to be reviewed it would be.

- (b) Councillor Coggins asked the following question for which she had given notice:

“Does the council agree that 2 years is not an appropriate timescale for an emergency response, like the climate emergency report and draft action plan we have had this week?”

Councillor Adshead, the Executive Member for Environment, Air Quality and Climate Change advised that Trafford was one of the first Council’s to declare a climate emergency and addressing the challenge was not a simple task nor could it be achieved alone requiring the support of Trafford businesses, communities and residents. External experts were commissioned to support the development of a framework and their report was well received and approved at the Executive Meeting on 28 September 2020, with the target of achieving carbon neutrality by 2028. It should be noted that their work would have concluded earlier if it had not been for the consequences of the Covid-19 Pandemic.

The importance of meeting the climate challenge was recognised by the Council as a corporate priority and the Council had brought forward initiatives to reduce carbon usage and proposals for sustainable development which all demonstrated the Council’s commitment to addressing the climate emergency. Now the framework had been agreed, Councillor Adshead looked forward to working across the Council and with partners to deliver these ambitious plans.

As a supplementary question, Councillor Coggins asked whether the Executive had truly grasped the extent of the challenge facing us and the implications for us all if we fail. Councillor Adshead recognised that there was a lot of work to be done and that the task was to set up the various groups and forums, as a matter of urgency, with Councillors, businesses and communities and alongside Trafford’s involvement at a Greater Manchester level, the work had begun.

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- (c) Councillor Newgrosh asked the following question for which he had given notice:

“With the first anniversary of Trafford Council’s Empty Homes Policy upon us, can we please be informed exactly how many long term empty homes have been brought back into use by this initiative, and what the current number of long term empty homes currently stand at?”

Responding to the question, Councillor Wright, the Executive Member for Housing and Regeneration reported that the first stage in the implementation of the strategy was to assess the number of long term empty properties within the borough which would require further investigation. The number of properties which met the criteria was 487 as of June 2020 and after a further detailed investigation of the properties confirmed 445 properties being empty over 2 years with no explanation or no detailed plans of bringing them back into use. A risk assessment has been developed and investigations are ongoing with 63 undertaken by 30 September 2020. The availability of small loans of up to £10,000 has been communicated to the owners of empty properties on a regular basis over several years, however, uptake has been low with 2 properties being brought back into use in 2019/20 using this financial assistance. Part of the strategy is to identify why uptake of the assistance was so low. The first yearly review of the Empty Properties Strategy would be undertaken in November 2020 and a further update at that stage can be provided.

As a supplementary question Councillor Newgrosh queried the means as to how the figure of over 700 properties listed in the Strategy as long-term empty homes had been reduced. Confirming the figure as 445, Councillor Wright advised that whilst 2 had come back into use using the assistance scheme, the Council was investigating and visiting properties over a period of time to assess them in more detail and any criticism would be unfair given the world crisis that year with resources being diverted to other affairs in the Council and the increased difficulty of undertaking visits. The Executive Member assured Councillor Newgrosh that it was a priority and in better times hoped to improve the rate of performance but given the current restrictions, it would be difficult to push matters to a greater degree than what they were.

- (d) Councillor Brophy asked the following question for which she had given notice:

“What additional services can Trafford provide for people experiencing mental health challenges during covid, whether that be exacerbation of previous issues or needs that have arisen as a result of covid itself such as ongoing or worsening physical health issues, unemployment, isolation, depression or loneliness?”

The Mayor advised that a full written response had been provided to Members and was available on the Council’s website and invited Councillor Slater, Executive Member for Health, Wellbeing and Equalities to respond.

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Indicating that the written response was quite detailed, Councillor Slater wished to draw attention to a range of virtual and telephone meeting platforms provided for those wishing to access additional services as well as the usual mental health services delivered by the borough's service providers. With regard to those issues directly that have directly arisen from the pandemic, Trafford Psychological Therapies Services have provided services for people to speak about loneliness, unemployment, stress, sleep disturbance and the trauma of domestic violence.

Throughout the pandemic, the Primary Care Mental Health and Wellbeing Service had worked closely with the volunteer hubs in the neighbourhoods providing support and taking referrals via the hubs, with Blusci, one of the Council's commissioned providers offering additional support. The Approved Mental Health Professionals service continued to operate, whilst TES (adult autism and ADHD diagnostic services) and MATS (Memory assessment team services) which were initially pared back in order to support core services, have now been stepped back up and were running as normal.

The Greater Manchester Mental Health NHS Foundation Trust operated a 24 hour helpline for service users and carers and the Executive Member conveyed the telephone number 08009 530285 to all Members in case residents were to contact them.

Councillor Brophy asked as a supplementary question whether the Council was confident that these needs could be met in unprecedented times with all the additional challenges to funding, pressures on other services and people being deployed elsewhere. Councillor Slater advised that staff had been deployed in other areas to support Covid on the frontline but as hospitals had been able to discharge people from Covid wards, people had been able to move back to their own jobs and staff were now back in situ. From the comments she had received from staff and residents, the Executive Member did feel confident that both the authority and the NHS were providing as much as they could considering the budget pressures and conveyed thanks to all the staff involved in these services for their amazing work.

- (e) Councillor Miss Blackburn asked the following question for which she had given notice:

"Would the Executive Member for Environment, Air Quality and Climate Change inform me as to the legal maximum width of cycle lanes and if advance notice of them on roads needs to be given to road users?"

The Mayor advised that a full written response had been provided to Members and was available on the Council's website and invited Councillor Adshead, Executive Member for Environment, Air Quality and Climate Change to respond.

Councillor Adshead advised that there was no legal maximum width for cycle lanes. If a highway authority made a decision to have a whole carriageway dedicated to cycles only, it could do so by introducing a prohibition of motor vehicles or pedestrian and cycle zones, etc., and these were usually enforced with signs or physical measures. Although there was no legal maximum width there

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was a legal minimum width for cycle lanes which was defined by the Department for Transport (Dft). The Executive Member also confirmed that in accordance with DfT guidance there were no advanced cycle lane signs permitted to be used on the highway.

Councillor Miss Blackburn asked as a supplementary question for the Executive Member to specify what safeguards are being undertaken to ensure at road junctions, where there are cycle lanes, that safety is prioritised for all road users, as at present the pop-up cycle lane on the A56 had created hazards. On that particular issue, Councillor Adshead reported the Council was working closely with Transport for Greater Manchester and was receiving regular updates. In addition, the Council's own team was regularly reviewing the situation and responding to issues that had arisen or had been raised with them. Should there be any further concerns or issues with other locations, Councillor Adshead asked Members to advise and they would be investigated.

6. COUNCIL AND COMMITTEE MEETINGS - ARRANGEMENTS, FORMAT AND TIMETABLE

The Executive Member for Public Safety, Governance and Reform submitted a report presenting the Constitution Working Group's recommendations regarding the continued arrangements for Council and Committee meetings which had been introduced in response to the Coronavirus Pandemic.

The report's recommendations were moved and seconded and after a debate were put to the vote and declared carried.

RESOLVED: That, subject to confirmation of the Planning and Development Control Committee start time and a change to the Committee's meeting date from 8 to 15 October 2020, the Council agrees to adopt the Constitution Working Group's recommendations, as set out below, for Council and Committee meetings for the period October 2020 to the end of December 2020:

- (1) That the Draft Calendar of Meetings for the period October 2020 to May 2021, as set out in the Appendix 1, be approved.
- (2) That the Council's meetings should continue to be held virtually and at the earlier time start time of 4.00 p.m. and be concluded by 6.00 p.m. at the latest, with the exception of the full Council meetings in September, October and November, which will be at the usual time of 7.00 p.m. and meetings of the Planning and Development Committee which will continue to be held at 4.00 p.m. and continue until 6.30 p.m.
- (3) That the arrangements agreed by Council on 15 May 2020 in relation to the Trafford Pandemic Scrutiny Committee and the suspension of the other Scrutiny Committees be extended until the end of 2020.

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- (4) That Council re-affirms the extension of the 6 month attendance rule for Members unable to attend meetings whilst alternative arrangements are in place as agreed by Council on 15 May 2020.
- (5) That the Constitution Working Group reviews the position again in December 2020 and that a more in depth review of the impact of these arrangements on the efficacy of meetings and on members, including possible alternative options, be conducted and submitted to inform the review in December.

**7. ACCOUNTS AND AUDIT COMMITTEE ANNUAL REPORT TO COUNCIL
2019/20**

The Chair of the Accounts and Audit Committee for 2019/20 submitted to the Council a report setting out the Committee's Annual Report for 2019/20. The Annual Report which had been presented to the Accounts and Audit Committee on 15 July 2020 summarised the work undertaken by the Committee during the year and its impact and also provided assurance to the Council on the fulfilment of the Committee's responsibilities.

RESOLVED: That the report be noted.

**8. YEAR END CORPORATE REPORT ON HEALTH, SAFETY AND WELLBEING -
1 APRIL 2019 TO 31 MARCH 2020**

The Executive Member for Finance and Investment submitted a report providing information on council wide health and safety performance and trends in workplace accidents. The report also provided a summary of other key developments in health and safety for the period 1 April 2019 to 31 March 2020.

RESOLVED: That the report be noted.

**9. MOTION SUBMITTED BY THE LABOUR GROUP - DOMESTIC VIOLENCE
(DEFERRED FROM THE COUNCIL MEETING HELD ON 18 MARCH 2020)**

It was moved and seconded that:

"This Council fully supports the Trafford Partnerships Domestic Violence and Abuse Strategy and recognises that the Domestic Abuse Bill has been finally brought to Parliament almost three years after it was first promised. This legislation is welcome and urgently needed, but will only be effective if it is underpinned by sustainable funding for specialist women's services.

This Council notes that:

Trafford Council strives to have a zero tolerance approach towards domestic violence and abuse. Domestic abuse is a complex social issue which affects people from all groups, genders and cultures and impacts across all services. However, it is important to recognise that Domestic Abuse is a gendered crime. The Office of National Statistics states that whilst 2 million

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adults aged 16-59 experienced domestic abuse last year, 1.6 million of these are women. Almost one in three women will experience domestic abuse in their lifetime, and two women a week are killed by a current or former partner. This Council also notes that all children who live with domestic abuse are victims too.

“Every case of domestic abuse should be taken seriously and each individual given access to the support they need. All victims should be able to access appropriate support. Whilst both men and women may experience incidents of inter-personal violence and abuse, women are considerably more likely to experience repeated and severe forms of abuse, including sexual violence. They are also more likely to have experienced sustained physical, psychological or emotional abuse, or violence which results in injury or death” (Statement from Women’s Aid).

The causes and effects of domestic abuse are numerous and significant. Across Trafford there are a range of organisations that work directly or indirectly with residents affected by domestic abuse, including Trafford Domestic Abuse Services (TDAS). Recent Home Office Statistics put the financial cost of domestic abuse in England and Wales at £66 billion, but it is the human cost that is more devastating.

This Council believes that:

In Trafford we are committed to enabling our residents, their families and communities to live a healthy life, free from abuse and violence. We will support this by reducing the impact of domestic abuse on the population of Trafford by developing and implementing a sustainable system wide approach to prevention, early intervention, response and support.

This Council will ensure that we:

- Promote awareness, raising the profile of domestic abuse across all Trafford Partnership organisations and services
- Encourage staff, partners and Elected Members to attend the excellent training offered by TDAS. A request will be submitted to provide an extra session at Trafford Town Hall.
- Work to ensure our services enhance the safety of victims and the support that they receive
- Promote early identification and harm reduction
- Work in partnership with Greater Manchester Combined Authority and our partners to ensure an effective, evidence based response to perpetrators through to conviction and management of offenders, including rehabilitation and behavioural change programmes.
- Improve performance – to drive consistency and better performance in the response to domestic abuse across all local areas, agencies and sectors.

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This Council resolves:

- To call upon the government to fully fund the Bill. The previous government/s have promised this would be a 'landmark moment' for victim-survivors of domestic abuse, and a vital piece of legislation, which would change the lives of the estimated 2 million people a year who are subjected to abuse. This Bill is welcomed as a first step but the safety of women has got to be made an economic priority."

Following a debate on the matter, the Motion was agreed by general consent.

RESOLVED: That this Council fully supports the Trafford Partnerships Domestic Violence and Abuse Strategy and recognises that the Domestic Abuse Bill has been finally brought to Parliament almost three years after it was first promised. This legislation is welcome and urgently needed, but will only be effective if it is underpinned by sustainable funding for specialist women's services.

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- Improve performance – to drive consistency and better performance in the response to domestic abuse across all local areas, agencies and sectors.

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10. MOTION SUBMITTED BY THE LABOUR GROUP - UK CITIES, TOWNS AND DISTRICTS STANDING UP FOR RESPONSIBLE TAX CONDUCT (DEFERRED FROM THE COUNCIL MEETING HELD ON 18 MARCH 2020)

(Note: The time being 8.21 p.m., the Mayor indicated that with the exception of Members moving and seconding the Motion, speeches would be limited to a maximum of one minute per speaker.)

(Note: As an employee of Her Majesty's Revenue and Customs, Councillor Hynes declared a personal interest in this matter and remained in the meeting.)

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It was moved and seconded that:

“Trafford Council recognises that:

Paying tax is often presented as a burden, but it shouldn't be. Not when considered against the huge array of public services it helps fund – from education, health and social care, to flood defence, roads, policing and defence. It also helps to counter financial inequalities and rebalance distorted economies.

The pressure on organisations to pay the right amount of tax in the right place at the right time has never been stronger. For example, polling from the Institute for Business Ethics finds that “corporate tax avoidance” has, since 2013, been the clear number one concern of the British public when it comes to business conduct.

In recent years, Her Majesty's Revenue and Customs (HMRC) has done much to clamp down on tax avoidance and evasion – but many in the tax justice movement think there is still much more to be done. It's been conservatively estimated that losses from multinational profit-shifting (just one form of tax avoidance) could be costing the UK some £7 billion per annum in lost corporation tax revenues.

As recipients of significant public funding, municipalities should take the lead in the promotion of exemplary tax conduct; be that by ensuring contractors are paying their proper share of tax, or by refusing to go along with offshore tax dodging when buying land and property.

Where substantive stakes are held in private enterprises, then influence should be wielded to ensure that such businesses are exemplars of tax transparency and tax avoidance is shunned - e.g., no use of marketed schemes requiring disclosure under DOTAS regulations (Disclosure Of Tax Avoidance Schemes) or arrangements that might fall foul of the General Anti-Abuse Rule. The Fair Tax Mark offers a means for business to demonstrate good tax conduct, and has been secured by organisations with a combined annual income of £50 billion and more than 6,500 outlets and premises. Social enterprises and co-operatives have been early pioneers of the Fair Tax Mark, and fit especially well with the pursuit of social value in public procurement.

In recent polling, almost two-thirds (63%) of the public agree that the Government and local councils should consider a company's ethics and how they pay their tax as well as value for money and quality of service provided, when undertaking procurement. At the same time, research has found that 17.5% of public contracts in the UK have been won by companies with links to tax havens. More action is needed, however, current law significantly restricts council's ability to either penalise poor tax conduct or reward good tax conduct, when buying goods or services.

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UK cities, counties and towns can and should stand up for responsible tax conduct - doing what they can within existing frameworks and pledging to do more given the opportunity, as active supporters of international tax justice.

We pledge to:

1. Pass a resolution approving the Councils for Fair Tax Declaration.
2. Lead by example and demonstrate good practice in our tax conduct, right across our activities. Including:
 - Ensuring contractors implement IR35 robustly and a fair share of employment taxes are paid.
 - Shunning the use of offshore vehicles for the purchase of land and property, especially where this leads to reduced payments of stamp duty.
 - Undertaking due diligence to ensure that not-for-profit structures are not being used inappropriately as an artificial device to reduce the payment of tax and business rates.
 - Ensuring that there is clarity on the ultimate beneficial ownership of suppliers and their consolidated profit and loss position, given lack of clarity could be strong indicators of poor financial probity and weak financial standing.
3. Promote Fair Tax Mark certification for any business in which we have a significant stake and where corporation tax is due.
4. Join in and support Fair Tax Week events in the area, and celebrate the tax contribution made by responsible businesses who say what they pay with pride.
5. Support calls for urgent reform of EU and UK law to enable municipalities to revise their procurement policies and better penalise poor tax conduct and reward good tax conduct.”

Following a debate on the matter, the Motion was agreed by general consent.

RESOLVED: That Trafford Council recognises that:

Paying tax is often presented as a burden, but it shouldn't be. Not when considered against the huge array of public services it helps fund – from education, health and social care, to flood defence, roads, policing and defence. It also helps to counter financial inequalities and rebalance distorted economies.

The pressure on organisations to pay the right amount of tax in the right place at the right time has never been stronger. For example, polling from the Institute for Business Ethics finds that “corporate tax avoidance” has, since 2013, been the clear number one concern of the British public when it comes to business conduct.

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In recent years, Her Majesty's Revenue and Customs (HMRC) has done much to clamp down on tax avoidance and evasion – but many in the tax justice movement think there is still much more to be done. It's been conservatively estimated that losses from multinational profit-shifting (just one form of tax avoidance) could be costing the UK some £7 billion per annum in lost corporation tax revenues.

As recipients of significant public funding, municipalities should take the lead in the promotion of exemplary tax conduct; be that by ensuring contractors are paying their proper share of tax, or by refusing to go along with offshore tax dodging when buying land and property.

Where substantive stakes are held in private enterprises, then influence should be wielded to ensure that such businesses are exemplars of tax transparency and tax avoidance is shunned - e.g., no use of marketed schemes requiring disclosure under DOTAS regulations (Disclosure Of Tax Avoidance Schemes) or arrangements that might fall foul of the General Anti-Abuse Rule. The Fair Tax Mark offers a means for business to demonstrate good tax conduct, and has been secured by organisations with a combined annual income of £50 billion and more than 6,500 outlets and premises. Social enterprises and co-operatives have been early pioneers of the Fair Tax Mark, and fit especially well with the pursuit of social value in public procurement.

In recent polling, almost two-thirds (63%) of the public agree that the Government and local councils should consider a company's ethics and how they pay their tax as well as value for money and quality of service provided, when undertaking procurement. At the same time, research has found that 17.5% of public contracts in the UK have been won by companies with links to tax havens. More action is needed, however, current law significantly restricts council's ability to either penalise poor tax conduct or reward good tax conduct, when buying goods or services.

UK cities, counties and towns can and should stand up for responsible tax conduct - doing what they can within existing frameworks and pledging to do more given the opportunity, as active supporters of international tax justice.

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 - Shunning the use of offshore vehicles for the purchase of land and property, especially where this leads to reduced payments of stamp duty.

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- Undertaking due diligence to ensure that not-for-profit structures are not being used inappropriately as an artificial device to reduce the payment of tax and business rates.
 - Ensuring that there is clarity on the ultimate beneficial ownership of suppliers and their consolidated profit and loss position, given lack of clarity could be strong indicators of poor financial probity and weak financial standing.
3. Promote Fair Tax Mark certification for any business in which we have a significant stake and where corporation tax is due.
 4. Join in and support Fair Tax Week events in the area, and celebrate the tax contribution made by responsible businesses who say what they pay with pride.
 5. Support calls for urgent reform of EU and UK law to enable municipalities to revise their procurement policies and better penalise poor tax conduct and reward good tax conduct.

11. MOTION SUBMITTED BY THE LABOUR GROUP - FINANCIAL IMPACT OF COVID ON LOCAL AUTHORITY BUDGETS

It was moved and seconded that:

“This Council is deeply concerned by the failure of the Conservative Government to compensate local authorities for the full financial impact of Covid-19. In Trafford alone, despite false promises of ‘whatever it takes’ from Government, the current crisis has created a financial pressure of over £60 million that so far hasn’t been met anywhere near in full. Local authorities find themselves in this appalling position having already endured ten years of sustained austerity. Unless action is taken by Government to properly compensate councils for both costs and loss of income in full caused by Covid this could have a significant impact on this Council’s ability to deliver services to its residents in the future.

Council notes that as things currently stand – after utilising available resources and exhausting other options – we find ourselves in the position of having a multi-million pound in-year budget gap significantly attributable to Covid, and face a budget deficit of over £35 million for the next financial year 2021/22.

Council therefore resolves:

- That the Government must compensate local authorities for the true financial impact of Covid-19.
- That the Leader of the Council should write to the Prime Minister outlining the threat to local services if this does not happen.
- That the Council should launch a communications campaign similar to other authorities such as Redbridge to outline the Government’s failure to

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fund Covid-19 in full (costs and lost income) and to raise awareness of this amongst residents to highlight the risk to local services.

Council places on record it's thanks to all Trafford residents for their support in these challenging times and pays tribute to all our staff who have worked to support our communities over the past six months. They are a credit to us and we are keen to ensure we are properly funded in order that they can continue this fantastic work."

Following a debate on the matter, the Motion was put to the vote and in accordance with Procedure Rule 16.5, a recorded vote was called for. This resulted as follows:

Those in favour of the Motion: Councillors Acton, Adshead, Akinola, Bennett, Brophy, Brotherton, Dr. Carr, Carter, Coggins, Cordingley, Dillon, Duffield, Freeman, Harding, Hartley, Hynes, Jarman, Jerrome, Lloyd, Minnis, New, Newgrosh, Patel, K. Procter, S. Procter, Ross, Slater, Taylor, Thomas, Thompson, Walsh, Welton, A. Western, D. Western, Whitham, Whyte, Williams, Winstanley and Wright.

Those against the Motion: Councillors Dr. Barclay, Miss Blackburn, Boyes, Bunting, Butt, Mrs. Churchill, Evans, Mrs. Haddad, Holden, Lally, Mitchell, Morgan, Myers, Shaw and Mrs. P. Young.

Those choosing to abstain: None.

With the result of the vote being 39 in favour and 15 against, with no abstentions, the Motion was declared carried.

RESOLVED: That this Council is deeply concerned by the failure of the Conservative Government to compensate local authorities for the full financial impact of Covid-19. In Trafford alone, despite false promises of 'whatever it takes' from Government, the current crisis has created a financial pressure of over £60 million that so far hasn't been met anywhere near in full. Local authorities find themselves in this appalling position having already endured ten years of sustained austerity. Unless action is taken by Government to properly compensate councils for both costs and loss of income in full caused by Covid this could have a significant impact on this Council's ability to deliver services to its residents in the future.

Council notes that as things currently stand – after utilising available resources and exhausting other options – we find ourselves in the position of having a multi-million pound in-year budget gap significantly attributable to Covid, and face a budget deficit of over £35 million for the next financial year 2021/22.

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Council therefore resolves:

- That the Government must compensate local authorities for the true financial impact of Covid-19.
- That the Leader of the Council should write to the Prime Minister outlining the threat to local services if this does not happen.
- That the Council should launch a communications campaign similar to other authorities such as Redbridge to outline the Government's failure to fund Covid-19 in full (costs and lost income) and to raise awareness of this amongst residents to highlight the risk to local services.

Council places on record it's thanks to all Trafford residents for their support in these challenging times and pays tribute to all our staff who have worked to support our communities over the past six months. They are a credit to us and we are keen to ensure we are properly funded in order that they can continue this fantastic work.

12. MOTION SUBMITTED BY THE GREEN PARTY GROUP - LOWER SPEEDS, SAFER ROADS: HARNESSING NEW TECHNOLOGY TO BUILD BACK BETTER ON TRAFFORD'S STREETS

It was moved and seconded that:

"Council notes that all parties in Trafford have previously supported motions or amendments backing the expansion of 20 mph zones. It also recognises that the provision of enforcement and competing demands on the police and other agencies has slowed that expansion down and has hitherto often been cited as reason not to make 20 mph zones more widespread.

This Council therefore welcomes the intention of our Government to abide by Regulation (EU) 2019/2144, making it a mandatory requirement for speed limiter and data recorder technology to be installed in new models of vehicle from 2022, and all new vehicles from 2024. For the first time speed compliance will be in-built into private vehicles, bringing them into line with HGVs.

And Council recognises the opportunity this provides to local authorities to look again at 20 mph schemes:

- That will not be a long-term drain on policing resources and won't need investment in humps or traffic calming.
- That offer long-term savings through collision reduction, better public health (through cleaner air and increased active travel) and reduced highway wear and tear.
- That can help reduce health inequalities in deprived neighbourhoods, where research shows child pedestrian deaths are over four times those in affluent neighbourhoods.¹

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- That will bring policy into line with the principle of the Stockholm Declaration², signed by the UK government in February 2020, which mandates a maximum road travel speed of 20 mph “where vulnerable road users and vehicles mix in a frequent and planned manner, except where strong evidence exists that higher speeds are safe”.
- That further the objectives of Trafford’s Public Health Report, which finds that “slowing city traffic makes roads safer for everyone, and encourages walking and cycling”.³
- That benefit from strong public support, according to national surveys.⁴

Council resolves:

- To take advantage of this new opportunity.
- To strive to utilise the Department of Transport’s Emergency Active Travel Funding to enable new funded 20 mph limit zones.
- In the short term, to provide Trafford residents with the right to request signed 20 mph speed limits on their streets, using a similar mechanism to the one already used for residents to request parking schemes.
- To adopt a policy of favouring the implementation of 20 mph limits or zones as a default for all streets in residential areas, town centres/retail districts and roads where vulnerable road users and motor vehicles mix. A report outlining how this could be achieved and funded will be presented to the Council by the end of the financial year.

- 1 Welsh 20 MPH Task Force Group: Final Report
<https://gov.wales/sites/default/files/publications/2020-07/20mph-task-force-group-report.pdf>
- 2 Stockholm Declaration Third Global Ministerial Conference on Road Safety: Achieving Global Goals 2030
- 3 Combating Climate Change: Report of the Director of Public Health Trafford 2019
- 4 Working Together to Promote Active Travel. A briefing for local authorities
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/523460/Working_Together_to_Promote_Active_Travel_A_briefing_for_local_authorities.pdf

It was moved and seconded as an amendment that:

“Council notes that all parties in Trafford have previously supported motions or amendments backing the expansion of 20 mph zones. It also recognises that the provision of enforcement and competing demands on the police and other agencies has slowed that expansion down and has hitherto often been cited as reason not to make 20 mph zones more widespread.

This Council therefore welcomes the intention of our Government to abide by Regulation (EU) 2019/2144, making it a mandatory requirement for speed limiter and data recorder technology to be installed in new models of vehicle from 2022, and all new vehicles from 2024. For the first time speed compliance will be in-built into private vehicles, bringing them into line with HGVs.

And Council recognises the opportunity this provides to local authorities to look again at 20 mph schemes:

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- ~~• That will not be a long-term drain on policing resources and won't need investment in humps or traffic calming.~~
- That offer long-term savings through collision reduction, better public health (through cleaner air and increased active travel) and reduced highway wear and tear.
- That can help reduce health inequalities in deprived neighbourhoods, where research shows child pedestrian deaths are over four times those in affluent neighbourhoods.¹
- That will bring policy into line with the principle of the Stockholm Declaration², signed by the UK government in February 2020, which mandates a maximum road travel speed of 20 mph "where vulnerable road users and vehicles mix in a frequent and planned manner, except where strong evidence exists that higher speeds are safe".
- That further the objectives of Trafford's Public Health Report, which finds that "slowing city traffic makes roads safer for everyone, and encourages walking and cycling".³
- That benefit from strong public support, according to national surveys.⁴

Council resolves:

- ~~• To take advantage of this new opportunity.~~
- ~~• To strive to utilise the Department of Transport's Emergency Active Travel Funding to enable new funded 20 mph limit zones.~~
- ~~• In the short term, to provide Trafford residents with the right to request signed 20 mph speed limits on their streets, using a similar mechanism to the one already used for residents to request parking schemes.~~
- ~~• To adopt a policy of favouring the implementation of 20 mph limits or zones as a default for all streets in residential areas, town centres/retail districts and roads where vulnerable road users and motor vehicles mix. A report outlining how this could be achieved and funded will be presented to the Council by the end of the financial year.~~
- **to note and support the measures as outlined above;**
- **notes that Trafford residents can request 20 mph schemes on their streets, using existing mechanisms like the one to request parking schemes, and waiting restrictions etc.;**
- **to support the favouring and implementation of 20 mph zones in residential areas, and other appropriate locations like schools, with a report brought by the end of March 2021 setting out an assessment of the deliverability of this work including timescales for accelerated delivery if possible, options for better promoting the existing right of residents to request schemes whilst managing expectations on the time required for implementation, and how further work in this already key strategic area will fit with the various existing tranches of work to improve road safety in the borough; and**
- **that this be funded through both the Councils capital programme (subject to financial constraints) and other funding mechanisms that Trafford Council can take advantage of.**

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- 1 Welsh 20 MPH Task Force Group: Final Report
<https://gov.wales/sites/default/files/publications/2020-07/20mph-task-force-group-report.pdf>
- 2 Stockholm Declaration Third Global Ministerial Conference on Road Safety: Achieving Global Goals 2030
- 3 Combating Climate Change: Report of the Director of Public Health Trafford 2019
- 4 Working Together to Promote Active Travel. A briefing for local authorities
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/523460/Working_Together_to_Promote_Active_Travel_A_briefing_for_local_authorities.pdf

Following a debate on the matter and in putting the amendment to the vote a recorded vote was called for, in accordance with Procedure Rule 16.5. This resulted as follows:

Those in favour of the Amendment: Acton, Adshead, Akinola, Dr. Barclay, Bennett, Miss Blackburn, Brotherton, Butt, Dr. Carr, Carter, Mrs. Churchill, Dillon, Duffield, Evans, Freeman, Mrs. Haddad, Harding, Hartley, Holden, Hynes, Jarman, Lloyd, Mitchell, Morgan, Myers, New, Patel, K. Proctor, S. Procter, Ross, Slater, Taylor, Thomas, Thompson, Walsh, A. Western, D. Western, Whitham, Whyte, Williams, Winstanley, Wright and Mrs. P. Young.

Those against the Amendment: Councillors Brophy, Bunting, Coggins, Jerrome, Minnis, Newgrosh and Welton.

Those choosing to abstain: Councillors Boyes and Cordingley.

With the result of the vote being 43 in favour and 7 against, with 2 abstentions, the Amendment was declared carried.

The Substantive Motion was then put to a recorded vote which resulted as follows:

Those in favour of the Substantive Motion: Councillors Acton, Adshead, Akinola, Dr. Barclay, Miss Blackburn, Boyes, Brophy, Brotherton, Butt, Dr. Carr, Carter, Mrs. Churchill, Cordingley, Coggins, Dillon, Duffield, Evans, Freeman, Harding, Hartley, Holden, Hynes, Jarman, Jerrome, Lloyd, Minnis, Mitchell, Morgan, Myers, New, Newgrosh, Patel, S. Procter, Ross, Slater, Thomas, Thompson, Walsh, Welton, A. Western, D. Western, Whitham, Whyte, Williams, Winstanley and Mrs. P. Young.

Those against the Substantive Motion: Bennett, Bunting, Taylor and Wright.

Those choosing to abstain: Councillors Mrs. Haddad and K. Procter.

With the result of the vote being 46 in favour and 4 against, with 2 abstentions, the Substantive Motion was declared carried.

RESOLVED: That Council notes that all parties in Trafford have previously supported motions or amendments backing the expansion of 20 mph zones. It also recognises that the provision of enforcement and competing demands on the police and other agencies has slowed that expansion down and has hitherto often been cited as reason not to make 20 mph zones more widespread.

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This Council therefore welcomes the intention of our Government to abide by Regulation (EU) 2019/2144, making it a mandatory requirement for speed limiter and data recorder technology to be installed in new models of vehicle from 2022, and all new vehicles from 2024. For the first time speed compliance will be in-built into private vehicles, bringing them into line with HGVs.

And Council recognises the opportunity this provides to local authorities to look again at 20 mph schemes:

- That offer long-term savings through collision reduction, better public health (through cleaner air and increased active travel) and reduced highway wear and tear.
- That can help reduce health inequalities in deprived neighbourhoods, where research shows child pedestrian deaths are over four times those in affluent neighbourhoods.¹
- That will bring policy into line with the principle of the Stockholm Declaration², signed by the UK government in February 2020, which mandates a maximum road travel speed of 20 mph “where vulnerable road users and vehicles mix in a frequent and planned manner, except where strong evidence exists that higher speeds are safe”.
- That further the objectives of Trafford’s Public Health Report, which finds that “slowing city traffic makes roads safer for everyone, and encourages walking and cycling”.³
- That benefit from strong public support, according to national surveys.⁴

Council resolves:

- to note and support the measures as outlined above;
- notes that Trafford residents can request 20 mph schemes on their streets, using existing mechanisms like the one to request parking schemes, and waiting restrictions etc.;
- to support the favouring and implementation of 20 mph zones in residential areas, and other appropriate locations like schools, with a report brought by the end of March 2021 setting out an assessment of the deliverability of this work including timescales for accelerated delivery if possible, options for better promoting the existing right of residents to request schemes whilst managing expectations on the time required for implementation, and how further work in this already key strategic area will fit with the various existing tranches of work to improve road safety in the borough; and
- that this be funded through both the Councils capital programme (subject to financial constraints) and other funding mechanisms that Trafford Council can take advantage of.

1 Welsh 20 MPH Task Force Group: Final Report

<https://gov.wales/sites/default/files/publications/2020-07/20mph-task-force-group-report.pdf>

2 Stockholm Declaration Third Global Ministerial Conference on Road Safety: Achieving Global Goals 2030

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- 3 Combating Climate Change: Report of the Director of Public Health Trafford 2019
- 4 Working Together to Promote Active Travel. A briefing for local authorities
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The meeting commenced at 7.06 p.m. and finished at 9.08 p.m.