

TRAFFORD BOROUGH COUNCIL

24 NOVEMBER 2021

PRESENT

The Worshipful the Mayor (Councillor Laurence Walsh), in the Chair.

C. Boyes	L. Dagnall	J.D. Newgrosh
D. Acton	J. Dillon	D.C. O'Sullivan
S. Adshead	N. Evans	E. Patel
A. Akinola	M. Freeman	K. Procter
J.M. Axford	J. Harding	T. Ross
J. Bennett	B. Hartley	J. Slater
Miss L. Blackburn	W. Hassan	S. Taylor
J. E. Brophy	J. Holden	S. Thomas
B. Brotherton	C. Hynes	R. Thompson
D. Bunting	D. Jarman	M.J. Welton
D. Butt	D. Jerrome	A. Western
T. Carey	J. Lamb	M.P. Whetton
Dr. S. Carr	J. Lloyd	G. Whitham
G. Carter	S. Longden	A.M. Whyte
K.G. Carter	S. Maitland	A.J. Williams
D.N. Chalkin	M. Minnis	B.G. Winstanley
R. Chilton	A. Mitchell	Mrs. P. Young
G. Coggins	P. Myers	
M. Cordingley	A. New	

In attendance

Deputy Chief Executive	S. Saleh
Corporate Director of Governance and Community Strategy	J. Le Fevre
Head of Governance and Deputy Monitoring Officer	D. Sykes
Governance Manager	J. Addison
Business Support Officer	E. Gorman
Senior Governance Officer	I. Cockill

APOLOGIES

Apologies for absence were received from Councillors Dr. K. Barclay, S.J. Gilbert, S. J. Haughey, M. Mirza, D. Morgan, D. Western and J.A. Wright.

42. MINUTES

That the Minutes of the Meeting of the Council held on 13 October 2021, be approved as a correct record and signed by the Chair.

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43. ANNOUNCEMENTS

(a) Chief Executive

The Leader of the Council, Councillor Andrew Western informed the Council that the Chief Executive's recovery from her complex operation had gathered pace in recent weeks and it was hoped that Sara would be able to return to duties quite soon. The Chief Executive had asked the Leader to convey her thanks for everyone's concern and to say she was looking forward to seeing them all once back in situ.

(b) Scrutiny Committee

Councillor Acton, the Chair of Scrutiny Committee reminded the Council that the Budget Scrutiny Sessions would be held on 30 November and 2 December 2021. All Scrutiny Members had been invited and all non-Executive Members would also be welcome to attend the sessions which were being held online.

44. QUESTIONS BY MEMBERS

The Mayor reported that 3 questions had been received under Procedure Rule 10.2.

(a) Councillor Butt had given notice of the following question:

"Regarding the temporary pop up lanes on the A56, the Council sent out a press release launching the consultation which contained the line "The consultation is not intended to be a referendum." Residents feel it should be a referendum so if residents choose the third option of 'to remove the temporary cycle lane and revert to the pre-Covid-19 structure with all lanes open for motorists'; what confidence should residents have that that option would be implemented?"

In response, Councillor Adshead, Executive Member for Environmental and Regulatory Services advised that the consultation was in an open format with no firm design proposals at that stage and it was an opportunity for the people of Trafford to give their views on the options at that stage. It was a chance for people to make suggestions and submit their ideas about what they would like transport to look like through the heart of the Borough, based around a framework of three possible scenarios. At the second stage of the consultation, when proposals had been firmed up, there would be a further opportunity for residents to comment about what they wanted. The results of those two consultations would be taken into consideration along with the clean air plan and Transport for Greater Manchester's wider transport plan for the region.

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- (b) Councillor Chalkin had given notice of the following question and this was put by Councillor Lamb:

“Further to the question asked at the full Council meeting on 13 October, can the Executive Member for Environmental and Regulatory Services address the state of Stamford Park? In the eyes of residents, the conditions in the park have deteriorated over the past few years.

Will the Executive Member for Environmental and Regulatory Services and the Executive Member for Culture and Leisure commit to both a full and transparent planned maintenance strategy to improve the equipment and the infrastructure of the park, and to supporting the friends of Stamford Park with additional resources to bring the park back to the standard residents expect?”

In response Councillor Patel, Executive Member for Culture and Leisure advised that on 11 November a walking meeting took place at Stamford Park with Councillors Chalkin and Mrs. Young to discuss how best to move standards of the park forward. A list of points were raised on site as follows:

- Swings in the playpark were removed and the Council was in the process of arranging for the swings to be reopened in the current financial year.
- Sign by Tennis Court – considered that it was not possible to “police” the area afterhours, however, signs had been ordered as an attempt to deter anti-social use of the courts.
- Children’s play park – it has been pointed out that there was a need for more benches in the area and the Council was working towards placing a new bench in the play park area in the current financial year.
- Fencing – the Council was discussing the issue with the Bowling Club and the Executive Member had personally met with the Club and it had been agreed to invite Hale Ward Councillors to future meetings.
- Flooding – concerns regarding a puddling of water around the main pond area had been raised and a request had been made for a drainage team to clear the gully area to assist the flow of water by the main pond.
- Path surfaces – it had been pointed out that the surface of one of the paths needed attention which was an issue right across the borough’s park footpaths with many of the surfaces dating back to the original construction. A capital bid had been made to review the footpaths in all parks and if successful the Council would hope to see an improvement with Stamford Park included in the condition survey.
- Friends – everyone was in agreement that the “Friends of Stamford Park” should be encouraged to start up again and the Council would provide whatever support it could. It has also been agreed to continue with regular park walking meetings, every two/three months.

Acknowledging that much of the maintenance work was expected to be undertaken by the end of the current financial year, Councillor Lamb asked as a supplementary question whether more specific timescales could be provided. Indicating that some of the work was subject to tender processes, Councillor Patel

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agreed to liaise with the Parks Team with an aim of providing Councillor Chalkin, as the originator of the question, with a more detailed timeframe.

(c) Councillor Miss Blackburn had given notice of the following question:

“Would the Executive Member tell me when the Children's play area will be fully open and useable at Timperley Green?”

In response, Councillor Patel, Executive Member for Culture and Leisure advised that the Timperley Green play area had recently had 3 pieces of play equipment installed, a Hula Rotator, two seat swing and Wipe Out. These type of installations were not often opened immediately and in this instance the grassed areas need time to re-establish. The Parks Team have recommended waiting until early spring 2022 before opening up for play, as any earlier would risk seeded areas turning to mud. The contractor had the final fix items stored to go on in the spring, at which time some reseeding work will also be done where the grass had not taken.

As a supplementary question, Councillor Miss Blackburn asked whether the Executive Member could provide a ward by ward schedule for the repair and refurbishment of play equipment in the Borough's parks that could be accessed by the public. Councillor Patel recognised the importance of parks as critical green spaces to all residents and weekly safety inspections were undertaken of each park and through that process there was a rolling programme of refurbishment and renewal which was set out in the capital programme. It was not always easy to account for vandalism, however, the Executive Member agreed to liaise with the Parks Team on whether information regarding repair or replacement could be publicised more widely. Unfortunately, due to the budget situation when pieces of equipment fail or are vandalised there were not always funds immediately available to remedy matters.

45. PETITION - NO CONES ON CHESTER ROAD

Lead petitioner, Tracey Haworth introduced the following petition which, at the date of submission to the Council, had 2642 signatures and 1321 of these were from addresses within the Borough.

“The cones on the A56 need to be removed. A new and improved solution with local public consultation to allow better access for all road users.

Local social media forums are full of this very lively debate. The cones cause standing traffic and therefore greater emissions in an area where there are 4 primary schools in close proximity. The residents and businesses in Gorse Hill are effectively boxed in on 3 sides as drivers, the only exits lead onto the A56. At the traffic lights on Thomas Street turning right is much more problematic across the box junction which has standing traffic and an immediate right turn lane onto Davyhulme Road East. We need that other lane open and further information from the public on the other problem areas.

Key workers are struggling to attend their clients, ambulances are being delayed. The cones are affecting our use of our roads detrimentally.

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Drivers are constantly commenting on the scarcity of cyclists in the lanes and increase of accidents and near misses.

We feel the cones were quite literally sneaked in during lockdown without an effective public consultation.

Some residents say they have written to Trafford Council and have been informed the cones are there to stay. A review is clearly needed.”

In presenting the petition, the lead petitioner anticipated that a transparent debate would lead to a timeline for a new and improved solution, an explanation of the monitoring and communication of the traffic flow problem areas and emissions around the local schools and consideration of the problem areas raised, including Edge Lane and both Gorse Hill estates.

The Lead Petitioner highlighted the following issues:

- It was unlikely that many residents were aware of the priority being given in local plans to pedestrians and cyclists over motorists.
- It was acknowledged that Climate Change was high on the agenda, however, the transition to electric vehicles would take time and it was not always an option to walk or cycle.
- The reality was not just here and now but a short, medium and long term plan for a solution to the future patterns of thousands of road and pavement users was clearly not an easy feat, whilst giving consideration to and balancing Climate Change, the Clean Air Act and the environment.
- The petition highlighted the problematical, proportional use of the highway and additionally, logistical transport of goods and services could not be met by walking and cycling.
- A call for planning and architectural models whereby the designer was informed by users throughout all stages of the process: “the most ordinary people can have the most extraordinary ideas”.
- Parking issues in Gorse Hill were exacerbated by the industrial estate in the area and a problem area existed turning right onto the A56 and with incoming traffic off the A56.
- Congestion on Edge Lane trapped buses which then impeded north and south bound traffic on the A56.
- On the school run Children were walking and cycling through increased emissions as a result of standing traffic caused by the temporary coned lanes.
- Signs caused confusion and unclear whether they related to social distancing or cycling.

In light of the petition, a series of questions were posed as follows:

- 1) What is the cost of the cones in comparison to updating the existing cycle lanes with green tarmac and fresh paint and what is the delay?
- 2) How are the traffic flow, congestion and emissions monitored and fed back to residents?

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- 3) Will the A56 consultation be free flowing enough to engage all road users and visitors, including collective statements from local stakeholders, services, businesses and sports stadiums etc. and be promoted to be visible on local community boards?
- 4) Was there ever going to be a consultation and if so what was the timeline?
- 5) Why are the cones still there when social distancing has ended?
- 6) Why does a small focus group of cyclists wield so much power over thousands of road users?
- 7) The signatories highlighted the lack of use of the cycle lanes, therefore, apart from occasional use or cycle event, how can this be justified proportionally to our other road users?

Councillor Adshead, Executive Member for Environmental and Regulatory Services and Councillors Butt, Newgrosh and Welton responded to the petition on behalf of the political parties and made the following points:

Councillor Adshead: The A56 initiative, like many introduced in the Borough during the pandemic with Emergency Active Travel Funding, had been assessed throughout the period and adjusted for safety and congestion, as the situation and increased traffic levels had dictated. Looking at how to proceed in the future, it was now an opportune time to seek the views of the public, although admittedly it had taken longer than anticipated to bring all the proposals together. The consultation sought the views of users of the A56 and residents of Stretford and particularly encouraged residents to submit their ideas and visions for the Town Centre and surrounding area. The consultation was in two stages with the first closing towards the end of December 2021 and more developed proposals would be brought forward in due course. Aware of the questions put, a detailed response was being prepared and would be sent to the lead petitioner as soon as possible.

Councillor Butt: Considered the temporary implementation of the measures to have been hugely disruptive and a danger to all road users, pedestrians, cyclists and motorists. Believed the residents had spoken with one voice and urged the Council to recognise the serious implications that had manifested themselves since the implementation, however, temporary and to address them.

Councillor Newgrosh: Did not consider that residents had spoken with one voice and that it was a divisive scheme with both benefits and detractions. Looked forward to the consultation being carefully assessed before a decision was made.

Councillor Welton: Agreed that the cones need to be replaced with an improved solution that met the Council's new priorities and believed that a high quality cycle lane on the A56 would help Trafford meet all their objectives. The experimental coned lanes had helped many ride their bike on the A56 for the first time but they had impacted journeys by car and bus at peak times. Acknowledged the debate on social media and large petitions both for and against. In terms of the actual petition challenged some of the assumptions it made regarding:

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- Cones caused standing traffic and therefore greater emissions: the primary cause of congestion was too many vehicles being driven at the same time and the traffic flow problems come during short periods of high demand, notably the school run or alongside events such as football matches and concerts which pre-date the cones and could only be tackled by creating alternative transport options.
- Emissions: it was likely that the cone lanes had reduced roadside air pollution and noise because there was now more distance between pedestrians, homes, shops and the traffic itself.
- Scarcity of cyclists: claimed that the coned lanes were responsible for a 400% increase in cycling but there was a need to create properly segregated lanes to alleviate peoples fear over safety and ensure that the lanes connect to where people wanted to go.
- Failure: not of the cones but the A56 itself, as a result of infrastructural changes over many years to accommodate traffic flow.

Following the discussion the Leader of the Council, Councillor Andrew Western advised that it was difficult to respond to the petition given that the Council was hearing it in the midst of the first phase of a consultation process, so was unable to provide a compelling response either way as to what was going to happen. The Council wanted to hear from all parties on how they wished it to move forward in shaping ideas and proposals for the future. The challenge was that the petition was one of many that had been drawn up in response to the issue and there were strong views on both sides of the debate.

In terms of the petition that evening, the Council noted its content and, as the Executive Member had indicated, the questions would be responded to. However, the Council was unable to give a definitive response on its future action at that stage, as it wished to hear from residents via the consultation process.

The Leader thanked all that had spoken for highlighting the wide range of views on the issue and the challenges faced and confirmed that the Council was committed to doing all it could, not only to enable active travel in Trafford but also, how it could look to improve the quality of life for the residents of Stretford that had a super highway running through the area in which they lived.

46. CORPORATE PLAN REFRESH 2021-24

The Executive Member for Covid-19 Recovery and Reform submitted a report referred from the Executive Meeting on 22 November 2021, providing a summary of the Council's refreshed Corporate Plan.

RESOLVED: That the refreshed Corporate Plan for 2021-24, be adopted and that the reporting schedule for Corporate Plan updates, be noted.

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47. TRAFFORD CLIMATE EMERGENCY PROGRESS REPORT

The Council received a report of the Executive Member for Environmental and Regulatory Services providing the response considered by the Executive on 28 September 2020 to the Climate Change Task and Finish Group's report and recommendations regarding the Climate Emergency.

RESOLVED: That the reports of the Executive Member for Environmental and Regulatory Services and the Scrutiny Task and Finish Group, be noted.

48. GAMBLING ACT 2005 - STATEMENT OF GAMBLING PRINCIPLES 2022-2025

The Executive Member for Environmental and Regulatory Services submitted a report advising that the Council was required to prepare, consult on and publish a Statement of Gambling Principles, in accordance with the Gambling Act 2005. The report had been referred from the Executive and invited the Council to consider the summary of responses received following the statutory consultation.

RESOLVED –

- (1) That the Council notes the recommendations of the Executive on 22 November 2021 and the feedback from the recent public and trade consultation on the proposed Statement of Gambling Principles.
- (2) That the Statement of Gambling Principles 2022-2025, as set out at Appendix 3 to the report, be adopted by the Council.

49. GREATER MANCHESTER MINIMUM LICENSING STANDARDS FOR TAXI AND PRIVATE HIRE - STAGE 2 RECOMMENDATIONS REPORT (VEHICLES)

The Executive Member for Environmental and Regulatory Services submitted a report setting out the proposed Greater Manchester Minimum Licensing Standards (MLS) for Taxi and Private Hire. The report represented Stage Two of the Standards which related to Vehicles, whereas, Stage One related to Drivers, Operators and Local Authorities and those proposals were reported to the Council on 13 October 2021. The Council was now requested to consider the responses to the recent public and trade consultation for Stage Two and the proposed standards, policies and procedures outlined in the report recommended by the Executive on 22 November 2021.

RESOLVED -

- (1) That the recommendations of the Executive on 22 November 2021 and the feedback from the recent public and trade consultation on the proposed Greater Manchester Minimum Licensing Standards for Taxi and Private Hire, be noted.

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(2) That the Council approves that:

- wheel chair access for licensed hackney carriage vehicles is applied as per Standard 1 in Table A of the report;
- age limits for vehicles are applied as per Standard 2 in Table A of the report;
- emission standards for vehicles are applied as per Standard 3 in Table A of the report;
- the standards for vehicle colour are applied as per Standard 4 in Table A of the report;
- the standards for vehicle colour are applied as per Standard 4 in Table A of the report;
- the standard for livery for vehicles is applied as per Standard 5 in Table A of the report;
- the standards for vehicle testing are applied as per Standard 6 in Table A of the report;
- the provision of CCTV in vehicles is applied as per Standard 7 in Table A of the report;
- the standards for Executive hire are applied as per Standard 8 in Table A of the report;
- the standards for Executive hire are applied as per Standard 8 in Table A of the report;
- vehicle design standards are applied as per Standard 9 in Table A of the report;
- vehicle conditions are applied as per Appendix 2 of the report and Standard 10 in Table A of the report; and
- the implementation dates for standards and conditions contained within the report within Table A, be applied.

(3) That the Equalities Impact Assessment, as set out at Appendix 3 to the report, be noted.

50. MOTION SUBMITTED BY THE LABOUR GROUP - END MISOGYNY AND VIOLENCE AGAINST WOMEN AND GIRLS

It was moved and seconded that:

“The Council notes:

- Across the UK misogyny, harassment and violence towards women and girls is endemic.
- Like women and girls across the country, our residents suffer harassment and abuse every single day. A 2021 YouGov national survey on behalf of UN Women UK found that among women aged 18-24, 97% said they had been sexually harassed, while 80% of women of all ages said they had experienced sexual harassment in public spaces.

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- The Office for National Statistics reported that last year alone 618,000 women were victims of a sexual assault or an attempted sexual assault by a man.
- In the year to March 2020, just 1.4% of rape cases recorded by police resulted in a suspect being charged (or receiving a summons).
- That the Law Commission is currently reviewing all current hate crime legislation to consider whether any additional characteristics, including misogyny, should be granted legal protection, and is due to report back to Parliament in 2021.
- The Government announced in March that from Autumn Police Forces will record misogyny as a hate crime on an 'experimental basis', following years of Campaigning from Women's Groups and campaigners.
- In Trafford, the birthplace of Emeline Pankhurst, we are proud of our history and connections to the Women's rights movement. We want Trafford to be a safe place for our women and girls and will support organisations who have continually fought for the safety and protection of women.
- Studies have shown that the intersectional nature of discrimination means that women with additional protected characteristics, such as those who are from Black, Asian or Ethnic Minority communities, disabled or LGBT+, are even more likely to experience harassment, discrimination and abuse.

The Council resolves:

- To ensure that Trafford Council continues to do everything in its power to build a borough free from misogyny and violence against women and girls.
- It is vital that women's and girl's voices are heard; and that the Council will bring forward a process that proactively encourages and listens to women's voices across the wards. This task force will involve all women Councillors.
- That the newly refreshed Domestic Abuse strategy will strengthen support for victims, and will deliver safe accommodation for women and their children in Trafford.
- To call on the Government to listen to the lived experience of women and girls across our country and to urgently act on any recommendations the commission makes to strengthen the law on hate crime, and to reform legislation around harassment to recognise as an offence a 'course of conduct' which targets women and girls in their community.

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- To call on the Government to provide the legislation, resource and funding for police forces across the UK to effectively tackle harassment, misogyny and domestic abuse.
- To call on Greater Manchester Police to record harassment of women as a hate crime as soon as possible.
- To adopt the Greater Manchester's recently published Violence against Women and Girls Strategy.
- To become a White Ribbon Accredited Organisation."

Following a debate on the matter, the Motion was agreed with the unanimous consent of the Council.

RESOLVED: That the Council notes:

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51. MOTION SUBMITTED BY THE LABOUR GROUP - FUTURE TRAFFORD PARK AND JUST TRANSITION TO A GREENER ECONOMY

It was moved and seconded that:

“Council recognises that in order to tackle the climate crisis we must tackle the emissions caused by industrial practices and ensure a just transition to a greener economy. In Trafford this need is particularly acute as the home of Trafford Park, a key economic centre in the north-west region but also a major driver of carbon emissions in Trafford.

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Whilst many of the levers needed to drive this transition are controlled by national government, Council recognises that there are steps we can take locally to support this work and facilitate change in Trafford Park.

Council therefore welcomes news of the Local Authority's three successful bids to the Greater Manchester Evergreen Fund under the umbrella of 'Future Trafford Park' which focus on the following issues:

- Low Carbon Park: to identify the opportunity for new, carbon neutral and sustainable forms of power generation in the Park and potential sites. The investment and job creation potential of a low carbon Park will also be identified in terms of the green economy and its facets; along with practical measures for how existing businesses can future-proof to achieve a low carbon Park.
- Greening Trafford Park: produce a 'greening' infrastructure framework for the Park to reduce carbon emissions through environmental and infrastructure improvements. This will cover measures to improve the visual appearance of the Park through sustainable greening, and improvements to transport infrastructure focusing on active travel, public transport and the better utilisation of the existing rail line and stations.
- Trafford Wharfside Development Framework: produce a Development Framework; with accompanying Delivery Strategy and Masterplan with design code, to identify how this important area should operate as a 'place', guide future development and enable the Council to facilitate the delivery of opportunity sites in a planned and sustainable way.

In particular Council appreciates that the Low Carbon Park element of this work is crucial to working towards a just transition and securing a greener future for Trafford Park.

Council notes that the successful bids will fund activity to develop business cases to move all three strands of our 'Greening Trafford Park' work forward. Council requests that a briefing is offered to all members by those preparing the business case for broader investment once they are appointed and work is underway."

Following a debate on the matter, the Motion was put to the vote which was carried unanimously.

RESOLVED: That Council recognises that in order to tackle the climate crisis we must tackle the emissions caused by industrial practices and ensure a just transition to a greener economy. In Trafford this need is particularly acute as the home of Trafford Park, a key economic centre in the north-west region but also a major driver of carbon emissions in Trafford.

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- Trafford Wharfside Development Framework: produce a Development Framework; with accompanying Delivery Strategy and Masterplan with design code, to identify how this important area should operate as a 'place', guide future development and enable the Council to facilitate the delivery of opportunity sites in a planned and sustainable way.

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Council notes that the successful bids will fund activity to develop business cases to move all three strands of our 'Greening Trafford Park' work forward. Council requests that a briefing is offered to all members by those preparing the business case for broader investment once they are appointed and work is underway.

52. MOTION SUBMITTED BY THE CONSERVATIVE GROUP - GMCA SCRUTINY

It was moved and seconded that:

"This Council notes that:

- The Greater Manchester Combined Authority (GMCA) is the combined authority for Greater Manchester and is jointly run by the leaders of the ten Greater Manchester districts along with the elected Mayor;

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- Trafford residents are further directly affected by GMCA as it has a range of boards, panels and committees which look specifically at areas like transport, health and social care, planning and housing;
- GMCA has 3 Overview and Scrutiny Committees which are the Greater Manchester Corporate Issues & Reform Overview and Scrutiny Committee, the Greater Manchester Economy, Business Growth and Skills Overview and Scrutiny Committee and the Greater Manchester Housing Planning and Environment Overview and Scrutiny Committee. There are also other committees which perform a scrutiny function such as the Police, Fire and Crime Panel;
- The role of the scrutiny committees is to review or scrutinise decisions made, or other actions taken by the GMCA and the Mayor; to make reports or recommendations to the GMCA or the Mayor concerning the discharge of their functions that are the responsibility of the GMCA; to make reports or recommendations to the GMCA or the Mayor on matters that affect the GMCA's area or the inhabitants of the area; to Call-In decisions made by the GMCA or the Mayor and to establish formal sub committees or informal task and finish groups if they wish;
- To make scrutiny committee meetings quorate, two-thirds, that is ten committee members must be present for a meeting to be quorate. The two thirds requirement also applies to sub committees; and
- From 1 January to 5 November 2021, 3 out of 6 Greater Manchester Economy, Business Growth and Skills Overview and Scrutiny Committee meetings have been cancelled, 3 out of 6 Greater Manchester Corporate Issues and Reform Overview and Scrutiny Committee meetings have been cancelled and 3 out of 9 Greater Manchester Housing Planning and Environment Overview and Scrutiny meetings have been cancelled.

This Council believes that:

- The scrutiny committees have not been able to undertake their scrutiny function effectively due to the number of meetings being cancelled due to non-attendance by Members; and
- Article 7 of The Combined Authorities (Overview and Scrutiny Committees, Access to Information and Audit Committees) Order 2017 which imposes a duty on a combined authority to respond to reports and recommendations of overview and scrutiny committee is being impeded through a reduction in the volume of reports and recommendations being produced due to cancelled meetings.

This Council resolves:

- For the Chief Executive of the Council to write to the Mayor of Greater Manchester, the Chief Executive of the Greater Manchester Combined

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Authority and the Secretary of State for Levelling Up, Housing and Communities to request that:

- The Mayor of Greater Manchester attends scrutiny committee meetings when he has indicated that he would do so; and
- Scrutiny arrangements with the Greater Manchester Combined Authority are improved and that the promised review of scrutiny arrangements in Greater Manchester is a meaningful one and commenced as soon as possible.”

It was moved and seconded as an amendment that:

“This Council notes that:

- The Greater Manchester Combined Authority (GMCA) is the combined authority for Greater Manchester and is jointly run by the leaders of the ten Greater Manchester districts along with the elected Mayor;
- Trafford residents are further directly affected by GMCA as it has a range of boards, panels and committees which look specifically at areas like transport, health and social care, planning and housing;
- GMCA has 3 Overview and Scrutiny Committees which are the Greater Manchester Corporate Issues and Reform Overview and Scrutiny Committee, the Greater Manchester Economy, Business Growth and Skills Overview and Scrutiny Committee and the Greater Manchester Housing Planning and Environment Overview and Scrutiny Committee. There are also other committees which perform a scrutiny function such as the Police, Fire and Crime Panel;
- The role of the scrutiny committees is to review or scrutinise decisions made, or other actions taken by the GMCA and the Mayor; to make reports or recommendations to the GMCA or the Mayor concerning the discharge of their functions that are the responsibility of the GMCA; to make reports or recommendations to the GMCA or the Mayor on matters that affect the GMCA's area or the inhabitants of the area; to Call-In decisions made by the GMCA or the Mayor and to establish formal sub committees or informal task and finish groups if they wish;
- To make scrutiny committee meetings quorate, two-thirds, that is ten committee members must be present for a meeting to be quorate. The two thirds requirement also applies to sub committees; and
- From 1 January to 5 November 2021, 3 out of 6 Greater Manchester Economy, Business Growth and Skills Overview and Scrutiny Committee meetings have been cancelled, 3 out of 6 Greater Manchester Corporate Issues and Reform Overview and Scrutiny Committee meetings have been cancelled and 3 out of 9 Greater

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Manchester Housing Planning and Environment Overview and Scrutiny meetings have been cancelled.

- **A review of scrutiny arrangements in Greater Manchester is already proposed.**

This Council believes that:

- ~~- The scrutiny committees have not been able to undertake their scrutiny function effectively due to the number of meetings being cancelled due to non-attendance by Members; and~~
- ~~- Article 7 of The Combined Authorities (Overview and Scrutiny Committees, Access to Information and Audit Committees) Order 2017 which imposes a duty on a combined authority to respond to reports and recommendations of overview and scrutiny committee is being impeded through a reduction in the volume of reports and recommendations being produced due to cancelled meetings.~~

This Council resolves:

- For the Chief Executive **or Deputy Chief Executive** of the Council to write to ~~the Mayor of Greater Manchester,~~ the Chief Executive of the Greater Manchester Combined Authority ~~and the Secretary of State for Levelling Up, Housing and Communities~~ to request that:
 - ~~The Mayor of Greater Manchester attends scrutiny committee meetings when he has indicated that he would do so; and~~
 - ~~- Scrutiny arrangements with the Greater Manchester Combined Authority are improved and that the promised review of scrutiny arrangements in Greater Manchester is a meaningful one and commenced as soon as possible, **with recommendations from this review actioned promptly so that scrutiny can be strengthened in GMCA structures.**~~

(Note: After the amendment had been moved and seconded, the time being 9:05 p.m., the Mayor indicated that speeches on this matter would now be limited to a maximum of one minute per speaker.)

Following a debate on the matter, the amendment was put to the vote and declared carried. Subsequently, the substantive Motion was then agreed with the unanimous consent of the Council.

RESOLVED: That this Council notes that:

- The Greater Manchester Combined Authority (GMCA) is the combined authority for Greater Manchester and is jointly run by the leaders of the ten Greater Manchester districts along with the elected Mayor;

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- Trafford residents are further directly affected by GMCA as it has a range of boards, panels and committees which look specifically at areas like transport, health and social care, planning and housing;
- GMCA has 3 Overview and Scrutiny Committees which are the Greater Manchester Corporate Issues and Reform Overview and Scrutiny Committee, the Greater Manchester Economy, Business Growth and Skills Overview and Scrutiny Committee and the Greater Manchester Housing Planning and Environment Overview and Scrutiny Committee. There are also other committees which perform a scrutiny function such as the Police, Fire and Crime Panel;
- The role of the scrutiny committees is to review or scrutinise decisions made, or other actions taken by the GMCA and the Mayor; to make reports or recommendations to the GMCA or the Mayor concerning the discharge of their functions that are the responsibility of the GMCA; to make reports or recommendations to the GMCA or the Mayor on matters that affect the GMCA's area or the inhabitants of the area; to Call-In decisions made by the GMCA or the Mayor and to establish formal sub committees or informal task and finish groups if they wish;
- To make scrutiny committee meetings quorate, two-thirds, that is ten committee members must be present for a meeting to be quorate. The two thirds requirement also applies to sub committees; and
- From 1 January to 5 November 2021, 3 out of 6 Greater Manchester Economy, Business Growth and Skills Overview and Scrutiny Committee meetings have been cancelled, 3 out of 6 Greater Manchester Corporate Issues and Reform Overview and Scrutiny Committee meetings have been cancelled and 3 out of 9 Greater Manchester Housing Planning and Environment Overview and Scrutiny meetings have been cancelled.
- A review of scrutiny arrangements in Greater Manchester is already proposed.

This Council resolves:

- For the Chief Executive or Deputy Chief Executive of the Council to write to the Chief Executive of the Greater Manchester Combined Authority to request that the promised review of scrutiny arrangements in Greater Manchester is a meaningful one and commenced as soon as possible, with recommendations from this review actioned promptly so that scrutiny can be strengthened in GMCA structures.

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53. MOTION SUBMITTED BY THE CONSERVATIVE GROUP - PUBLIC CONSULTATIONS

RESOLVED: That the Council notes that the Motion has been withdrawn.

54. MOTION SUBMITTED BY THE GREEN PARTY GROUP - BIKEABILITY TRAINING FOR CHILDREN WHO MISSED OUT DURING THE COVID-19 PANDEMIC

(Note: Before moving the Motion, Councillor Welton declared a personal interest in the matter since his son had missed out on Bikeability training.)

(Note: After the amendment had been moved, the time being 9:17 p.m., the Mayor indicated that speeches on this matter would now be limited to a maximum of one minute per speaker.)

It was moved and seconded that:

“During the COVID-19 pandemic, 4,729 Year 6 pupils missed out on Bikeability training among the 2019-20 and 2020-21 year groups in Trafford. The cost of training the children is normally covered by a grant from the Department for Transport (£40 per child trained).

This Council will:

- work with Trafford’s secondary schools to ensure that every child, that has previously missed out and is able to participate, receives Bikeability (or equivalent) training prior to starting Year 10.
- work with TfGM, Sports England and other funding bodies to fund the training, or, as necessary, consider prioritising for funding as part of its 2021-22 budget.”

It was moved and seconded as an amendment that:

During the COVID-19 pandemic, ~~4,729~~ **many** Year 6 pupils missed out on Bikeability training among the 2019-20 and 2020-21 year groups in Trafford. The cost of training the children is normally covered by a grant from the Department for Transport (£40 per child trained).

This Council will:

- work with Trafford’s secondary schools to ~~ensure that every child, that has previously missed out and is able to participate, receives~~ **offer** Bikeability (or equivalent) training prior to starting Year 10 **for all children who missed out on this because it was not provided through their primary school due to the pandemic.**

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- ~~— work with TfGM, Sports England and other funding bodies to fund the training, or, as necessary, consider prioritising for funding as part of its 2021-22 budget.~~
- **Fund this activity via the usual Department for Transport grant available for such training.**

Following a debate on the matter, the amendment was agreed with the unanimous consent of the Council and subsequently, the substantive Motion was unanimously agreed.

RESOLVED: That during the COVID-19 pandemic, many Year 6 pupils missed out on Bikeability training among the 2019-20 and 2020-21 year groups in Trafford. The cost of training the children is normally covered by a grant from the Department for Transport (£40 per child trained).

This Council will:

- Work with Trafford's secondary schools to offer Bikeability (or equivalent) training prior to starting Year 10 for all children who missed out on this because it was not provided through their primary school due to the pandemic.
- Fund this activity via the usual Department for Transport grant available for such training.

55. ANNOUNCEMENT - VIGIL FOR THE ELIMINATION OF VIOLENCE AGAINST WOMEN

Further to the debate that evening of the Motion to end misogyny and violence against women and girls (Minute No 50), the Mayor reminded Members of the vigil being held on 25 November 2021 at Trafford Town Hall. Reflecting on the emotive debate earlier and the importance of the issue the Mayor encouraged everyone to attend and advised that support was available from Trafford Domestic Abuse Services, telephone 0161 872 7368.

The meeting commenced at 7.00 p.m. and finished at 9.25 p.m.