

# TRAFFORD BOROUGH COUNCIL

27 JULY 2022

## PRESENT

The Worshipful the Mayor (Councillor Chris Boyes), in the Chair.

D. Acton	J. Harding	E. Patel
S. Adshead	W. Hassan	T. Ross
A. Akinola	S. J. Haughey	J. Slater
J.M. Axford	J. Holden	S. Taylor
Miss L. Blackburn	F. Hornby	S. Thomas
J. E. Brophy	D. Jarman	R. Thompson
B. Brotherton	D. Jerrome	M.J. Welton
D. Bunting	W. Jones	A. Western
D. Butt	J. Leicester	D. Western
Dr. S. Carr	J. Lloyd	M.P. Whetton
D.N. Chalkin	S. Maitland	G. Whitham
G. Coggins	M. Minnis	A.M. Whyte
L. Dagnall	M. Mirza	A.J. Williams
R. Duncan	D. Morgan	B.G. Winstanley
S. G. Ennis	P. Myers	J.A. Wright
W. Frass	A. New	Mrs. P. Young
M. Freeman	J.D. Newgrosh	S. Zhi
S.J. Gilbert	T. O'Brien	

## APOLOGIES

Apologies for absence were received from Councillors D.C. O'Sullivan, J. Bennett, G. Carter, K.G. Carter, B. Hartley, C. Hynes, K. Procter, S. Procter and L. Walsh.

## 16. MINUTES

That the Minutes of the Annual Meeting of the Council held on 25<sup>th</sup> May 2022, be approved as a correct record and signed by the Chair.

## 17. ANNOUNCEMENTS

- (a) Her Majesty the Queen's Birthday Honours. The Mayor took the opportunity to recognise those citizens and persons connected with Trafford who had been named in Her Majesty the Queen's Birthday Honours List, namely:

Mr. Richard Bevan of Hale, awarded the citation of Officer of the Most Excellent Order of the British Empire (OBE) for services to association football;

Mrs. Lora Fachie and Mr. Neil Fachie of Altrincham, awarded the OBE for services to cycling;

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Professor Samia Nefti-Meziani of Altrincham, awarded the OBE for services to robotics.

Mrs. Rebecca Goodrich of Urmston, awarded the citation of Member of the Most Excellent Order of the British Empire (MBE) for services to Education and the Community in Manchester;

Mr. Gary Hall of Altrincham, awarded the MBE for services to taekwondo;

Mr. Sanjaykumar Vadera of Altrincham, awarded the MBE for services to international trade.

Mrs. Helen Bedford-Gay of Sale, awarded the British Empire Medal for services to People Living with Fibrodysplasia Ossificans Progressiva and their Families; and

Ms Michelle McHale of Old Trafford, awarded the British Empire Medal for services to the community in Trafford and Manchester, particularly during Covid-19.

- (b) The Mayor announced that LimeTree Primary Academy was shortlisted in two categories in the Times Educational Supplement awards and had won the award for 'S E N D provision in a mainstream setting'. One of the judges commented that a unique element of the school was the manner in which it built partnerships to reach and wrap around both child and family.
- (c) Councillor Acton, Chair of Scrutiny, announced the outcome of the submission of the Scrutiny Task and Finish group report on Disability Access to the Executive. Councillor Acton welcomed the Executives response and the acceptance of the recommendations and gave special thanks to the work of Councillor Barry Winstanley. Councillor Acton concluded by speaking of the valuable contributions of the staff disability group to the work of the Task and Finish Group and noting the changes that had already been seen within the Council.

## **18. QUESTIONS BY MEMBERS**

The Mayor reported that 9 questions had been received under Procedure Rule 10.2. Due to the amount of business to be considered at the meeting the Mayor informed questioners that their questions would be taken as read.

### **Question 1 - Submitted by Councillor Thompson**

"Could the Executive Member for Finance and Governance set out what in-year action officers are taking to mitigate the impact of growing inflationary pressures on our budget?"

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Councillor Ross, Executive Member for Finance and Governance, thanked Cllr Thompson for the question and stated that from previous exchanges they had he knew she had followed the impact inflation was having on council finances closely. After a long period of stability, inflation had become an issue for the first time in a generation, particularly with respect to rising fuel and energy prices.

Councillor Ross added that without support from central government, the year's pay award would have an impact on the budget. From a financial perspective, and in response to pressures emerging during this year's budget, he had announced the creation of an Inflation Risk Reserve in June, which held £6m. In respect of energy, which cost the Council £1.6m in a normal year, it was expected that the cost would double and an energy saving scheme was about to be launched across council buildings. The Council were pre-purchasing materials where possible to maintain supply and avoid increasing costs. The Council were promoting green travel and electric bikes were starting to be used by social workers.

Councillor Thompson asked a supplementary question of what assistance the Council could expect from Central Government. Councillor Ross responded that there was no indication of support to be provided by Central Government as of the time of the meeting and he would write to the Government expressing his concerns.

### **Question 2 - Submitted by Councillor Chalkin**

"The recent record temperatures have reinforced the need to change how we impact the environment. In the UK, the built environment is one of the sectors that has the biggest impact, but the way Landlord and Tenant law is currently written means that landowners, more often than not, do not have the ability to influence change on their buildings or within their portfolios. Will the Executive Member for Economy and Regeneration commit to having Green Leases at all properties owned and rented out by Trafford, inserting clauses that give Trafford the ability, as a property owner, to influence the necessary changes needed during the term of a lease wherever possible?"

Councillor Patel, Executive Member for Economy and Regeneration, responded that the Council was committed to including green clauses within new leases and lease renewals that were appropriate/proportionate to each property, where possible. For existing leases, the Council was committed to holding discussions with tenants, where possible, and at the appropriate time noting that any changes to existing leases would have to be by mutual agreement.

Councillor Patel added that the Council was reviewing its estate and decarbonisation programme to look at all elements of its property portfolio to identify where green measures could be applied. The Council was preparing a 10-year Estates Strategy which would incorporate plans and include a programme for decarbonisation/green measures across the whole estate.

### **Question 3 - Submitted by Councillor Brophy**

"Please can I ask the relevant Executive Member about the issue of hedge cutting and the Amey contract. Residents in my ward are fed up with hedges that grow into the pavements in Timperley. A particular example is on Grove Lane, where

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the pavement is no longer safe to walk on due to a hedge that expands year by year. The hedge is cut in the appropriate season, only always leaving it slightly wider than it was the previous year.

My newly elected colleague Councillor Will Frass has persuaded Amey to do a site visit to see how dangerous this stretch of hedge has become and now they are going to “flail” the hedge to reduce its width so residents can use the pavement safely once again. I am certain that similar hedge issues impact on pavements all over Trafford causing a safety hazard and inconvenience for our residents.

Can I ask why the trimming back to maintain the line of the hedge at the original width isn't part of the regular contract with Amey? And why this “flailing” of hedges is such a difficult ask (since I have had no response from Amey after raising this issue over many years and only the site visit after weeks of Councillor Frass asking has got the issue addressed)?”

Councillor Adshead, Executive Member for Environmental Services, responded that the task of maintaining hedges could be challenging, with over 200 individual sites across Trafford which required hedge cutting each season. Some of the hedges in the borough surrounded council land but many other hedges across the Borough were privately owned and it was the responsibility of the adjacent landowner to prune. Where private hedges were overhanging Trafford via One Trafford (Amey) as the Highway Authority served notice on owners to ensure that they did not cause obstruction to the highway. Sometimes the time that the owners took to prune was longer than anticipated.

Hedge maintenance could be a time-consuming process which needed to consider ground conditions, wildlife and highway safety. Where road safety was not jeopardised, hedge maintenance would be carried out during January to March for the following reasons:

- It reduced the chance of disturbance to breeding birds.
- Nesting birds had legal protection under the Wildlife and Countryside Act.

One Trafford / AMEY's grounds maintenance teams were adapting their operations to accommodate and support wildlife within Trafford while taking account of the growing hedgerows that required regular maintenance. Part of the adaptation had been to introduce a Tractor side arm flail, which allowed for a firm cutting back on sites that were identified as potentially causing obstruction to the highway. Officers from the grounds maintenance team had met with Councillor Frass and Councillor Minis at the Grove Lane site and agreed a date for the hedge to be cut back using the new tractor mounted flail.

The challenge for the team was allowing for none cutting of these hedges during the months March – September (nesting season). The challenge was that hedges experienced their main growth during those months and striking the right balance and achieving sufficient cut back with handheld hedge cutters had caused problems, but with tractor mounted side arm flail the teams were confident they could deliver a better service.

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Councillor Brophy asked a supplementary question of what the criteria was for flailing to be used and whether it would have widespread use across Trafford on a regular basis or if it was a one-off usage. Councillor Adshead responded that the device would be used regularly across the borough and that usage of the device would be decided following site visits by Amey. Councillor Adshead encouraged Members to contact him if they wished to arrange a site visit.

**Question 4 - Submitted by Councillor Duncan**

“Since the recent encouragement to residents in June 2021 to submit their requests for reduced speed limits in residential areas how many requests have been received and how many have been implemented and is there a plan to publish the proposed matrix of priorities?”

Councillor Adshead, Executive Member for Environmental Services responded that since June 2021 77 requests had been received for 20mph speed limits across Trafford. Investigation of the top 10 schemes that met the matrix of priorities was underway and suitable measures would be designed and consulted upon following assessment of speed surveys being undertaken by TfGM.

Design would be involved in the main lining and signing with potential physical measures if needed with consultation on the proposals and Traffic Regulation Order needed for each location thereafter. The process could take 6 – 9 months or longer to complete if there were objections.

The list of proposals was to be published on the web site following the completion of the speed survey assessments. It was likely that 4 or 5 smaller schemes would be undertaken each year depending upon the size of the scheme and design requirements and hence there will need to be a rolling programme of schemes going forward.

Councillor Duncan thanked the Councillor Adshead for his response and asked as supplementary question about a crossing on Norwich Road. Councillor Adshead suggested that this should be raised with officers to review whether a 20-mph zone would be the correct response to the issues on Norwich Road.

**Question 5 - Submitted by Councillor Ennis**

“Can the Executive Member for Housing confirm how many people are currently on social housing waiting lists in Trafford?”

Councillor Wright, Executive Member for Housing and Neighbourhoods, responded that the number of people at the Housing Register for rehousing as of 30<sup>th</sup> June was 7,092.

Councillor Ennis asked Councillor Wright to answer in writing how many social housing properties had been sold through the policy of selling properties privately when a vacant property required structural work or if there were prohibitive costs in reletting the property within the last year.

Councillor Wright said he would be happy to provide a response in writing and added that he would also provide details of the empty homes strategy, which had made some significant progress, to Councillor Ennis.

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**Question 6 - Submitted by Councillor Whetton**

“Given that we have just had national Cut the Clutter week where Councils have been asked to visit the whole issue of items such as A boards, overgrown hedges, pavement parking, etc which cause obstruction and unnecessary difficulties to pedestrians, wheelchairs users and the visually challenged will the Council consider implementing the six recommendations to Clear the Clutter published recently by Living Streets?”

Councillor Adshead, Executive Member for Environmental Services responded that with reference to the 6 recommendations offered by Living Streets, Trafford were currently supporting those priorities to assist with clearing clutter from the highway by applying the minimum clearway widths of 1.8m in footways.

This width was being used in design and placement of any new street furniture such as EV charge points, signs and street lighting columns. The guidance included in any licences for placement of any table and chairs also used the 1.8m minimum width.

E-Scooters were not currently within Trafford however, the Bike Hire Scheme and any future E-scooter agreements would have to work to a minimum of 1.8m but most areas chosen for bike hire were placed in locations that had more than 1.8m and avoided high footfall areas.

Trafford were also looking to declutter the highway at every opportunity during design and maintenance of the highway to ensure pedestrian access was prioritised and to reduce additional maintenance costs. Examples of practice included removal of redundant signs and the relocation of lamp columns to the rear of footways.

The trees and hedges that had the potential to overhang were monitored during routine highway safety inspections and enforcement action was taken where there was overhanging and encroachment onto pavements. Coupled with routine hedge pruning undertaken on council owned perimeters with the newly purchased flail ensured that the footways were clear from obstructions.

Banning of A boards would need to be considered as part of a policy agreement relating to obstructions. The use of A boards was a long-standing practice that was difficult to enforce in some locations due to shared land ownership in front of business premises. Within the highway the requirement was to ensure a minimum of 1.8m was available for pedestrians on public footways.

Councillor Whetton asked as supplementary question as to whether the Council would take steps to remove banners placed illegally on railings within the area. Councillor Adshead responded that Officers would act where appropriate and asked for people to report these incidents to enable enforcement.

**Question 7 - Submitted by Councillor Holden**

“How many appeals against secondary school allocations have been lodged this year in Trafford?”

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Councillor New, Lead Member for Education, responded that the Figures she had were obtained from Democratic services who supported appeals for schools who bought their services.

It was important to note that the figures provided did give a complete picture, as 11 of the 19 secondary schools in Trafford administered their own appeals. Councillor New added that some of the numbers might have been duplicates as some pupils submitted appeals to multiple grammar schools and some of the grammar school appeals were for children that had not qualified and were appealing against the assessment outcome.

Numbers of appeals from September 1st, 2021, until the 27<sup>th</sup> of July were:

Appeals for year 7 places: 185

Appeals for in year places: 91 and these include applications for 6th form places.

Councillor Holden noted that 55 appeals were for one school in his ward. Councillor Holden spoke of the distress children in these appeals faced and asked what plans the Council had to improve the situation. Councillor New responded that she would provide a full response of the steps being taken to address the issues around the number of school places in writing on the following day.

**Question 8 - Submitted by Councillor Holden**

“When will the weed spraying programme, recently delayed for two weeks, be completed?”

Councillor Adshead, Executive Member for Environmental Services responded that the weed spray programme ordinarily took 8 weeks to complete, however, the contractor was looking to bring in additional resources to accelerate the programme to ensure it was on track to meet the original completion date. All being well with the weather the programme was due to be completed by the end of September.

Councillor Holden asked supplementary question as to whether there would be additional spraying across the borough. Councillor Adshead responded that the spraying programme had been delayed and that it was a priority for the Council's partner organisation to complete the single spraying programme agreed by Council. Councillor Adshead assured Councillor Holden that the spraying programme would address the issues raised. Councillor Adshead added that the council were looking at many ways to deal with the issues across the borough and the spraying programme only formed part of the Council's approach.

**Question 9 - Submitted by Councillor Taylor**

“In light of the cost-of-living crisis, please can the lead member for education tell council what provision has been put in place to support families over the summer holiday period?”

Councillor New, Lead Member for Education, responded that the Council had received further funding via the Household Support Fund (HSF) to support vulnerable families and had extended the £15 per week, per child, award over the

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summer holidays to families in receipt of free school meals and/or council tax support.

The funding had been extended to 31st of March 2023 and therefore, support was to continue during the October, December, and February holidays. In addition, there was a school holidays activities and food programme, also known as HAF, and this was shared through the family information service and Trafford directory.

For the DFE funded Holiday Activity Programme (HAF) 21 providers had been commissioned to deliver holiday activities for school age children, it was anticipated to provide approximately 2500 places, which included some SEND provision.

The provision was primarily for children in receipt of free school meals. The provision was free at the point of entry and all participants were to receive a meal as part of their attendance.

**19. PETITION - CREATE A 20 MPH ZONE IN NEW STREET, ALTRINCHAM**

Lead Petitioners, Mr Moberly and Mrs Padmore, introduced the following petition which had received 519 signatures from addresses within the Borough.

“We petition the council to create a 20mph zone for the whole of New Street, between the junctions with Regent Road and The Downs. Residents and pedestrian users of New Street (including visitors to the town centre and Altrincham Grammar School girls) feel strongly that the speed limit needs to be reduced on New Street to keep children and adults safe.

There is likely to be an increase of traffic at the bottom of New Street when the new carpark on the corner of Regent Road / New Street will open next year and the two housing schemes either side of New Street will be occupied.

The upper part of New Street is a very narrow residential street with houses on both sides. Pedestrians use both sides of the street (and often walk in the centre of the road), though a raised pavement exists on only one side, and the Council has recognised this special nature by installing speed restriction measures (bollards, and speed hump).

A 20 mph zone is a logical extension to this restriction to enforce the intent of the measures already taken – which continue to be ignored by drivers who use New Street as a rat run through to The Downs and towards Hale. 30 mph, as per the current speed limit, is too fast for a road of this nature, and more often than not drivers go at a higher speed. Over the years there have been multiple near collisions between cars and pedestrians, and leaving the driveways of the houses on the left in the upper part where cars regularly drive on the pavement at speed is extremely dangerous.

Please reduce the speed limit and implement appropriate signage warning drivers.”



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In presenting the petition, Mr Moberly spoke about how despite the road being C19 width road much of the Traffic was C21 (heavy vehicles). Mr Moberly drew Council Member's attention to a photograph provided, which was to demonstrate that the road's infrastructure was not adequate to deal with C21 vehicles travelling at 30mph or more. Mr Moberly noted the Council's actions so far and stated that a 20mph was the logical extension to the existing restrictions.

Mr Moberly spoke of many near collisions on the unraised side of the road and the risks residents faced when exiting their driveways, which would increase as developments in the surrounding area would lead to an increased level of traffic on the road. Mr Moberly concluded by stating that the introduction of a 20mph speed limit on the road would have environmental as well as public safety benefits, noting the national trend towards introducing 20mph zones, and asking that New Street have a 20mph speed limit.

Mrs Padmore spoke of the experience of her and her family and the risks they faced when using their car or when they entered/exited their property on foot. Mrs Padmore informed Council Members of the panic and anxiety caused by the speed of traffic traveling down New Street. Mrs Padmore concluded by informing Council Members that children used the street on their route to and from school each day and of the other vulnerable groups who were put at risk due to the speed of traffic on the road.

Councillor Adshead, Executive Member for Environmental Services, thanked the petitioners for attending the meeting and for submitting the petition. Councillor Adshead stated that a written copy of the full response would be provided following the meeting. Councillor Adshead was aware that an assessment of the road had been carried out and the outcomes of the review would be used when considering what actions to be taken going forward.

Councillor Adshead added that many applications were received annually and measures would be implemented in the areas where the greatest benefits for public safety were identified. Councillor Adshead then gave an overview of the assessment criteria used and the various actions which could be taken, including the introduction of 20mph zones. The review had shown that the average speed of vehicles on New Street and the surrounding area was around 20mph. Councillor Adshead concluded by stating that New Street had been added to the list of areas to be considered for a 20mph speed limit as part of the capital programme.

Councillor Morgan welcomed the petition and thanked the petitioners on behalf of the Conservative group and asked that the Executive to go further and implement a 20mph assumption on all residential streets within the Borough.

Councillor Newgrosh welcomed the petition and thanked the petitioners on behalf of the Liberal Democrat Group. Councillor Newgrosh was also in favour of having a 20mph speed limit for all residential roads in the borough and reminded Council Members that the Liberal Democrats had raised a motion previously to do so.

Councillor Coggins spoke on behalf of the Green Party and welcomed the petition and sympathised with the lead petitioners about the issues faced on New Street.

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Councillor Coggins stated there were many people across the borough who wanted a 20mph speed limit in their areas. Councillor Coggins brought the costs of the current solutions on New Street to Council Members attention. Councillor Coggins concluded by stating the Green Party's support bring in a blanket 20mph speed limit in all residential areas across the boroughs rather than performing 4-5 reviews annually.

The Leader thanked the lead petitioners for submitting the petition. The Leader echoed the Executive Member for Environmental Services point that New Street would be considered as part of the Council's works as part of the capital programme each year. The Leader noted that the average speed when the road had been surveyed was just over 20 mph. The Leader stated that the changes brought in could not stop those who ignored them and a 20 MPH speed limit would also not stop those individuals from breaking the law. This was not to say that New Street would not be selected to have a 20mph speed limit but that the measures taken had to be part of a wider approach to traffic management by the Council. The Leader concluded by asking the petitioners to contact him if there was an identification that many people were driving above the speed limit on New Street so he could address it with GMP.

## **20. PETITION - NEW TRAFFORD CYCLE ROUTE**

Lead Petitioners, Mr Denshum, introduced the following petition which had received 519 signatures from addresses within the Borough.

"We the undersigned (637 signatories) petition the council to investigate and create with TfGM a new cycle route using the redundant rail tracks 3 and 4 between Sale Britannia Road and Trafford Bar Talbot Road. The current transport routes from Sale to Trafford Bar capacity would be increased by creating a new dedicated cycle way using the redundant rail tracks. A new route for cyclists would ease the pressure on the A56 and the canal towpath creating a safer environment for all users including drivers, cyclists and pedestrians. The additional traffic created by the housing and business expansion forming part of Places For Everyone will increase the pressure on existing transport routes.

Upcycling a piece of redundant Victorian transport infrastructure which has been disused since 1963 would provide a 4.6km cycle highway. Access ramps would be needed at each of the crossing points. The North end would merge into Talbot Road. The South end could lead into Hope Road. The project would require fencing, lighting, access ramps, management at the Old Trafford station, CCTV and other items. However, there is a firm trackbed (after 60 years of running heavy trains) and little more than a top surface would be required to provide a cycle quality route. Please create this new cycle route."

In presenting the petition, Mr Denshum spoke about the issues of having multiple forms of transport and dogs using the same route. Mr Denshum believed that the old tracks three and four which ran from Britannia Road in Sale to Talbot Road in Trafford Bar offered a possible option for a dedicated cycle route. Mr Denshum listed some of the challenges in creating the route which included management of Old Trafford Metrolink Station (due to the volume of users), Metrolink substations

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narrowing the route at points, security (particularly at night), and the route having a limited number of access points.

Mr Denshum then provided a list of advantages which included having a straight route 4.6km long, the route being a long way from cars and pollution, the route being ideal for a dedicated cycle route, and the limited number of crossing points with other user types. Mr Denshum concluded his introduction by noting Manchester's track record of repurposing of old Victorian infrastructure for modern use and stating that this was another opportunity to do so.

Councillor Williams, Executive Member for Climate Change and Transport Strategy, welcomed Mr Denshum's petition and the increase in public interaction. Councillor Williams spoke of the Council's active travel strategy and confirmed that the routes proposed would be added to the programme of routes for consideration. The active transport plan was to align with the Greater Manchester Mayors Cycling Challenge and Councillor Williams encouraged Mr Denshum to be involved with the scheme. Councillor Williams then provided an update on the Council's current programmes to encourage cycling across the Borough.

Councillor Blackburn welcomed the petition and thanked the petitioners on behalf of the Conservative Group. Councillor Blackburn noted how the cycle lane on the A56 was not a popular choice due to its impact on Traffic and stated that it would be better to utilise unused rail lines, which would be safer for cyclists while having less of an impact upon other road users.

Councillor Brophy welcomed the petition and thanked the petitioners on behalf of the Liberal Democrats who had looked at the proposal and believed the route could be viable. Councillor Brophy asked for the proposal to be put forward to the Mayors challenge fund and the Bee Network.

Councillor Welton welcomed the petition and thanked the petitioners on behalf of the Green Party. The Green Party were in support of the petition and the demand within Trafford residents for additional safe cycling infrastructure which it displayed. Councillor Welton noted the scheme had potential to be part of the borough's active transport solution, but a feasibility study was required before going ahead.

The Leader agreed with the points made by Councillor Welton about the petition scheme and confirmed that the proposed route would be put forward for consideration. The Leader agreed with Mr Denshum about his concerns around security for the route and the lack of access points. The route would be considered alongside the other schemes already identified across the area and the Leader expressed his interest in seeing the outcome of the work of Transport for Greater Manchester.

### **21. ASSET INVESTMENT STRATEGY - 2022 UPDATE**

Councillor Patel, Executive Member for Economy and Regeneration, introduced the report and informed Members that the strategy had been updated several times since its inception. Councillor Patel noted the changes made to the strategy

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in recent years which moved towards investment in developments to increase the revenues for the Council to support the delivery of services. The changes proposed within the report would provide the Investment Management Board with more flexibility in the type of investment opportunities they could consider without increasing the Council's level of risk.

Councillor Mirza spoke about the principles of investment and how the Council was not an investment body and raised concerns that the Council was investing public money. Councillor Mirza felt that the parameters set within the original strategy were already broad enough and urged Members not to agree the proposed changes.

RESOLVED: That the report be noted and the updated Asset Investment Strategy included at Appendix 1 be approved.

## **22. UPDATED PLANNING COMMITTEE CODE OF PRACTICE**

Councillor Patel, Executive Member for Economy and Regeneration, introduced the report and informed the Council that Trafford's planning Committee was one of the busiest in Greater Manchester. The proposed changes had been approved by the Planning Committee and sought to reflect changes to the Committee since the code was first introduced in 2017 and formalise some of the Committee's common practice. The code was relevant for Planning Officers, Planning Committee Members, and all Councillors involved in the planning process. Councillor Patel concluded the introduction by taking the opportunity to thank the planning team for all their efforts, especially during the pandemic, as well as the Members of the planning Committee.

RESOLVED: That the report be noted and the updated Planning Committee Code of Practice be adopted and replace the existing code contained in Part 5 of the Constitution.

## **23. GREATER MANCHESTER'S CLEAN AIR PLAN - JULY 2022 UPDATE**

Councillor Williams, Executive Member for Climate Change and Transport Strategy, introduced the report and informed Members that the report gave an update on recent developments within the clean air plan, which was led by the GMCA. The previous plan had included a charging element, which had been removed in the updated version.

Councillor Coggins spoke about how the government had faced a number of legal cases around the high levels of emissions. Councillor Coggins noted that while the plan made some positive steps it did not go far enough to bring about the change required as it did not go beyond the legal minimum requirements. Councillor Coggins felt that the government suggested that they could either support people through the cost-of-living crisis or have clean air, but the Green party believed that both could be done and asked that the Council looked to strengthen what was proposed within the plan.

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The Leader responded that the Council had a very limited scope within the clean air plan. However, the Council had a much larger suite of work ongoing to improve the air quality across the Borough and Greater Manchester.

RESOLVED: That the report be noted.

**24. ACCOUNTS AND AUDIT COMMITTEE ANNUAL REPORT TO COUNCIL  
2021/22**

Councillor Brotherton, Chair of the Accounts and Audit Committee, moved the report and thanked the Members of the Accounts and Audit Committee and the supporting officers for their work over the course of the year.

RESOLVED: That the report be noted.

**25. YEAR END CORPORATE REPORT ON HEALTH, SAFETY AND WELLBEING -  
1 APRIL 2021 TO 31 MARCH 2022**

Councillor Ross, Executive Member for Finance and Governance, gave a short introduction to Members informing them that the report covered work undertaken during the pandemic, an overview of incidents, and ongoing health and safety activity. Incident data was shown in table 5 and 6 of the report with the number of incidents having risen from 69 up to 158, which was comparable to 2019/20. Violence and aggression were the highest form of incident, most noticeably within schools when dealing with challenging behaviour.

Councillor Myers stated that the 32 incidents in community schools was of concern and asked what would be done to address this for schools without an SLA with the Council. Councillor Ross thanked Councillor Myers for the question and responded that this would be addressed by a further report to come to the Council.

Councillor Blackburn asked whether the 52 incidents in special schools included those that happened in home to school transport. Councillor Ross responded that he thought the figures did include home to school transport and would provide clarity in writing to Councillor Blackburn after the meeting.

RESOLVED:

- 1) That the report be noted.
- 2) That clarification on whether the incidents in schools included home to school transport be provided in writing to Councillor Blackburn.

**26. MOTIONS**

The Mayor informed Members that 3 Motions had been submitted in accordance with Procedure Rule 11.

**27. MOTION SUBMITTED BY THE LIBERAL DEMOCRATS GROUP - SAVE OUR RIVERS**

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It was moved and seconded that:

Our local rivers, brooks and watercourses are invaluable assets to our borough. They make up a vital part of our natural ecosystem, providing habitat for bird, fish and insect life as well as being sites for recreation for Trafford residents. Flash flooding is an increasingly prevalent issue in Trafford and this is likely to continue in the years ahead as a direct result of the climate emergency.

This Council gives thanks to its officers and environment agency workers who go above and beyond the call of duty, to offer support to our residents during instances of severe weather. Local waterways are also subject to harmful sewage dumping practices, which damage ecosystems and pose a significant public health risk, especially in the context of flash flooding.

This Council notes that:

- Every river in England is now polluted beyond legal limits; with the Environment Agency rating only 14% as Good in 2019.
- This chemical pollution is mostly caused by sewage discharges from water companies and the run-offs of nutrients from farms.
- Government funding to the Environment Agency to monitor river quality and regulate farms and water companies has dropped 75% over the last 10 years and as a result, farms are now almost never inspected, water quality is rarely tested, and water companies can pump raw sewage into rivers with virtual impunity.
- In recent years, flash flooding has been a growing issue across Trafford, with many residents facing risks to their homes during severe weather.
- That councillors, residents and the Environment Agency are required to work together towards flooding resilience goals, in line with resolutions passed by this Council.
- That whilst residents wait for long-term flood mitigation schemes, the issue of contaminated water from sewage dumping poses a potentially serious health and environmental risk - especially if homes flood during severe weather.
- At a local taskforce meeting, The Environment Agency only committed to clearing the brooks that flow through Timperley twice a year, which repeated late-night emergency call outs have shown to be insufficient to avoid flooding.
- That in October 2021, 265 Conservative MPs - including Altrincham and Sale West MP Sir Graham Brady – voted against provisions in Lords Amendment 45 to the Environment Bill which would have curtailed sewage dumping, removing proposals that would have placed a legal duty on water companies to “take all reasonable steps to ensure untreated sewage is not discharged from storm overflows.”

This Council believes that the UK Government should commit to:

- Restoring Environment Agency budgets for river quality monitoring.
- Increasing inspections of water companies and farms, and prosecuting offenders.

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- Funding local and highways authorities to introduce treatment systems to prevent road pollutants from entering our water courses.
- Implementing a 'Sewage Tax' on water companies and other industries who persist in knowingly polluting our rivers and waterways
- This Council resolves to:
- Ask the Flood Resilience Working Group created in March 2021 to support the Environment Agency to inspect and clear Fairywell Brook more frequently. Reducing the build-up of debris that causes the Brook to flood and sewage-contaminated water to enter residents' homes during flash floods.
- This Council resolves to ask the Leader of the Council and the Executive Member for the Environment to write to:
- The Environment Minister calling for the Government to adopt the four commitments outlined above.
- The Chief Executive of United Utilities calling for further urgent action to address the impact of waste-water discharges on our local rivers.
- The charity 'River Action' expressing this Council's support for their campaign to restore the health of Britain's rivers.

This Council also calls upon the three Members of Parliament who represent Trafford to support the resolutions of this motion and advocate for a 'Sewage Tax' in Parliament.

Following a debate on the matter, the Motion was passed with 41 in favour and 12 abstentions.

**RESOLVED:**

That this Council gives thanks to its officers and environment agency workers who go above and beyond the call of duty, to offer support to our residents during instances of severe weather. Local waterways are also subject to harmful sewage dumping practices, which damage ecosystems and pose a significant public health risk, especially in the context of flash flooding.

That this Council notes that:

- Every river in England is now polluted beyond legal limits; with the Environment Agency rating only 14% as Good in 2019.
- This chemical pollution is mostly caused by sewage discharges from water companies and the run-offs of nutrients from farms.
- Government funding to the Environment Agency to monitor river quality and regulate farms and water companies has dropped 75% over the last 10 years and as a result, farms are now almost never inspected, water quality is rarely tested, and water companies can pump raw sewage into rivers with virtual impunity.
- In recent years, flash flooding has been a growing issue across Trafford, with many residents facing risks to their homes during severe weather.

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- That councillors, residents and the Environment Agency are required to work together towards flooding resilience goals, in line with resolutions passed by this Council.
- That whilst residents wait for long-term flood mitigation schemes, the issue of contaminated water from sewage dumping poses a potentially serious health and environmental risk - especially if homes flood during severe weather.
- At a local taskforce meeting, The Environment Agency only committed to clearing the brooks that flow through Timperley twice a year, which repeated late-night emergency call outs have shown to be insufficient to avoid flooding.
- That in October 2021, 265 Conservative MPs - including Altrincham and Sale West MP Sir Graham Brady – voted against provisions in Lords Amendment 45 to the Environment Bill which would have curtailed sewage dumping, removing proposals that would have placed a legal duty on water companies to “take all reasonable steps to ensure untreated sewage is not discharged from storm overflows.”
- That this Council believes that the UK Government should commit to:
  - Restoring Environment Agency budgets for river quality monitoring.
  - Increasing inspections of water companies and farms, and prosecuting offenders.
  - Funding local and highways authorities to introduce treatment systems to prevent road pollutants from entering our water courses.
  - Implementing a ‘Sewage Tax’ on water companies and other industries who persist in knowingly polluting our rivers and waterways

That this Council resolves to:

- Ask the Flood Resilience Working Group created in March 2021 to support the Environment Agency to inspect and clear Fairywell Brook more frequently. Reducing the build-up of debris that causes the Brook to flood and sewage-contaminated water to enter residents’ homes during flash floods.
- This Council resolves to ask the Leader of the Council and the Executive Member for the Environment to write to:
  - The Environment Minister calling for the Government to adopt the four commitments outlined above.
  - The Chief Executive of United Utilities calling for further urgent action to address the impact of waste-water discharges on our local rivers.
  - The charity ‘River Action’ expressing this Council’s support for their campaign to restore the health of Britain’s rivers.

That this Council also calls upon the three Members of Parliament who represent Trafford to support the resolutions of this motion and advocate for a ‘Sewage Tax’ in Parliament.

**28. MOTION SUBMITTED BY THE LABOUR GROUP - LOCAL GOVERNMENT PAY: A FULLY FUNDED, PROPER PAY RISE FOR COUNCIL AND SCHOOL WORKERS**



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It was moved and seconded that:

This Council notes:

Local government has endured central government funding cuts of more than 50% since 2010. Between 2010 and 2020, councils lost 60p out of every £1 they have received from central government. UNISON research found that councils in England had to fill a combined funding gap of £3 billion when setting budgets for 2022/23.

Over the last two years, councils have led the way in efforts against the Covid-19 pandemic, providing a huge range of services and support for our communities. Local government has shown more than ever how indispensable it is. But Covid has led to a massive increase in expenditure and loss of income, and as we emerge from the pandemic, local authorities and schools need far more support from Westminster.

Council and school workers kept our communities safe through the pandemic, often putting themselves at considerable risk as they work to protect public health, provide quality housing, ensure our children continue to be educated, and look after older and vulnerable people.

Since 2010, the local government workforce has endured years of pay restraint with the majority of pay points losing at least 25 per cent of their value since 2009/10. Staff are now facing the worst cost of living crisis in a generation, with inflation hitting 9% and many having to make impossible choices between food, heating and other essentials. This is a terrible situation for anyone to find themselves in.

At the same time, workers have experienced ever-increasing workloads and persistent job insecurity. Across the UK, 900,000 jobs have been lost in local government since June 2010 – a reduction of more than 30 per cent. Local government has arguably been hit by more severe job losses than any other part of the public sector.

There has been a disproportionate impact on women, with women making up more than three-quarters of the local government workforce.

Recent research shows that if the Government were to fully fund the unions' 2022 pay claim, around half of the money would be recouped thanks to increased tax revenue, reduced expenditure on benefits and tax credits, and increased consumer spending in the local economy.

This Council believes:

Our workers are public service super-heroes. They keep our communities clean and safe, look after those in need and keep our towns and cities running.

Without the professionalism and dedication of our staff, the council services our residents rely on would not be deliverable.

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Local government workers deserve a proper real-terms pay increase. The Government needs to take responsibility and fully fund this increase; it should not put the burden on local authorities whose funding has been cut to the bone and who were not offered adequate support through the Covid-19 pandemic.

This Council resolves to:

Support the pay claim submitted by UNISON, GMB and Unite on behalf of council and school workers, for an increase of £2,000 or the current RPI rate, whichever is the greater (along with the various conditions claims proposed).

Call on the Local Government Association to make urgent representations to central government to fund the NJC pay claim.

Write to the Chancellor and Secretary of State to call for a pay increase for local government workers to be funded with new money from central government.

Meet with local NJC union representatives to convey support for the pay claim and consider practical ways in which the Council can support the campaign.

Following a debate on the issue, the Motion was passed with 41 in favour and 12 abstentions.

**RESOLVED:**

That this Council notes:

Local government has endured central government funding cuts of more than 50% since 2010. Between 2010 and 2020, councils lost 60p out of every £1 they have received from central government. UNISON research found that councils in England had to fill a combined funding gap of £3 billion when setting budgets for 2022/23.

Over the last two years, councils have led the way in efforts against the Covid-19 pandemic, providing a huge range of services and support for our communities. Local government has shown more than ever how indispensable it is. But Covid has led to a massive increase in expenditure and loss of income, and as we emerge from the pandemic, local authorities and schools need far more support from Westminster.

Council and school workers kept our communities safe through the pandemic, often putting themselves at considerable risk as they work to protect public health, provide quality housing, ensure our children continue to be educated, and look after older and vulnerable people.

Since 2010, the local government workforce has endured years of pay restraint with the majority of pay points losing at least 25 per cent of their value since 2009/10. Staff are now facing the worst cost of living crisis in a generation, with inflation hitting 9% and many having to make impossible choices between food, heating and other essentials. This is a terrible situation for anyone to find themselves in.

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At the same time, workers have experienced ever-increasing workloads and persistent job insecurity. Across the UK, 900,000 jobs have been lost in local government since June 2010 – a reduction of more than 30 per cent. Local government has arguably been hit by more severe job losses than any other part of the public sector.

There has been a disproportionate impact on women, with women making up more than three-quarters of the local government workforce.

Recent research shows that if the Government were to fully fund the unions' 2022 pay claim, around half of the money would be recouped thanks to increased tax revenue, reduced expenditure on benefits and tax credits, and increased consumer spending in the local economy.

That this Council believes:

Our workers are public service super-heroes. They keep our communities clean and safe, look after those in need and keep our towns and cities running.

Without the professionalism and dedication of our staff, the council services our residents rely on would not be deliverable.

Local government workers deserve a proper real-terms pay increase. The Government needs to take responsibility and fully fund this increase; it should not put the burden on local authorities whose funding has been cut to the bone and who were not offered adequate support through the Covid-19 pandemic.

That this Council resolves to:

Support the pay claim submitted by UNISON, GMB and Unite on behalf of council and school workers, for an increase of £2,000 or the current RPI rate, whichever is the greater (along with the various conditions claims proposed).

Call on the Local Government Association to make urgent representations to central government to fund the NJC pay claim.

Write to the Chancellor and Secretary of State to call for a pay increase for local government workers to be funded with new money from central government.

Meet with local NJC union representatives to convey support for the pay claim and consider practical ways in which the Council can support the campaign.

**29. MOTION SUBMITTED BY THE CONSERVATIVE GROUP - MANCHESTER  
AIRPORT PASSENGER EXPERIENCE**

With the consent of the Council to a proposed alteration to the Motion that had been submitted, the Substantive motion became a Labour motion; and  
With the consent of the Council to a proposed alteration to the Labour Motion, it was moved and seconded that:

This Council notes that:

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- Situated adjacent to Trafford, Manchester Airport is a major international airport. It was the fourth busiest airport in the UK in 2021 in terms of terminal passengers and is the global gateway to and from the North of England;
- Trafford Council is a shareholder in the airport, along with the 9 other Greater Manchester districts and Australian investment fund IFM Investors. The holding has regularly returned a dividend which has been used to support the council's Revenue Budget;
- Since the airport started to emerge from the Covid-19 pandemic, travellers including Trafford residents have experienced delays, large queues and abandoned flights;
- Britain's withdrawal from the European Union has had implications on the staffing of UK airports – in the year before the pandemic, more than a quarter of a million EU citizens left the United Kingdom, mostly working age citizens in sectors that involve public-facing jobs;
- With a reduced pool of applicants for jobs, many sectors including aviation are finding recruitment more difficult as a result of Brexit;
- Britain is projected to endure the worst economic recovery in the G7;
- Britain's employment laws allowed British airlines and airports to cut workforces earlier and deeper than European counterparts during the pandemic and as demand for travel has resumed, British passengers are uniquely positioned to suffer long airport delays as a result;
- This Council has declared a Climate Emergency. There is an onus on central government, airlines, airports and their stakeholders to ensure that the sector works towards our environmental targets;
- Civil Aviation Authority data shows that in the first three months of 2022 Manchester Airport had 72.3% of its flights leave on time. This was the lowest percentage across the 26 airports in the UK which are included in the statistics; and
- Manchester Airport has commenced an extensive staff recruitment campaign, supported by partners including Trafford Council.

This Council believes that:

- Whilst the current situation at Manchester Airport is of great concern to the borough, especially as the council has a financial holding in the airport and many Trafford citizens work at the airport and rely on it on a regular basis the Government's response to the crisis in the aviation sector and at airports has been lamentable;
- The 22-point plan announced by the Government at the end of June 2022 to tackle aviation disruption was a result of pressure brought to bear by the aviation sector, it came far too late to prevent the disruptions experienced at the beginning of the year and in April and May;
- That whilst improvements have been made since the beginning of the year to the security operation at Manchester Airport much of the chaos experienced as we approach the summer holiday season is the responsibility of airlines and private baggage handling companies. Many of these operators made huge numbers of their employees redundant instead

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of accepting extended furlough arrangements whilst continuing to sell holidays and flights they could never hope to fully resource; and

- That arrangements at the UK Border where long queues to re-enter the UK have been experienced are due to the resourcing decisions of the UK Border Agency which ultimately is the responsibility of the UK Government.

This Council resolves:

- To ask the Chief Executive to write to Chris Woodroffe the new Managing Director of Manchester Airport to invite him to meet with Trafford Elected Members to set out the airport's plan to improve the airport's performance in conjunction with the airport operators and airlines they work with.

Following debate on the matter, the Motion was passed with 41 in favour and 12 abstentions.

**RESOLVED:**

That this Council notes that:

- Situated adjacent to Trafford, Manchester Airport is a major international airport. It was the fourth busiest airport in the UK in 2021 in terms of terminal passengers and is the global gateway to and from the North of England;
- Trafford Council is a shareholder in the airport, along with the 9 other Greater Manchester districts and Australian investment fund IFM Investors. The holding has regularly returned a dividend which has been used to support the council's Revenue Budget;
- Since the airport started to emerge from the Covid-19 pandemic, travellers including Trafford residents have experienced delays, large queues and abandoned flights;
- Britain's withdrawal from the European Union has had implications on the staffing of UK airports – in the year before the pandemic, more than a quarter of a million EU citizens left the United Kingdom, mostly working age citizens in sectors that involve public-facing jobs;
- With a reduced pool of applicants for jobs, many sectors including aviation are finding recruitment more difficult as a result of Brexit;
- Britain is projected to endure the worst economic recovery in the G7;
- Britain's employment laws allowed British airlines and airports to cut workforces earlier and deeper than European counterparts during the pandemic and as demand for travel has resumed, British passengers are uniquely positioned to suffer long airport delays as a result;
- This Council has declared a Climate Emergency. There is an onus on central government, airlines, airports and their stakeholders to ensure that the sector works towards our environmental targets;
- Civil Aviation Authority data shows that in the first three months of 2022 Manchester Airport had 72.3% of its flights leave on time. This was the lowest percentage across the 26 airports in the UK which are included in the statistics; and
- Manchester Airport has commenced an extensive staff recruitment campaign, supported by partners including Trafford Council.

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That this Council believes that:

- Whilst the current situation at Manchester Airport is of great concern to the borough, especially as the council has a financial holding in the airport and many Trafford citizens work at the airport and rely on it on a regular basis the Government's response to the crisis in the aviation sector and at airports has been lamentable;
- The 22-point plan announced by the Government at the end of June 2022 to tackle aviation disruption was a result of pressure brought to bear by the aviation sector, it came far too late to prevent the disruptions experienced at the beginning of the year and in April and May;
- That whilst improvements have been made since the beginning of the year to the security operation at Manchester Airport much of the chaos experienced as we approach the summer holiday season is the responsibility of airlines and private baggage handling companies. Many of these operators made huge numbers of their employees redundant instead of accepting extended furlough arrangements whilst continuing to sell holidays and flights they could never hope to fully resource; and
- That arrangements at the UK Border where long queues to re-enter the UK have been experienced are due to the resourcing decisions of the UK Border Agency which ultimately is the responsibility of the UK Government.

That this Council resolves:

- To ask the Chief Executive to write to Chris Woodroffe the new Managing Director of Manchester Airport to invite him to meet with Trafford Elected Members to set out the airport's plan to improve the airport's performance in conjunction with the airport operators and airlines they work with.

The meeting commenced at 7.02 p.m. and finished at 9.30 p.m.