

COUNCIL

6 JULY 2011

QUESTIONS AND RESPONSES

1. Questions from members of the public

Mr Colin Jones

Q. Could we please have an update on the provision of a new high school for Radcliffe and is the Council prepared to revisit the situation with regard to the closure of Radcliffe Riverside School in 2014.

A. We have made it clear on several occasions since coming to power that we stand by our commitment to develop a new high school for Radcliffe. We are exploring how this can be achieved, but given the Government's draconian cuts to schools capital funding it is a very difficult task. We will report back to Council on this as soon as we can.

In terms of the closure of Radcliffe Riverside, this was an essential measure to remove surplus school places. Over the time since the decision was made this position has not materially changed. We therefore cannot support reopening the school as this would simply create more surplus places leading to divisive competition between our highly successful secondary schools and threatening to weaken the excellent standards of education our school system offers.

2. Questions from Elected Members

Question 1 – Councillor Boden

Will the leader/ executive member inform council of any extra funding which the Government are providing to enable councils to implement measures aimed at strengthening local democracy within the Borough.

A. Councillor Boden, thank you for your question.

I can confirm that the Government have not provided any extra funding aimed at strengthening local democracy.

However, I can reaffirm this Labour administration's commitment to strengthening local democracy by establishing Township Forums.

The Township Forums will provide a direct and formal opportunity for communities to play their rightful part in local democracy – influencing matters that mean most to localities and individuals.

Question 2 - Councillor Mary D'Albert

Could the Leader please detail the amount of 'Pupil Premium' funding being received by schools across the authority and give a breakdown of this funding by ward.

A. In 2011/12 the Pupil Premium is £430 for every eligible pupil aged 5 to 16 entitled to a free school meal in each local authority's maintained schools as well as every Looked After Child in their home local authority. This additional funding is paid to each local authority for distribution to their maintained schools and in the case of Looked After Children the money is sent by the home authority to the local authority where the child is educated for distribution to the appropriate school.

Those schools that have converted to or will shortly convert to being an academy will receive their eligible Pupil Premium monies directly from the Government, via the Young People's Learning Agency.

Bury will receive £1,662,180 for those pupils eligible for a free school meal and these monies have already been included in schools' delegated budgets for 2011/12. In addition Bury will receive £50,740 for its Looked After Children in its schools, which have also been included in

school's budgets. Work is being undertaken to claim the £430 per pupil from the 23 other authorities who have children in Bury schools, which will be distributed to the appropriate school when the money is received.

The Pupil Premium amount per Ward is as follows. Care should be taken when comparing spending between wards as some have more than one High school while others have no High school, consequently having proportionately more eligible pupils.

Ward	Pupil Premium Amount
Besses	83,420
Church	30,100
East	208,980
Elton	51,170
Holyrood	197,370
Moorside	124,700
North Manor	37,410
Pilkington Park	79,120
Radcliffe East	140,610
Radcliffe North	74,390
Radcliffe West	61,490
Ramsbottom	63,210
Redvales	209,840
Sedgley	95,030
St Mary's	46,440
Tottington	95,030
Unsworth	115,240
Total	1,713,550

Question 3 - Councillor Walker

At the final Council Meeting of the 2010/11 municipal year, Members were informed that the £2.6m Local Performance Reward Grant paid by the Government to help efficiently performing local authorities support their frontline services was being given to "Team Bury".

Could we therefore be advised just how this very welcome extra funding is being spent, bearing in mind it was meant to help basic service provision in the local Council? Can Audit Committee or Scrutiny be kept informed?

A. Councillor Walker thank you for your question.

The Local Area Agreement (LAA) Reward Grant of £2,629,543 will, I can assure you, be invested in protecting local front line public services.

The reward was achieved because of the excellent efforts of our staff, and those employed by other public services, to improve the quality of life of local people.

The reward is welcomed. But what is not welcomed is the fact that this Con Dem Government slashed our reward by 50%! That's another two and a half million pounds that this Government has taken away from the people of Bury! Yet another stealth cut that the Government hopes local people won't see!

Madam Mayor, Council committees will have a full and active role in scrutinising this administration's Plan for Change in the coming months and Team Bury partners will be held to account through External Scrutiny at their now public meetings.

Question 4 - Councillor Boden

Will the leader/ executive member inform the council of the penalties which the council will incur if the recycling rate for domestic refuse is not improved.

A. There are no direct penalties from Government for the non achievement of recycling rates.

The main drivers for increasing recycling performance are to deliver environmental and financial benefits.

At 28%, our recycling rate is poor, which means a higher proportion of the household waste generated from Bury goes to landfill with all the unnecessary environmental damage that causes.

The new collection system will enable residents to recycle greater quantity of materials, more easily and our aim is to reach a recycling rate of 40% by April 2012.

The increasingly high cost of disposing of waste to landfill drives the financial imperative.

Each tonne of waste paper & comingled waste, i.e. glass bottles and jars, plastic bottles and cans, collected generates an income of £25, as opposed to incurring a cost of £153 for disposal & landfill costs if that same tonne of material is collected in the grey refuse bin. This is a net benefit of £178 per tonne. These savings increase significantly year on year up till 2014/15.

Savings in disposal costs alone of £332,000 have been assumed in the 2011/12 budget and this is expected to rise to at least £662,000 in 2012/13, with the increased recycling produced by the move to managed weekly collections and the introduction of a new green bin for paper and card.

Question 5 - Cllr Donal O'Hanlon

The Leader and his colleagues have made some very bold and populist spending promises since coming to office. Could the Leader please provide members with a detailed breakdown of the savings they are making to fund them?

A. When I announced at Council on 18 May that the Labour administration was going to stand by the pledges we made during the election campaign I also explained how we intended to fund the budget changes. But because I believe in openness and transparency, and because Cllr O'Hanlon didn't attend the meeting, I'm very happy to repeat myself...we will be utilising £155,000 from an on-going underspending within the Housing subsidy budget.

The Executive Director of Resources confirmed that this funding was acceptable and that it conformed to the Council's Golden Rules.

Question 6 - Councillor Gartside

Will the new Labour administration undertake to **not** take away the £928,000 departmental allowance for non-pay inflationary pressures as set out in the 2011/12 Budget, or will they decide to follow their own 2011/12 budget amendment instead?

A. The aim of the amendment that we put forward in February was to find resources to remove the worst of the Conservative party's ideologically driven cuts to this Council's services before they could be approved. Sadly at the time neither of the opposition parties listened or supported us. This meant that by the time we took office we were part way through the year and we recognise that the scale of the cuts made by the Conservatives are such that it would not have been responsible to remove yet more money from department's budgets at such a late stage.

Despite this, at the last Council meeting the new Leader was able to announce that we would use an on-going underspending that we had just been made aware of in order to reverse some of the meanest of the Conservative's

savings options. As a result the new Labour administration has been able to keep it's promises and save our lollipop patrols, scrap Sunday parking charges, save the Pheonix Centre, reverse moves to charge for car parking at Castle Leisure Centre and reinstate home to school transport.

Question 7 – Councillor Matthews

Will the leader/executive member inform the council of the savings in CO2 which were achieved in the last municipal year, the target for the savings to be made during the current year, the likely cost of failure to reach it and the reward if it is either reached or exceeded.

A. The figures in respect of 2010/11 have not yet been finalised but have to be submitted by the end of this month. Officers are currently compiling that data and I will ensure it is circulated to Members once it is finished.

The target CO2 reduction for 2011/12 is 13% and this is contributing to our medium term target of a 35% reduction by 2014.

The financial saving will depend on how the reduction is made i.e. each fuel type – gas, electricity, petrol, has a different cost.

In relation to the Carbon Reduction Commitment tax the saving will also depend on where the reduction is made – Under CRC we will be taxed on emissions from our buildings and streetlighting. As an indication - if we were to make all the target reductions from our buildings this would bring a tax saving of £41,000 in 2011/12 (at £12 per tonne). As a note of caution, Government have indicated the tax will increase to £16 per tonne in 2013.

Any actions we can take to reduce energy consumption will have a positive impact on our energy costs, tax liabilities and also on our carbon footprint.

In 2010/11 we secured £220,000 of interest free loan funding from Salix to carry out 8 energy efficiency projects in our buildings – these projects include :-

- Upgrading of Building Energy Management Systems**
- Improved lighting and controls**
- Voltage optimisation**
- Installation of variable speed drives**
- Installation of new boilers and heating controls**

These projects are predicted to save £81,000 per year on energy bills, £5000 annual saving on the Carbon Reduction Commitment tax and over 400 tonnes of carbon per year.

In February 2011 we launched our Carbon Cost Challenge awareness raising campaign which aims to ensure that everyone at the council plays their part in reducing our energy consumption, our energy bills and also our carbon footprint. The Carbon Trust have calculated that by changing employee's behaviour we can achieve savings of between 5-10%.

Our work on carbon management has shown that our biggest source of carbon is from our school buildings. In February 2011 a Schools Carbon Reduction Officer was appointed (using redirected existing resources). In addition to looking at the fabric and services of our school buildings, this officer will be encouraging our school children to think about how they use energy and how they can make savings. It is hoped that the children will take these messages home to help reduce the carbon emissions from our communities.

Question 8 - Councillor Ann Garner

Specific funding was agreed in the 2011-12 budget to help larger families cope with a move to a fortnightly collection of residual waste. Why then is it proposed to reduce the size of a second bin – how will this help? Many households (including houses with gardens) still do not have brown garden waste bins. Will these be forthcoming before the move to fortnightly collections?

A. Any large family, of 6 or above, has the opportunity to apply for a second grey, blue or green bin if they think they have a requirement. It is recognised that large families generate large amounts of waste, but a significant % of this waste is recyclable so we need to look at bin capacity across all waste streams. If a large family does all it can by minimising its waste, recycling everything possible (including all paper and card using the new green bin) and optimising bin capacity by compacting waste etc, then it should be able to cope with a second grey bin 140 litres in size. For families of 8 or above the second grey bin will be 240 litres in size. To qualify for a second grey bin any household, whatever its size, must clearly demonstrate that it is recycling all it possibly can.

It is important that families are not provided with an 'excess' of grey bin capacity because this can provide a disincentive to recycle. This is evidenced by the fact that a move to managed weekly refuse collections inevitably pushes

recycling performance upwards.

It is estimated that there may be 3 - 4,000 households across the borough with gardens that do not currently have a brown bin. It is not intended to roll out any more brown bins before the new collection system commences later this year. There simply isn't the vehicle resource available with which to service them. We will be approaching the winter months then in any case when little garden waste is generated. We hope to be in a position to roll out additional brown bins in 2012.

We are looking to provide a comprehensive information package based on the Frequently Asked Questions format. This will be on the Council's website from 14th July 2011. The new green bins will be delivered to households between 5th and 30th September, in readiness for the new collection system starting from 4th October 2011.

Question 9 - Councillor Harris

Nowhere in the Labour Group's manifesto is there any reference to what they would hope or endeavour to do with the level of Council Tax in the 2012 Budget. Will they be inclined to raise the levels of Council Tax to help meet their £8.4 million savings target or will they keep it at current levels for a further year and try to achieve the required savings by cuts in services?

A. Given that she voted for it, I'm sure that Councillor Harris will know that the budget for 2012/13 that was left to us by the Conservative administration already assumes that the Council Tax will rise by 3.5%. Despite this, the appalling cuts in Government grant imposed on us by the Coalition mean that we still have an £8.2m hole in our budget. So much for the Conservatives' claims to be the party of low taxation and responsible budgeting!

At this point in the year it would be completely wrong of me to say what we will do to balance the budget...and there is one simple reason for this. Before making any budget proposals this new Labour administration intends to do something that would have been unthinkable when the Conservatives set their budget...we intend to undertake extensive and meaningful consultation with the public, the very people whose money we spend and who deserve a proper say in how and where it's spent.

Question 10 - Councillor Vic D'Albert

How much extra money has been made available by Government to repair 'potholes'? Could the Leader provide a breakdown of how much of this money is being spent in each of the Authorities six local areas?

A. Bury were granted an additional £400,090.00, in order to provide extra support towards additional road maintenance expenditure following the abnormal damage caused by the severe winter of 2010/11. This has to be spent by September 2011.

The funds have been apportioned on a road length basis to each local area – The specific roads identified within each township will be circulated to all members.

Area Partnership	Km %	DfT Allocation
Bury East	19.3%	77,217.37
Bury West	11.9%	47,610.71
Prestwich	17.0%	68,015.30
Radcliffe	17.0%	68,015.30
Ramsbottom, Tottington & North Manor	18.9%	75,617.01
Whitefield & Unsworth	15.9%	63,614.31
Total	100%	£ 400,090.00

Question 11 - Councillor Bevan

Does the Council Leader welcome the decision by the Conservative-led government to allow Councils to keep the business rates they collect rather than to pass them on to the Treasury and does he agree that such a move would be of great benefit to the local economy?

Could the Leader also confirm the amount collected in business rates in Bury and by how much, in monetary terms, the Borough would benefit from such a change?

A. Of course we welcome any move to give local authorities more freedom although as always with the ConDem's plans, the devil will be in the detail. Bury currently collects business rates totalling £43.5m and we get back £57.8m from the national pool so we are a net gainer under the current system and we would be a net loser if we were simply left with our own rate income. It is therefore absolutely critical that for once the Government takes a more sensible view and listens to what we've said about the importance of any new system making provision for equalising out these sorts of losses so that no Council is worse off. If they don't then Bury will lose £14m of much needed income a year which we all know will have a catastrophic effect on our services.

There are also many other questions left unanswered at this stage such as how the new system will deal with the fact that the income from business rates is very volatile between years and the fact that such income is not driven by population changes to the same degree that our costs are. Finally, the plans as we understand them will not give individual authorities the power to set their own rate poundage which in itself reduces dramatically the degree of real freedom that Councils are being given.

Question 12 - Councillor Tim Pickstone

If the regrettable decision of Greater Manchester Waste Disposal Authority is to go ahead, how will the Council work with the Authority to ensure a sensible future use of the Clifton Road site, perhaps as a means to increase access to Prestwich Forest Park?

A. The HWRC is owned by the WDA not the Council. Since Prestwich HWRC is bounded to the west by land owned by United Utilities and leased to the Forestry Commission, in the first instance we would encourage the Forestry Commission to talk to the WDA.

The land to the east (the old Prestwich municipal tip) is owned by the WDA who have been discussing a possible disposal to the Land Trust (charity), so adding the HWRC to that disposal would be a second option. Either way the Council will do what it can to encourage the site's incorporation into Prestwich Forest Park and we have already contacted the WDA to express this view.

Question 13 – Councillor Gunther

I note from the minutes of the June Executive meeting that future meetings of the Executive are to be held at various locations around the Borough.

Would the leader agree with me that the purpose of holding meetings in the Town Hall is to promote public access as it is central to all parts of the Borough? Would he also agree with me that if this is intended as an exercise in true democracy rather than as a political stunt that the same agenda should be taken to all parts of the Borough to ensure fair access to all members of the public?

I would also remind the leader that this travelling roadshow style of meeting has been tried by a previous Labour administration but was quietly abandoned.

A. Councillor Gunther, thank you for your question.

I am sure that you will remember my inaugural speech to Annual Council in May? In that speech you will recall that I made a firm commitment to open and transparent government by this administration.

This Labour administration's commitment to holding Executive meetings in all of our townships in this municipal year is but one part of this administration's commitment to opening up government and widening public participation in decision making. This way of taking government to the people, together with establishing new Township Forums, means that local people will, under this administration, experience something that has been woefully absent under the previous Tory administration: active participation in and ability to question elected officials about the work of this Council.

This Labour administration is committed to being visible and accountable. We want all of our communities and townships to have the opportunity to get involved in Council decisions. Above all we want to ensure that those residents who want to raise major local issues with Executive can do so on their own terms: giving communities more say in what we do and the way we do it.

Question 14 - Councillor Ann Garner

If the regrettable decision of Greater Manchester Waste Disposal Authority is to go ahead, what increased facilities will the council provide to ensure that people in the south of the Borough have easy access to facilities to recycle items not included in the kerbside collections, particularly given the closure in recent years of the main other recycling facility in Prestwich at Tesco's?

A. The following items are collected from the kerbside by the Council:- all paper and card; plastic bottles; aluminium and steel food and drinks cans; glass bottles and jars and garden waste. Furthermore, there are numerous charitable door to door collections for textiles in operation.

Realistically Bury Council is not able to provide recycling facilities for the collection of any other types of material.

However there are two local GMWDA Household Waste Recycling Centres available at which a much wider range of wastes can be disposed of and/or recycled. These centres are at Lumns Lane and Cobden Street in Salford. In addition there is another centre at Cemetery Road in Radcliffe. All these sites have been recently redeveloped and are able to

recycle a far wider range of wastes than the Clifton Road centre.

These wastes include: Asbestos, Batteries, Books, Cans, Cardboard, Cell Batteries, Computer Monitors, Fluorescent Tubes, Fridge/Freezer, Gas Bottles, Glass, Green Waste, Non Ferrous Scrap, Engine Oil, Paper, Plasterboard and Gypsum, Plastic Bottles, Rubble, Scrap Metal, Textiles, TVs, Tyres, WEEE (Waste Electrical and Electronic Equipment) and Wood.

The closure of the recycling facility in Prestwich at Tesco was regrettable, but unavoidable due to the fly tipping problems at the site, which left Tesco with no option but to ask us to vacate the site.

Question 15 - Councillor Hankey

In February 2011 the Leader was proposing to reduce Special Responsibility Allowances for Councillors in view of the harsh economic climate.

The previous Conservative administration actually made significant reductions in Special Responsibility Allowances by reducing the number of Executive members and Chairs of Scrutiny panels in receipt of such allowances and by abolishing the Special Responsibility Allowances for Chairs of Local Area Partnerships.

In view of his earlier comments, how does the Leader justify increasing the number of paid Executive posts from five to seven as almost his first act upon taking office?

A Councillor Hankey is quite correct in saying that the previous administration made reductions in the number of Special Responsibility Allowances. Unfortunately, this was partially achieved through decimating democracy within the Borough. Cabinet Members made decisions in private and the ability of members to scrutinise them was undermined through a reduced scrutiny presence. On assuming office, I make no apology for saying that one of this Administration's priorities was to restore democracy and create more manageable Executive portfolios, with which came increased public and democratic accountability.

However, in bringing about these changes, I have already put in place a review of the Special Responsibility Allowances across the board, and it is my intention to meet with the Political Group leaders to discuss the matter further. A report with recommendations will be before Council on 14 September.

Finally, to correct Councillor Hankey, the Special Responsibility Allowances for Local Area Partnership Chairs were not abolished by the Conservative Administration and remained in force last year. I can announce, however, in advance of a review, that this Administration will be proposing that the chairs of the new Township Forums will not be paid a Special Responsibility Allowance.

Question 16 - Councillor Tim Pickstone

Given the significant increase over time in the volume of traffic on the M60 as it passes through Whitefield and Prestwich, is the Council aware of any monitoring of increased noise and air pollution and will the Council work with the Highways Agency to look at ways of alleviating this, particularly given the capacity improvements planned further west on the M60?

A I do have a full and technical response to the question which I think is best circulated to all members after the meeting.

Air Quality – Monitoring station at Junction 17 of the M60

We do play a part in the GM liaison have with the Highways Agency over pollution control and it is a fact that targets set by the EU to reduce pollutants by 2010 in this, and many other areas of the UK, was not met.

An extension to the deadline is currently being negotiated (2015 is possibly the new target date).

However we have very recently been made aware of the possibility of this particular monitoring station being taken out of commission. It is not yet clear whether it will be re-sited or simply not replaced.

Noise

The Highways Agency are required to asses whether the noise impact from traffic in this area can and should be reduced and must consult with the Local Authority on their deliberations.

Similarly the legislative framework which exists to deal with increases in traffic noise resulting from significant changes to the Motorway network dictates that works to alleviate the impact of any increases in noise are undertaken by the Highways Agency.

Further Background Information

The council operate a very accurate air monitoring station at Junction 17 of the M60. This station is part of the Government's Automatic Urban and Rural Network of monitoring stations. The Government own some of the equipment at the station and pay for the data collection and management at the site. The main pollutant of concern in relation to traffic is nitrogen dioxide and the data in the table below shows the annual average nitrogen dioxide measured at this site since 1999. These figures show that concentrations have tended to fluctuate from 64 to 73ug/m³ with no real trend either up or down.

This monitoring station is at the roadside of the M60 within the busy A56 roundabout at Junction 17. As no-one lives or spends any significant time at this location we have also been measuring nitrogen dioxide at one of the nearest properties to the junction. Concentrations at this property have been found to be 48ug/m³ in 2009 which is considerably less than was recorded at the main Junction 17 station.

The EU has set limit values for pollutants that are likely to be harmful to health. The EU Limit Value for the annual average nitrogen dioxide is 40ug/m³ and the UK was required to meet this by 2010. The Government have identified that they have not met the nitrogen dioxide Limit Value in a number of urban areas including the Bury section of the M60. They are currently in the process of applying for an extension to allow the UK until 2015 to comply.

The M60 is the responsibility of The Highways Agency and it is very difficult for local councils to significantly influence traffic on the motorway system. Much of the traffic on the M60 is through traffic which has no connection with the Bury area whatsoever. Having said that Greater Manchester councils have liaised with the Highways Agency to encourage actions to reduce pollution on our local motorway system. It is anticipated that the exceedence of EU Limit Values will concentrate Government action on areas which have not met

the targets and this should lead to the necessary reductions of pollution from the M60.

As an aside we are aware that the government is reviewing its network of monitoring stations and we have been advised that the Bury site is likely to be cut from the national network during 2011.

This will mean that we will either need to find the funds to keep the station running or close it down.

Bury Roadside Air Monitoring Station – M60 - Junction 17 **Annual Mean Nitrogen Dioxide Concentrations 1999 - 2010**

Year	Annual Mean ($\mu\text{g}/\text{m}^3$)
1999	73
2000	70
2001	69
2002	68
2003	76
2004	69
2005	64
2006	73
2007	65
2008	69
2009	72
2010	69

Noise

This part of the M60 is included in the Manchester Agglomeration Noise Action Plan as an 'Important Area, First Priority Location' i.e. road noise of at least 76dB $L_{A10,18h}$ which is what level of noise is exceeded 10% of the time in an 18hour period[see the briefing note below on Noise Mapping which resulted from the European Environmental Noise Directive 2002/49/EC and The Environmental Noise (England) Regulations 2006].

The Highways Agency are required to assess whether the noise impact from traffic in this area can and should be reduced and must consult with the Local Authority on their deliberations.

In terms of any 'capacity improvements planned further west on the M60', the legislative framework which exists to deal with increases in traffic noise resulting from significant changes to the Motorway network dictates that works to alleviate the impact of any increases in noise are undertaken by the Highways Agency in accordance with The Noise Insulation Regulations 1975, as amended.

Further information on this matter can be found on the Highways Agency website <http://dev1.highways.gov.uk/790.aspx>

Briefing on Noise Mapping

Background

The Environmental Noise Directive 2002/49/EC came into force on 18 July 2002. It requires Member States to make 'strategic noise maps' for major agglomerations (large urban areas), major roads, major railways and major airports.

In England the Directive was enacted by The Environmental Noise (England) Regulations 2006. The Regulations refer to noise from road, rail and air traffic, and industry.

The noise maps provide an overview of the ambient noise climate in cities and major transportation sources in England *at that time*. The maps are produced using computer based noise models. The noise levels are calculated at a height of 4 metres above ground level (i.e. roughly at first floor height). The mapped noise levels are long-term levels determined over a period of a year and are shown in terms of the noise indicators L_{den} (an indicator of annoyance which takes into account noise levels during the day, evening and night), L_{night} (an indicator of sleep disturbance – the night time period being defined as 11 pm to 7 am) and $L_{A10,18h}$.

The purpose of strategic noise maps is:

- To enable the assessment of the exposure of population to noise – by linking population data to the noise levels on the maps.
- To assist in the identification of areas that have good environmental noise quality ('quiet areas').
- To inform the development of action plans to manage the exposure of populations to noise, including reduction if necessary,

and, in urban areas, prevent locations of existing quiet from becoming noisy.

- To raise public awareness and engage everyone affected in the development of noise action plans

The Environmental Noise (Identification of Noise Sources) (England) Regulations 2007 identified the areas of England for which noise maps were to be produced and for which noise action plans are to be prepared:

The first round of mapping has been completed, of the areas where most people are likely to be affected by most noise covered first. These are:

- Large, densely populated urban areas – over 250,000 people with a population density of more than 500 people per km².
- Areas around roads with more than six million vehicle passages a year.
- Areas around railways with more than 60,000 train passages a year.
- Areas around airports with more than 50,000 movements a year

In the second round, due to be reported to the European Commission in 2012, the following must be mapped:

- Urban areas with a population of 100,000 people.
- Areas around roads with more than 3 million vehicle movements.
- Areas around railways with over 30,000 train movements.
- Areas around airports with more than 50,000 movements a year.

Manchester Agglomeration Noise map (the full 76 page document is available):

<http://www.defra.gov.uk/environment/quality/noise/environment/documents/noise-reg-2007/agg10-manchester.pdf>

On the basis of the noise mapping, noise action plans are required to be drawn up, designed to manage noise issues and effects, including noise reduction if necessary. Noise mapping and action planning takes place every five years.

The Action Plans cover noise issues arising from road, railway, aviation and industrial sources. Responsibility for implementing the plans falls on those authorities who generate the noise (road, rail and airport authorities).

Manchester Agglomeration Noise Action Plan:

<http://www.defra.gov.uk/environment/quality/noise/environment/documents/actionplan/noiseaction-agglom-manchester.pdf>

For our area we only need consider road traffic (we have no other qualifying sources affecting our area)

Responsibility for implementing the plans will fall on those authorities who generate the road, rail or aircraft noise (road, rail and airport authorities)([the Noise Making Authority NMA](#) who) who will liaise with the Local Authorities in that area ([the Noise Receiving Authorities NRAs](#)) about progress and, in the end, the outcomes.

The [NMA](#) for road noise (and the responsibility for managing road traffic noise in the agglomeration) is the relevant highway authority [through the implementation of the Highways Act 1980 (as amended) - this includes the Highways Agency, which is responsible for motorways and other trunk roads; the remaining roads are the

responsibility of local highway authorities] and the Department for Transport.

The Regulations require that the Action Plans should apply in particular to the most important areas as established by the maps. However, once that work has been completed the relevant authorities should investigate the remaining Important Areas to determine what further measures, if any, might be implemented to improve the management of noise.

Because of the high numbers of dwellings identified by the mapping process as being affected by high levels of noise, a prioritisation process has been introduced by Defra. With respect to road traffic noise **Important Areas** will be where the 1% of the population of the agglomeration is affected by the highest noise levels from those roads are located.

The Action Plans will be applied firstly to **Important Areas** that contain **First Priority Locations**.

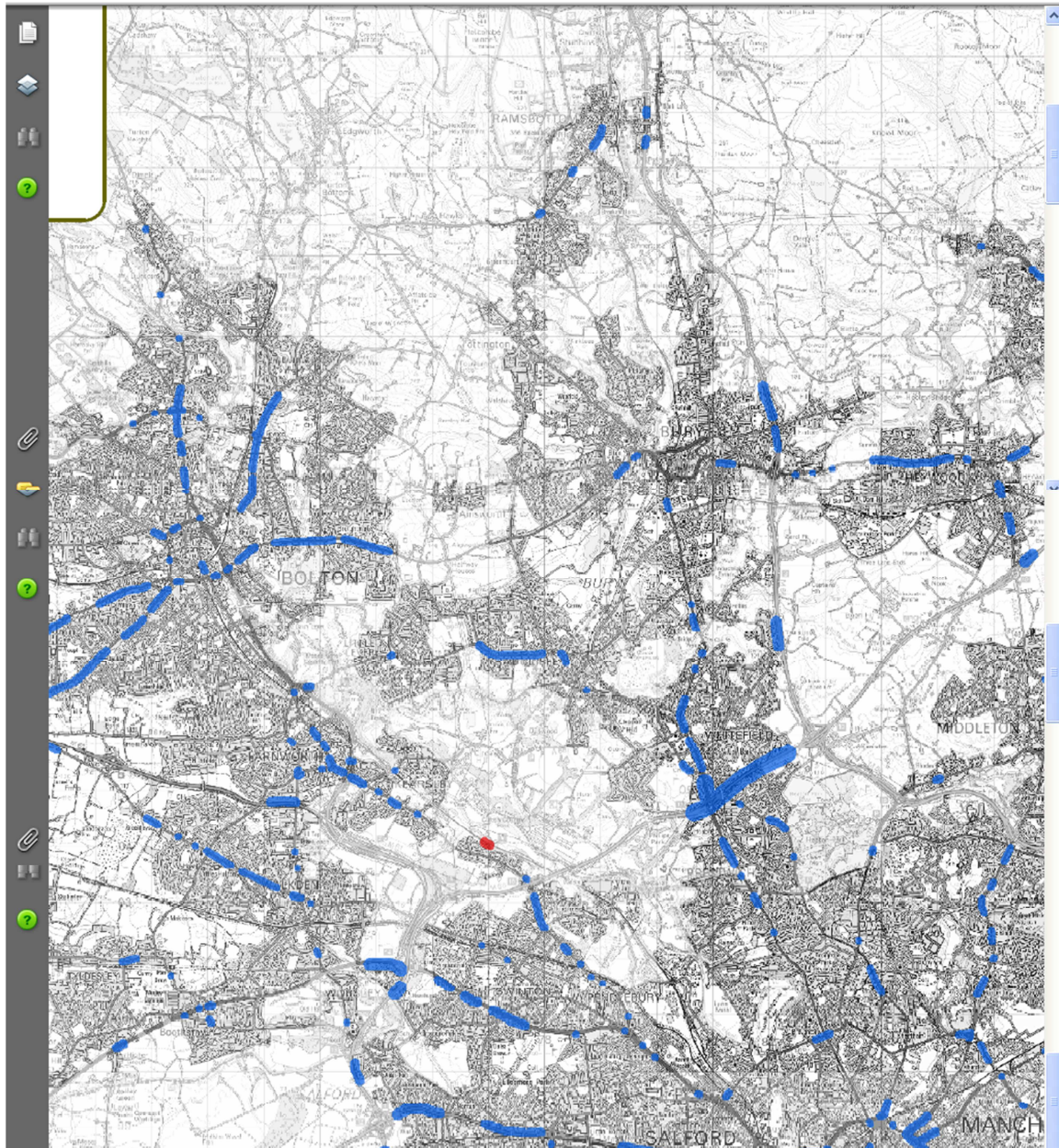
First Priority Locations are where the road noise is at least 76dB $L_{A10,18h}$.

The relevant local authority ([NRA](#)) may separately identify locations that have not currently been identified as Important Areas for possible further noise management actions and request that consideration be given by the relevant highway authority ([NMA](#)) to including them in the action planning schedule.

Noise Action Planning
First Priority Locations for the
Manchester Agglomeration (North)

 Roads

 Railways



For each Important Area, the highway authority ([NMA](#)) will identify possible actions as below:

a) It is possible to be able to implement an action and there are financial resources immediately available to do so;

b) It is possible to be able to implement an action but there are no immediately available financial resources to do so;

c) It is not possible to implement any action because there is no scope for doing so (e.g. reasonable sound insulation already exists at the affected dwelling, or a noise barrier at its optimum size and location already exists), or there is some overriding technical issue that prevents implementation (e.g. ground conditions do not allow a barrier to be erected); or

d) It is not possible to implement any action because there would be large adverse non-acoustics effects that could not be accommodated by the proposed measure. Such non acoustic effects could include an adverse effect on safety, or a significant adverse air pollution impact, or an unacceptable increase in congestion or journey times.

Actions which could be taken by the NMA:

- Façade insulation
- Noise barriers
- Low noise road surfaces
- Re-routing of traffic
- Restriction of HGVs
- Re-route new roads away from dwellings
- Speed restrictions

Quiet Areas

The Regulations also require that Action Plans include provisions that aim to protect any formally identified Quiet Areas in the agglomeration from an increase in noise.

In identifying **Quiet Areas** The Secretary of State through Defra will liaise with local authorities [Planning] to obtain information on the open spaces within each local authority and decide which of these open spaces should attract particular attention taking account of the results of the strategic noise mapping.

For these Quiet Areas, Local Authorities will be expected to adopt policies to manage the local noise environment so as to protect the quietness of the open spaces.

There is a set timetable in place to control the whole Action Plan process (*which seems to be slipping...*) to ensure that the first round of actions is complete by 2012.....as the maps are to be reviewed every 5 years.....

Question 17 - Councillor Walker

With reference to the bus lane restrictions using cameras which were introduced last year, could we be updated as to:-

- a) how many motorists have been fined as a result of cameras recording them using the bus lane at times when prohibited from 30 November 2010 until now?
- b) how much income has this exercise produced since 30 November ie: the last 6 months?
- c) how many drivers have been caught and fined at the foot of Bolton Road where a small camera car is often situated on a permanent painted parking spot on the pavement?
- d) does the annual cost of the bus lane camera schemes remain at about £105,000?

and;

- e) how many motorists have been fined on the straight stretch of bus lane on Bolton Road between the Wellington Hotel and St Stephen's Church between 6.30 pm and 7.00 pm?

- A**
- a) Number of motorists fined from November 2010 until now is 5,362**
 - b) the income raised since 30 November is £167,227**
 - c)the number of drivers fined at the foot of Bolton Road is 3,415**
 - d)the annual cost of the bus lane camera schemes is £110,000**
 - e) No motorists have been fined on the straight stretch of bus lane on Bolton Road between the Wellington Hotel and St Stephen's Church between 6.30 pm and 7.00 pm (difficulty in siting the enforcement vehicle therefore no enforcement has been carried out there)**

Question 18 - Councillor O'Hanlon

London is to host the 2012 Olympic Games. Could the Leader confirm what efforts have been made to ensure that Bury will make the most of any opportunities to benefit from the Games, including opportunities to host or create better links with participant countries?

A. The Bury Cultural Olympiad Network has been established to ensure Bury has a strategic and coordinated approach so that the Bury population are provided with opportunities to participate in sport and cultural activities in the run up, during and after the 2012 games. The membership of the Cultural Olympiad Network is fully represented by a range of local stakeholders including Bury Council – Children Services, Communities Portfolio, Leisure Services, Libraries and Art and other partners including The Met, Greater Sport, Bury 3SDA.

A Legacy plan has been developed and outlines key targets and priorities. The plan covers all aspects of Olympic legacy covering sporting and volunteering, as well as social and economic benefits.

The official branding for all associated Bury activities Bury Be Part of It which is being launched on 21st July in conjunction with the Bury Cultural Olympiad Website.

Three Open Weekends to mark the countdown to the Olympic Games have already been delivered in Bury and the one year countdown commences on the 22nd July – 24th July. There will be a host of further open weekend activities that are being promoted on the Bury Cultural Olympiad Website.

Six local projects have been officially recognised as achieving the official branding for projects - the London 2012 Inspire Mark, which represents the projects link and association with the Olympic Games.

I will ensure further detail is circulated to all Members after the meeting.

Question 19 - Councillor Bevan

In view of the Council Leader's commitment to openness and transparency, will the proposed local area township forums provide elected Councillors with any decision making powers, similar to those in Rochdale where many decisions, including such matters as planning and highway maintenance are devolved to the township committees?

Will the leader also ensure that senior officers from Highways and Planning will attend the township forum meetings?

A. Councillor Bevan, thank you for your question. Subject to Members agreeing to the proposal before them tonight to establish Township Forums, I intend to bring a report to the Executive on the 13 July that will launch the consultation on the proposed operating model for Township Forums.

I would not wish to pre-determine the outcome of that consultation by speculating on what might or might not be within the final operating model of Township Forums. Therefore, I would encourage all Members to take an active interest in the consultation to shape the way in which Township Forums evolve to influence local decision making.

Question 20 - Councillor Vic D'Albert

Much of the BBC is to move to a new site a few miles outside of Bury this year. What has been done to ensure that Bury shares in the increased prosperity that this will hopefully bring to the city-region, and what has been done to market Bury as a good place for to be live and do business?

A. Councillor D'Albert, thank you for your question. Bury, as you will know, plays an active role in the City Region. As such we have, for some time, been working with colleagues in Salford and elsewhere in Greater Manchester to ensure that BBC personnel relocating to the north are well aware of what Bury has to offer. We have worked with estate agents and had direct contact with the BBC to promote Bury as a great place to live. We also work with MIDAS (Inward Investment Agency) and Marketing Manchester to promote Bury's business and tourism offer. Moreover, we have, and continue to be involved in, a range of working groups, led by Salford, to explore how our residents and businesses can benefit from the relocation by securing job opportunities or service contracts. Locally we are holding a Help, Opportunity and Advice Event on the 14 September to promote jobs across the City Region. We continue to work with our colleagues in Salford and in the wider City Region to ensure that our residents can access the future jobs that Media City will create. We are also updating and expanding our website to promote Bury as a great business location. Thank you Madam Mayor.

Question 21 - Councillor Wright

Given that the former Local Area Partnerships are to eventually be replaced by the new Township Forums could the Leader comment on the position of the former Local Area Partnership managers. The proposals indicate that three of the six posts will be re-designated and retained. Could the Leader confirm whether alternative positions, at a similar level of seniority, have been found within the Council for the remaining three employees?

**A. Councillor Wright
Councillor Wright, thank you for your question. I am sure you are very well aware that this Labour administration is now faced with implementing your administration's budget!**

One of the options contained in that budget was to reduce the resources in this area of work to £125k per annum, and to retain and re-designate 3 of the posts that are currently designated as Local Area Partnership Managers.

Since this Labour administration took control my officers have been supporting all staff affected by the previous administration's budget options including exploring redeployment opportunities. This support will continue.

Subject to Members approving the proposal before them tonight to establish the Township Forums, the recruitment process to the re-designated posts will recommence tomorrow.

Question 22 - Councillor Mary D'Albert

Bury Driving Test Centre has been closed since December 2010 meaning that tests are having to be taken outside of the Borough. When will the Centre be re-opening and what pressure can the Council bring to get the centre re-opened at the earliest opportunity?

A. A similar question was raised in the House of Commons by David Nuttall MP, earlier this week and the answer provided was as follows:-

The Driving Standards Agency (DSA) is committed to re-opening the driving test centre (DTC) at Bury. The property suffered extensive damage from flooding in late 2010.

DSA took the opportunity presented by the temporary closure to review the design and layout of the centre to improve facilities for customers and staff. However, obtaining feasibility studies, architectural and engineering plans and costings has taken longer than expected. Building works, which will be subject to a competitive tender exercise, and the planned reopening is scheduled for late 2011.