

AGENDA FOR

OVERVIEW AND SCRUTINY COMMITTEE

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To: All Members of Overview and Scrutiny Committee

Councillors : D Bailey, S Briggs, D Cassidy, J Daly,
I Gartside (Chair), M Hankey, T Holt, M James,
E O'Brien, N Parnell, C Preston and T Tariq

Dear Member/Colleague

Overview and Scrutiny Committee

You are invited to attend a meeting of the Overview and Scrutiny Committee which will be held as follows:-

Date:	Tuesday, 22 March 2016
Place:	Peel Room - Elizabethan Suite - Town Hall
Time:	7.00 pm
Briefing Facilities:	If Opposition Members and Co-opted Members require briefing on any particular item on the Agenda, the appropriate Director/Senior Officer originating the related report should be contacted.
Notes:	

AGENDA

1 APOLOGIES

2 DECLARATIONS OF INTEREST

Members of the Overview and Scrutiny Committee are asked to consider whether they have an interest in any matters on the agenda and, if so, to formally declare that interest.

3 MINUTES (*Pages 1 - 4*)

To approve as a correct record the Minutes of the last meeting held on 11 February 2016

4 PUBLIC QUESTION TIME

A period of 30 minutes has been set aside for members of the public to ask questions on matters considered at the last meeting and set out in the minutes or on the agenda for tonight's meeting.

5 CALL IN OF CABINET DECISION - PRESTWICH HIGH STREET REGENERATION SCHEME (*Pages 5 - 50*)

Following the receipt of a Notice of Call-in, within the required deadline, from Councillors I Gartside and J Daly calling in the decision of the Cabinet set out in Minute CA.747 of the meeting held on 2 March 2016, the matter will be considered in accordance with the reasons set out on the Notice of Call-In.

In considering the matter, the options available to the Overview and Scrutiny Committee are as follows:

1. The Scrutiny Committee decides not to offer any comments on the Notice. In this situation the decision of the Cabinet will stand.
2. The Scrutiny Committee decides to offer comments or objections, which will be referred back to the Cabinet at the meeting arranged for 13 April 2016.
3. The Scrutiny Committee may refer the Notice, without comment, to the Council. The matter will then be considered by the Council on 6 April 2016 (a standard item appears on all Council summons to consider referrals from Scrutiny Commissions). Any comments or objections from Council will be referred back to the Cabinet at the earliest opportunity, in accordance with the Council Constitution.

The Cabinet will be required to consider any objections and comments but will not be bound by them unless..."it is contrary to the Policy Framework or contrary to or not wholly consistent with the Budget" (Overview and Scrutiny Procedure Rules - Paragraph 16(g) of the Council Constitution).

6 ANTI-SOCIAL BEHAVIOUR - PROGRESS UPDATE AND REVISED STATEMENT OF POLICY AND PROCEDURE (*Pages 51 - 96*)

A draft report from the Lead Member for Community Safety is attached.

**7 SAFEGUARDING CHILDREN OVERVIEW PROJECT GROUP -
PROGRESS UPDATE** *(Pages 97 - 100)*

A progress report, summarising the work of the Group, is attached.

8 URGENT BUSINESS

Any other business which by reason of special circumstances the Chair agrees may be considered as a matter of urgency.

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Minutes of: OVERVIEW AND SCRUTINY COMMITTEE**Date of Meeting:** 11 February 2016**Present:** Councillor I Gartside (in the Chair);
Councillors D Bailey ; K S Briggs; J Daly; T Holt; M Hankey**Public in attendance:** 2 members of the public were present.**Also in attendance:** Councillor R Shori – Deputy Leader of the Council and
Cabinet Member for Finance and Housing**Apologies for absence:** Councillor D Cassidy, Councillor James, Councillor E
O'Brien, Councillor N Parnell (cl), Councillor C Preston (cl)
and Councillor T Tariq (cl)

OSC.704 DECLARATIONS OF INTEREST

Councillor Bailey declared a personal interest in Minute OSC.708 below, Draft Budget 2016/17, in any matters relating to Radcliffe Hall Primary School as a Governor and parent at the school.

OSC.705 PUBLIC QUESTION TIME

Linda Watson, representing the Re-instate Bury Central Library Group, made reference to the report on the Sculpture Centre considered by the Committee at the last meeting. A request was made for a more detailed breakdown of financial figures to back up the assertion in the report that the operation of the Centre had a neutral budget effect.

It was agreed:

That the information requested be provided to the Chair of the Re-instate Bury Library Group

OSC.706 MINUTES OF THE MEETING HELD ON 13 JANUARY 2015**It was agreed:**

That the Minutes of the meeting of the Overview and Scrutiny Committee, held on 12 January 2016, be approved as a correct record and signed by the Chair.

OSC.707 CORPORATE FINANCIAL MONITORING REPORT – APRIL 2015 TO DECEMBER 2015

The Deputy Leader of the Council and Cabinet Member for Finance and Housing submitted a report informing the Committee of the Council's financial position for the period April to December 2015 and projecting the likely outturn at the end of 2015/16.

The report included Prudential Indicators in accordance with CIPFA's Prudential Code.

Questions and comments were invited from the Committee and the following issues were raised:

- In response to a question concerning demand pressures within Communities and Wellbeing, the Deputy Leader highlighted the need for a 4 year plan and made reference to a number strategies in place to reduce demand pressures within adult social care.
- Councillor Daly suggested that a review of parking strategies and fees needed to be undertaken to support local businesses and prevent a negative effect on the town centre.
- The Chair, Councillor Gartside, highlighted the level of overspend in Resources and Regulation as a proportion of the overall Council budget. In response to a suggestion to restructure the budget to take account of this the Interim Executive Director of Resources and Regulation referred to the gross budget level within Department and explained that much of the variance is linked to income recovery.

It was agreed:

That the financial position of the Council, as at 31 December 2015, be noted.

OSC.708 DRAFT BUDGET 2016/17

The Deputy Leader of the Council and Cabinet Member for Finance and Housing submitted a report setting out details of the Capital Programme for 2016/17 to 2018/19 and the Revenue Budget for 2016/17. A draft programme of savings and consultation responses were appended to the report.

The report recommended that the Capital Programme be limited to those schemes fully funded from external sources.

With regard to the revenue budget the report outlined details of:

- The final Local Government Finance Settlement for 2016/17
- Forecast outturn for 2015/16
- The budget strategy for 2016/17 and the approach to balancing the budget.

The report examined the robustness of the assumptions behind the budget forecast and contained an assessment of the adequacy of the Council's balances.

The Deputy leader reported to the Committee that he had written to the Chancellor as Bury had not been included within the recent £300m allocation of transitional funding.

Questions and comments were invited from Members of the Committee and the following issues were raised:

- In response to a question from Councillor Daly, the Deputy Leader of the Council highlighted the need for the Council to move towards being self sufficient and the importance of growing revenues, attracting businesses and investing in order to be more effective in dealing with cost pressures.

- Councillor Holt highlighted the pressures being experienced by staff and stressed the need to invest to further develop skills and knowledge.
- In response to a question from the Chair, Councillor Gartside, the Interim Executive Director of Resources and Regulation, outlined that the Government have processes to monitor spend on Adult Care Services where Authorities adopt the social care precept.
- In response to questions relating to the Early Intervention Grant the Interim Executive Director of Resources and Regulation explained that this was already rolled into the main settlement.
- With regard to the issue of business rate retention, it was explained that the actual mechanism for how the process will work was still awaited.
- In response to a question from the Chair concerning school potentially setting a deficit budget, the Interim Executive Director of Resources and Regulation explained that he would not advocate this course of action.
- Councillor Bailey highlighted the potential negative effect on central education services if more schools move towards academy status. The Deputy Leader recognised the need to ensure that services provided by the Authority were competitive and flexible to meet the needs of individual schools.

It was agreed:

That the report be noted.

OSC.709 DRAFT HOUSING REVENUE ACCOUNT 2016/17

A report from the Deputy Leader of the Council was submitted which detailed the proposed Housing Revenue Account (HRA) for 2016/2017. The report set out proposals in respect of Dwelling and Garage rents, Sheltered Support, Management Amenities, Heating and Furnished Tenancy charges and Fernhill Caravan site tenancy charges. The report set out proposed a 1% rent decrease for dwellings other than sheltered and extra care in line with the requirements of the Welfare Reform and Work Bill

During discussion of this item, Members of the Committee raised concerns in relation to the cost pressures of providing a 1% rent reduction; the impact of right to buy; and the effect of Universal Credit.

It was agreed:

That the report be noted.

OSC.710 TREASURY MANAGEMENT STRATEGY AND PRUDENTIAL INDICATORS 2016/2017

The Deputy Leader of the Council and Cabinet Member for Finance and Housing submitted a report setting out the suggested Strategy for 2016/2017 in respect of the following aspects of the Treasury Management Function:-

- Treasury limits in force which will limit the Treasury risk and activities of the Council
- Prudential and Treasury Indicators
- The current treasury position
- Prospects for interest rates
- The borrowing strategy
- The borrowing requirement
- Debt re-scheduling
- The investment strategy
- The minimum Revenue Provision Policy

The primary objective of the Council's Treasury Management Function would continue to be the minimisation of financing costs whilst ensuring the stability of the Authority's long-term financial position by borrowing at the lowest rates of interest and by investing surplus cash to earn maximum interest, all at an acceptable level of risk.

The overall strategy for 2016/17 would be to finance capital expenditure by running down cash/investment balances and using short term temporary borrowing rather than more expensive longer term loans.

During discussion of this item, Councillor Hankey placed on record his appreciation for the good work undertaken by the Council's Treasury Management Team.

It was agreed:

That the report be noted.

COUNCILLOR GARTSIDE
Chair

(The meeting started at 7pm and ended at 8.25pm)

Bury Council

To: CHIEF EXECUTIVE MIKE OWEN

For Urgent Delivery

For the immediate attention of the Democratic Services Manager, Resources and Regulation Department, Town Hall, Bury

From: COUNCILLOR IAIN GARTSIDE

NOTICE OF 'CALL-IN' OF A LEADER/CABINET MEMBER DECISION

in accordance with the Overview and Scrutiny Procedure Rules in the Council Constitution



This notice shall require the Chief Executive to call a meeting of the appropriate Scrutiny Committee within 5 clear working days of the receipt of this Notice.

DECISION TO BE CALLED IN:

DECISION TAKER	Yes Or No	Meeting Date:	Minute No:
Leader/Cabinet Member Decision		CLLRS CONNOLLY & ISHERWOOD 2/3/16	CA. 747
Officer Key Decision		MR STEVE HOPLEY	
Subject of Decision PRESTWICH - HIGH ST REGENERATION SCHEME			
Reason for 'Call-In'			
1) NEGATIVE IMPACT ON TRAFFIC FLOW THROUGH AN ALREADY BADLY CONGESTED PART OF PRESTWICH 2) THE CABINET REPORT SHOULD HAVE BEEN PRESENTED PTO			

DECISION CALLED IN BY:

(Any 8 Members or the Chair or any 2 or more Members of the appropriate Scrutiny Committee)

Name of Councillor	Signature
1. IAIN GARTSIDE	
2. JAMES DALY	
3.	

Reason for 'Call-In' (continued)

TO OVERVIEW AND SCRUTINY BEFORE CABINET AS IT AFFECTS

RESIDENTS FROM ALL PARTS OF THE BOROUGH WHO OUTWARD

COMMUTE INTO MANCHESTER

3) A SIMILAR SCHEME IN A NEIGHBOURING BOROUGH

HAS HAD A DETRIMENTAL IMPACT ON TRAFFIC FLOW

AND HAS NOT WORKED

4) THE PROPOSED PARKING BAYS ARE DANGEROUSLY

SITUATED ON THE INSIDE OF THE NEWLY CREATED

CYCLE LANES.

5) A LARGE AMOUNT OF DISSATISFACTION EXPRESSED

BY MEMBERS OF THE PUBLIC, CYCLISTS AND OTHER

STAKEHOLDER GROUPS

6) FAILURE TO TAKE ACCOUNT OF THE CONCERNS

EXPRESSED IN THE PUBLIC CONSULTATION

REPORT FOR DECISION



MEETING: CABINET

DATE: 2 MARCH 2016

SUBJECT: PRESTWICH: HIGH STREET REGENERATION SCHEME

REPORT FROM: COUNCILLOR CONNOLLY (LEADER OF THE COUNCIL AND CABINET MEMBER FOR REGENERATION) AND COUNCILLOR ISHERWOOD (CABINET MEMBER FOR ENVIRONMENT)

CONTACT OFFICERS: STEVE HOPLEY (REGENERATION AND ESTATES MANAGER, PROPERTY & ASSET MANAGEMENT)

TYPE OF DECISION: KEY DECISION

FREEDOM OF INFORMATION/STATUS:

SUMMARY:

The report considers proposals to undertake a high street regeneration scheme in Prestwich in line with the Prestwich Regeneration Strategy.

Two proposals were drawn-up and submitted for widespread public consultation.

The report outlines both the consultation process and the consultation feedback and goes on to make specific recommendations which take into account the consultation results.

OPTIONS & RECOMMENDED OPTION

Option 1

Members are recommended to:

- (a) Instruct officers to undertake detailed designs and obtain tenders in respect of delivering Proposal One subject to the following amendments and within the approved budget:
 - i) Clifton Road to remain open in both directions. The situation will be monitored for a period of 12 calendar months from completion of the scheme as to its effect on traffic flows, congestion and safety.

- ii) The on street (adopted) parking bays to be reduced in length and additional street trees to be included to improve the aesthetic appearance. Parking bays to be subject to restrictions of 60 minutes with no return with 1 hour.
 - iii) Officers to work with Transport for Greater Manchester to ensure traffic light sequencing is maximised to reduce congestion.
- (b) Delegate authority to the Chief Executive and the interim Executive Director of Resources and Regulation, in consultation with the Leader of the Council, to consider all tenders received and to approve the awarding of the contract to undertake the approved scheme within the approved budget.
- (c) Instruct officers to seek opportunities to secure additional match funding and sponsorship specifically in respect to street furniture, signage and planting

Option 2

Not approve the recommendations of this report.

Cabinet is recommended to approve Option 1 with the amendments outlined above.

IMPLICATIONS:

Corporate Aims/Policy Framework:

Do the proposals accord with Policy Framework? Yes.

Statement by s151 Officer:

A funding package for this scheme has been assembled using approved Council Budgets, and by securing external funding.

Before final commitment the Council will undertake robust cost estimates and tenders to ensure that the scheme can be delivered within budget.

Wider risk mitigation measures are outlined at section 8 of the report

Statement by Executive Director of Resources:

This is a key scheme for the regeneration of Prestwich High Street and the surrounding areas.

The aims of the scheme are to:

"Create a lively high street, attractive to

both national and independent operators with a much improved environment”

Equality/Diversity implications:

In considering the proposals and the results of the consultation process, Members must have due regard to the Council’s equality duties (under the Equality Act 2010), must ensure that the consultation process was fair and thorough and that they have an opportunity to consider responses.

Considered by Monitoring Officer:

If a proposal is approved for implementation, further advice should be sought from the Council Solicitor to ascertain:

- That Procurement Rules have been complied with in respect of the appointment of any works contractors.
- That all of the works comprised in the proposal are covered by general and specific powers under the Highways Act 1980 and that appropriate procedures for advertisement, consultation with utility providers and others and for the making of orders are followed.
- Whether any particular access rights need to be secured over private land in order to carry out the works to the highway and any potential difficulties in securing such rights.
- Whether there is any potential for claims to be made for loss of use/depreciation of value of neighbouring land under section 1 of the Land Compensation Act 1973 due to the carrying out of public works.

Are there any legal implications?

Wards Affected:

Prestwich

Scrutiny Interest:

Overview & Scrutiny

TRACKING/PROCESS

Chief Executive: Mike Owen

Chief Executive/ Strategic Leadership Team	Cabinet Member/Chair	Ward Members	Partners
Scrutiny Committee	Cabinet	Committee	Council
	2 March 2016		

1.0 INTRODUCTION

- 1.1 As Members will be aware in 2009 the Council undertook a major consultation exercise with the people of Prestwich to look at developing a strategy for the long term vitality of Prestwich town centre.
- 1.2 The Strategy included a number of recommendations in both what should be done and how that could be delivered.
- 1.3 One of the key recommendations was the need to deliver improvements to the high street in Prestwich which was deemed as providing an unattractive environment especially for pedestrians.
- 1.4 The high street is dominated by the A56 (Bury New Road) with areas of narrow and uneven pavements and street clutter. The 2009 Prestwich Strategy had intended that the high street improvement could be funded through excess profits generated by a major redevelopment of the Longfield Centre with the development and profit being based on attracting a major new supermarket.
- 1.5 However since the original strategy was produced the economic climate has changed dramatically and despite significant efforts by both the owners of the Longfield Centre and Bury Council it was not possible to attract a supermarket to the site. As such alternate funding options have needed to be considered to deliver the much needed improvement.
- 1.6 By 2013 it was clear that the likelihood of the Longfield Centre redevelopment being able to generate the excess profits was no longer a possibility.
- 1.7 This report sets out the process by which scheme options were developed, it outlines the consultation process, summarises the responses and recommends a preferred scheme for Members' approval. In order to protect the integrity of the tender process financial details are set out in the report contained within the exempt section of the agenda.

2.0 CURRENT PROPOSALS

- 2.1 Officers from the Council were commissioned to undertake updated surveys and produce initial designs based on the approved Prestwich Strategy. A Regeneration Group and Design Group were established which included local Councillors, Council officers and a range of local business owners and residents.
- 2.2 The aim of the High Street Improvement Scheme, reflecting the results of the 2009 consultation, is to:

“Create a lively high street, attractive to both national and independent operators with a much improved environment”

This includes:

- Improve the town centre environment for all
- Improve pedestrian movement and accessibility
- Support local businesses
- Attract additional public and private investment
- Reduce the impact of traffic while maintaining traffic flow

- 2.3 As the design options were being developed it became clear that trying to undertake the improvements on a phased basis would cause considerable disruption and would cost significantly more to deliver than a single phase scheme.

3.0 SCHEME DESIGNS

- 3.1 The design group, supported by Bury Council, continued to work up a range of potential options for the high street improvement from which two proposals were selected and put forward for public consultation.

- 3.2 Appendix 1 shows the two proposals in plan format.

3.3 Proposal 1

- 3.3.1 This comprises: single lane traffic in both directions on the A56, with wider pavements, permanent parking bays, new bus lay-bys, bus stop relocation, dedicated cycle lanes and improved public realm.

- **Wider pavements** - on both sides of the road (east and west) to improve pedestrian access and encourage shoppers to browse.
- **Bus stop relocation** – the stop outside 491 Bury New Road (Ellie Magpie) will be combined with the bus stop at 463 Bury New Road (NatWest). Moving the bus stop away from the junction of Fairfax Road will improve traffic flow.
- **Bus lay-bys** – to improve traffic flow and make it easier for passengers to get on and off buses.
- **Pavements extended at key crossing points** – making it easier and safer for pedestrians to cross the road.
- **Improved environment** - trees, new street furniture, better lighting, upgraded paving and seating will redefine pedestrian areas and improve the on-street environment.
- **On-street parking bays** - vehicles will be able to park for up to one hour at any time of day (no return within one hour) in permanent parking bays. Parking in the carriageway will not be allowed, to reduce congestion and improve customer access.
- **Single lane running** - sections of the A56 currently have two lanes of traffic running in both directions. When vehicles park on the inside lane it blocks traffic, causes lane-swapping and adds to congestion. Single lane traffic which is clear of parked vehicles (from junction of Bury New Road/St Mary's Close (Prestwich Church Institute) to the junction of Fairfax Road/Chester Street) will keep traffic moving and ease congestion.
- **Dedicated cycle lanes** – to improve facilities for cyclists in both directions. Cycle lanes will run southbound (towards Manchester) from Fairfax Road to St Marys Close, and northbound (towards M60) from Church Lane to Chester Street.

- **One way system along Clifton Road** – to streamline traffic flows along Clifton Road/Bury New Road while retaining vehicle access for residents. Access onto Bury New Road will be via Chester Street. With one way traffic, the double yellow lines along one side of Clifton Road could be removed to create additional parking. Short stay parking places would also be put in place with limited waiting of up to one hour (no return within one hour).
- **Closure of Warwick Street junction** – to reduce hold-ups on Bury New Road by stopping traffic turning onto Warwick Street. It also allows for the construction of a new bus lay-by (outside NatWest).

3.4 Proposal 2

3.4.1 Proposal 2 is similar to proposal 1 however in order to allow space for a northbound (towards M60) peak time combined bus and cycle lane the ability to widen the pavements is significantly reduced.

- **Bus lay-bys** – on the southbound carriage way (towards Manchester) only.
- **Wider pavements and improved pedestrian environment** – pavements on the west side of the high street are only slightly wider than existing widths to allow for a dedicated bus/cycle lane.
- **Permanent parking bays** – on the southbound carriageway only (towards Manchester) with limited waiting of one hour (no return within one hour). Parking bays on both sides of the road is not an option because of the shared northbound bus/cycle lane.
- **Shared northbound bus/cycle lane (towards M60)** – to operate 7-10am and 4-7pm in the **northbound carriageway only**. The shared lane would run from Chapel Street to Clifton Road. When the bus/cycle lane is not in operation, on-street parking with the potential of affecting traffic flow will be allowed with limited waiting of one hour (no return within one hour). There would be short sections of dedicated cycle lane before and after the shared bus/cycle lane. A cycle lane would also run between the Red Lion and St Mary's Close on the southbound carriageway.

3.5 In considering the two proposals considerable thought was put into the potential effect of the regeneration on the traffic flows on the A56 as it passes through Prestwich centre

3.6 The A56 is a very busy road for both local residents and commuters and whilst the high street improvement is not predicated on improving traffic flows increasing traffic congestion within the town centre would not be an acceptable outcome.

3.7 Given the distances between the existing buildings on the high street in order to achieve the wider aims, it is not physically feasible to have two lanes of traffic running in both directions and there are no circumstances under which this could be a viable option.

3.8 The Council has therefore been working closely with Transport for Greater Manchester who have undertaken modelling of the options to predict the

effects of the proposals on traffic not only through the town centre but in terms of the wider local network.

- 3.9 Appendix 2 of the report includes the projections for peak rush hour flows through Prestwich Town Centre both in respect to the existing position and for each of the proposals.

4.0 CONSULTATION PROCESS

- 4.1 Appendix 3 of the report includes for additional information in respect to the consultation process. Outlined below is a brief overview.
- 4.2 The consultation was promoted via the press, on social media, and launched through a presentation at the Prestwich Township Forum Meeting and with a press release in the local press (12 November), and ran until 30 December 2015.
- 4.3 The consultation process gave people the opportunity to view the proposals on line www.bury.gov.uk/prestwichhighst or in person at Prestwich Library. Exhibition stands raising awareness of the consultation were also displayed in high footfall areas in M&S and Tesco through the consultation period
- 4.4 The consultation process included the production of a range of information (available to view both on line and in person) including permanent displays, drop-in sessions and a number of meetings/ presentations.
- 4.5 It is proposed that following Cabinet, information on the approved scheme together with regular updates are provided to stakeholders and other interested parties, via the Prestwich Township Forum and also on the Bury Council website.
- 4.6 Published information will include the overview and summaries of the feedback received as part of the consultation together with reasons why changes have been made to the proposed scheme as a result of the consultation feedback.

5.0 CONSULTATION RESPONSES

- 5.1 As part of the consultation process the Council produced a questionnaire requesting a response on 10 questions and providing the ability to provide comments and feedback.
- 5.2 The Council received 594 fully completed questionnaires together with 504 comments
- 5.3 The questions related specifically to:
- Public realm
 - Crossing points
 - Wider pavements
 - Parking bays
 - Shared bus lane/cycle lanes
 - Dedicated cycle lanes
 - Bus laybys
 - Bus stop relocations
 - Closure of Warwick Street
 - Making Clifton Road one way

- 5.4 Appendix 4 contains additional detail in respect to the questions and the responses received.
- 5.5 In forming the recommendations in this report the Council has considered all of the comments received. Appendix 4 outlines this in greater detail however outlined below in Table 1 is a brief synopsis of the responses to the 10 questions and the recommended Council response.

Question	Overview of consultation responses	Council's response
1.Public Realm	Proposed improvements to the public realm was welcomed by the majority of respondents.	Detailed design will look improving the quality of public realm specifically through improving pavement quality, de-cluttering and inclusion of street trees.
2.Crossing points	Proposed improvements to the existing crossings was generally felt to be important or very important in order to improve pedestrian safety and reduce traffic hold ups.	The Council will review the location of the crossing points and ensure they are at key locations. The Council will look at the traffic light sequencing in order to minimise disruption whilst ensuring safety.
3.Wider pavements	Both pavement widths and quality were felt to be an issue at certain locations along the High Street	The Council will look in detail at those areas where the pavements require widening and those which are already adequate. Detailed designs will take into account the needs of a wide range of users including those with disabilities and mobility needs as well as those with young children. The Council will undertake a road safety audit which includes an independent review of the designs from both a user and safety impact.
4.Parking bays	The response as to the need for parking bays was mixed. In general the parking bays shown on the proposals were felt to be too large.	The Council will look to reduce both the total number and the length of the parking bays whilst maintaining access to businesses. This will enable more street trees to improve the visual appearance. Parking will be subject to restrictions (60 minutes maximum parking with no return within 60 minutes)
5.Shared bus / Cycle lanes	This option only relates to proposal 2 and was not well supported.	Proposal 2 will not be taken forward for recommendation
6.Dedicated Cycle lanes	The need to dedicated cycle lanes was not practically well	In order to support the Council's climate change plan it is proposed that the dedicated cycle lanes within

	supported. A lot of the responses related to the detailed design especially around concerns over the proximity of the parking bays adjacent to the cycle lane i.e cyclists would be within the door zone of parked cars.	proposal 1 are retained. The Council will look to address the concerns of respondents including the cycling lobby groups as part of the detailed design.
7. Bus lay-by's	The creation of bus lay-bys as part of the scheme was supported however there were Very few specific comments received	The Council will work up the detailed designs for the laybys
8. Bus Stop Relocation	The proposal to move the bus stop away from the Fairfax Road junction was welcomed. There were some concerns that the proposed location would obstruct traffic as it turned left into Clifton road	The bus stop positioning will be looked at in detail as part of the detailed design. It is thought that moving the bus stop slightly south would assist with traffic turning into Clifton Road.

Table 1: Summary of feedback and responses

- 5.6 The final two questions i.e those relating to the proposals to close Warwick Street and make Clifton Road one way are interrelated and produced the largest response and a local residents group was set up (One Way, No Way).
- 5.7 As a response an additional meeting was held with local residents and those businesses that would be affected most.
- 5.8 As a result of the meeting and representations made as part of the consultation process it is proposed that:
- The closure of Warwick street (to traffic) at the junction with the High street is retained
 - The proposals that would have seen Clifton Road altered to 'one-way only' are not implemented.
 - Detailed design in respect to the precise location of the bus lay-by (in order to reduce potential conflicts between vehicles and pedestrians using and crossing Clifton Road) is included.
- 5.9 In addition to the responses and feedback relating to the 10 questions the Council also received feedback in respect to a wide range of other issues.
- Environmental and Road safety issues
 - Concerns in respect to single lane running. A large proportion of respondents expressed concerns that as a result of single lane running congestion would increase significantly
 - Traffic delays during the works construction period
 - Existing traffic and parking issues, public transport and the Longfield Centre.

- 5.10 Further details in terms of the consultation feedback and the Council's proposed response is included in Appendix 4 and the projected peak hour traffic travel times as existing and for the proposals are contained in appendix 2)

6.0 OPTIONS

6.1 Option Summary

- 6.1.1 Outlined below are the main options that are available to the Council.

6.2. Do nothing

- 6.2.1 The baseline option is to do nothing.

- 6.2.2 The do nothing option would not address the current issues of:

- i) Narrow pavements and poor pedestrian and shopping environment.
- ii) Traffic congestion and unsafe driving practices resulting from the discontinuous two lane system (for example the uncontrolled manoeuvres of cars who are looking to park/ return to the traffic and turn into side streets.

- 6.2.3 Given the results of the recent consultation, the approved masterplan and the Council's own aspirations to deliver sustainable improvements to Prestwich town centre, this option is not felt to be acceptable.

6.3 Undertake Proposal 2

- 6.3.1 The feedback from the consultation was that there was little support for proposal 2 as it did not deliver, to the same extent as option 1, the regeneration benefits and a significant number of the responders (78% did not feel that the proposal of including a shared bus and cycle lane were of importance),

6.4 Undertake proposal 1 (without amendments)

- 6.4.1 Whilst proposal one is the preferred option a number of valid concerns were raised as part of the consultation and as such undertaking this proposal as originally designed would not be in keeping with the results of the consultation.

6.5 Recommended Option

- 6.5.1. Following the results of the consultation the recommended option is to approve proceeding with undertaking a detailed design based on Proposal 1 with the following amendments resulting from the consultation.

- i) Clifton Road to remain open in both directions. The situation will be monitored for a period of 12 calendar months from completion of the scheme as to its effect on traffic flows, congestion and safety
- ii) The on street (adopted) parking bays to be reduced in length and additional street trees to be included to improve the aesthetic

appearance. Parking within the parking bays to be subject to restrictions of 60 minutes with no return with 1 hour.

- iii) Officers to work with Transport for Greater Manchester to ensure traffic light sequencing is maximised to reduce congestion.

7.0 TIMEFRAME AND PROPOSED NEXT STEPS

- 7.1 Detailed design work will commence following scheme approval. The timescale for completion of the final design will be approximately 4 months.
- 7.2 The table below provides an indicative timeframe for delivering the scheme.

Complete additional surveys and commence consultation on the detailed designs.	June 2016
Complete the detailed design	June 2016
Tenders requested	July 2016
Contract awarded	September 2016
Start on site	October 2016
Completion	June 2017

- 7.3 It is proposed that works will be suspended during the Christmas period.

8.0 RISKS AND MITIGATION MEASURES

- 8.1 **Risk** – The costs of delivery may exceed the budget

Mitigation(a) – Before final commitment the Council will undertake robust cost estimates and tenders to ensure that the scheme can be delivered within budget.

Mitigation(b) – The Council's Engineering Consultancy will project manage the scheme delivery and will be able to make adjustments to the project to account for risks associated with costs.

Risk – The match funding is not received from TfGM

Mitigation – The funds have been provisionally allocated to this scheme by TfGM Growth Deal 2 Minor Works Scheme with the allocation being during 2016/17.

Risk – The project could be delayed and additional costs incurred to deal with uncharted services.

Mitigation – It is normal practice to include provisional sums within the Bill of Quantities to cover any contingencies/unforeseen circumstances arising from the works.

9.0 COMMENTS FROM THE HEAD OF STRATEGIC PROCUREMENT AND PROJECT PLANNING

- 9.1 The procurement process will be conducted in accordance with Public Contracts Regulations 2015 and designed to ensure the Council achieves best value for money.

10.0 CONCLUSIONS AND PROPOSED NEXT STEPS

- 10.1 A 'do nothing' option would not deliver the benefits as outlined in the Prestwich masterplan.
- 10.2 With the prospect of surplus funds from the redevelopment of the Longfield centre no longer being a realistic possibility then in order to realise the scheme benefits the Council will need to undertake a more direct intervention.
- 10.3 Following consultation the recommended option is that the Council proceeds with the High Street Regeneration scheme as outlined above.
- 10.4 If the Council approves the recommendations the next step will see Proposal 1 (as amended) taken through to produce a detailed design which will be tendered. On receipt of acceptable tenders the Council will commence with the improvements in summer 2016.

**COUNCILLOR MIKE CONNOLLY
LEADER OF THE COUNCIL**

**COUNCILLOR TONY ISHERWOOD
EXECUTIVE MEMBER FOR ENVIROMENT**

Background documents:

Consultation documentation can be viewed by going to
www.bury.gov.uk/prestwichhighst

For further information on the details of this report, please contact:

Steve Hopley – Regeneration and Estates Manager - Property & Asset Management
Tel: 0161 253 5991
Email: s.hopley@bury.gov.uk

- Appendix 1 Plans showing Proposals
Appendix 2 TfGM modelling of peak hour traffic times
Appendix 3 Consultation Process
Appendix 4 Consultation analysis of questionnaire and responses plus proposed Council responses

Appendix 2 – Traffic Flow modelling

The tables below show the current average time it takes to travel during the morning and evening weekday peak rush hours between Hilton Lane and the M60 (for Northbound) and the M60 to Hilton lane(Southbound), and also the projected times for each of the proposals. .

Existing position

	Morning Peak		Evening Peak	
	Northbound	Southbound	Northbound	Southbound
Average Travel time	3 minutes 7 seconds	5 minutes 26 seconds	9 minutes 30 seconds	6 minutes 24 seconds

Proposal 1

	Morning Peak		Evening Peak	
	Northbound	Southbound	Northbound	Southbound
Average Travel time	3 minutes 1 seconds	5 minutes 3 seconds	13 minutes 23 seconds	4 minutes 5 seconds

In respect to proposal 1, three of the 4 peak hour travel times are reduced when compared to the existing position.

The exception is the evening northbound(which shows an increase of 3 minutes),

It is anticipated that through changes to the traffic lights sequencing, especially at Fairfax Road this time can be reduced to very close to the existing travel time.

Proposal 2

	Morning Peak		Evening Peak	
	Northbound	Southbound	Northbound	Southbound
Average Travel time	6 minutes 19 seconds	6minutes 13 seconds	16 minutes 39 seconds	4 minutes 55 seconds

The peak rush-hour times are Monday to Friday 7:30am –8:30am and 5pm to 6pm

Appendix 3 – Consultation process

- 1 The consultation was promoted via the press, on social media, and launched through a presentation at the Prestwich Township Forum Meeting and with a press release in the local press (12 November).
- 2 Prestwich businesses were emailed via Bury Council's business database and council staff hand delivered posters/flyers to businesses along Bury New Road area and the Longfield Centre.
- 3 The consultation process gave people the opportunity to view the proposals on line www.bury.gov.uk/prestwichhighst or in person at Prestwich Library. Exhibition stands raising awareness of the consultation were also displayed in high footfall areas in M&S and Tesco through the consultation period.
- 4 The consultation ran initially until 23 December 2015; however, in response to requests the online consultation was extended until 30 December 2015.
- 5 The consultation information included:
 - Proposed designs,
 - Background information,
 - Frequently asked questions,
 - Dates and times of staffed consultation sessions
 - Questionnaire.
- 6 Responses could be submitted either online or using a printed form submitted at Prestwich Library.
- 7 There were a series of staffed sessions and meetings held throughout the consultation period including:
 - 12 sessions at Prestwich Library – including daytime, evenings and weekends
 - Presentation session in the Longfield Suite (7 Dec)
 - An additional session for resident's and businesses in the Clifton Road/Warwick Street/Chester St area. (21 Dec)
 - Additional meetings with Greater Manchester Cycling Campaign and Red Rose Forest
- 6 Prestwich Councillors also distributed leaflets to promote the presentation session on 7 December and leafleted streets around Clifton Road/ Warwick Street area in advance of the meeting on 21 December.

Appendix 4 Consultation analysis of questionnaire and responses plus proposed Council responses

1. Response analysis

1.1 There were a total of 594 fully completed questionnaires comprising of:

- 490 submitted online and
- 104 paper copies.
- 77% (458) were from prestwich residents (This includes those who both live and work or live and own a business in Prestwich)
- 22% (127) of responses were from people who lived elsewhere.
- 6% (33) of the responses were from businesses based in Prestwich.

1.2 In addition we received 18 incomplete paper questionnaires, 2 written and 19 email responses.

1.3 Respondents were invited to include detailed comments. As a result 504 comments were received, the majority covering numerous elements of the proposals in detail.

1.4 Written responses were also been received from:

- Greater Manchester Cycling Campaign
- United Utilities
- Historic England
- Village Greens
- Red Rose Forest
- Liberal Democrat Councillors
- One Way/No Way Residents Group
- Accessibility representative from Prestwich Township Forum

1.5 The comments were read and collated and shared with the Prestwich High Street Consultation Team.

2.0 Questionnaire responses

2.1 The questionnaire asked responders to provide their opinion on 10 specific questions relating to the regeneration proposals and to provide any other feedback/ points of clarification that they felt was appropriate.

2.2 Respondents were asked to rate 10 questions on a scale ranging from being 'unimportant' through to being 'very important'.

2.3 Appendix 3 provides a more detailed analysis of each of the questions.

2.4 A brief summary of the 10 questions and responses is outlined in table 2 below:

Question	Minor or Unimportant (%)	Important or Very Important (%)
<u>1.Public Realm</u> How important is it to improve the on-street environment by upgrading paving, improving street furniture and lighting, planting street trees?	30	70
<u>2.Improved Crossing Points</u> How important is it to create crossing points at key locations to improve pedestrian access?	30	70
<u>3. Wider pavements</u> How important is it to widen the pavements where possible to improve the pedestrian environment?	53	47
<u>4. Permanent Parking Bays</u> How important is it to create permanent parking bays in order to improve parking provision and to help streamline traffic flows?	54	46
<u>5. Shared Bus/Cycle Lane</u> How important is it to provide a shared bus/cycle lane (northbound carriageway only) running from Chapel Street to Clifton Road and operating at peak times only?	78	22
<u>6. Dedicated Cycle Lanes</u> How important is it to provide dedicated cycle lanes within the scheme?	60	40
<u>7. Create new Bus Lay-bys</u> How important is it to create bus lay-bys at key locations within the scheme?	39	61
<u>8. Bus Stop Relocation</u> How important is it to re-locate the bus stop currently located outside 491 Bury New Road to 463 Bury New Road to help reduce congestion at the junction of Fairfax Road?	38	62
<u>9. Closure of Warwick Street</u> How important do you think it is to close the Warwick Street junction to help reduce traffic hold ups caused by turning traffic and to allow for a new bus lay-by?	55	45
<u>10. Clifton Road one -way system</u> How important do you think it is to introduce a one way system along Clifton Road to improve traffic flow and provide additional parking?	59	41

Table 2 – Summary of questionnaire responses

2.3 Key feedback from consultation and proposed responses

2.3.1 **Public realm**

Comments

- There was a view that the pavements were cluttered with unnecessary signage and other furniture
- Poor quality of the existing pavements was a key feature as well as resolving some existing drainage problems
- Improvements were welcomed, in particular the addition of street trees with requests for increased numbers to be included

Response

The Council should look at decluttering the existing street furniture and adding into the scheme additional street trees. The design should look to improve the quality of the pavements and incorporate drainage solutions were possible to resolve existing issues.

2.3.2 **Crossing Points**

Comments

- There are currently too many traffic lights/crossing points and the sequencing causes congestion and stop/start traffic at peak times
- Cars regularly go through red lights at pedestrian crossings as drivers focus on the crossing/lights further ahead or, due to the number of crossings, fail to notice the sets of lights
- Pedestrian lights are needed at the Fairfax road crossing
- Improvements are required to the drainage at existing crossings

Response

The Council will look to review the number of crossings and ensure they are located at key locations

The Council will work closely with TfGM both during the design stage and after implementation to ensure the crossing point designs and locations plus the traffic light sequencing minimises congestion and provide adequate times for pedestrians to cross safely.

2.3.3 **Wider Pavements**

Comments

- The pavements are an issue for mobility impaired and visually impaired people due to poor quality and uneven levels. Unauthorised street furniture makes this worse-particularly on the west pavement. Could the new scheme include restrictions on specific sections of the pavement to prevent this happening
- The pavements are already wide enough, making them wider would be at the expense of 2 lanes of traffic in each direction
- The problem is street furniture/clutter rather than pavement width
- The pavements are too wide east and too narrow west

- Wider pavements will benefit pedestrians and businesses

Response

The Council will look in detail at those areas where the pavements require widening and those which are already adequate.

Detailed designs will take into account the needs of a wide range of users including those with disabilities and mobility needs as well as those with young children.

As part of the detailed design the Council will undertake a road safety audit. The audit includes an independent review of the designs from both a user and safety impact.

2.3.4 **Parking Bays**

Comments

A large number and range of comments were received about permanent, on road, parking bays and focused around the following themes

- More off road parking spaces are needed. Some suggested adding a time- restricted multi storey to the existing Fairfax Road Car Park
- Businesses on Bury New road need parking bays for customers, but time restrictions (30 mins to 1 hour) and enforcement are required
- All parking bays should be removed in favour of creating 2 lanes of traffic in each direction to improve traffic flow
- Traffic flows are disrupted as vehicles manoeuvre between lanes to avoid parked/parking cars. Adding more parking bays, even 'permanent parking bays' will still cause delays as vehicles park/pull out
- There is adequate 'off road' parking at the Longfield Centre/Fairfax Road car parks. Rather than parking bays introduce time restrictions on existing car parks e.g. 3-4 hours to prevent them being used by commuters to Manchester

Response

The Council should look to review the number of car parking spaces being incorporated into the scheme in line with the wider Prestwich parking Strategy.

In response to the feedback the scheme design should look to reduce length of the car parking bays proposed which will itself act to reduce the total number of spaces being provided. The proposed parking bays will be designed to clearly segregate the parking areas from the running lanes which will better regulate the flow of traffic when compared to the current position.

Restrictions on parking within the bays will be introduced. It is proposed this will be a maximum waiting time of 60 minutes with no return within 1 hour. The waiting restrictions can be reviewed following completion of the scheme.

2.3.5 **Shared Bus / Cycle lane**

(This question only related to proposal 2)

Comments

Although some positive comments were received the majority were unsupportive of a shared bus/cycle lane.

- Bus lanes add to congestion as cars swap between lanes and the times are confusing making drivers reluctant to use them outside operating times
- Other towns/cities e.g. Liverpool have removed bus lanes, and Bury Council has suspended them on some routes, so why are they being considered in this scheme?
- There is insufficient demand for a bus lane; the majority of bus services to/from Manchester use the bus lane along Bury Old Road
- A shared bus cycle lane is dangerous for cyclists
- The length of the bus/cycle lane is too short to be of benefit
- Comprehensive comments were also received from the Greater Manchester Cycle Forum. They rejected Proposal 2 on the basis that the plan for a bus/cycle lane contained 'low-quality, time-limited, intermittent provision for cycling'.

Response

Given low level of support in respect to Proposal 2 then this proposal should be rejected.

2.3.6 **Dedicated cycle lanes**

Comments

Of the comments received many focused on the design and that the proposed cycle lane:-

- is unsafe as it is not segregated from the traffic
- is intermittent and in isolation of other routes, coordination is required with other local authorities to improve provision
- will not encourage current non-cyclists to start cycling
- would be improved by removing parking bays to create the cycle lanes

Some felt that cyclists should be encouraged to use existing cycle routes:

- Instead of introducing cycle lanes sign alternative routes through Prestwich e.g. Prestwich Clough and Rectory Lane
- Detailed comments were also submitted by the Greater Manchester Cycling Campaign(GMCC):
 - These are not dedicated cycle lanes as buses/cars will drive over them
 - The proposed layout of 1.5m cycle ways next to parking bays will result in people cycling in the 'door zone'
 - Instead place the cycle lane adjacent to the footway and introduce a buffer zone between the cycle lane, parking bays and bus lay-bys

Response

Whilst the A56 is not the designated cycle route, the Prestwich High Street Regeneration scheme aims to support Bury Council's Climate Change Plan by

promoting sustainable travel. This means including cycling provision in new schemes where ever possible.

The Council has also looked at proposals put forward by GMCC which would see the cycle lane separated from the main road. The additional cost of implementing the proposal would however be in the region of £200,000. In addition the GMCC proposal would also restrict the ability to safely incorporate parking bays into the scheme and more importantly it would significantly reduce the width available for the footway improvements.

The recommendation is therefore that the cycle lane remains as per Proposal One, with the Council taking into account, as part of the detailed design, how to incorporate the cycle lane safely.

2.3.7 **Bus lay-by's**

Comments

This is an area that attracted relatively few comments. Respondents felt that bus lay-bys

- were welcomed in order to allow the traffic to flow more quickly
- may not be needed with the introduction of smart ticketing which would reduce delays
- do not offer improvements for passengers but instead prioritise car users

and

- An additional bus lay-by outside the Red Lion was proposed

Response

The Council will work with TfGM in respect to the detailed design of the bus lay-bys.

2.3.8 **Bus stop relocation**

Comments

- The proposal to move the bus stop away from the Fairfax Road junction was welcomed
- The new location (463 Bury New Road) was questioned as many felt this would obstruct traffic turning left into Clifton Road. (also mentioned in relation to Q9/Q10). Suggested locations included opposite the bus stop on the Southbound carriageway. (No 449 Bury New Road)

Response

The bus stop positioning would be looked at in detail as part of the detailed design however it is thought that moving the bus stop slightly south would assist with traffic turning into Clifton Road.

2.3.9 Closure of Warwick Street and making Clifton Road one way

Comments

Questions 9 and 10 generated numerous comments/suggestions which were submitted via the questionnaire, via local residents' group (One Way, No Way) and through an additional meeting held on 21 December with local residents and business most affected.

The comments covered the following

- Changes will have a negative impact on access to/ from the surrounding residential streets and businesses as vehicles will have to use the already congested Chester St junction
- There is already additional traffic from housing developments and from KFC, with vehicles using Dashwood/Kingswood for u-turns
- This will increase traffic using 'rat runs' in the residential streets, particularly Dashwood Road as vehicles try to avoid the Chester St /Fairfax Road junction
- A one way system is not needed. Issue is caused by vehicles parking illegally e.g. near Nat West Bank. Needs enforcement not road closures
- Adding parking bays on Clifton Road will cause parking issues for residents with people parking to access businesses on Bury New Road

Those who supported the proposals felt that these changes would also require

- Traffic calming measures E.g mini roundabouts at Clifton Road/Gardner Street junction
- Changes to the sequencing of the lights at Chester Road to allow more cars to exit at peak times
- Measures to ensure delivery vehicles have adequate access to businesses on Warwick Street/Greengate Lane. (Large vehicles are currently unable to turn left out of Chester Street)
- That Warwick Street remains accessible to cyclists
- Residents parking permits should be issued for any parking bays on Clifton Road

Response

The modelling of the proposals by Transport for Greater Manchester (TfGM) included simulations for traffic accessing and egressing onto all of the side streets serviced off the A56 and included modelling of the effects on the immediate local network.

The modelling showed how the changes (specifically closing Warwick and making Clifton 1 way) would impact on traffic movements in the local area and the key junctions. The modelling however assumed no changes to traffic light sequences.

The TfGM modelling indicated no significant increase on Clifton Road, Chester St and Kingswood Road as a result of the proposals

However following consideration of the comments submitted through the consultation process (including those raised at the public meetings by effected residents/ business), it is proposed that the changes that would see

Clifton Road altered to 'one-way only' is not to be implemented. Detailed design is required in respect to the precise location of the bus lay-by (in order to reduce potential conflicts between vehicles and pedestrians using and crossing Clifton Road).

It is recommended however that the effect of this be monitored for a period of 12 months post completion to assess the effects of the change on traffic flow, congestion and safety.

It is proposed that the closure of Warwick Street will still go ahead. Careful consideration in respect to the design as to the length of Warwick Street that is to be closed and the public realm that will be put in place to be undertaken.

3.0 **General feedback**

3.1 **Environmental concerns and road safety issues**

Comments

- The scheme Lacks of information about current and possible increase in pollution levels that may arise as a result of proposed changes
- The scheme may create an increase in traffic jumping the lights and using side streets as rat runs
- There is no evidence of a Stage 1 safety audit

Response

The risk of increased pollution levels and safety were mentioned in the responses quite frequently.

It should be noted that the scheme is not designed to either encourage or increase the capacity of the A56 as it passes through Prestwich and as such should be relatively neutral in respect to pollution.

That said this is one of the factors that will be taken into account in the scheme design and issues around traffic light sequencing.

In terms of road safety and rat running the detailed design will seek to maximise the safety of all road and pavement users especially in respect to the design of the crossing points, bus and car laybys and the cycle lanes. Modelling of the proposals did not indicate any significant changes to the side streets being used as rat runs.

3.2 **Single Lane Running**

A large proportion of the comments received were concerned about the plans to create single lane running in each direction

Respondents thought that the proposals will create increased congestion resulting in:-

- a negative impact on traffic flow along this main arterial route
- higher levels of pollution
- even more 'rat-runs' as drivers try to avoid Bury New Road
- a negative impact on Prestwich businesses as shoppers will be unable to access the town centre

Also included were suggestions for:

- 4 lane running/double yellow lines to move traffic through Prestwich as quickly as possible would be preferable
- Bury New Road should be kept as a main commuter route with investment instead focused around the redevelopment of the Longfield Centre

Other comments of note:

- The proposal to regenerate Prestwich High Street and reduce the dominance of the traffic and improve the environment for other users was welcomed
- Some saw difficulties in introducing a scheme which would bring benefits to all stakeholders
- Some felt that any proposals to change Bury New Road should also consider the impact on Bury Old Road

Response

The scheme is not being designed to increase the capacity for traffic to pass through the town centre but to improve the environment for pedestrians/residents/shoppers users of Prestwich Town centre.

Modelling undertaken by TfGM does not support the concerns raised in respect to an overall increase in congestion. Properly designed/controlled traffic lanes together with reducing the number of crossing points and the re-sequencing of traffic lights should act to reduce congestion.

Due to the width of Bury New Road (i.e the distance from shop front to shop front including the footpath and road) it is not possible to provide two lanes in either direction without reducing some of the existing footways to sub-standard widths. The associated costs of diverting services (gas, water, telecoms) in these footways would also considerably increase the cost of the scheme.

It is believed that two lanes of traffic in either direction would not benefit the centre of Prestwich but would likely encourage more through-traffic.

3.3 Traffic Delays caused by works on the Scheme

Comments

There was some concern about the negative impact on traffic while the construction works take place. Businesses on Bury New Road, particularly those relying on passing trade were concerned that their premises be accessible, especially during key shopping periods.

Response

Inevitably the works will create disruption for local residents, businesses and road users. The Council will endeavour to keep this to a minimum.

The intention is to implement the work in sections in order to cause the least impact on traffic as is possible. Where possible works will also be planned to reduce the impact on businesses trading on Bury New Road and keep access open, especially at key times.

Despite the scale of the works traffic will be able to continue using Bury New Road throughout the construction phase and the Council will ensure that there is always a point of contact to discuss any problems or to answer enquiries. During office hours, a Council officer in the Engineering Consultancy will be the first point of contact for enquiries.

3.4 Current Traffic and Parking Issues

Comments

The consultation highlighted specific areas of concern which respondents felt were already an issue in particular

- Traffic hold-ups caused by traffic turning right off Bury New Road. In particular :-
- Church Lane
- Right turn into Aldi- issue made worse by on road parking bays
- St Mary's Road- issue made worse with parking along Bury New Road near St Marys' Park
- Parking issues on residential streets has increased- e.g. Rectory lane
- Parking on Chester St and near the Post Office already causes congestion

Response

The Prestwich Parking strategy aims to address parking issues and provision in Prestwich and therefore feedback received via the Prestwich High Street Consultation will be incorporated into the strategy.

In some cases measures to address these issues are already being taken:-

- Introduction of double yellow lines on Bury New Road at St Marys Park
- Process underway to remove the parking bays located opposite the entrance to Aldi

3.5 Wider Issues

Comment

- The poor quality of the Longfield Centre and buildings on Bury New Road were seen as a major problem. Some saw this as the priority in order to improve the visual amenity and also the quality of businesses
- Money would be better spent on improving the Longfield Centre, rather than Bury New Road

Response

Extensive consultation was undertaken for the 'Prestwich Regeneration Strategy'. This identified the improvement of Prestwich High Street as a key priority for Prestwich, with the potential to act as a catalyst in regenerating both the High Street and the wider Prestwich area/town centre.

The redevelopment of the Longfield Centre remains a key project within the wider Prestwich Regeneration Strategy. The Longfield Shopping centre is privately owned and the Council own the Library, Longfield Suite and car park area. The Council have been in discussion with the current owners who

have been actively pursuing redevelopment options. However current market and financial conditions have so far prevented a scheme being brought forward. The council will continue this dialogue with the owners to who are supportive of the High Street Regeneration proposals and will explore all possible options and opportunities.

3.6 Public Transport

Comments

- Poor bus service along Bury New Road resulting in more people using their cars.
- Affordability of tram tickets

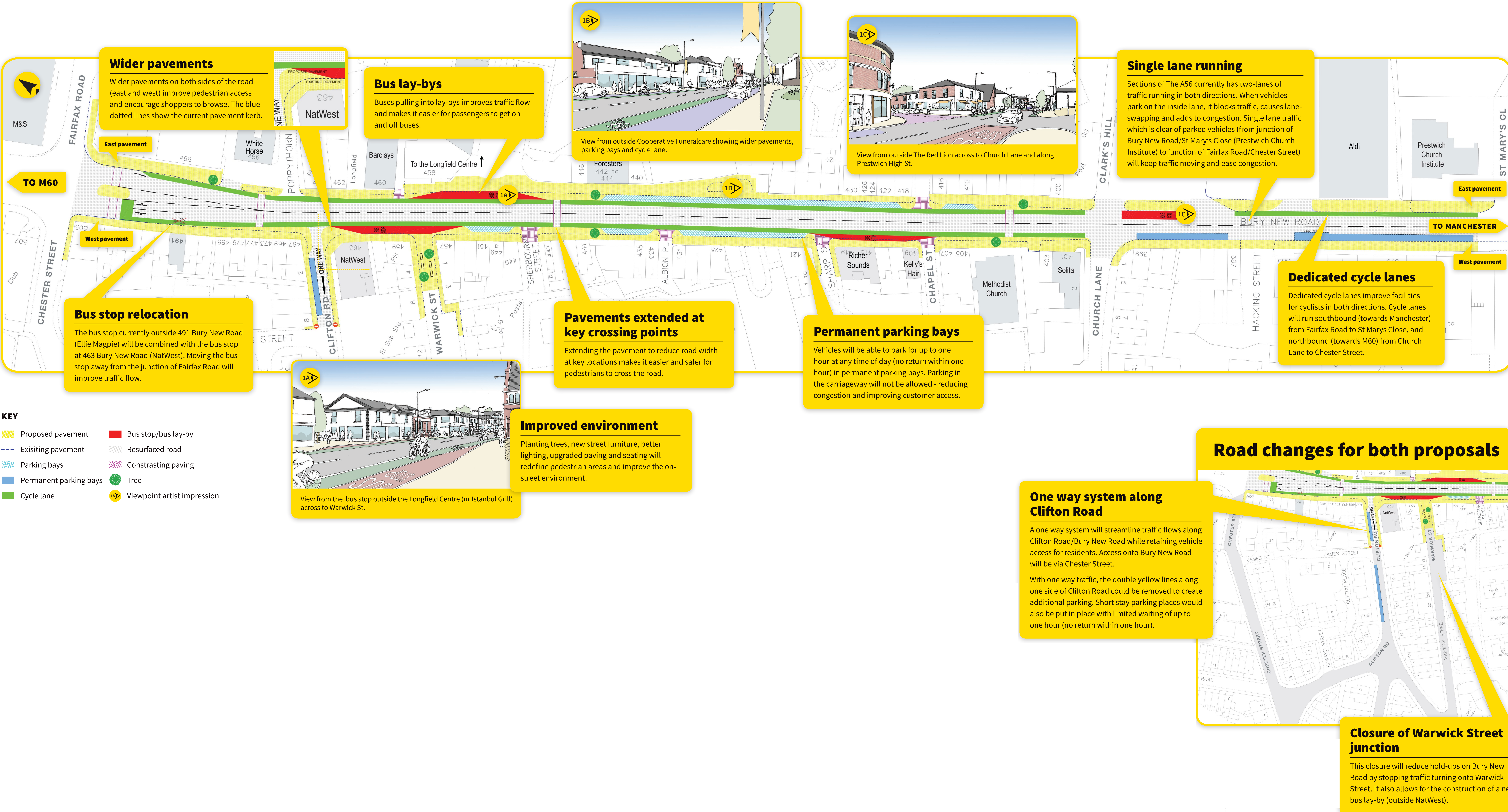
Response

The Council will forward these comments to TfGM who have responsibility for public transport in Greater Manchester.

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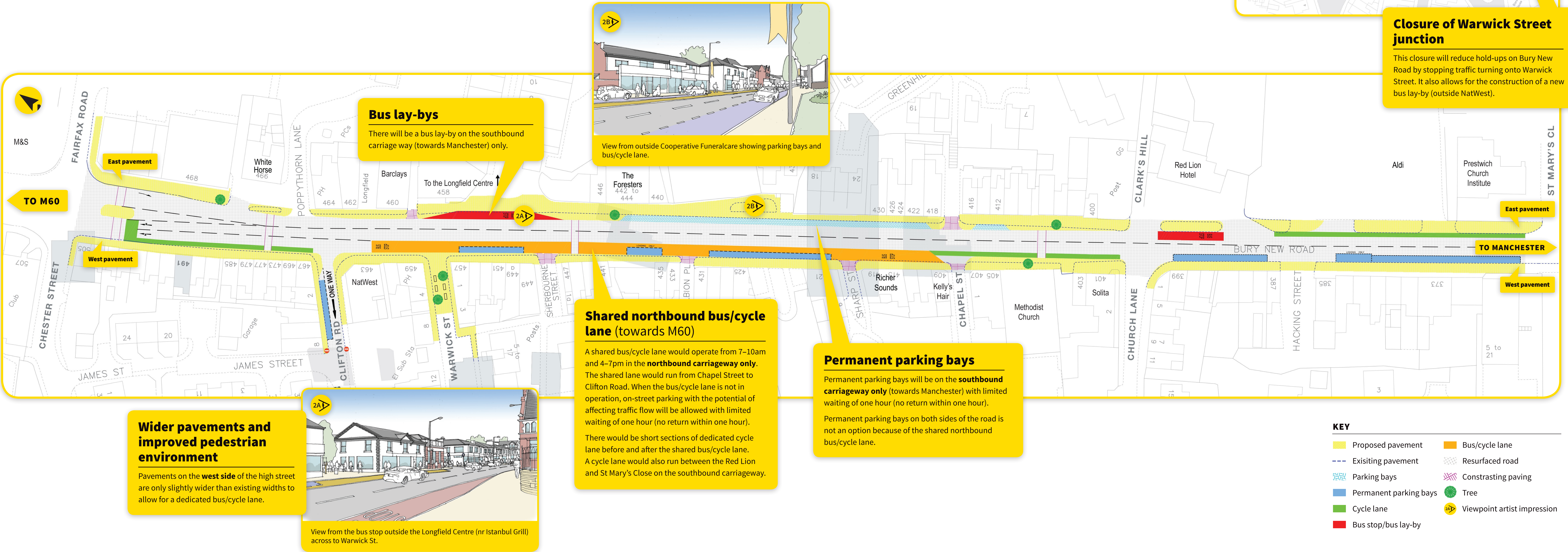
Proposal 1 – without bus lane

Single lane traffic with wider pavements, permanent parking bays, new bus lay-bys, bus stop relocation, dedicated cycle lanes and improved public realm.



Proposal 2 – with bus lane

Narrower pavements than Proposal 1 to allow space for a northbound (towards M60) peak time combined bus and cycle lane.



Equality Analysis Form

The following questions will document the effect of your service or proposed policy, procedure, working practice, strategy or decision (hereafter referred to as 'policy') on equality, and demonstrate that you have paid due regard to the Public Sector Equality Duty.

1. RESPONSIBILITY

Department	Resources and Regulation	
Service	Regeneration and Estates	
Proposed policy(Scheme)	Prestwich High Street Regeneration	
Date	10 February 2016	
Officer responsible for the 'policy' and for completing the equality analysis	Name	Steve Hopley
	Post Title	Regeneration and Estates Manager
	Contact Number	0161 253 5991
	Signature	
	Date	
Equality officer consulted	Name	Catherine King
	Post Title	Principal Workforce Strategy Adviser
	Contact Number	0161 253 6371
	Signature	<i>Catherine King</i>
	Date	15 February 2016

2. AIMS

What is the purpose of the policy/service and what is it intended to achieve?	The purpose of the Scheme is to undertake improvements to the High street through Prestwich town Centre. This includes works to improve the public realm, increasing the footway widths providing new pedestrian crossings, providing new dedicated cycle lanes and car parking bays
Who are the main stakeholders?	The main stakeholders involved are The Council (as all lands within the scheme are adopted highway), local residents, land owners, businesses, users of Prestwich High Street, interest groups and representative bodies.

3. ESTABLISHING RELEVANCE TO EQUALITY

3a. Using the drop down lists below, please advise whether the policy/service has either a positive or negative effect on any groups of people with protected equality characteristics. If you answer yes to any question, please also explain why and how that group of people will be affected.

Protected equality characteristic	Positive effect (Yes/No)	Negative effect (Yes/No)	Explanation
Race	No	No	
Disability	Yes	No	The scheme looks to improve the pedestrian areas (wider footways relaid, removal of uneven surfaces and barriers restricting movement), increasing accessibility for people with disabilities. Through reducing the width of the crossing points this will make crossing the road safer and easier The scheme will be designed to full Equality Act compliance
Gender	No	No	
Gender reassignment	No	No	
Age	No	No	
Sexual orientation	No	No	
Religion or belief	No	No	
Caring responsibilities	Yes	No	The scheme looks to improve the pedestrian areas (wider footways relaid so removing uneven surfaces and barriers restricting movement) increasing accessibility for people caring for others. Through reducing the width of the crossing points this will make crossing the road safer and easier.
Pregnancy or maternity	Yes	No	The scheme looks to improve the pedestrian areas (wider footways relaid so removing uneven surfaces and barriers restricting movement) increasing accessibility for people with

			prams and young children. Through reducing the width of the crossing points this will make crossing the road safer and easier.
Marriage or civil partnership	No	No	

3b. Using the drop down lists below, please advise whether or not our policy/service has relevance to the Public Sector Equality Duty. If you answer yes to any question, please explain why.

General Public Sector Equality Duties	Relevance (Yes/No)	Reason for the relevance
Need to eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010	No	
Need to advance equality of opportunity between people who share a protected characteristic and those who do not (eg. by removing or minimising disadvantages or meeting needs)	Yes	<p>Extensive use of tactile paving and other measures to improve safety for disabled users</p> <p>Bus Stop upgrades for Disabled Users</p> <p>All new designs to comply with the "Disability Discrimination Act, 2005" to improve access for disabled users</p> <p>Application of DfT "Inclusive Mobility - A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure" in design</p> <p>Use of "Equality Questionnaire" to be completed as part on E-tendering submissions by contractors - ensures contractors' compliance with Equality Act 2010</p> <p>Design to national standards on dropped kerbs to aid prams and wheel chair users</p>
Need to foster good relations between people who share a protected characteristic and those who do not (eg. by tackling prejudice or promoting understanding)	No	

If you answered 'YES' to any of the questions in 3a and 3b

Go straight to Question 4

If you answered 'NO' to all of the questions in 3a and 3b

Go to Question 3c and do not answer questions 4-6

3c. If you have answered 'No' to all the questions in 3a and 3b please explain why you feel that your policy/service has no relevance to equality.

4. EQUALITY INFORMATION AND ENGAGEMENT

4a. For a service plan, please list what equality information you currently have available, **OR** for a new/changed policy or practice please list what equality information you considered and engagement you have carried out in relation to it.

Please provide a link if the information is published on the web and advise when it was last updated?

(NB. Equality information can be both qualitative and quantitative. It includes knowledge of service users, satisfaction rates, compliments and complaints, the results of surveys or other engagement activities and should be broken down by equality characteristics where relevant.)

Details of the equality information or engagement	Internet link if published	Date last updated
<p>The consultation was promoted via the press, on social media, and launched through a presentation at the Prestwich Township Forum Meeting and with a press release in the local press (12 November). The consultation ran from 16th November until 30 December 2015.</p> <p>The consultation process gave people the opportunity to view the proposals on line www.bury.gov.uk/prestwichhighst or in person at Prestwich Library. Exhibition stands raising awareness of the consultation were also displayed in high footfall areas in M&S and Tesco throughout the consultation period</p> <p>The consultation process included the production of a range of information (available to view both on line and in person) including permanent displays, drop-in sessions and a number of meetings/ presentations.</p>	<p>www.bury.gov.uk/prestwichhighst</p>	<p>January 2016</p>

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4b. Are there any information gaps, and if so how do you plan to tackle them?

As part of the detailed design the Council will undertake an independent safety audit.

5. CONCLUSIONS OF THE EQUALITY ANALYSIS

What will the likely overall effect of your policy/service plan be on equality?	Improved usability for people with restricted mobility Overall positive effect on equality with particular benefit to people with disabilities and those with caring responsibilities because of the design features to improve safety and accessibility. In terms of employees, both in-house and contractors, for the works undertaken recruitment, employment and procurement practices comply with the Equality Act.
If you identified any negative effects (see questions 3a) or discrimination what measures have you put in place to remove or mitigate them?	No negative effects identified. Mitigation measures will be employed throughout construction to facilitate safe passage through the works for both vehicular traffic and pedestrians (including those with disabilities) by appropriate temporary signing to Chapter 8 of the Traffic Signs Manual. Works will be undertaken in short sections to minimise disruption.
Have you identified any further ways that you can advance equality of opportunity and/or foster good relations? If so, please give details.	
What steps do you intend to take now in respect of the implementation of your policy/service plan?	Proceed with detailed design and tender of the works in accordance with the Council's Contract Procedure Rules.

6. MONITORING AND REVIEW

If you intend to proceed with your policy/service plan, please detail what monitoring arrangements (if appropriate) you will put in place to monitor the ongoing effects. Please also state when the policy/service plan will be reviewed.

The scheme will be monitored by the Council's Engineering Consultancy

COPIES OF THIS EQUALITY ANALYSIS FORM SHOULD BE ATTACHED TO ANY REPORTS/SERVICE PLANS AND ALSO SENT TO THE EQUALITY INBOX (equality@bury.gov.uk) FOR PUBLICATION.

Minutes of:	THE CABINET
Date of Meeting:	2 March 2016
Present:	Councillor M Connolly (in the Chair) Councillors P Heneghan, A Isherwood, J Lewis, R Shori A Simpson and S Walmsley
Apologies:	-
Public attendance:	6 members of the public were in attendance.

CA.741 DECLARATIONS OF INTEREST

Councillor Connolly declared a personal interest in any matters relating to the fact that his partner is employed by Persona Care and Support Ltd (Local Authority Trading Company).

CA.742 PUBLIC QUESTION TIME

A period of thirty minutes was allocated for any members of the public present at the meeting to ask questions about the work or performance of the Council or Council services.

Topic: Prestwich High Street Regeneration - Consultation with Cycling Groups

Question: Which cycling organisations were consulted on the Council's proposals? There are concerns with the proposals, in particular, that a 'door zone' has not been included to reduce the risk of cyclists colliding with the open doors of parked vehicles. A scheme has been proposed for Wilmslow Road in Manchester which uses a segregation system to protect cyclists.

Response: The Council undertook a major consultation and received nearly 600 questionnaires and over 500 comments in response. The Council has also worked in close partnership with Transport for Greater Manchester (Cycling Team), which in turn consulted with cycling organisations, such as the Greater Manchester Cycling Campaign. It should be noted that there are differences between Bury New Road (A56) and Wilmslow Road (A6010) (Manchester) and the Council has produced a proposal that reflects the comments and concerns submitted by cyclists, pedestrians and motorists. The budget to fund the scheme is limited and if other sources of funding can be identified to improve the scheme further, the Council is willing to consider them.

CA.743 MINUTES

Delegated decision:

That the minutes of the meeting held on 13 January 2016 be approved and signed by the Chair as a correct record.

CA.744 WORKFORCE WELLBEING STRATEGY

The Cabinet Member (Resources and Regulation) submitted a report presenting details of the Council's proposed Workforce Wellbeing Strategy 2016-2020. The updated Strategy will replace the current Health and

Cabinet 2 March 2016

Wellbeing Strategy and sets out the framework for the provision of help and support for employees to develop better physical and emotional health.

Delegated decisions:

1. That approval be given to adopt the Workforce Wellbeing Strategy.
2. That approval be given to ensure that employee wellbeing continues to be prioritised, and that take be action to address any practices or procedures that are not aligned to this.

Reason for the decision:

The new Strategy will consolidate existing good practice and set the foundations for an effective way forward in supporting employees to develop better physical and emotional health. This will bring about substantial benefits for employees, the Council and the Borough.

Other option considered and rejected:

To reject the recommendations.

CA.745 EQUALITY STRATEGY

The Cabinet Member (Resources and Regulation) submitted a report detailing the Equality Strategy 2016-2020, that will replace the existing Strategy 2012-2016. The Strategy included the Council's equality vision, objectives, and policy and sets out a framework and decision making structure in relation to equality matters. The Strategy is in line with the Council's legal obligations under the Equality Act 2010 and associated Public Sector Equality Duty.

The following Equality Objectives have been developed from the Council's corporate Vision, Priorities and Outcomes, research and consultation:

- We will take action to tackle and reduce unwanted behaviour in both our workplace and our schools;
- We will reduce the amount of unknown equality data we hold on our employees;
- We will work to digitally include more of our employees.

Delegated decision:

1. That approval be given to adopt Equality Strategy 2016-2020.
2. That approval be given to the Equality Objectives.

Reason for the decision:

The Public Sector Equality Duty requires public bodies, such as the Council, to have due regard for the following aims in all that it does:

- Eliminate unlawful discrimination, harassment and victimisation
- Advance equality of opportunity between different groups
- Foster good relations between different groups.

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Other option considered and rejected:

To reject the recommendations.

CA.746 BURY LOCAL PLAN – LOCAL DEVELOPMENT SCHEME

The Cabinet Member (Resource and Regulation) submitted a report seeking approval to the revised Local Development Scheme (LDS) (March 2016) and the date it will become effective. The report also sought approval to delegate authority to the Interim Executive Director of Resources and Regulation in consultation with the Cabinet Member (Resources and Regulation) to make any future timetable amendments as necessary together with any changes to the document content of the LDS.

The latest LDS sets out the scope and preparation timetable for Bury's Development Plan, including the Local Plan, the Greater Manchester Spatial Framework and other associated documents.

Delegated decision:

1. That approval be given to the Local Development Scheme (March 2016).
2. That the Local Development Scheme become effective from 2 March 2016, and be published on the Council's website.
3. That approval be given to authorise the Interim Executive Director of Resources and Regulation in consultation with the Cabinet Member (Resources and Regulation) to make any future timetable amendments as necessary (including those made by the Secretary of State) together with any changes to the document content of the LDS and to resolve the date from which such amendments shall have effect.

Reasons for the decision:

The Planning and Compulsory Purchase Act 2004 (as amended) requires Local Planning Authorities to prepare and maintain a LDS. The approval of the revised LDS will ensure that this requirement is complied with and the LDS is up-to-date. The delegated authority for revisions as outlined in Option 1 is considered necessary to allow for amendments to the timetable and contents of the LDS.

Other option considered and rejected:

To consider revisions to the proposed LDS and specify the nature of any revisions to be sought.

CA.747 PRESTWICH: HIGH STREET REGENERATION SCHEME

The Leader of the Council and Cabinet Member (Business Engagement and Regeneration) and the Cabinet Member (Environment) submitted a report setting out proposals to undertake a high street regeneration scheme in Prestwich in line with the Prestwich Regeneration Strategy. The report outlined the major consultation held to consider developing a strategy to support the long term vitality of Prestwich town centre and the public feedback on the two proposals produced.

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Delegated decisions:

1. That officers be instructed to undertake detailed designs and obtain tenders in respect of delivering Proposal One, as detailed in the report submitted, subject to the following amendments and within the approved budget:
 - Clifton Road to remain open in both directions. The situation will be monitored for a period of 12 calendar months from completion of the scheme as to its effect on traffic flows, congestion and safety.
 - The on street (adopted) parking bays to be reduced in length and additional street trees to be included to improve the aesthetic appearance. Parking bays to be subject to restrictions of 60 minutes with no return with 1 hour.
 - Officers to work with Transport for Greater Manchester to ensure traffic light sequencing is maximised to reduce congestion.
2. That authority be delegated to the Chief Executive and the interim Executive Director of Resources and Regulation, in consultation with the Leader of the Council, to consider all tenders received and to approve the awarding of the contract to undertake the approved scheme within the approved budget.
3. That officers be instructed to seek opportunities to secure additional match funding and sponsorship specifically in respect to street furniture, signage and planting

Reason for the decision:

This is a key scheme for the regeneration of Prestwich High Street and the surrounding areas.

Other option considered and rejected:

To reject the recommendations.

CA.748 EXCLUSION OF PUBLIC

Delegated decision:

That in accordance with Section 100(A)(4) of the Local Government Act 1972, the press and public be excluded from the meeting during consideration of the following item of business as it involves the likely disclosure of exempt information as detailed in the condition of category 9.

CA.749 PRESTWICH: HIGH STREET REGENERATION SCHEME

E

The Leader of the Council and Cabinet Member (Business Engagement and Regeneration) and the Cabinet Member (Environment) submitted a report on a proposal to undertake a major regeneration project.

Delegated decision:

That approval be given to the financial details set out in the report submitted.

Cabinet 2 March 2016

Reason for the decision:

This will provide funding for a major regeneration project.

Other option considered and rejected:

To reject the recommendation.

COUNCILLOR M CONNOLLY

Chair

(Note: The meeting started at 6.00 pm and ended at 6.20 pm.)

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REPORT FOR DECISION



DECISION OF:	Cabinet
DATE:	13 April 2016
SUBJECT:	Anti-social Behaviour Progress Update and Revised Statement of Policy and Procedure
REPORT FROM:	Councillor Tamoor Tariq – Lead Member for Community Safety
CONTACT OFFICERS:	Cindy Lowthian, Communities Manager Rachel Henry, Anti-social Behaviour Co-ordinator
TYPE OF DECISION:	EXECUTIVE - KEY DECISION
FREEDOM OF INFORMATION/STATUS:	This paper is within the public domain
SUMMARY:	<p>This report outlines the work undertaken to tackle anti-social behaviour (ASB) in the Borough following implementation of the Ant-social Behaviour, Crime and Policing Act, 2014.</p> <p>It includes the findings of an independent evaluation of the JET; a multi- agency team established to test integrated working principles and improve information sharing, problem solving and responses to victims and perpetrators of ASB.</p> <p>It seeks approval for a revised statement of policy and procedure in relation to ASB.</p> <p>It also seeks approval to a number of recommendations to ensure the Council is able to continue to develop a response to ASB within the capacity and resources available to local agencies.</p>

<p>OPTIONS & RECOMMENDED OPTION</p>	<p>Option 1 (preferred): It is recommended that:</p> <ul style="list-style-type: none"> (a) Progress in relation to the implementation of the new tools and powers, including the role of the Joint Engagement Team, is noted. This includes the Cost Benefit Analysis undertaken by New Economy. (b) Work continues to embed and develop these tools and powers in the Borough. This to include the further development of a robust partnership performance framework for anti-social behaviour. (c) Further consideration is given to the feasibility of Six Town Housing and other social landlords becoming direct agents of the Council for the purposes of issuing Community Protection Notices, in accordance with provisions within the Anti-Social Behaviour, Crime and Policing Act 2014 and the Anti Social Behaviour (Designated Persons) Order, 2015. The Community Safety Manager works with other departments of the Council to explore their potential use of Community Protection Notices. (d) The Community Safety Manager works with partners through the Joint Engagement Team (JET) to ensure effective planning for the conversion of Designated Public Protection Orders into Public Space Protection Orders within the next two years (to ensure statutory compliance). (e) To develop the Joint Engagement Team to ensure it enhances and supports the future locality working model being developed for Bury. (f) To agree the revised ASB statement of policy and procedure (Appendix A). <p>Option 2 That the proposals are not accepted.</p> <p>Option 1 is recommended for approval. Reasons:</p> <ul style="list-style-type: none"> • The provisions of the Act enable the Council and its partners to tackle anti-social behaviour more effectively. • Independent evaluation of the JET, including Cost Benefit Analysis, provides a strong basis upon which to support its ongoing development (within the context of the future locality working model) • The revised statement of Policy and Procedure will provide a framework to tackle ASB taking into account changes in legislation.
<p>IMPLICATIONS:</p>	

Corporate Aims/Policy Framework:	Do the proposals accord with the Policy Framework? Yes
Statement by the S151 Officer: Financial Implications and Risk Considerations:	
Health and Safety Implications	
Statement by Executive Director of Resources	
Equality/Diversity implications:	Yes An Equality Analysis was completed in November 2014 prior to the implementation of the Anti-social Behaviour, Crime and Policing Act (2014). This Equality Analysis has been updated to reflect the revised Statement of Policy and Procedure. The overall effect is deemed to be positive. The revised Statement of Policy and Procedure provides a robust framework in which to ensure the full range of measures are utilised in Bury. The aim is to address harassment and victimisation, promote community safety, resilience and wellbeing.
Considered by Monitoring Officer:	
Wards Affected:	All
Scrutiny Interest:	Yes: Report considered by Overview and Scrutiny Committee 22 March 2016.

TRACKING/PROCESS**DIRECTOR:**

Chief Executive/ Strategic Leadership Team	Cabinet Member/Chair	Ward Members	Partners
21.03.16			Community Safety Partnership, 23.02.16
Scrutiny Committee	Cabinet/Committee	Council	
22.03.16	13.04.16		

1.0 BACKGROUND

- 1.1 A report outlining the implications of the Anti-social Behaviour, Crime and Policing Act was presented to Cabinet in November 2014. Cabinet agreed a number of recommendations to ensure the effective implementation of the Act in Bury.
- 1.2 The report provided an overview of the work of the Joint Engagement Team (JET); a multi-agency team established to test integrated working principles and improve information sharing, problem solving and responses to victims and perpetrators of anti-social behaviour (ASB). It highlighted the work of the JET in overseeing an effective local response to changes in legislation.
- 1.3 It committed the JET to carrying out a review of the use of the powers within twelve months of implementation. The aim is to ensure a continued, effective partnership response. This report outlines key issues arising from this review.
- 1.4 The review undertaken also incorporates the findings of an independent evaluation of the work of the JET undertaken by New Economy (including Cost Benefit Analysis).
- 1.5 The review highlighted a need to revise the Council's Statement of Policy and Procedure in relation to ASB to take into account the changes in legislation and more integrated case management processes. (Appendix C).

2.0 Local implementation of the ASB, Crime and Policing Act 2014

- 2.1 An overview of the new tools and powers introduced under the Act, including how they have been utilised in Bury, is provided in Appendix B. This shows how the tools and powers are being utilised by a range of partners to tackle anti-social behaviour. This includes Community Protection Notices and warnings, Criminal Behaviour Orders, Injunctions, Closure Notices and dispersal powers. Key points to note are as follows:

- **Injunctions** – although Six Town Housing (STH) has obtained six injunctions to date, the Council and Police have not yet sought to obtain an injunction under the new legislation. This mirrors the experience across Greater Manchester where authorities have tended to favour Criminal Behaviour Orders (CBOs) because they can be quicker, carry tougher penalties for breach and are cheaper to obtain.
- **Community Protection Notices (CPNs) and Warnings** – The Local Authority has the power to designate social housing providers in their area to issue CPNs. It is important that this is managed carefully as local arrangements for issuing CPNs and Fixed Penalty Notices (for breach) need to be consistent and proportionate. As a first step, the Council and Six Town Housing have worked together to pilot a scheme which allows Six Town Housing access to council powers around statutory nuisance and a proportionate use of CPNs. Six Town Housing help to fund a council employed Environmental Health Officer to undertake this work on their behalf.

Over the next year, further work will be undertaken on the feasibility of Six Town Housing and other social landlords becoming direct agents of the Council for the purposes of issuing CPNs, building on the success of this initiative. Opportunities for other Council departments to utilise them will also be explored.

- **Public Space Protection Orders (PSPOs)** - it is important to note that legislation requires existing Designated Public Protection Orders to be converted into PSPOs within the next 2 years. The Council will continue to work with partners to ensure effective planning for this conversion and ensure statutory requirements are met.
- **Closure Orders** – to help ensure a balanced and consistent Team Bury approach, new procedural guidance has been produced for partners, along with learning from a real life case study.
- **ASB Case Review** (Community Trigger) – An online process for triggering a case review has been developed and published on the Bury Council website. To date there have been no case reviews triggered in Bury.
- **Community Remedy** – the Police have favoured utilising local restorative justice processes including the ROC Restore initiative.

3.0 Joint Engagement Team (JET) – evaluation

3.1 The JET was established in the summer of 2014 following a review of ASB undertaken through the Community Safety Partnership (CSP). Officers from Bury Council and Six Town Housing (STH) are co-located with colleagues from Greater Manchester Police (GMP) at Bury Police Station. Clear terms of reference for the JET aim to build a more cohesive and joined up service for residents, thereby reducing duplication and costs in the long term. This is facilitated through:

- A shared definition of ASB;
- A single pathway for reporting and managing ASB complaints, regardless of housing tenure;
- Effective 'real time' information and intelligence sharing, joined up problem solving and multi-agency responses to incidents;
- Improved and consistent approach to assessing risk and social harm;
- Improved case management and accountability through the adoption of single line of leadership and tasking principles; and
- Effective use of new ASB tools and powers.

3.2 A six month evaluation carried out by New Economy concluded that the JET had been a success. It revealed a 14.3% reduction in reports of ASB to the Police since the JET was launched. Overall, 14 of the 17 wards in Bury saw a reduction in ASB complaints to the Police during the study period. The average reduction in ASB levels across each ward was 12.8%. Repeat incidents fell by 11.4% and response rates were seen to improve for the Police and STH. These findings along with other highlights were reported to the CSP on the 20th April 2015.

3.3 The CSP noted the findings of this review and requested a more in-depth analysis be undertaken including a Cost Benefit Analysis incorporating social value. The aim is to identify costable and cashable savings, along with other potential benefits in relation to the wellbeing of individuals, families and communities.

4.0 Cost Benefit Analysis

- 4.1 The full CBA is attached as Appendix C.
- 4.2 The primary finding from this CBA is that, for every £1 spent on JET, its partners are set to save the fiscal equivalent of £3.07 in benefits through demand reduction. This is based on a total annual cost of £257k to partners and benefits of £790k. Full details are shown in Table 1. Although this is demand reduction in kind (rather than a directly cashable saving), the programme therefore represents strong value for money and will effectively 'pay back' its own costs within one year.

Table 1 - Investment and Return on JET project by agency.

Agency	Investment	Return	Net gain
Bury Council	£51,403	£200,883	£149,480
Greater Manchester Police	£82,500	£350,965	£268,465
Probation	n/a	£7,731	£7,731
Wider CJ Stakeholders	n/a	£29,584	£29,584
Six Town Housing	£123,519	£200,883	£77,364

4.3. Social Value

- 4.4 The CBA study also explored the potential wider (public value) benefits of the JET in improving the wellbeing of individuals, families and communities, particularly in relation to increasing confidence and reduced social isolation. Through analysis of incident data and survey data, the study found that the intervention has substantial potential to improve the well-being of individuals, families and communities to the level of £4.05m in public value benefit. This reflects the long-term physical health and psychological impact on direct victims, and a range of broader positive outcomes for people and places that have benefited from the JET programme.
- 4.5 Feedback in relation to customer satisfaction and stakeholder involvement was also positive. In particular, focus groups held to ascertain the views of partner agencies (including ward councillor representation) highlighted improved data sharing, accountability/ownership of cases and a faster/more responsive service as key benefits of the JET.

4.6 CHALLENGES

- 4.7 The review has highlighted a number of priority areas of work to support the ongoing development of the JET in tackling ASB including the following:
- To develop the operational model for the JET so that it integrates with and supports the future model of neighbourhood working for Bury;
 - Engage other partner agencies in the work of the JET;
 - Develop a single pathway for reporting and case managing ASB complaints;

- Standardise reporting and data collection arrangements to facilitate consistent performance monitoring, early identification and assessment of impact;
- Develop shared performance objectives and measures; and
- Develop new ways to showcase the work of the JET.

4.8 These areas of work have informed the development of an action plan for the JET over the next year.

4.9 Anti-social Behaviour Statement of Policy and Procedure (Appendix A)

4.10 Legislation requires local authorities and registered housing providers to publish policies and procedures in relation to ASB. This includes a requirement for landlords to set out their general approach to tackling ASB and how services will be delivered.

4.11 The Council's ASB Statement of Policy and Procedure was approved by Cabinet in 2008 and adopted by Six Town Housing (STH) thereafter. It has now been refreshed in the context of new legislation, the work of the JET and the Council's Vision, Purpose and Values framework 2015 to 2020.

Key changes to note are as follows:

- Strengthening the response provided to victims of ASB, including identifying and mitigating against the risk of harm;
- Reflecting the more proactive and robust approach now taken through the Joint Engagement Team (JET);
- Strengthening community resilience;
- Updating the range of approaches that are now used to prevent and tackle ASB; and
- Setting out the new enforcement options that will be taken against perpetrators, using the new tools and powers.

4.12 The amended ASB Statement of Policy and Procedure supports the Council's revised Tenancy Agreement that came into force in April 2015. Cabinet is asked to agree the revised statement of policy and procedure attached in Appendix A.

5.0 CONCLUSION

5.1 The report shared with Cabinet in November 2014 outlined how the Anti-social Behaviour, Police and Crime Act 2014 constitutes the biggest reform of ASB legislation in over 10 years. This report shows how partners have worked together through the JET to effectively plan for and implement the Act in Bury.

5.2 Furthermore, an independent evaluation of the work of the JET over the past year is positive, showing ongoing reductions in ASB along with costable and cashable savings for partners. This independent evaluation also highlights the wider benefits of the work of the JET in relation to the wellbeing of individuals, families and communities. Over the next year, the Council and partners will continue to work together to develop the JET in the context of the emerging locality working model. In a tough financial climate, this will require partners to manage expectations in relation to ASB and the use of the tools and powers, promoting self-help where possible and harnessing local community assets.

Appendix A

ANTI-SOCIAL BEHAVIOUR - STATEMENT OF POLICY AND PROCEDURE Adopted by Bury Council, Six Town Housing and Springs Tenant Management Organisation (TMO)

The Policy and Procedure outlined in this document details the service that Bury Council, Six Town Housing and Springs TMO, who are responsible for managing the housing stock on behalf of Bury Council, will provide to the tenants and residents of the Borough in relation to anti-social behaviour.

Work to prevent and tackle anti-social behaviour operates within the legislative framework and supports the three key priorities agreed through Bury's Local Strategic Partnership: 'Team Bury'. These priorities are to develop a stronger and safer community, promote health and wellbeing and develop a stronger economy.

This statement of policy and procedure will inform how we will deal with complaints, how we will tackle perpetrators and how we will work together to prevent ASB. Building community resilience and self help where possible remains central to our approach.

ASB can have a significant impact on the quality of life of people. If it is not resolved quickly it can have a lasting impact on the people involved, other people living in an area and the environment. Bury Council, Six Town Housing, Springs TMO, the local community and partner agencies all have a key role to play in ensuring that such issues are tackled and action is taken quickly against people causing problems.

We will not tolerate ASB and recognise the important role we can play in tackling such problems. We will seek to embrace the wide range of remedies that are now available to local authorities and social landlords to address the issues of neighbour nuisance including supporting victims and helping communities to tackle antisocial behaviour.

Definition of Antisocial behaviour

The different provisions under the Anti Social Behaviour, Crime and Policing Act (2014) have different thresholds or definitions of ASB. Some examples are listed below:

- (a) Conduct that has caused, or is likely to cause, harassment, alarm or distress to any person;
- (b) Conduct capable of causing nuisance or annoyance to a person in relation to that person's occupation of residential premises;
- (c) Conduct capable of causing housing related nuisance or annoyance to any person;
- (d) Conduct which has a detrimental effect of a persistent and continuing nature, on the quality of life of those in a locality and is unreasonable; and
- (e) The use of premises which has or is likely to result in nuisance to members of the public or disorder near those premises.

We will use the following broad definition of ASB to determine the nature of our response to issues raised by members of the public; namely:

'Any aggressive, intimidating or destructive activity that damages or destroys another person's quality of life'

(NB - when taking legal action, partners will refer to the more specific wording/definitions contained within the Act)

This definition allows officers to intervene at the appropriate level in reported issues. We recognise that there is a fine line between ASB and disputes between neighbours over relatively minor inconveniences and that for many members of the public there is no difference and the effects can be very similar. ASB is a highly personal experience and therefore a 'one size fits all' response is not appropriate. Agencies will use a sensitive and flexible approach in an attempt to resolve ASB while working to avoid becoming embroiled in the type of long standing grudges that are a drain on public resources.

Our commitment to tackle ASB involves using frontline resources to deal with initial complaints and a team of specialist officers to facilitate actions on more serious or complex cases, including those requiring legal action.

This statement sets out the overarching principles which govern a number of procedures linked to tackling ASB. These include (but are not limited to):

- Bury Council – Tenancy Agreement
- ASB Casework procedure
- Procedure for issuing a community protection notice
- Procedure for issuing a civil injunction
- Procedure for issuing a criminal behaviour order
- Procedure for issuing a closure order
- Procedure for initiating a community trigger
- Procedure for issuing a public spaces protection order.

For more information relating to the content of this statement or our approach to ASB visit Bury Council's or Six Town Housing's website <http://www.sixtownhousing.org/>

Appendix B – Details of the new Powers introduced under the ASB, Crime and Policing Act 2014

(A) Power to grant Injunctions

The power to grant injunctions replaces 4 existing powers including Anti-Social Behaviour Injunctions and stand alone Anti-Social Behaviour Orders (ASBOs). In an attempt to reduce the burden on agencies of making applications on behalf of others, the legislation allows several agencies to make applications including the Police, Council, Social Housing Providers, NHS Protect and the Environment Agency.

The types of behaviour this power is designed to address include vandalism, drink and drug related nuisance,, irresponsible dog ownership and noisy /abusive or intimidating behaviour.

The Injunction may include prohibitions or positive requirements to address the anti social behaviour.

The responsibility for dealing with breaches of the injunctions lies with the agency who applied for the injunction. For an adult a breach is contempt of court, punishable by a term of imprisonment of up to two years or an unlimited fine. Breach of injunction by someone under 18 could result in the youth court imposing a supervision order, curfew, activity requirement or, in the most serious cases, a detention order for those aged between 14 and 17. It is a requirement for the agency making the application to consult with the Youth Offending Team if the injunction will apply to a juvenile.

Update

- Six Town Housing has obtained six Injunctions since the legislation changed. All of these relate to serious issues around the condition of properties.
- The Council and police have not sought an injunction under the new legislation This is because cases have been managed utilising other remedies.
- The legislation now also gives NHS Protect the power to apply for Injunctions. They have indicated that they may be utilising this power imminently in relation to a case where all other offers of support/ remedies have been ineffective.

(B) Criminal Behaviour Order

The Criminal Behaviour Order (CBO) replaces the Anti-social Behaviour Order on Conviction (CRASBO) and Drink Banning Order on Conviction.

The CBO will be an available on conviction for any criminal offence. The application will be made by the prosecuting agency which will usually be the Crown Prosecution Service but could be the Council e.g. for prosecutions under the Environmental Protection Act 1990. Breach of the order is a criminal offence.

The CBO can include prohibitions to stop the offender from engaging in certain types of behaviour and can also include requirements for the offender to engage in activities to address the causes of their offending.

It is a requirement for the prosecuting agency to consult with the Youth Offending Team if the Criminal Behaviour Order will apply to a juvenile.

Breach for those aged over 18 on summary conviction can be up to 6 months imprisonment and/or fine and for conviction on indictment can be up to 5 years imprisonment and/or fine. Youth Court sentences apply to those aged under 18.

Update

- Two successful Police led CBO applications in Bury, both in relation to young people who already had a number of convictions.
- Neither contained positive requirements.
- Neither of these orders have been breached
- One application for a CBO has been rejected by the CPS and three CBO applications are currently being prepared by GMP.

C) Community Protection Notice

The Community Protection Notice (CPN) replaces the Litter Clearing Notice, Street Litter Clearing Notice and Graffiti/Defacement Removal Notice. It is intended to address a wide range of behaviours that negatively affect the quality of life of residents living in a particular area where the person or people responsible can be identified.

A CPN can be given to any individual who is over the age of 16 or a named representative of a business or organisation. It does not replace the statutory nuisance regime, for example noise that is classified as a 'statutory nuisance' will continue to be dealt with by environmental health officers under existing legislation.

A written warning is issued which identifies the unreasonable and persistent behaviour, requests them to stop and outlines the consequences of continuing. Ignoring the issue of the warning may result in the issue of the CPN.

'Authorised Persons' can issue a Community Protection Notice. This includes; a police constable and a PCSO (as the Chief Constable has stated his intention that PCSOs will be authorised to use these powers in Greater Manchester), officers or agents of the relevant local authority or a social housing provider if the housing provider is designated by the local authority.

The breach of a CPN is a criminal offence, which is punishable by the issuing of a fixed penalty notice of up to £100 or a level 4 fine (for individuals) or £20,000 for businesses.

Police Officers, PCSOs, Council Officers and social housing providers if designated by the Council will have the power to issue a Fixed Penalty Notice and each local area must set the level of fine at an amount not exceeding £100. The Council (or another agency appointed by the Council) can apply for a Remedial, Forfeiture or Seizure Order if the CPN is breached and it is felt that the matter is so serious that a court order is warranted. Similarly Local Authorities are identified in the legislation as being responsible for prosecuting breaches of CPNs even if the Police issued the initial notice and therefore Fixed Penalty Notice, which in effect offer the individual the opportunity of discharging liability for such a prosecution, are payable to the Local Authority, even if the FPN is issued by a Police Officer.

Update

- In Bury 21 CPN warnings have been issued for which 3 have resulted in a CPN being served.
- In two of these cases the notices were breached resulting in works being done in default and a Fixed Penalty Notice being served.

- CPNs have been used to address a range of behaviour from fly tipping and messy gardens to verbal abuse.
- The majority of the warnings and notices have been served by Environmental Health Officers either working independently or with Six Town Housing officers. Four have been served by the Police in partnership with the Council ASB team.
- The Local Authority has the power to designate social housing providers in their area to issue CPNs. However, it is important that this is managed carefully as local arrangements for issuing CPNs and FPN's (for breach) need to be consistent and proportionate. As a first step, the Council and Six Town Housing have worked together to pilot a scheme which allows Six Town Housing access to council powers around statutory nuisance and a proportionate use of CPNs. Six Town Housing help to fund a council employed Environmental Health Officer to undertake this work on their behalf.

(D) Public Spaces Protection Order

The Public Spaces Protection Order (PSPO) replaces the Designated Public Place Order, Gating Order and Dog Control Order and is only available to Local Authorities. It is intended to deal with a particular nuisance in an area, which negatively affects the community's quality of life. The restrictions imposed by the Order will apply to everyone or a specified group of people using that geographical area for example by restricting the use of a highway between certain hours or the drinking of alcohol in a public space. Orders can last for up to three years before requiring a review. Where an area has a current gating or dog control order in force this will continue to be valid for 3 years following the implementation of the new powers although the Council can review current orders prior to this date.

The breach of a PSPO is a criminal offence which is punishable by a level 3 fine if a successful prosecution is brought or the serving of a Fixed Penalty Notice of up to £100. Police Officers, PCSOs, Council Officers and social housing providers (if designated by the Council) will have the power to issue FPNs and each local area must set the level of fine at an amount not exceeding £100.

Update

- Public Space Protection Orders (PSPOs) – Partners from the Joint Engagement Team (JET) have been working together to explore the future use of PSPOs to tackle a range of persistent problems which impact on the quality of life for local people and businesses.
- This includes their use to tackle issues of ongoing anti-social behaviour in hot spot areas including street drinking, people urinating in public areas and youth nuisance.
- The aim is to ensure any future use of PSPOs are proportionate and effective.
- It is important to note that existing Designated Public Protection Orders will need to be converted into PSPOs within the next 2 years; again partners are working together to plan for this.

(E) Closure Power

The Closure Power replaces the Premises Closure Order, Crack House Closure Order, Noisy Premises Closure Order and S161 Closure Order. Both the Police and Local Authorities can use this power. Initially a Closure Notice would be issued by the Police or an identified person within the Local Authority in cases of possible or actual public nuisance associated with particular premises, for up to 48 hours. In all cases where a Closure Notice is issued, an application must be made to the Magistrates Court within

48 hours for a Closure Order to be made. An Order can last up to 3 months extendable by a further 3 months.

There is a requirement for the police and local authority to consult before utilising this power. A Police Inspector can authorise a Closure Notice for up to 24 hours and a Police Superintendent for up to 48 hours. Officers need to be designated by the Chief Executive of the Council to issue Closure Notices although consideration needs to be given to the fact that they may need to be issued out of hours. A process therefore needs to be established whereby an officer within the Council will be available to issue and / or be consulted should this need arise.

Update

- Three Closure Orders have been granted in Bury since the legislation was introduced
- 1 Police led application, 2 led by the Council.
- Two of these cases involved Six Town Housing properties and one involved a privately rented property.
- A fourth case was considered for Closure but was resolved by alternative means.
- To help ensure a balanced and consistent Team Bury approach, a case study of the first Council led Closure, along with a procedural guide have been produced.

(F) Police Dispersal Power

The Police Dispersal Power replaces the Dispersal Order and Direction to Leave. The Dispersal Power can be used by a Police Officer or PCSO to direct a person aged 10 and above who has committed, or is likely to commit anti-social behaviour, crime or disorder, to leave a specified area, and not return for a specified period of up to 48 hours. This does not replace the power to return a child under the age of 16 (who is on the streets between 9pm and 6am without an adult) home or to a place of safety. Failure to comply with a direction under this power is a criminal offence.

Update

- Used regularly as a preventative tool during periods of high demand, particularly in Bury Town Centre. For example, they have been used to help manage large crowds following football matches and also on Friday and Saturday nights to keep people safe and prevent alcohol related crime and disorder.

(G) Absolute Grounds for Possession

This gives social and private landlords the power to apply to the court to gain possession of a property if the tenant, a member of their household or a visitor has met one of the following conditions:

- Convicted of a serious criminal offence
- Found to have breached an Injunction under made under the Anti-Social Behaviour, Crime and Policing Act
- Convicted for a breach of Criminal Behaviour Order
- Convicted for a breach of an Abatement Notice
- Had their property closed for more than 48 hours under a Closure Order.

There is no requirement for the landlord to prove that it is reasonable for the court to grant possession and the court cannot suspend possession for more than 14 days (or 6 weeks in exceptional circumstances).

Update

- Six Town Housing have used a Police led Closure Order as an Absolute Ground of Possession for eviction in one case.
- This was the first time the power was used in Greater Manchester.

Giving Victims a Say

(H) Community Remedy

The Community Remedy is a menu of options, developed by the Police and Crime Commissioner in consultation with the public that aims to give victims a say in the out of court punishment for offenders of low level crime and anti-social behaviour. The Remedy is likely to include options such as making a written apology, signing an Acceptable Behaviour Contract, and doing unpaid work. The Community Remedy is designed to complement the Neighbourhood Resolution Panels available in many local areas and bring Restorative Justice formally onto the statute books. There is no penalty for failing to comply with a community remedy disposal unless it is part of a conditional caution but this could be used as evidence towards more punitive action. The same Remedy document will be available across Greater Manchester.

Update

The Community Remedy has been largely unused across Greater Manchester because of the robust restorative justice processes which are already embedded in community safety structures in the 10 areas. For example in Bury the ROC Restore Programme utilises fully trained and vetted volunteers to facilitate restorative justice conferences between those 'harmed' by crime and ASB and the people who have caused the harm.

(I) Anti-Social Behaviour Case Reviews

The Act introduces a requirement for relevant bodies within a local authority area to carry out a review when this is requested by a victim or victims and their case meets a locally agreed threshold. This threshold cannot be higher than:

1. Three incidents have been reported to the Council, Police and / or social housing provider in the last six months.
2. Or five individuals in the local community have complained separately to the Council, Police or social housing providers in the last six months about similar incidents of anti-social behaviour.

Once a case review has been triggered, there is then a requirement for relevant bodies, identified as Councils, Police Forces, Clinical Commissioning Groups and social housing providers who are co-opted into the group, to undertake a case review. The relevant bodies would collectively consider if the Anti-Social Behaviour Case Worker threshold has been met and recommend further actions deemed appropriate. The action plan will then be shared with the victim. If they are not satisfied with this response, they can appeal to the Chair of the Community Safety Partnership and ultimately the Police and Crime Commissioner. A locally agreed consistent approach to managing such complaints dealt with by this process is currently being developed.

Update

Numbers of requests to trigger an ASB Case Review have varied widely across Greater Manchester since the legislation was implemented with some areas receiving no requests and others receiving high numbers. Full details of requests for ASB Case Reviews including whether the criteria was met and what the outcome was will be submitted shortly to the Police and Crime Commissioner who will continue to receive regular reports on their use.

DRAFT

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Equality Analysis Form

The following questions will document the effect of your service or proposed policy, procedure, working practice, strategy or decision (hereafter referred to as 'policy') on equality, and demonstrate that you have paid due regard to the Public Sector Equality Duty.

1. RESPONSIBILITY

Department	Communities and Wellbeing	
Service	Community Safety	
Proposed policy	Anti-Social Behaviour (ASB) Progress Update and Revised Statement of Policy and Procedure	
Date	08 March 2016	
Officer responsible for the 'policy' and for completing the equality analysis	Name	Cindy Lowthian
	Post Title	Communities Manager
	Contact Number	0161 253 5121
	Signature	Cindy Lowthian
	Date	08 March 2016
Equality officer consulted	Name	
	Post Title	
	Contact Number	
	Signature	
	Date	

2. AIMS

What is the purpose of the policy/service and what is it intended to achieve?	<p>The Anti Social Behaviour, Crime & Policing Act (2014) introduced new measures to provide swift, effective resolution to anti-social behaviour, crime and disorder and improve the quality of life of residents in the Borough.</p> <p>A report outlining the implications of the ASB, Crime and Policing Act, together with an Equality Analysis, was agreed by Cabinet in November 2014. Cabinet agreed to a number of recommendations to ensure the effective implementation of the Act in Bury.</p> <p>A review has now been undertaken on the use of the tools and powers within the Borough. This includes a Cost Benefit Analysis (CBA) of the work of the Joint Engagement Team (JET); a multi-agency team who work together to tackle ASB in the borough. Following this review, a revised ASB statement of policy and procedure has been developed.</p> <p>The equality analysis presented to Cabinet in November</p>
--	--

	2014 has now been updated to incorporate the revised ASB statement of policy and procedure.
Who are the main stakeholders?	<ul style="list-style-type: none">• Bury Council, particularly the Community Safety Team and Environmental Health.• Supporting Communities, Improving Lives (SCIL) Team.• Community Safety Partnership• Team Bury Partners• Clinical Commissioning Group• Other health care providers• Greater Manchester Police• Six Town Housing• Registered Social Landlords• Youth Offending Team• Councillors• All Residents of Bury• Other Greater Manchester Authorities

3. ESTABLISHING RELEVANCE TO EQUALITY

3a. Using the drop down lists below, please advise whether the policy/service has either a positive or negative effect on any groups of people with protected equality characteristics.
If you answer yes to any question, please also explain why and how that group of people will be affected.

Protected equality characteristic	Positive effect (Yes/No)	Negative effect (Yes/No)	Explanation
Race	Yes	No	<p>The tools and powers are being used to bring swift and effective resolution to a wide range of issues. In particular, to maintain strong and safe communities where people from all backgrounds feel they belong, including those who are victims of hate crime.</p> <p>The Statement of Policy and Procedure has been revised to reflect the more proactive and robust approach now being taken through the JET, updating the range of approaches that can be used to tackle a wide range of issues including hate crime.</p>
Disability	Yes	No	<p>The measures introduced under the Act can be used to address ASB affecting those with disabilities. Tools and powers can be used to protect vulnerable people and build confidence in the reporting of disability hate crime. The Joint Engagement Team has worked together to tackle issues involving disability hate crime, particularly 'mate crime'.</p> <p>The Revised Statement of Policy has a victim focus, including identifying and mitigating against the risk of harm for all victims including those with disabilities.</p>
Gender	Yes	No	<p>The measures introduced under the Act are used to address complaints of ASB perpetrated against all people in Bury regardless of their gender. Some of these cases can include domestic violence and abuse. Statistically, females are more likely to be victims</p>

			although domestic violence and abuse can affect all people, regardless of gender. The revised Statement of Policy sets out a range of enforcement options that can be taken against perpetrators using the tools and powers.
Gender reassignment	Yes	No	The measures introduced under the Act are used to address complaints of ASB from all people within Bury, regardless of their sex. The revised Statement of Policy aims to reflect this. They are designed to bring swift and effective resolution to a wide range of issues and can be used where appropriate to address issues of hate crime perpetrated against people because they have undergone gender reassignment.
Age	Yes	No	The ASB revised Statement of Policy reflects the range of measures (contained within the Act) that can be used to address complaints of anti-social behaviour against all people in Bury regardless of age. These measures have considerably less severe penalties for breach for young people (to the ones they have replaced) and instead, there is more emphasis on early intervention and positive interventions. These aim to divert young people away from ASB and Crime. The longer term aim is to develop proportionate approaches to address the underlying causes of ASB which can help to avoid the criminalisation of young people at an early age.
Sexual orientation	Yes	No	The revised Statement of Policy reflects the range of measures that can be used to address complaints of ASB from all people regardless of their sexual orientation. These measures are designed to bring swift and effective resolution to a wide range of issues and will be used where possible to address issues of hate crime perpetrated against people because of their sexual orientation.

Religion or belief	Yes	No	<p>The revised Statement of Policy incorporates a range of measures that can be used to address complaints of ASB from all people regardless of their religious beliefs. These measures are designed to bring swift and effective resolution to a wide range of issues and can be used to address issues of hate crime perpetrated against people because of their religious beliefs.</p> <p>The Council will ensure any positive requirements or prohibitions they request within the new Orders will not conflict with the individual's religious practices.</p>
Caring responsibilities	Yes	No	<p>The Council will ensure that any positive requirements or prohibitions they request within the new Orders will take account of any caring responsibilities. The emphasis will also be on working with parents and carers of young people to address the underlying causes of ASB.</p>
Pregnancy or maternity	No	No	
Marriage or civil partnership	No	No	

3b. Using the drop down lists below, please advise whether or not our policy/service has relevance to the Public Sector Equality Duty. If you answer yes to any question, please explain why.

General Public Sector Equality Duties	Relevance (Yes/No)	Reason for the relevance
Need to eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010	Yes	The revised Statement of Policy aims to strengthen the response provided to victims, including identifying and mitigating against the risk of harm. The Council will ensure that the measures continue to be used wherever possible to address harassment and victimisation.
Need to advance equality of opportunity between people who share a protected characteristic and those who do not (eg. by removing or minimising disadvantages or meeting needs)	No	
Need to foster good relations between people who share a protected characteristic and those who do not (eg. by tackling prejudice or promoting understanding)	Yes	ASB consistently ranks as the public's highest priority when it comes to crime and disorder issues. The revised Statement of Policy aims to support the Council and others in their work to tackle ASB. This is likely to have a positive impact on victims and communities across the borough, promoting overall community wellbeing, cohesion and a culture of tolerance and understanding.

If you answered 'YES' to any of the questions in 3a and 3b

Go straight to Question 4

If you answered 'NO' to all of the questions in 3a and 3b

Go to Question 3c and do not answer questions 4-6

3c. If you have answered 'No' to all the questions in 3a and 3b please explain why you feel that your policy/service has no relevance to equality.

4. EQUALITY INFORMATION AND ENGAGEMENT

4a. For a service plan, please list what equality information you currently have available, **OR** for a new/changed policy or practice please list what equality information you considered and engagement you have carried out in relation to it.

Please provide a link if the information is published on the web and advise when it was last updated?

(NB. Equality information can be both qualitative and quantitative. It includes knowledge of service users, satisfaction rates, compliments and complaints, the results of surveys or other engagement activities and should be broken down by equality characteristics where relevant.)

Details of the equality information or engagement	Internet link if published	Date last updated
The views of partners on the revised Statement of Policy have been sought through the ASB Working Group (which sits under the Community Safety Partnership).		January/March 2016
Springs Tenant Management Organisation (TMO) and tenants of Six Town were consulted on the draft Statement of Policy through the Neighbourhood Customer Review		Jan/February 2016

Group.		
Bury Community Safety Partnership		24 February 2016
Department of Communities and Wellbeing Management Board		08 March 2016
Community Safety Portfolio		16 March 2016
Bury Council, Overview and Scrutiny Committee		22 March 2016
Cabinet		13.04.16

4b. Are there any information gaps, and if so how do you plan to tackle them?

The ASB group are committed to developing the performance framework of the JET over the next year. This will build on the work undertaken by New Economy through the Cost Benefit Analysis (CBA). It will allow us to develop more robust recording and monitoring information in relation to wider partnership ASB performance.

5. CONCLUSIONS OF THE EQUALITY ANALYSIS

What will the likely overall effect of your policy/service plan be on equality?	The overall effect will be positive- the revised Statement of Policy will provide the framework to address harassment and victimisation, promote community safety, resilience and wellbeing.
If you identified any negative effects (see questions 3a) or discrimination what measures have you put in place to remove or mitigate them?	None
Have you identified any further ways that you can advance equality of opportunity and/or foster good relations? If so, please give details.	To build on the work to date by developing a more robust performance framework to record and monitor ASB across the borough. This will allow the partnership to identify priority areas or gaps that can further foster good community relations.
What steps do you intend to take now in respect of the implementation of your policy/service plan?	The revised Statement of Policy will be used as a framework to embed and develop the ASB tools and powers across the partnership. Work will also continue to develop the Joint Engagement Team to ensure it enhances and supports the future neighbourhood working model for the Borough.

6. MONITORING AND REVIEW

If you intend to proceed with your policy/service plan, please detail what monitoring arrangements (if appropriate) you will put in place to monitor the ongoing effects. Please also state when the policy/service plan will be reviewed.

Progress will be monitored through the ASB Working Group who will provide progress reports to Bury's Community Safety Partnership.

COPIES OF THIS EQUALITY ANALYSIS FORM SHOULD BE ATTACHED TO ANY REPORTS/SERVICE PLANS AND ALSO SENT TO THE EQUALITY INBOX (equality@bury.gov.uk) FOR PUBLICATION.

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Appendix C

Bury Joint Engagement Team Cost Benefit Analysis Report

March 2016
Stephen Bray



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Further Information

For further information about this project, please contact the JET Programme Lead:

John Merrick, Six Town Housing, 0161 686 8111

About New Economy

New Economy is a wholly owned company of the Greater Manchester Combined Authority (GMCA) and delivers policy, strategy and research services for Greater Manchester's economic growth and prosperity.

<http://neweconomymanchester.com>

EXECUTIVE SUMMARY

Introduction

Bury's Joint Engagement Team (JET) has been in operation since July 2014 and tackles a variety of neighbourhood issues through a multi-agency approach involving Greater Manchester Police (GMP), Bury Council and Six Town Housing (STH), an Arm's Length Management Organisation which manages the housing stock owned by Bury Council.

The JET programme intervenes to tackle a range of issues, including:

- anti-social behaviour (ASB) - street drinking, animal problems, abandoned vehicles, vehicle nuisance, noise, littering/drug paraphernalia, fireworks, rowdy/inconsiderate behaviour, neighbour disputes; a
- criminal damage; c
- violence/assaults; V
- issues involving pets, mental health issues and alcohol and I
- stalking and harassment. s

The JET programme also tackles or supports work involving some of the following issues:

- hate incidents (racial, religious, sexual orientation, disability, gender, transgender, alternative sub-culture); h
- domestic abuse (with juvenile present, between those aged 16+, non ACPO domestic, prevent breach of peace). d

In April 2015, initial examination of changes in the level of reported ASB across the district showed a reduction in ASB in 17 of Bury's 20 wards over the initial post-JET initialisation period. The analysis showed an average reduction of 13% in the levels of ASB across each ward. It was also noted that the total number of repeat ASB incidents fell by 11% between the two study periods.

As a result of these findings, it was felt useful to review the JET programme in further detail, to assess its fiscal and economic impact since its initiation.

Cost Benefit Analysis – The Approach

This report calculates JET's fiscal and social value to partners in Bury Council, Six Town Housing and Greater Manchester Police by using New Economy's HM Treasury approved Cost Benefit Analysis (CBA) Model.¹

¹ A wider review of JET has been completed by the programme lead, and this document is intended to complement that wider work.

The CBA examined incidents dealt with by the JET programme during its most recent twelve months of operation (January – December 2015). Demand reduction outcomes were modelled in terms of their equivalent fiscal benefit for the subsequent five year period (i.e. the immediate and anticipated longer term benefit).

The wider benefits of the JET programme (the wider ‘public value’ benefits to society) were also considered. A bespoke telephone survey was completed with over 100 Bury residents who have been engaged by the JET (both aggrieved and perpetrators). Five questions on the positive benefits of the programme were asked, as follows:

‘As a result of the way your case was handled...’

- Has your confidence to deal with low level incidents of anti-social behaviour in your community increased?
- Do you now feel more part of your community?
- Do you now feel generally ‘safer’ on the streets of your community?
- Do you now feel closer to the people in your community?
- As a result of the way your case was handled, has the likelihood that you will report future problems of anti-social behaviour increased or decreased?

Key Findings

The primary finding from this CBA is that, for every £1 spent on JET, its partners are set to save the fiscal equivalent of £3.07 in benefits through demand reduction. This is based on a total annual cost of £257k to partners and benefits of £790k. Although this is a demand reduction in kind (rather than a directly cashable saving), the programme therefore represents strong value for money and will effectively ‘pay back’ its own costs within one year.

- Greater Manchester Police, which invests the equivalent of £83k per annum resourcing JET, see a return of £351k (a return of £4.25 for every £1 invested).
- Bury Council, which invests the equivalent of £51k, see a return of £201k (a return of £3.91 for every £1 invested).
- Six Town Housing, which invests the equivalent of £124k, see a return of £201k (£1.63 back for every £1 invested).

Demand reduction estimates are likely to be conservative, given the rigour of the analysis, and also the increased likelihood of victims to report ASB and other incidents to the police due to increased confidence (which may, in part, obscure the ‘true’ reduction in levels of ASB and other incidents experienced locally).

A secondary finding from the appraisal of potential wider (public value) benefits is that the intervention has substantial potential to improve the well-being of individuals, families and communities to the level of £4.05m in public value benefit. This reflects the reduced long-term physical health and psychological impact on direct victims, and a range of broader positive outcomes for people and places that have benefited from the JET programme.

Conclusions

The fiscal return on investment calculated in this report provides a strong basis upon which to continue developing the JET approach. The analysis prompts four headline conclusions for the JET Steering Group and CSP Board to consider in due course:

- (1) There may be potential to increase the financial return on investment of the JET programme, by considering which incident types JET is most able to positively impact upon, and focusing greater time and resource on those incident types.
- (2) The CBA only provides an indication of how benefits are distributed between agencies, but partners may wish to consider the CBA findings in the context of JET resourcing, given that the balance of resource investment vs return on investment is not the same for all stakeholders individually.
- (3) Given the positive findings from the survey of local residents, it may be worth considering how JET can be further developed to support a wider set of strategic agendas beyond community safety - for example its potential role to develop community integration and tackle social isolation.
- (4) Undertake further work to gain a greater understanding of the costs incurred by key partners involved in the JET. This will enable the partnership to gain a clearer picture of the costs associated with tackling ASB across the borough and the financial gains that can be secured through the JET

1 INTRODUCTION

1.1 Bury's Joint Engagement Team (JET) has been in operation since July 2014 and tackles a variety of neighbourhood issues through a multi-agency approach involving Greater Manchester Police (GMP), Bury Council and Six Town Housing (STH), an Arm's Length Management Organisation which manages the housing stock owned by Bury Council.

1.2 The JET programme intervenes to tackle a range of issues, including:

- anti-social behaviour (ASB) - street drinking, animal problems, abandoned vehicles, vehicle nuisance, noise, littering/drug paraphernalia, fireworks, rowdy/inconsiderate behaviour, neighbour disputes; a
- hate incidents (racial, religious, sexual orientation, disability, gender, transgender, alternative sub-culture); h
- stalking and harassment; s
- criminal damage; c
- domestic abuse (with juvenile present, between those aged 16+, non ACPO domestic, prevent breach of peace); d
- violence/assaults; and V
- issues involving pets, mental health issues and alcohol. I

1.3 In April 2015, initial examination of changes in the level of reported ASB across the district showed a reduction in ASB in 17 of Bury's 20 wards over the initial post-JET initialisation period. The analysis showed an average reduction of 13% in the levels of ASB across each ward. It was also noted that the total number of repeat ASB incidents fell by 11% between the two study periods.

1.4 As a result of these findings, it was felt useful to review the JET programme in further detail, to assess its fiscal and economic impact since its initiation.

2 METHODOLOGY

- 2.1** A cost-benefit analysis (CBA) makes projections about the nature and extent of the savings made by agencies when they deploy new schemes or projects. Across Greater Manchester the public sector is piloting new and innovative ways of working. New Economy, with support from a network of CBA specialists, is helping to demonstrate the amount of taxpayers' money that can be saved by these new ways of working and the impact they can have on the quality of services enjoyed by Greater Manchester residents. This report calculates JET's fiscal and social value to partners in Bury Council, Six Town Housing and Greater Manchester Police by using New Economy's HM Treasury approved CBA Model.²
- 2.2** The CBA sought to establish the value of the provision assembled by JET, and how these benefits relate to the costs of the program. It expresses this both in figures and as a ratio of cost (on the part of GMP, Bury Council and STH) to benefit (to the public purse).³
- 2.3** The analysis examined incidents dealt with by the JET programme during its most recent twelve months of operation (January – December 2015). Demand reduction outcomes were modelled in terms of their equivalent fiscal benefit for the subsequent five year period (i.e. the immediate and anticipated longer term benefit).⁴ Care was taken to ensure that any demand reductions were understood in the context of wider increases/decreases in police-recorded incidents (thus accounting for what the model terms "deadweight").
- 2.4** The wider benefits of the JET programme were also considered (the wider 'public value benefit to society - benefits, damage or cost to infrastructure, the economy and society). A bespoke telephone survey was completed with over 100 Bury residents who have been engaged by the JET (both aggrieved and perpetrators). Five questions on the positive benefits of the programme were asked, as follows:

² A wider review of JET has been completed by the programme lead, and this document is intended to complement that wider work.

³ Fiscal Benefits are the benefits to the agency or the public purse. e.g. saving £10k to an agency budget by delivering services differently. Social Value is a value provided for the benefit of improved confidence, happiness etc., this a proxy value and would not be cashable but provides a value of improving overall Wellbeing, the values are from the New Economics Foundation (NEF) social well-being work.

⁴ Benefits are mapped out for the subsequent five year period, i.e. if an individual receives a response that reduces escalating issues between neighbours, or a response that allows them to feel more a part of their community in the one year period examined, then the cost benefit of that is mapped out for the subsequent five years.

‘As a result of the way your case was handled...’

- Has your confidence to deal with low level incidents of anti-social behaviour in your community increased?
- Do you now feel more part of your community?
- Do you now feel generally ‘safer’ on the streets of your community?
- Do you now feel closer to the people in your community?

2.5 In an attempt to calculate social value savings, each question had a correlating social value category and cost attached to it and answers were analysed to provide a figure showing how much each respondent’s feelings towards themselves and/or their community had changed following their interaction with JET.

3 COSTS

- 3.1** This section contains information on the JET programme revenue spending for the first year of the project only. Revenue expenditure represents the short-term spending which is needed to maintain the ongoing operation of a model, such as paying staff salaries or replenishing necessary supplies. These costs may fluctuate depending on the scope of a scheme or model. Currently there has been no costing provided for the cost of room rentals by the JET as its staff already exist within their organisations. Such costs should be accounted for within the 10% “optimism bias” applied with the CBA model to the staffing costs provided by the agencies. This “bias” provides a means of increasing the modelled costs figure by 10%, to take account of both room rental and the estimated way in which the salary costs were calculated.
- 3.2** Costs information are extrapolated from an overview of spending to date with regards to staffing costs (Six Town Housing, Bury Council and Greater Manchester Police) conducted by Six Town Housing and agreed with these other partners.
- 3.3** Overall revenue spending for the first year of the JET programme is estimated to amount to **£257,422**. Constituent parts of this figure are detailed below. Each of the costs has been subjected to a 10% optimism bias due to the costs currently only being estimates.
- Six Town Housing Caseworkers and Coordinator time, totalling £123,519. S
 - Greater Manchester Police staffing and supervisor time (including casework), totaling £82,500. G
 - Bury Council Staff time, totalling £51,403. B

Key Findings

- The annual cost of the first year of the JET pilot is £257,422.
- The costs are split between Six Town Housing (48%), Greater Manchester Police (32%) and Bury Council (20%).

4 FISCAL BENEFITS ANALYSIS

- 4.1** Although JET's initial aim was to tackle all strands of ASB, over time this focus changed to focus on several key trends, but also added other non-ASB incidents. A full list of police-recorded incidents that were included within the fiscal benefits impact analysis is included at **Appendix A**. The appendix also lists the percentage attribution for each incident, i.e. it was estimated 100% of animal problem incidents were dealt with by JET, but only 50% of vehicle nuisance incidents and 5% of racial hate incidents.
- 4.2** Analysis was conducted on the incidents occurring in Bury in the twelve months prior to JET initiation (July 2013 – June 2014) and compared with the most recent 12 month period since JET initiation (January – December 2015). The Bury figures were then compared to changes across GM.
- 4.3** It was noted that, of the 14,044 relevant incidents⁵ taking place in Bury in the initial period:
- 3,061 incidents (22%) were 'crimed' – the incident was found to have involved a criminal act;
 - 7,689 incidents (55%) underwent 'further action' but did not become crimes;
 - The remaining 3,294 incidents (24%) were 'closed' without further action being entailed.
- 4.4** On average, a 'crimed' incident costs £609 to the fiscal purse, an incident requiring further action £500, and one with no further action required, £35.

Greater Manchester Police (GMP)

- 4.5** GMP is calculated to have benefited from JET on an annualised basis by £268,465 (based on a cost of £82,500 and benefits of £350,965). These cost savings are comprised of:

- reduction in incidents not requiring further action by 24% from 2,762 to 2,099 giving a £532 benefit (taking into account the pan-GM reduction for this measure of 23.3%, which is considered to be the "deadweight"⁶) R
- reduction in incidents requiring further action by 16.03% from 4,630 to 3,888 giving a £267,311 benefit (taking into account the pan-GM R

⁵ This is the 'raw' figure, before any attribution was added to it. With percentage attributions, the overall figure reduces to 8,663.

⁶ "Deadweight" relates to the figure of "what would have happened anyway", i.e. in this case, if Bury had followed the GM trend.

reduction for this measure of just 0.73%, which is considered to be the “deadweight”)

- reduction in incidents that are crimed by 2.4% from 1,271 to 1,241 giving a £83,121 benefit (taking into account the pan-GM increase for this measure of 16.4%, which is considered to be the “deadweight”) R

Probation

4.6 The Probation Service is calculated to have benefited from JET on an annualised basis by £7,731. They have not financially contributed to JET. These cost savings are comprised of:

- reduction in incidents that are crimed, as above, giving a £7,731 benefit. R

Wider Criminal Justice Stakeholders

4.7 Courts and Legal Aid savings are calculated to the value of £29,584. These cost savings are comprised of:

- reduction in incidents that are crimed, as above, giving a £29,584 benefit. R

Local Authority (Bury Council)

4.8 Bury Council are calculated to have benefited from JET on an annualised basis by £149,480 (based on a cost of £51,403 and benefits of £200,883). These cost savings are comprised of:

- reduction in incidents not requiring further action (£399) R
- reduction in incidents requiring further action (£200,483) R

Six Town Housing

4.9 Six Town Housing are calculated to have benefited from JET on an annualised basis by £77,364 (based on a cost of £123,519 and benefits of £200,883). These cost savings are comprised of:

- reduction in incidents not requiring further action (£399) R
- reduction in incidents requiring further action (£200,483) R

Total fiscal benefits

Total fiscal benefits = £790,045, of which:

GMP = £350,965; Probation = £7,731; Courts, Legal Aid, etc. = £29,584; Bury Council = £200,883; Six Town Housing = £200,883

WIDER 'PUBLIC VALUE' BENEFITS

4.10 A proportion of the public value benefits from the JET programme relate to the direct impact on victims (health based, covering both the long-term physical and psychological impact), as follows:

- reduction in incidents not requiring further action, as above, giving a £5,819 benefit.
- reduction in incidents requiring further action, as above, giving a £825,992 benefit.
- increase in incidents that are crimed, as above, giving a £1,069,329 benefit.

4.11 The public value benefits of the JET programme, however, extend beyond the direct effects on individuals as victims of crime. A wider value to society is suggested from the survey of those who have interacted with the JET programme (either as victims or as perpetrators). Results from the questionnaire suggest a substantial wider impact on people and places:

Question	Increased	Remained the same	Decreased	Net increase
Has your confidence to deal with low level incidents of anti-social behaviour in your community increased?	32.4%	45.37%	22.2%	10.2%
Do you now feel more part of your community?	41.7%	32.41%	25.9%	15.7%
Do you now feel generally 'safer' on the streets of your community?	38.9%	35.19%	25.9%	13.0%
Do you now feel closer to the people in your community?	39.8%	37.96%	22.2%	17.6%
As a result of the way your case was handled, has the likelihood that you will report future problems of anti-social behaviour increased or decreased?	56.5%	26.8%	16.7%	39.8%

4.12 Analysis of the results suggests the following impact as a result of JET, when expressed in terms of public value:

- increase in confidence / self-esteem (to the individual) increased by 10.2% among participants, totalling £146,571 benefit in public value.
- reduction in isolation (to the individual) increased by 15.7% among participants, totalling £547,897 benefit in public value.

- Positive functioning (of the family) increased by 39.8% among participants, totalling £383,183 benefit in public value. P
- Sense of trust and belonging (to the community) increased by 13% among participants, totalling £453,673 benefit in public value. S
- Improved relationships (of the community) increased by 17.6% among participants, totalling £614,204 benefit in public value. I

Total Further Public Benefits

- Total social value = £4,046,668 T

5 SUMMARY OF KEY FINDINGS

JET is viable fiscally and valuable economically

- 5.1** The primary finding from this CBA is that, for every £1 spent on JET, its partners are set to save the fiscal equivalent of £3.07 in benefits through demand reduction. An (annualised) £257,422 investment by the JET partners would be expected to generate an (annualised) £790,045 in fiscal benefits to several agencies, being those involved in crime and disorder, the local authority and the local ALMO, Six Town Housing.
- 5.2** Demand reduction estimates are likely to be conservative, given the rigour of the analysis, and also the increased likelihood of victims to report ASB to the police due to increased confidence (which may, in part, obscure the 'true' reduction in levels of ASB experienced locally).
- 5.3** Although this is a demand reduction in kind (rather than a directly cashable saving), the programme therefore represents strong value for money and will effectively 'pay back' its own costs within one year.

Multiple Agencies Benefit from JET

- 5.4** Fiscal benefits generated by JET are spread across multiple agencies:
- Greater Manchester Police, which invests the equivalent of £83k per annum resourcing JET, see a return of £351k (a return of £4.25 for every £1 invested).
 - Bury Council, which invests the equivalent of £51k, see a return of £201k (a return of £3.91 for every £1 invested),
 - Six Town Housing, which invests the equivalent of £124k, see a return of £201k (£1.63 back for every £1 invested).

Full details are shown in Table 2 below:

Table 2 – Investment and Return on JET project by agency.

Agency	Investment	Return	Net gain
Bury Council	£51,403	£200,883	£149,480
Greater Manchester Police	£82,500	£350,965	£268,465
Probation	n/a	£7,731	£7,731
Wider CJ Stakeholders	n/a	£29,584	£29,584
Six Town Housing	£123,519	£200,883	£77,364

There are a wide range of benefits generated by JET that are not fiscal in nature

- 5.5** A secondary finding from the appraisal of potential wider (public value) benefits is that the intervention has substantial potential to improve the well-being of individuals, families and communities. These benefits pertain to the improved well-being of individuals and families, particularly around increased confidence, reduced isolation, etc. At present, they are costed through the New Economics Foundation's 'QUALYs' format wherein proxy costs are given for what people either pay for interventions such as counselling, or what people believe they would be willing to pay for improved familial relationships, etc.
- 5.6** The total benefits for these 'public value' considerations are estimated to be £4.05 million by the end of the five year period for researching benefits. This reflects the reduced long-term physical health and psychological impact on direct victims, and a range of broader positive outcomes for people and places that have benefited from the JET programme.

SIPH Benefits (Fiscal and Public Value)		
	Fiscal	Public Value
Crime and Disorder	£350,965 (GMP) £7,731 (Probation) £29,584 (CJS)	£1,901,140
Local Authority / Housing	£200,883 (LA) £200,883 (Housing)	
Other Public Value Benefits		£2,145,529
Total	£ 790,045	£4,046,668
<ul style="list-style-type: none"> • The cost:benefit ratio of the JET programme based on this methodology is 1:3.1, with a £257,422 investment by the JET partners generating £790,045 in fiscal benefits to the partner agencies. T • Public value benefit is £4,046,668. P 		

6 CONCLUSIONS

6.1 The fiscal return on investment calculated in this report provides a strong basis upon which to continue developing the JET approach. The analysis prompts three headline conclusions for the JET Steering Group and CSP Board to consider in due course:

- There may be potential to increase the financial return on investment of the JET programme, by considering which incident types JET is most able to positively impact upon, and focusing greater time and resource on those incident types.
- The CBA only provides an indication of how benefits are distributed between agencies, but partners may wish to consider the CBA findings in the context of JET resourcing, given that the balance of resource investment vs return on investment is not the same for all stakeholders individually.
- Given the positive findings from the survey of local residents, it may be worth considering how JET can be further developed to support a wider set of strategic agendas beyond community safety - for example its potential role to develop community integration and tackle social isolation.
- Undertake further work to gain a greater understanding of the costs incurred by key partners involved in the JET. This will enable the partnership to gain a clearer picture of the costs associated with tackling ASB across the borough and the financial gains that can be secured through the JET.

APPENDIX A**Police Recorded Incidents – Suite of FWIN Codes analysed in the course of JET Evaluation**

ASB Type and attribution given		Other Incidents and attribution given	
D08 - Street Drinking	100%	C01 – Violence / Assault	Partly (5% credit)
D17 - Animal Problems	100%	C50 - Hate: Racial	5%
D70 - Abandoned Vehicle	100%	C51 - Hate: Religion	5%
D71 - Vehicle Nuisance / Inappropriate Use	50%	C52 - Hate: Sexual Orientation	5%
D14 - vehicles	50%	C53 - Hate: Disability	20%
D80 – Noise	100%	C54 - Hate: Gender	5%
D16 – Rowdy and / or noise nuisance	100%	C56 - Hate: Transgender	5%
D90 - Littering/Drug Paraphernalia	100%	C57 - Hate: Alt. Sub-Culture	5%
D91 - Fireworks	100%	L29 - Stalking & Harassment	100%
D92 – Rowdy / Inconsiderate Behaviour	100%	C06 - Criminal Damage	100%
D93 – Neighbours D07 - Neighbours	100%	D61 - Domestic (Juvenile Present)	5%
		D62 - Domestic	5%
		D63 – Domestic - Non ACPO	5%
		D64 - Domestic - Breach Peace	10%
		G17 – Mental Health	30%
		L15 – Alcohol	20%
		G14 – Pets	100%
		D73 – Motorcycle / mini motos	50%

WARDS AFFECTED: ALL	ITEM No.
REPORT OF: Children's Safeguarding Overview Project Group CONTACT OFFICER: Leigh Webb - Democratic Services Manager	
TITLE: PROGRESS REPORT – March 2016	

1.0 PURPOSE OF REPORT

To inform Members of the Overview and Scrutiny Committee of the work of the Children's Safeguarding Overview Project Group over the last Municipal year.

2.0 BACKGROUND

As part of its work programme for 2014/15 the Overview and Scrutiny Committee requested that an Overview Project Group be established to review and consider the issue of Children's Safeguarding.

The Membership of the Group comprised of Councillor Susan Southworth (Chair), Councillors R Caserta, I Gartside, D Jones, S Kerrison, N Parnell and M Whitby.

An interim report was presented to the Committee in March 2015 setting out the findings and recommendations of the Group, one of which was for the Group to remain and continue its work as an ongoing Sub Committee.

3.0 METHODOLOGY

The Group has met on the following occasions:-

23 September 2015
1 December 2015
10 February 2016

A further meeting is scheduled for 7 April 2016.

During its first meeting of the year the Group agreed that the focus of the Project Group for 2015/16 should include the following:

Looked After Children(LAC) – Exclusions/Managed Moves – Marie Holmes, Virtual Head, to report on the issue.

Staff Interviews - Arrange for Group to speak to experienced staff in the workplace.

Phoenix Team – Receive briefing on the work of the team across Greater Manchester with focus on the awareness raising work undertaken.

Performance Monitoring - Continue to monitor performance in relation to safeguarding children – Quarter 2 reports to next meeting.

Domestic Violence – Examination of the Audit into the “Toxic Trio” which includes Domestic Violence/Substance Misuse/Mental Health.

4.0 WORK UNDERTAKEN BY THE GROUP

4.1 Exclusions Managed Moves

Marie Holmes, Virtual Head Teacher for Children in Care, provided information to the Group setting out the position in relation to school exclusions for Bury’s children and young people in care. Bury compares favourably both nationally and regionally in relation to the percentage of Looked after Children, in care for at least 12 months, who have received fixed term exclusions. It was reported that there had been no permanent exclusions of children or young people in care.

Following considerations last year, the Group noted that there had been zero permanent exclusions but highlighted the issue of “managed moves”. The report from Marie Holmes set out examples of managed moves being employed which highlighted the beneficial features of it as an alternative strategy to exclusion.

The Group highlighted the issue of managed moves and stated that the numbers relating to looked after children should be reported on and monitored (possibly through the Annual Report).

4.2 Domestic Violence: Issues in the identification and prevention of harm

Michael Nugent gave a presentation to the Group summarising an audit of cases, examining issues in the identification and prevention of harm. A summary is set out below:

- 3412 assessments authorised in 2014-2015
- 2781 contained a set of assessment factors
- 'Concerns about the child's parent/carer being the subject of domestic violence' - occurred in third of assessments
- Alcohol, domestic violence and mental health problems, referenced in 148 assessments on 140 children

The Group recognises the critical nature of monitoring the quality judgements of these audits to identify the underlying issues in order to tackle and prevent harm to children.

4.3 Performance Monitoring - Key Performance Indicators

A large part of the work of the Group has continued to be around monitoring and examining performance data. Regular updates have been received in respect of key performance indicators for children's safeguarding. The Group have had the opportunity to monitor and examine performance data relating to the following areas:

- Referral/Conversion rate
- Contacts and Conversion to Referrals
- Contact Outcomes Breakdown
- Conversion rate of Referral to Assessments
- Re-referrals
- Assessment Timescales
- Section 47 Enquiries
- Child Protection Plans Data
- Numbers of Looked after Children

Quarterly updates will continue to be received at meetings of the Group.

4.4 Phoenix Team

The Phoenix team is currently working with approximately 50 service users. There is not a high prevalence of CSE cases in Bury. There is a minimum number of prosecutions despite the high profile of CSE cases.

Discussions are underway as part of the devolution agenda to review the model for the delivery of specialist services across Greater Manchester this will include the provision of CSE services. It is envisaged that the area will be divided into specialist central hubs with smaller but fewer services across the Boroughs.

Arrangements have been made for the Manager of the Phoenix Team to attend the next meeting of the Safeguarding Overview Project Group.

It has also been agreed that the outcome of the Phoenix Team Peer Review will be reported at the next meeting.

4.5 Elective Home Education

Councillor Southworth shared with Members of the Group a report entitled Elective Home Education. The report highlighted a rise in the number of parents that were choosing to educate their children at home. There has been a 100% increase within the Borough of Bury, 44 children are now educated at home. The School Attendance Team Manager has been invited to attend the next meeting of the Group.

5.0 FURTHER AREAS OF WORK

With regard to the future work of the Group, interviews of experienced and newly qualified Social Workers remains outstanding from this year's work programme. In terms of additional areas to consider, the Chair, Councillor Southworth, has highlighted the issue of gang culture as an area of exploration.

6.0 CONCLUSION

Looking forward, it is hoped that the work to date can be built upon during the forthcoming Municipal Year. At an early stage Members of the Group recognised the complex multi agency approach to safeguarding meant that to treat the review as a time bound self contained piece of work would not do justice to the critical nature of the subject matter.

7.0 RECOMMENDATIONS

1. That the work of the Overview Project Group be carried over into the new Municipal Year 2016/17.
2. That, in order to retain the expertise and knowledge developed throughout the review, where possible the existing membership be retained.
3. That regular updates be submitted to the Overview and Scrutiny Committee on the work of the Group.

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