

**Mike Owen CPFA**  
**Chief Executive**

*Our Ref* LW  
*Your Ref* OSC/LW  
*Date* 1 September 2015  
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Legal & Democratic Services  
Division

Jayne Hammond LLB (Hons) Solicitor  
Assistant Director of Legal &  
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**TO: All Members of Council**

**Councillors :** P Adams, D Bailey, N Bayley, I Bevan, J Black, S Briggs, S Carter, R Caserta, D Cassidy, M C Connolly, D'Albert, J Daly, E Fitzgerald, L Fitzwalter, I Gartside, J Grimshaw, D Gunther, M Hankey, S Haroon, Harris, P Heneghan, R Hodgkinson, T Holt, K Hussain, T Isherwood, M James, D Jones, Kelly, Kerrison, J Lewis, Mallon, A Matthews, S Nuttall, O'Brien, N Parnell, T Pickstone, Preston, A Quinn, R Shori, A Simpson, Skillen, S Smith, Southworth, S Southworth, T Tariq, Walker, R Walker, S Walmsley, Whitby, M Wiseman and Y Wright

Dear Member/Colleague

**Council**

You are invited to attend a meeting of the Council which will be held as follows:-

<b>Date:</b>	Wednesday, 9 September 2015
<b>Place:</b>	Bury Town Hall
<b>Time:</b>	7.00 pm
<b>Briefing Facilities:</b>	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.
<b>Notes:</b>	

**AGENDA**

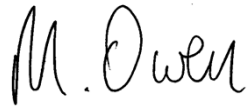
The Agenda for the meeting is attached.

Reports are enclosed only for those attending the meeting and for those without access to the Council's Intranet or Website.

The Agenda and Reports are available on the Council's Intranet for Councillors and Officers and also on the Council's Website at [www.bury.gov.uk](http://www.bury.gov.uk) – click on **Agendas, Minutes and Forward Plan**.

Copies of printed reports can also be obtained on request by contacting the Democratic Services Officer named above.

**Yours sincerely**

A handwritten signature in black ink, appearing to read 'M. Owen'. The signature is written in a cursive style with a large initial 'M' and a clear 'Owen'.

**Chief Executive**

## **AGENDA**

### **1 DECLARATIONS OF INTEREST**

Members of the Council are requested to declare any interests which they have in any items or issues before the Council for determination.

### **2 MINUTES OF THE COUNCIL (Pages 1 - 10)**

### **3 MAYORAL COMMUNICATIONS AND ANNOUNCEMENTS**

To receive communications from the Mayor and any announcements by the Leader of the Council or the Chief Executive on matters of interest to the Council.

### **4 PUBLIC QUESTION TIME**

To answer questions from members of the public, notice of which has been given, on any matter relevant to the Council or its services to the community. Up to 30 minutes will be set aside for this purpose. If time permits, further questions will be invited from members of the public present.

### **5 RECOMMENDATIONS OF CABINET AND COUNCIL COMMITTEES (Pages 11 - 42)**

<b>Committee/Date</b>	<b>Subject</b>	<b>Recommendation</b>
1. Minute CA.151 Cabinet 8 July 2015	Risk Management Annual report 2014/15 (Report attached)	1. That approval be given to re-affirm support for the Council's approach to Risk Management. 2. That the progress made throughout 2014/15 and the actions planned for 2015/16 be noted.
2. Minute CA.157 Cabinet 8 July 2015	Treasury Management Annual Report 2014/2015 (report attached)	That the Council, in accordance with CIPFA's Code of Practice on Treasury Management, notes the report.

### **6 LEADER' STATEMENT AND CABINET QUESTION TIME**

To receive a Statement from the Leader of the Council on the work of the Cabinet and to answer written questions from Members of the Council to the Leader and Cabinet Members on any matter in relation to which the Council has powers or duties which affect the Borough, provided the necessary written notice has been given.

Verbal questions on the work of the Cabinet since the last Council meeting will

be allowed subject to a limit of one question per Councillor.

**7 JOINT AUTHORITIES - REPORT BY THE COUNCIL'S REPRESENTATIVE AND QUESTIONS**

- (A) A report from the Council's representative on the work of Transport for Greater Manchester, Councillor Bayley
- (B) Questions (if any) on the work of the Joint Authorities to be asked by Members of the Council for which the necessary notice has been given in accordance with Council Procedure Rule 11.2

**8 BURY TOWN CENTRE - REVIEW OF BUS LANES** (Pages 43 - 66)

Report attached.

**9 MEMBERSHIP OF THE ASSOCIATION OF GREATER MANCHESTER AUTHORITIES** (Pages 67 - 70)

Report attached.

**10 NOTICE OF MOTION**

The following Notice of Motion has been received:-

**Bury Magistrates and County Court**

"This Council is of the view that having a legal centre in Bury is vital to our residents and important to our town centre from both a social and economic point.

The Council therefore notes with concern the Ministry of Justice's proposals to close Bury Magistrates Court and Bury County Court with workloads being transferred to Manchester and Salford Magistrates' Court and Manchester Civil Justice Centre respectively.

The Council is of the view that the proposals will have a negative impact on a range of issues including travel times and costs for clients; witnesses and magistrates; Police efficiency; arrangements for social security tribunals; the loss of local jobs; and the loss of business rates income to the Council. Insufficient information is provided on value for money arising from the proposals.

The Council is also disappointed that the consultation takes no account of the benefits that could be obtained by incorporating the proposals into a wider review of the public estate across Greater Manchester nor any account of the opportunities provided to the region through the devolution agenda or on the opportunities for integrating the Courts into the other local buildings.

The Court is an integral part of Bury town centre and the Council also expresses concern that the consultation fails to provide assurance around the future of the site nor does it give details or timescales for alternative



uses for the site.

The Council therefore resolves to consult widely with all stakeholders within Bury and to lead on the preparation of a response representing as wide a range of views as possible.

The Council also calls on the Chief Executive to write to the Ministry of Justice asking that the proposals be deferred so that the Courts can be included within the One Public Estate review of public assets that is being undertaken by the 10 Greater Manchester Councils."

**In the names of Councillors M Connolly, I Gartside and T Pickstone**

**11 SCRUTINY REVIEW REPORTS AND SPECIFIC ITEMS "CALLED IN" BY SCRUTINY COMMITTEES**

**12 QUESTIONS ON THE WORK OF OUTSIDE BODIES OR PARTNERSHIPS**

Questions on the work of Outside Bodies or partnerships on which the Council is represented to be asked by Members of the Council (if any).

**13 DELEGATED DECISIONS OF THE COUNCIL COMMITTEES**

Questions on the delegated decisions made by the Regulatory Committees and Scrutiny Committees contained in the Digest of Decisions 2 published since the last ordinary meeting of the Council, providing four clear working days' notices has been given of the question.

Members are asked to bring to the meeting their copy of Digest 2.

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**Minutes of: COUNCIL**

**Date of Meeting:** 1 July 2015

**Present:** The Worshipful the Mayor (Councillor , in the Chair)  
Councillors Adams, D Bailey, N Bayley, I Bevan, J Black,  
R Caserta, D Cassidy, M C Connolly, D'Albert, J Daly,  
E Fitzgerald, L Fitzwalter, I Gartside, J Grimshaw,  
D Gunther, M Hankey, S Haroon, Harris, P Heneghan,  
R Hodgkinson, T Holt, K Hussain, T Isherwood, M James,  
D Jones, Kelly, Kerrison, Mallon, A Matthews, S Nuttall,  
O'Brien, N Parnell, T Pickstone, Preston, A Quinn, R Shori,  
A Simpson, S Smith, Southworth, S Southworth, T Tariq,  
Walker, R Walker, S Walmsley, Whitby, M Wiseman and  
Y Wright

**Apologies for Absence** S Briggs, J Lewis and Skillen

**Public Attendance:** 6 members of the public attended the meeting.

#### **C. 111 DECLARATIONS OF INTEREST**

1. Councillor Connolly declared a personal interest in any item which related to staffing as his partner is an employee of Bury Council.
2. Councillor Jones declared a personal interest in any item which related to staffing as his wife is an employee of Bury Council.
3. Councillor Bevan declared a personal interest in any item which related to staffing as his wife is an employee within a Bury School.
4. Councillor Mallon declared a personal interest in any item which related to staffing as his wife is an employee within a Bury High School.

#### **C. 112 MINUTES OF THE COUNCIL**

##### **RESOLVED:**

That the minutes of the Meeting of the Annual Meeting of Council held on 20 May 2015 be signed by the Mayor as a true and correct record.

#### **C. 113 MAYORAL COMMUNICATIONS AND ANNOUNCEMENTS**

1. The Mayor thanked those who had attended the Mayoral Sunday Service held on 7 June at Guardian Angels Church.
2. The Mayor paid tribute to Colonel Eric Davidson, Michael Jelley and Yvonne Moore who were recently awarded the Freedom of the Borough at a Special Council ceremony.

3. The Mayor informed Members of the recent death of ex- Councillors Sally Ancill and Julie Higson. Members stood in silence as a mark of respect and remembrance.

### **C. 114 PUBLIC QUESTION TIME**

The Mayor reported that no written questions had been received in advance of the meeting.

On inviting questions from members of the public present, no issues were raised

### **C. 115 RECOMMENDATIONS OF CABINET AND COUNCIL COMMITTEES**

#### **1. Minute CA.74 of the meeting of the Cabinet held on 10 June 2015 – Council Vision, Purpose and Values 2015-2020**

It was moved by Councillor Connolly and seconded by Councillor Shori and it was:-

##### **RESOLVED:**

That approval be given to adopt the Council Vision, Purpose and Values 2015-2020.

#### **2. Minute CA.79 of the meeting of the Cabinet held on 10 June 2015 – Township Forums**

It was moved by Councillor Kelly and seconded by Councillor Shori and it was:-

##### **RESOLVED:**

(i) That the Operating Framework for Township Forums be amended to incorporate the proposals detailed in the report.

(ii) That the number of meetings of Township Forums be reduced from six to four per year.

(iii) That the proposals referred to in (i) and (ii) above be implemented during to 2015/16 Municipal Year.

#### **3. Minute HRA.02 of the meeting of the Human Resources and Appeals Panel held on 24 June 2015– Local Authorities (Standing Orders England Amendment)**

It was moved by Councillor Holt and seconded by Councillor Walmsley and it was:-

##### **RESOLVED:**

That, in order to comply with the amendment, necessary adjustments be made to the Officer Employment Procedure Rules as set out in the Council Constitution.

#### **1. Minute 1 of the Democratic Arrangements Forum held on 16 June 2015**

It was moved by Councillor Connolly and seconded by Councillor Gartside and it was :-

**RESOLVED:**

- (i) That the Petition Scheme be included in the Council Constitution.
- (ii) That any future changes be promptly notified and explained to organisers of live petitions, with changes not coming into effect until the Council's website is updated.

**2. Minute HRA.03 of the meeting of the Human Resources and Appeals Panel held on 30 June 2015**

It was moved by Councillor Holt and seconded by Councillor Connolly and it was:-

**RESOLVED:**

That this Council approves the appointment of Mike Owen to the post of Chief Executive.

**C. 116 LEADER'S STATEMENT AND CABINET QUESTION TIME**

**(a) Written question (Notice given)**

The Leader of the Council, Councillor Connolly, made a statement on the work undertaken by him since the date of the last Council meeting.

The Leader and the relevant Cabinet Members answered questions raised by Councillors on the following issues:

<b>No.</b>	<b>Issue</b>	<b>Questioner</b>	<b>Answered by</b>
1.	Financial Outturn 2014/15	Councillor Mallon	Councillor Shori
2.	Foster Carers	Councillor Parnell	Councillor Heneghan
3.	Planning Approvals	Councillor Bayley	Councillor Shori
4.	Email correspondence - Scout Moor	Councillor Gunther	Councillor Walmsley
5.	Cuts to Public Health Budgets	Councillor Black	Councillor Simpson
6.	Domestic Violence.	Councillor O'Brien	Councillor Tariq
7.	Children in Care	Councillor Black	Councillor Heneghan
8.	Bury Hospice	Councillor Caserta	Councillor Simpson
9.	Midwife Services within Children's Centres	Councillor Pickstone	Councillor Heneghan
10.	Visit of Lyn Romeo	Councillor Grimshaw	Councillor Simpson
11.	Visit from Chief Executive of Public Health England	Councillor Tariq	Councillor Simpson
12.	Planning Inspectorate Inquiry	Councillor Fitzwalter	Councillor Walmsley
13.	Skills Agency Funding	Councillor Nuttall	Councillor Kelly
14.	Universal Credit	Councillor Holt	Councillor Walmsley
15.	Bury Art Museum	Councillor Tariq	Councillor Heneghan
16.	Primary School Admissions	Councillor Whitby	Councillor Heneghan
17.	Core Strategy	Councillor Bevan	Councillor Walmsley
18.	I Will if You Will	Councillor D'Albert	Councillor Simpson
19.	Bus Access to Radcliffe Pool	Councillor J Walker	Councillor Isherwood
20.	Government Budget	Councillor Preston	Councillor Shori
21.	Radcliffe Works	Councillor Preston	Councillor Walmsley
22.	On-line Council Meetings	Councillor Gartside	Councillor Connolly
23.	Community Cohesion	Councillor Jones	Councillor Tariq
24.	S106 monies	Councillor Whitby	Councillor Walmsley
25.	Agency Staff	Councillor Gunther	Councillor Holt
26.	I Will if You Will	Councillor Gartside	Councillor Simpson
27.	Public Health Budget Cuts	Councillor Pickstone	Councillor Simpson

Due to the lack of time to answer questions 16 to 29 inclusive and in the absence of Councillor Nuttall for question 13, the Leader gave an undertaking that copies of those questions and responses will be circulated to all Councillors. The Leader also gave an undertaking to make these available on the Council Web Site.

**(b) Oral questions on the work of the Cabinet since the last Council meeting (without Notice)**

1.	Township Forum – Bus Lane Removal	Councillor Gartside	Councillor Connolly
2.	Township Forums – Changes to Grant Funding	Councillor Pickstone	Councillor Shori
3.	Parklife Event	Councillor Quinn	Councillor Connolly
4.	Leisure Facility Radcliffe	Councillor J Walker	Councillor Connolly

**C. 117 JOINT AUTHORITIES - REPORT BY THE COUNCIL'S REPRESENTATIVE AND QUESTIONS**

- (a) Councillor Matthews, the Council's representative on the Greater Manchester Fire and Rescue Authority, gave a verbal report on the work of the Authority to all Members of the Council.
- (b) The following questions had been received in accordance with Council Procedure Rule 11.2.

No.	Issue	Questioner	Answered by
1.	Greater Manchester Cycling Grants	Councillor Pickstone	Councillor Noel Bayley (Representative on the Greater Manchester Transport)
2.	Relocation of ambulances to Whitefield Fire Station	Councillor Pickstone	Councillor Matthews (Representative on the Greater Manchester Fire and Rescue Authority)
3.	Fare Avoidance on Metrolink	Councillor D'Albert	Councillor Noel Bayley (Representative on the Greater Manchester Transport)

**C. 118 NOTICES OF MOTION**

Three Notices of Motions were received and set out in the Summons.

## **1. Scout Moor**

**A motion had been received and set out in the summons in the names of Councillors I Bevan, R Caserta, J Daly, I Gartside, D Gunther, M Hankey, J Harris, R Hodgkinson, K Hussain, S Nuttall, R Walker, and Y Wright**

It was moved by Councillor Gartside and seconded by Councillor Harris:-

"This Council notes the current planning applications to Rossendale and Rochdale Councils for 16 additional wind turbines on Scout Moor. Most of the cluster will shortly be determined by the Rossendale Planning Committee on July 21<sup>st</sup>, 2015 (At the time of writing, Rochdale have yet to set a date for the two turbines to be determined within the boundary of their authority).

Therefore, this motion requests Councillors who oppose this new development write to Rossendale and Rochdale's planning departments before the decisions are taken, expressing their opposition (on a personal basis and not on behalf of the Council). This could be for the following reasons :-

- 1) The application contradicts the latest Government guidance regarding on-shore wind turbines which now acknowledges further expansion on these sites should be curtailed.
- 2) The proposed site is largely un-obscured, and many residents in Ramsbottom, Tottington and the villages of Summerseat, Holcombe, Greenmount and Brandlesholme would no longer be able to enjoy the wonderful countryside that currently exists.
- 3) An additional cluster of turbines, in the words of the Government Planning Inspector who approved the current wind farm, "would cause much more serious harm".
- 4) In comparison to the current wind farm, the energy benefits are significantly diminished, meaning that they do not outweigh the visual impact on the landscape.
- 5) The allowable size of up to 115 metres tall is significantly higher than the existing ones.
- 6) The adverse effect upon leisure and tourism in our borough, for example, the views from the Peel Monument and areas of Holcombe Moor will be adversely affected."

**The motion on being put with 14 voting for, 19 against and 11 abstentions was declared lost.**

## **2. Benefit Sanctions**

**A motion had been received and set out in the summons in the names of Councillors P Adams, N Bayley, J Black, S Briggs, , D Cassidy, M Connolly, E FitzGerald, L Fitzwalter, J Grimshaw, S Haroon, P**



**Heneghan, T Holt, A Isherwood, M James, D Jones, J Kelly, S Kerrison, J Lewis, J Mallon, A Matthews, E O'Brien, N Parnell, C Preston, A Quinn, R Shori, A Simpson, R Skillen, Sarah Southworth, Susan Southworth, T Tariq, J Walker, S Walmsley and M Whitby.**

It was moved by Councillor Parnell and seconded by Councillor Simpson:-

"This Council is concerned and appalled at how this government continues to use benefit sanctions against some of our most vulnerable citizens. This regime of sanctions appears to be used more and more. DWP figures from April 14 to March 15 show 918,600 JSA claimants alone were sanctioned a 410% rise on the same period in the previous year.

This council notes that when a pass-ported benefit has been sanctioned for what can be up to four months, other entitlements to benefits stop.

This practice is causing a massive strain on claimants and their families plunging many into poverty and spiralling debt.

This council call for a letter to be sent on behalf of this council and residents to The Rt. Hon Iain Duncan Smith outlining our concerns and demanding he stops this cruel, and arbitrary use of sanctions."

**Prior to the vote on the motion, in excess of eight Councillors requested that voting be recorded to show how each Member cast their vote, in accordance with Council Procedure Rule 17.5.**

**The result of the vote was as follows:-**

For the motion:

**P Adams, D Bailey, N Bayley, J Black, D M Cassidy, M Connolly, M D'Albert, E FitzGerald, L Fitzwalter, J Grimshaw, P Heneghan, T Holt, A Isherwood, M A James, D Jones, J Kelly, S Kerrison, J Mallon, A K Matthews, E O'Brien, N A Parnell, T Pickstone, C Preston, A Quinn, R Shori, A Simpson, Sarah Southworth, Susan Southworth, T Tariq, J Walker, S Walmsley and M Whitby**

Against the motion:

**Councillors I Bevan, R Caserta, J Daly, I B Gartside, D Gunther, M Hankey, R Hodgkinson, R E Walker and Y Wright.**

Abstaining from the motion:

**The Worshipful the Mayor and Councillor Wiseman, Deputy Mayor.**

**The Mayor declared the Motion carried.**

### **3. Food Waste**

**A motion had been received and set out in the summons in the names of Councillors D'Albert and Pickstone**

It was moved by Councillor Pickstone and seconded by Councillor D'Albert:-

"Council notes:

1. That in Britain today households throw away 7 million tonnes of food and drink waste each year, half of which could have been eaten.
2. Bury Council pays to dispose of 15,000 tonnes of brown bin waste in a year, costing nearly £1 million in charges.
3. That 4 million people in the UK are living in food poverty; 900 million people in the world go to bed hungry every day.

Council resolves:

1. That Bury MBC will play its part to encourage a reduction in the amount of food waste generated by the Borough.
2. To include more information about reducing food waste in the information we provide to residents about waste disposal, including online, paper resources and through the work of the waste enforcement teams.
3. To investigate further options for making better local use of food thrown away by retailers, including seeing if a branch of Rotherham's 'Community Shop' would work in Bury.
4. To work with major institutional producers of food waste in the Borough (Schools, colleges, hospitals, other major employers) and encourage strategies to achieve a significant reduction of food waste.
5. Write to all of Bury's MPs and MEPs, encouraging them to support policies which will continue and improve Britain and EU's role tackling food waste and poverty both in this country and worldwide.
6. For the Cabinet Member to report back to the Cabinet on this issue before the end of the 2016-17 Municipal Year. "

**On being put, with no-one voting against and no abstentions, the Mayor declared the motion carried unanimously.**

**C. 119      SCRUTINY REVIEW REPORTS AND SPECIFIC ITEMS "CALLED IN" BY SCRUTINY COMMITTEES**

There were no Scrutiny Review Reports or specific items "called in" by the Overview and Scrutiny Committee to be considered at this Council meeting.

**C. 120      QUESTIONS ON THE WORK OF OUTSIDE BODIES OR PARTNERSHIPS**

There were no questions received in accordance with Council Procedure Rule 11.2.

**C. 121      DELEGATED DECISIONS OF THE COUNCIL COMMITTEES**

There were no written questions asked on the delegated decisions of the Committees or Scrutiny Committee contained in the Digests of Decisions 8 (2014/15) and Digest 1 (2015/16).

**THE WORSHIPFUL THE MAYOR**

**(Notes:** The meeting started at 7.00 pm and ended at 10.00 pm)

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<p><b>REPORT FOR DECISION</b></p>
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<b>MEETINGS:</b>	<b>STRATEGIC LEADERSHIP TEAM CABINET AUDIT COMMITTEE COUNCIL</b>
<b>DATE:</b>	<b>22 JUNE 2015 – STRATEGIC LEADERSHIP TEAM 8 JULY 2015 – CABINET 15 JULY 2015 - AUDIT COMMITTEE 9 SEPTEMBER 2015 - COUNCIL</b>
<b>SUBJECT:</b>	<b>RISK MANAGEMENT ANNUAL REPORT 2014/2015</b>
<b>REPORT FROM:</b>	<b>COUNCILLOR RISHI SHORI – DEPUTY LEADER OF THE COUNCIL AND CABINET MEMBER FOR FINANCE AND HOUSING</b>
<b>CONTACT OFFICER:</b>	<b>David Hipkiss, Risk and Governance Manager</b>
<b>TYPE OF DECISION:</b>	<b>COUNCIL - KEY DECISION</b>
<b>FREEDOM OF INFORMATION/STATUS:</b>	This paper is within the public domain
<b>SUMMARY:</b>	The Risk Management Annual Report provides Members with details of risk management activity that has taken place over the past 12 months. It outlines risk management policies and practices now in place and the key issues that will be addressed during the coming financial year.
<b>OPTIONS &amp; RECOMMENDED OPTION</b>	Members are requested to re-affirm their support for the Council's approach to Risk Management, and note progress made throughout 2014/15 and actions planned for 2015/16.
<b>IMPLICATIONS:</b>	
<b>Corporate Aims/Policy Framework:</b>	Do the proposals accord with the Policy Framework? <b>Yes</b>

<b>Financial Implications and Risk Considerations:</b>	See Executive Director of Resources & Regulation comment below
<b>Statement by Executive Director of Resources:</b>	<p>There are no direct resource implications arising from this report.</p> <p>Risk management is an integral part of the Council's approach to Corporate Governance and service and financial planning and it is essential that robust risk management practices are put in place to safeguard the Council's assets and its reputation.</p> <p>Corporate, departmental and operational risk assessments have been undertaken and key elements of the resultant Management Action Plans are incorporated into Departmental Service Plans.</p>
<b>Equality/Diversity implications:</b>	No
<b>Considered by Monitoring Officer:</b>	Yes (Governance Panel)
<b>Are there any legal implications?</b>	No
<b>Staffing/ICT/Property:</b>	There are no direct HR, IT or property implications arising from this report.
<b>Wards Affected:</b>	All
<b>Scrutiny Interest:</b>	Overview & Scrutiny

**TRACKING/PROCESS****DIRECTOR:**

Chief Executive/ Strategic Leadership Team	Cabinet Member/Chair	Ward Members	Partners
22 <sup>nd</sup> June 2015			
Overview & Scrutiny	Committee	Cabinet	Council
	Audit 15 <sup>th</sup> July 2015	08 <sup>th</sup> July 2015	09 <sup>th</sup> September 2015

## **1.0 BACKGROUND AND RISK PRIORITIES DURING 2014/15**

- 1.1 The Cabinet approved the Council's Risk Management Policy and Strategy in March 2006 which is reviewed annually.
- 1.2 A number of challenges were presented to the Council during 2014/15 where risk management played a significant role in preventing disruption to service continuity.
- 1.3 The Council continued to experience reduced lack of funding, and increased demand for services, and responded to this through its "Plan for Change", achieving once again a slight underspend for the year.
- 1.4 A main focus for 2014/15 was ensuring the restructure and operational transition following the reduction of departments from four to three was carried out smoothly and that risk to the disruption of services during the transition was identified and managed effectively.

## **2.0 IMPLEMENTING RISK MANAGEMENT**

- 2.1 Risk management forms an integral part of strategic planning in the Council, ensuring early intervention and management of uncertainty in delivering key strategic priorities. The role of risk management in the Council's Financial and Forward Planning Cycle is at Appendix A.
- 2.2 Early intervention and assessment of risks ensures that departments are able to fully prepare for existing and emerging priorities, and manage their objectives effectively against financial, reputational and performance risks, whilst meeting the Council's Priorities.
- 2.3 This approach to risk management ensures a continuous and evolving process that runs throughout the council's core functional activities at all levels.

***"Good risk management supports accountability, performance measurement and reward, thus promoting operational efficiency at all levels". A Risk Management Standard – Institute of Risk Management.***

- 2.4 Risk Assessment Action Plan Registers (RAAP's) are used across departments to record identified risks and opportunities, and actions being taken. RAAP Registers as they are referred to throughout this report are used at all levels throughout the Council to record information and help manage Corporate, Departmental, and Operational risks.
- 2.5 RAAP's are an effective tool to identify, evaluate and manage areas of uncertainty and exploit opportunities at corporate, departmental and operational levels and to ensure achievement of the Council's aims and objectives.
- 2.6 The Council's risk management framework is outlined in summary below;

- An approved Corporate Policy & Strategy for Risk Management that can be read online or downloaded
- Corporate Risk Management Group (Member level)
- Operational Risk Management Group (Officer level)
- Establishment of a "Governance Panel" comprising the Executive Director of Resources & Regulation, Assistant Director for Legal & Democratic Services, Assistant Director of Resources & Head of Internal Audit.
- Comprehensive Intranet Risk Management Website and Toolkit
- Corporate Risk / Opportunity Assessment Action Plan Register
- Departmental Strategic Risk Assessment Action Plan Registers
- Operational Risk Assessment Action Plan Registers – held by service managers and maintained as part of the day to day management of service provision
- A Common Risk Register (General good practice guide)
- Dedicated Risk Management Section – Operating from Strategic Finance alongside but independent from Internal Audit
- "Team Bury" risk management framework Partnership Risk Assessment Model (PRAM)

2.7 Also in place is an effective communication and risk reporting network, with regular reports to:

- Full Council (annual report)
- Audit Committee
- Strategic Leadership Team
- Corporate Risk Management Group (Members)
- Operational Risk Management Group (Officers)
- Business Continuity Management representatives
- All departments and Service Heads

2.8 The diagram at **Appendix B** has been drawn up to help demonstrate Bury Council's risk management processes, illustrating strategic and operational planning across the authority, also the delivery of service and the movement and reporting of risks associated with these two key risk drivers within each of the departments.

### **3.0 DEPARTMENTAL PROGRESS 2014/15**

#### **3.2 Children, Young People & Culture**

2014/15 managed high risks focused upon;

- Budget constraints following large scale reductions
- Loss of experience following VER/Mutual Settlement
- Capacity to deliver services
- Impact of Academies
- Children & Young People in care
- Safeguarding mechanisms

Despite some success during 2014/15, the department is still highlighting a number concerns reflected by the final quarters result. Individual Departmental Risk Registers are available on request.

#### **3.3 Communities & Wellbeing**



2014/15 managed high risks focused upon;

- Competition with other service providers
- Business Continuity Management
- Sickness absence levels
- High cost packages relating to Children's transition cases
- Reducing budgets faced with increasing demands
- Self Directed Support costs
- Investment in assets and infrastructure
- Data Protection
- Increase in judicial reviews
- Growing demands from increasing population
- Asylum Seekers
- Ineffective partnership working across public sector organisations
- Market failure/capacity and ability to facilitate new types of social enterprise

Despite some success during 2014/15 with managing these risks, the department is still highlighting a number of concerns reflected by the final quarters risk review. Individual Departmental Risk Registers are available on request.

### 3.4 Resources & Regulation

2014/15 focussed on a number of high risks, these include:

- Equal Pay and potential liability
- Responding effectively to significant funding reductions
- Effective financial planning to take account of national policy
- Asset management
- Resident expectations
- Changes to Council Tax benefit
- Changes resulting from the wider welfare reform agenda and its impact
- Public sector reform and its impact

Owing to the nature and wider impact of these risks on public service they are also reflected within the Corporate Risk Register.

## **4.0 CORPORATE RISKS**

- 4.1 The Corporate Risk Assessment Action Plan records all risks posing the most serious threat to the Council, risks that would impact upon a wider range of services and that are not able to be managed effectively within a directorate. These risks are reviewed continually by the Strategic Leadership Team – both through quarterly reviews, and as agenda items in their own right. The Corporate Risk Register takes account of risk management activity taking place across departments allowing for the transfer of high risk and also of known future risk.
- 4.2 Member input is sought throughout the year via the Corporate Risk Management Group, and quarterly reports to the Audit Committee.

- 4.3 The table overleaf tracks the status of corporate risks throughout 2014/15.
- 4.4 The table at **Appendix C** aligns the Council's most significant risks as at 31<sup>st</sup> March 15 against the Councils' Priorities and Team Bury Ambitions.

## Corporate Risk Register January 2014 – March 2015

Ref	Risk that.....	Risk Owner	Impact (New)	Likelihood (New)	Quarter 1 Status	Quarter 2 Status	Quarter 3 Status	Quarter 4 Status Jan – Mar 15	Measures
01	The <u>potential</u> liability facing the Council in respect of Equal Pay significantly weakens the Council's financial position	Tracy Murphy	1	1	1	1	1	1	Risk remains low as most cases have now been settled. To remain on register till exercise complete.
02	There is no robust financial strategy or change management strategy to address effectively the significant funding reductions that the Council faces.	Steve Kenyon	3	4	9	9	9	12	<p>The Council received the final 2015/16 settlement information in February 2015, this was broadly as expected.</p> <p>Bury's reduction was higher than the national average, whilst funding per head is lower. Response to consultation submitted outlining this.</p> <p>Clarity about the 2016/17 settlement is unlikely to be until the Spending Review / Summer Budget later in 2015 following the General Election. MTFS to be updated at this point.</p> <p>Likelihood score raised from 3 to 4 to reflect level of uncertainty in Government funding.</p>

Ref	Risk that.....	Risk Owner	Impact (New)	Likelihood (New)	Quarter 1 Status	Quarter 2 Status	Quarter 3 Status	Quarter 4 Status Jan – Mar 15	Measures
3	The budget strategy fails to address the Council's priorities and emerging issues, e.g. demographic and legislative changes	Steve Kenyon	3	2	6	6	6	6	<p>The Medium term financial strategy is a live document that is regularly updated to take account of known national changes. This helps to inform financial forecasts and projections over the medium term.</p> <p>The Council has a good understanding of its cost base and pressures through robust budget monitoring, Star Chamber and Scrutiny processes.</p>
04	The budget strategy does not reflect, or respond to, national policy developments, e.g. Council Tax Support scheme and changes to the Business Rates regime	Steve Kenyon	4	2	8	8	8	8	New arrangements have been in place now for nearly 2 years, however, risk remains high given volatility, and influence from factors which are beyond the control of the Council (e.g. appeals).
05	The Council's asset base is not operated to its maximum effect to deliver efficiency savings and ensure priorities are fulfilled. Ineffective use of assets presents both a financial and a performance risk.	Alex Holland	2	2	2	2	4	4	The asset management strategy has been approved and will consider the usage and cost of all assets; taking appropriate action where necessary; e.g. invest, change of use, or disposal.

Ref	Risk that.....	Risk Owner	Impact (New)	Likelihood (New)	Quarter 1 Status	Quarter 2 Status	Quarter 3 Status	Quarter 4 Status Jan – Mar 15	Measures
08	The Council fails to manage the expectations of residents, service users & other stakeholders in light of funding reductions	Mike Owen	3	3	6	6	6	9	<p>Programme of Budget consultations has taken place throughout the borough at Township Forums. A letter from the Leader has also been sent out to inform residents about the level of uncertainty that remains with the impact of current and future financial cuts.</p> <p>Likelihood risk raised from 2 to 3 to reflect uncertainty of funding going forward.</p>
09	The Government's changes to Council Tax Benefit impact adversely upon the Public / Vulnerable People. Also budgetary risk to the Council in the event of claimant numbers rise	Claire Jenkins	3	3	9	9	9	9	Impact on residents being managed through Welfare Reform Board. Budgetary impact continues to be assessed through monthly monitoring / Star Chamber process.
10	Changes resulting from the wider Welfare reform agenda impact adversely upon the public / vulnerable people.	Claire Jenkins	3	3	9	9	9	9	<p>Welfare Reform Board coordinating action plan with partner organisations (e.g. Six Town, CAB).</p> <p>Whilst impact on individuals can have significant implications, this is being mitigated where possible.</p>

Ref	Risk that.....	Risk Owner	Impact (New)	Likelihood (New)	Quarter 1 Status	Quarter 2 Status	Quarter 3 Status	Quarter 4 Status Jan – Mar 15	Measures
11	That the scale and pace of Public Sector reform impacts adversely upon key Council Services, compounded by the loss of capacity following staff leaving the Council (420+ since 2010)	Mike Owen	4	2	8	8	8	8	<p>The Workforce Development Plan is in place, the mutual settlement scheme has been launched, and individual service workforce plans are being developed to ensure continuity / succession planning.</p> <p>Loss of capacity / experience remains a major concern.</p> <p>Risk will be closely monitored as the Council-wide restructure takes effect, and further voluntary retirements take effect.</p>

## 5.0 CHALLENGES FOR 2015/16

5.1 The challenge for the coming year will be to ensure risk and business continuity management form an integral part of the council's response to continued spending reductions, ensuring threats and opportunities to service provision is managed effectively and service resilience is maintained throughout.

5.2 The following areas will be our main priority for 2015/16:

- Ensuring risk and business continuity management forms an integral part of service planning, performance and the delivery of objectives in light of increased agile working and public service reforms.
- Ensuring a smooth continued operation of the new Authority structure (3 departments)
- Building upon the work started by Strategic Leadership Team where key corporate risks are considered in depth alongside the quarterly review process.
- Continuing to raise Member involvement in risk management and business continuity.
- Maintaining the Business Continuity Planning Database to ensure it maintains good quality information relating to service priorities and their continuity arrangements.
- Continuing to strengthen risk management arrangements in key strategies such as the Medium Term Financial Strategy, the Workforce Development Strategy, the Asset Management Strategy, and the Plan for Change.
- Continuing the development of risk reporting and monitoring processes.
- Strengthening risk management arrangements at operational level and with partnership arrangements.
- Ensure risk management focus is widened to better understand, manage and take advantage of opportunity risk as well as managing potential risk threats
- Benchmarking with other public and private sector organisations
- Strengthen service resilience against disruption through effective risk and business continuity management.
- Establishing a framework for Business Continuity Management across partnership activity
- Aligning the quarterly reporting of risk, performance and the Council's financial position.
- Proactively responding to the risks, challenges and opportunities presented by the GM devolution agenda, and ensuring Bury interests are safeguarded

## 6.0 CONCLUSIONS

Considerable progress continues to be made in the area of risk management and in embedding the approach to risk management into the authority's processes and culture. However there is no room for complacency and this subject will continue to be given significant attention over the coming twelve months.

**Background documents:**

Risk Management Policy, toolkit & risk registers - maintained on Intranet.

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

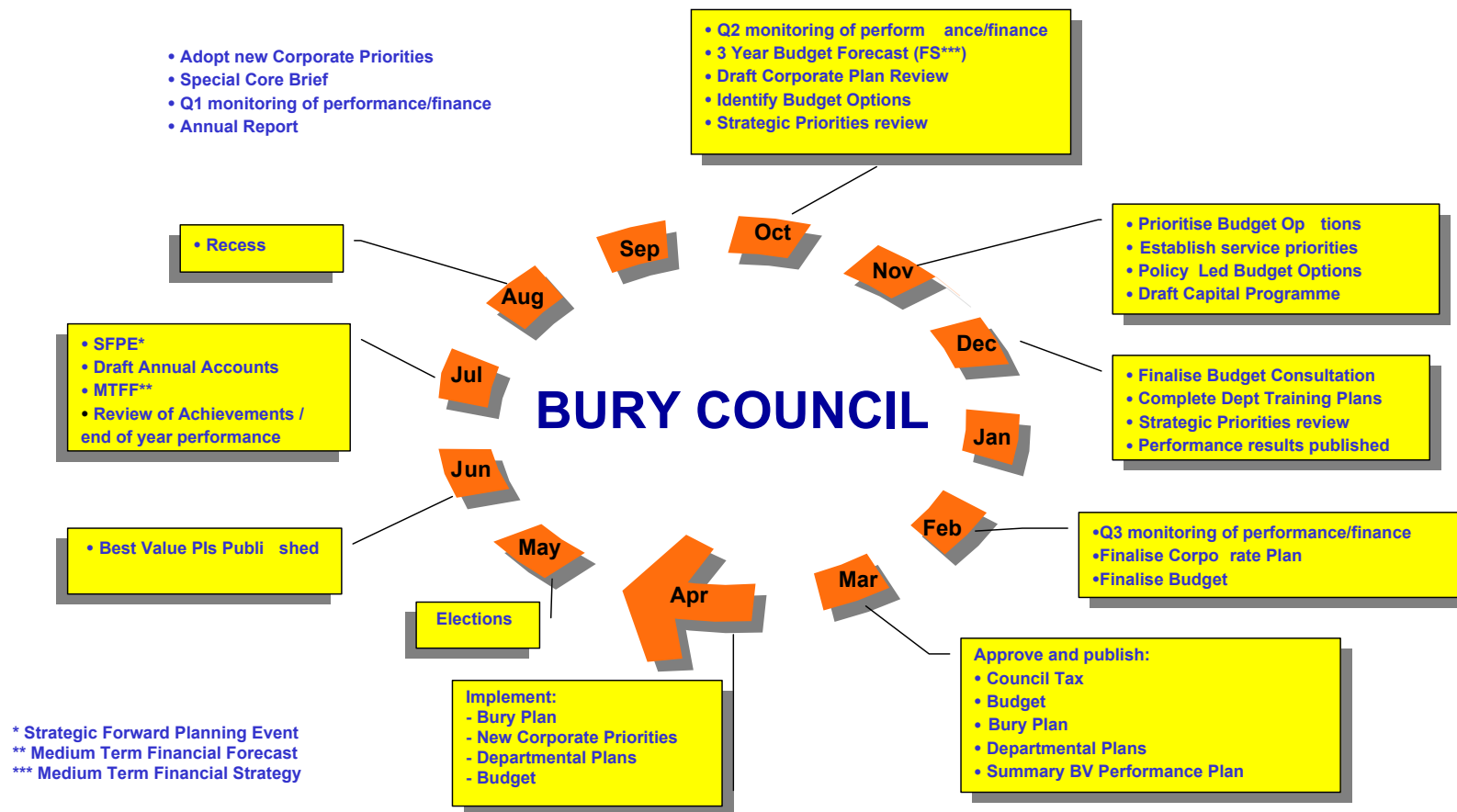
David Hipkiss, Risk and Governance Manager

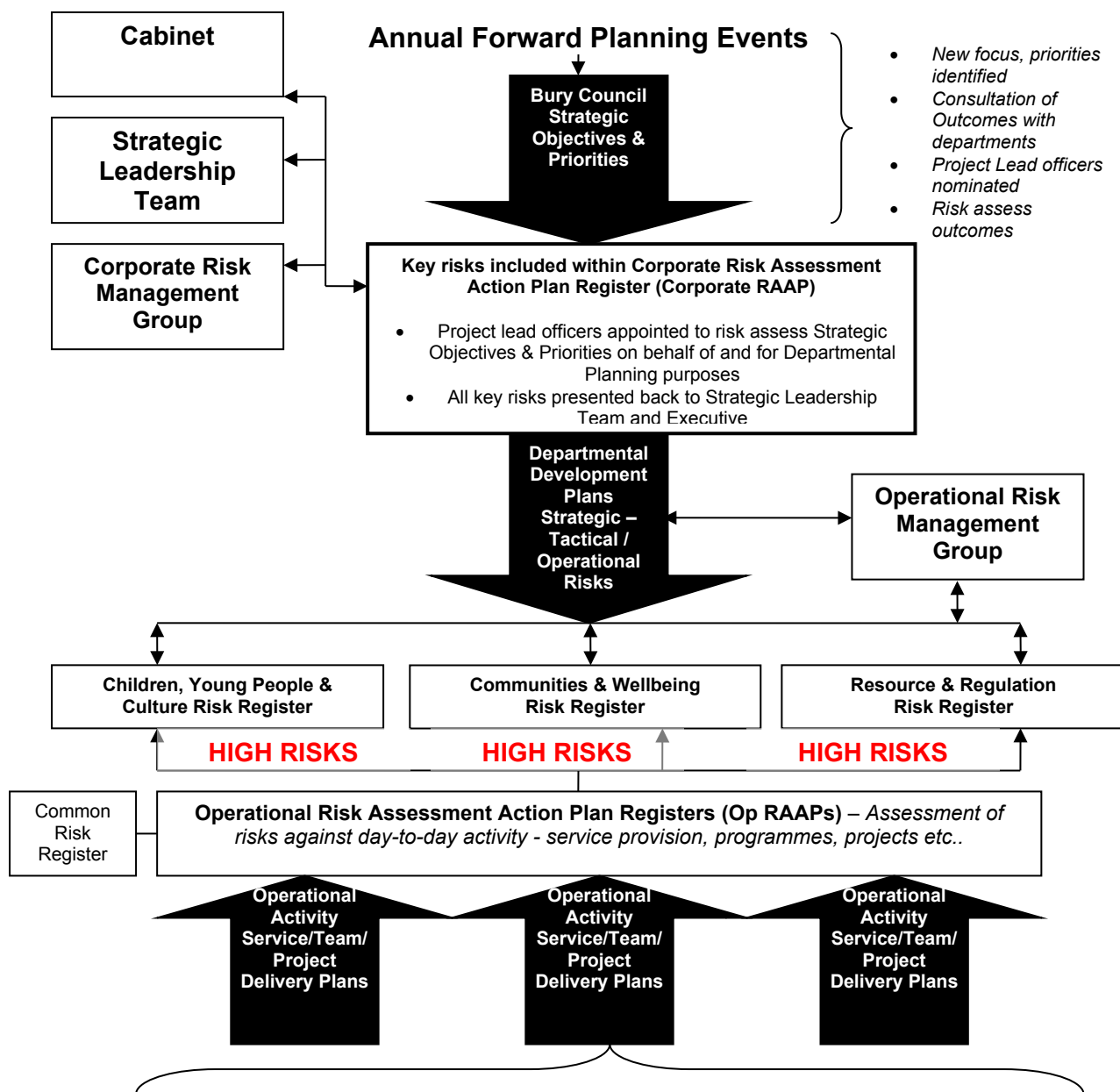
Tel: 0161 253 6677      e-mail: [D.Hipkiss@bury.gov.uk](mailto:D.Hipkiss@bury.gov.uk)



## APPENDIX A

## FINANCIAL AND CORPORATE PLANNING CYCLE



**APPENDIX B****Risks Internal & External Environment**

<b>External Drivers</b>			
<b>Financial</b>	<b>Strategic</b>	<b>Operational</b>	<b>Hazards</b>
Interest Rates Credit	Competition Customer Change Industry change Customer Demand Political Change	Regulations Culture	Contractual Events Natural events Supply Chains Environmental
<b>Internal Drivers</b>			
Liquidity Cash Flow	Research Development	Accounting Information Systems	Employees Public Access Properties Products/Services

**APPENDIX C**

The Council's Corporate Risks if not managed effectively will impact upon key strategic objectives of Team Bury and the Council. The table below provides a summary of where corporate risk threats and opportunities are currently impacting:

Corporate Risks	Risk Score	Council Priorities							Team Bury Ambitions								
		Cleaner, Safer, Greener	Choice of Quality Housing	Improved Cultural & Sporting Opportunities	Strengthened Communities	Fit for the Future	Improved Town Centres & Neighbourhoods	Promoting Healthier Living	The Place to Live in Greater Manchester	Area where People feel Safe & Secure	Healthiest Borough in the North West	Popular Visitor Destination	Premier Retail Town	Centre of Excellence for Education & Training	Each Township Thriving	Area with First Class Services	Quality Jobs for Bury People
The <u>potential</u> liability facing the Council in respect of Equal Pay significantly weakens the Council's financial position	1	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
There is no robust financial strategy or change management strategy to address effectively the significant funding reductions that the Council faces.	12	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
The budget strategy fails to address the Council's priorities and emerging issues, e.g. demographic and legislative changes	6	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

Corporate Risks	Risk Score	Council Priorities							Team Bury Ambitions								
		Cleaner, Safer, Greener	Choice of Quality Housing	Improved Cultural & Sporting Opportunities	Strengthened Communities	Fit for the Future	Improved Town Centres & Neighbourhoods	Promoting Healthier Living	The Place to Live in Greater Manchester	Area where People feel Safe & Secure	Healthiest Borough in the North West	Popular Visitor Destination	Premier Retail Town	Centre of Excellence for Education & Training	Each Township Thriving	Area with First Class Services	Quality Jobs for Bury People
The budget strategy does not reflect, or respond to, national policy developments, e.g. Council Tax Support scheme and changes to the Business Rates regime	8	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
The Council's asset base is not operated to its maximum effect to deliver efficiency savings and ensure priorities are fulfilled. Ineffective use of assets presents both a financial and a performance risk.	4	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
The Council fails to manage the expectations of residents, service users & other stakeholders in light of funding reductions	9	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
The Government's changes to Council Tax Benefit impact adversely upon the Public / Vulnerable People. Also budgetary risk to the Council in the event of claimant numbers rise	9	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

Corporate Risks	Risk Score	Council Priorities							Team Bury Ambitions									
		Cleaner, Safer, Greener	Choice of Quality Housing	Improved Cultural & Sporting Opportunities	Strengthened Communities	Fit for the Future	Improved Town Centres & Neighbourhoods	Promoting Healthier Living	The Place to Live in Greater Manchester	Area where People feel Safe & Secure	Healthiest Borough in the North West	Popular Visitor Destination	Premier Retail Town	Centre of Excellence for Education & Training	Each Township Thriving	Area with First Class Services	Quality Jobs for Bury People	
		Changes resulting from the wider Welfare reform agenda impact adversely upon the public / vulnerable people.	9	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
		That the scale and pace of Public Sector reform impacts adversely upon key Council Services, compounded by the loss of capacity following staff leaving the Council (420+ since 2010)	8	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

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## REPORT FOR DECISION



**MEETING:** COUNCIL  
CABINET  
OVERVIEW & SCRUTINY COMMITTEE

**DATE:** 9 SEPTEMBER 2015  
8 JULY 2015  
29 JULY 2015

**SUBJECT:** 2014/2015 TREASURY MANAGEMENT ANNUAL REPORT

**REPORT FROM:** DEPUTY LEADER OF THE COUNCIL AND CABINET MEMBER FOR FINANCE AND HOUSING

**CONTACT OFFICER:** Steve Kenyon, Interim Executive Director of Resources and Regulation

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**TYPE OF DECISION:** CABINET KEY DECISION

**FREEDOM OF INFORMATION/STATUS:** This paper is within the public domain

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**SUMMARY:**

**PURPOSE/SUMMARY:**

The Council undertakes Treasury Management Activities in accordance with the Chartered Institute of Public Finance and Accountancy (CIPFA) Code of Practice on Treasury Management, which requires that the Council receives an annual strategy report by 31 March for the year ahead and an annual review report of the previous year by 30 September. This report is the review of Treasury Management activities during 2014/15.

**OPTIONS & RECOMMENDED OPTION**

It is recommended that, in accordance with CIPFA's Code of Practice on Treasury Management, the report be noted.

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**IMPLICATIONS:**

**Corporate Aims/Policy Framework:**

Do the proposals accord with the Policy Framework? Yes

**Financial Implications and Risk**

As set out in the report and the comment of

<b>Considerations:</b>	the Interim Executive Director of Resources and Regulation below.
<b>Statement by Assistant Director of Resources (Finance and Efficiency):</b>	<p>This report provides information on the Council's debt, borrowing, and investment activity for the financial year ending on 31<sup>st</sup> March 2015 in conformity with the CIPFA Code of Practice for Treasury Management. The successful management of the Council's borrowing and investments is central to the Council's financial strategy, both in the short term and in ensuring a balanced debt profile over the next 25 to 60 years.</p> <p>The overall strategy for 2014/15 was to finance capital expenditure by running down cash/investment balances and using shorter term borrowing rather than more expensive long term loans. The taking out of longer term loans (1 to 10 years) to finance capital spending would only then be considered if required by the Council's underlying cash flow needs.</p> <p>Debt decreased during the year, £201.364 million at 31<sup>st</sup> March 2015 compared to £209,943 million at 31<sup>st</sup> March 2014. The average borrowing rate fell from 3.95% to 3.93% due to fall out of high coupon rate debt and new short term loans. Investments at 31 March 2015 stood at £32,332 million, compared to £44,277 million the previous year, the decrease being due to the use of cash/investment balances to repay maturing debt. The average rate of return on investments was 0.62% in 2014/15 compared to 0.78% in 2013/14.</p>
<b>Equality/Diversity implications:</b>	No - (see paragraph 8.1, page 9)
<b>Considered by Monitoring Officer:</b>	Yes. The presentation of an annual report on Treasury Management by 30 <sup>th</sup> September of the following financial year is a requirement of the Council's Financial Regulations 5.7, as part of the Council's Financial Procedure Rules and Budget and Policy framework, relating to Risk Management and Control of Resources: Treasury Management.
<b>Are there any legal implications?</b>	No
<b>Staffing/ICT/Property:</b>	There are no direct staffing, ICT or property implications arising from this report.
<b>Wards Affected:</b>	All



**Scrutiny Interest:**

## Overview &amp; Scrutiny Committee

**TRACKING/PROCESS****INTERIM EXECUTIVE DIRECTOR: STEVE KENYON**

Chief Executive/ Strategic Leadership Team	Cabinet	Ward Members	Partners
22/05/15	08/7/15		
Overview & Scrutiny Committee		Committee	Council
29/7/15			<b>9/9/15</b>

**1.0 INTRODUCTION**

- 1.1 The Council is required to operate a balanced budget, which broadly means that cash raised during the year will meet cash expenditure. Part of the treasury management operation is to ensure that this cash flow is adequately planned, with cash being available when it is needed. Surplus monies are invested in low risk counterparties or instruments commensurate with the Council's low risk appetite, providing adequate liquidity initially before considering investment return.
- 1.2 The second main function of the treasury management service is the funding of the Council's capital plans. These capital plans provide a guide to the borrowing need of the Council, essentially the longer term cash flow planning to ensure that the Council can meet its capital spending obligations. This management of longer term cash may involve arranging long or short term loans, or using longer term cash flow surpluses. On occasion any debt previously drawn may be restructured to meet Council risk or cost objectives.

CIPFA defines treasury management as:

*"The management of the local authority's investments and cash flows, its banking, money market and capital market transactions; the effective control of the risks associated with those activities; and the pursuit of optimum performance consistent with those risks."*

- 1.3 This report summarises the following:-
- Capital activity during the year;
  - Impact of this activity on the Council's underlying indebtedness (the Capital Financing Requirement);
  - The actual prudential and treasury indicators;
  - Overall treasury position identifying how the Council has borrowed in relation to this indebtedness, and the impact on investment balances;
  - Summary of interest rate movements in the year;
  - Detailed debt activity; and

- Detailed investment activity.

## 2.0 THE COUNCIL'S OVERALL BORROWING NEED

- 2.1 The Council's underlying need to borrow for capital expenditure is termed the Capital Financing Requirement (CFR). This figure is a gauge of the Council's indebtedness. The CFR results from the capital activity of the Council and resources used to pay for the capital spend. It represents the 2014/15 unfinanced capital expenditure, and prior years' net or unfinanced capital expenditure which has not yet been paid for by revenue or other resources.
- 2.2 Part of the Council's treasury activities is to address the funding requirements for this borrowing need. Depending on the capital expenditure programme, the treasury service organises the Council's cash position to ensure that sufficient cash is available to meet the capital plans and cash flow requirements. This may be sourced through borrowing from external bodies (such as the Government, through the Public Works Loan Board [PWLB] or the money markets), or utilising temporary cash resources within the Council.
- 2.3 The Council's (non HRA) underlying borrowing need (CFR) is not allowed to rise indefinitely. Statutory controls are in place to ensure that capital assets are broadly charged to revenue over the life of the asset. The Council is required to make an annual revenue charge, called the Minimum Revenue Provision – MRP, to reduce the CFR. This is effectively a repayment of the non-Housing Revenue Account (HRA) borrowing need (there is no statutory requirement to reduce the HRA CFR). This differs from the treasury management arrangements which ensure that cash is available to meet capital commitments. External debt can also be borrowed or repaid at any time, but this does not change the CFR.
- 2.4 The total CFR can also be reduced by:
- the application of additional capital financing resources (such as unapplied capital receipts); or
  - charging more than the statutory revenue charge (MRP) each year through a Voluntary Revenue Provision (VRP).
- 2.5 The Council's MRP Policy (as required by CLG Guidance) was approved as part of the Treasury Management Strategy Report for 2014/15 on 19/02/2014.
- 2.6 The Council's CFR for the year is shown below, and represents a key prudential indicator. It includes PFI and leasing schemes on the balance sheet, which increase the Council's borrowing need. No borrowing is actually required against these schemes as a borrowing facility is included in the contract.

<b>Capital Financing Requirement</b>	<b>2013/14 Actual £'000</b>	<b>2014/15 Estimate £'000</b>	<b>2014/15 Actual £'000</b>
<b>CFR – non HRA</b>	127,648	130,949	122,029
<b>CFR – HRA existing</b>	40,531	40,531	40,531
<b>Housing Reform Settlement</b>	78,253	78,253	78,253
<b>Total CFR</b>	<b>246,432</b>	<b>249,733</b>	<b>240,813</b>

- 2.7 Borrowing activity is constrained by prudential indicators for net borrowing and the CFR, and by the authorised limit. In order to ensure that borrowing levels are prudent over the medium term and only for a capital purpose, the Council should ensure that its gross external borrowing does not, except in the short term, exceed the total of the capital financing requirement in the preceding year (2014/15) plus the estimates of any additional capital financing requirement for the current (2015/16) and next two financial years. This essentially means that the Council is not borrowing to support revenue expenditure. This indicator allows the Council some flexibility to borrow in advance of its immediate capital needs in 2014/15. The table below highlights the Council's gross borrowing position against the CFR. The Council has complied with this prudential indicator.

	<b>2013/14 Actual £'000</b>	<b>2014/15 Estimate £'000</b>	<b>2014/15 Actual £'000</b>
<b>Gross borrowing position</b>	209,943	201,364	201,364
<b>CFR</b>	246,432	249,733	240,813

- 2.8 **The authorised limit** - the authorised limit is the "affordable borrowing limit" required by s3 of the Local Government Act 2003. Once this has been set, the Council does not have the power to borrow above this level. The table below demonstrates that during 2014/15 the Council has maintained gross borrowing within its authorised limit.
- 2.9 **The operational boundary** - the operational boundary is the expected borrowing position of the Council during the year. Periods where the actual position is either below or over the boundary is acceptable subject to the authorised limit not being breached.
- 2.10 **Actual financing costs as a proportion of net revenue stream** - this indicator identifies the trend in the cost of capital (borrowing and other long term obligation costs net of investment income) against the net revenue stream.

	<b>2014/15 £'000</b>
<b>Authorised limit</b>	283,700
<b>Operational Boundary</b>	248,700
<b>CFR</b>	240,813
<b>Gross borrowing position</b>	201,364

### 3.0 TREASURY POSITION AS AT 31 March 2015

- 3.1 The Council's debt and investment position is organised by the treasury management service in order to ensure adequate liquidity for revenue and capital activities, security for investments and to manage risks within all treasury management activities. Procedures and controls to achieve these objectives are well established both through member reporting detailed in the summary, and through officer activity detailed in the Council's Treasury Management Practices. At the beginning and the end of 2014/15 the Council's treasury (excluding borrowing by PFI and finance leases) position was as follows:

		31st March 2014			31st March 2015		
		Principal		Avg. Rate	Principal		Avg. Rate
		£0	£0		£0	£0	
Fixed rate funding							
	PWLB Bury	146,362			140,553		
	PWLB Airport	4,078			3,308		
	Market Bury	57,500	207,940		57,500	201,361	
Variable rate funding							
	PWLB Bury	0			0		
	Market Bury	0	0		0	0	
Temporary Loans / Bonds		2,003	2003		3	3	
Total Debt		209,943 3.96%			201,364 3.93%		
Total Investments		44,277 0.78%			32,322 0.62%		

- 3.2 The table below shows the maturity structure of the debt portfolio

	<b>2013/14 Actual £'000</b>	<b>2014/15 Actual £'000</b>
Under 12 months	8,579	11,853
12 months and within 24 months	11,280	16,806
24 months and within 5 years	19,078	11,698
5 years and within 10 years	14,000	4,000
10 years and within 15 years	550	550
15 years and over	156,456	156,456
<b>Total Debt</b>	<b>209,943</b>	<b>201,364</b>

- 3.3 All the investments held are for a period of less than one year.

## **4.0 OVERVIEW OF THE STRATEGY FOR 2014/15**

- 4.1 The strategy for 2014/15 was to finance capital expenditure by running down cash/investment balances and use short term loans at lower rates of interest than more expensive long term loans. These loans would be postponed as long as it is prudent to do so. Two PWLB loans totalling £5.8m were repaid in the year together with an Airport loan of £0.25m. In line with the strategy, these loans repayments were financed by cash or investment balances rather than replacement loans.
- 4.2 As a result of 3.1 above, the Council was able to lower the average interest rate on debt from 3.96% to 3.93%. Due to poor investment returns, the average interest rate on investments fell to 0.62% in 2014/15 compared to an average rate of 0.78% for 2013/14. The Council is seeking to redress this through its Property Investment Strategy

## **5.0 ECONOMIC REVIEW FOR 2013/14**

- 5.1 The original market expectation at the beginning of 2014/15 was for the first increase in Bank Rate to occur in quarter 1 2015 as the unemployment rate had fallen through the Bank of England's initial forward guidance target of 7%. In May, however, the Bank revised its forward guidance. A combination of very weak pay rises and inflation above the rate of pay rises meant that consumer disposable income was still being eroded and in August the Bank halved its forecast for pay inflation in 2014 from 2.5% to 1.25%. Expectations for the first increase in Bank Rate therefore started to recede as growth was still heavily dependent on consumer demand. During the second half of 2014 financial markets were caught out by a halving of the oil price and the collapse of the peg between the Swiss franc and the euro. Fears also increased considerably that the ECB was going to do too little too late to ward off the threat of deflation and recession in the Eurozone. By the end of 2014, it was clear that inflation in the UK was going to head towards zero in 2015 and possibly even turn negative. In turn, this made it clear that the MPC would have great difficulty in starting to raise Bank Rate in 2015 while inflation was around zero and so market expectations for the first increase receded back to around quarter 3 of 2016.
- 5.2 Gilt yields were on a falling trend for much of the last eight months of 2014/15 but were then pulled in different directions by increasing fears after the anti-austerity parties won power in Greece in January; developments since then have increased fears that Greece could be heading for an exit from the euro. While the direct effects of this would be manageable by the EU and ECB, it is very hard to quantify quite what the potential knock on effects would be on other countries in the Eurozone once the so called impossibility of a country leaving the EZ had been disproved. Another downward pressure on gilt yields was the announcement in January that the ECB would start a major programme of quantitative easing, purchasing EZ government and other debt in March. On the other hand, strong growth in the US caused an increase in confidence that the US was recovering from the financial crash and would be the first country to start increasing its central rate, probably by the end of 2015. The UK would be closely following it due to growth over both 2013 and 2014 and prospects for a continuation into 2015 and beyond. However, there was also an increase in concerns around political risk from the general election due in May 2015.

- 5.3 The Funding for Lending Scheme, announced in July 2012, resulted in a flood of cheap credit being made available to banks which then resulted in money market investment rates falling drastically in the second half of that year and continuing throughout 2014/15.
- 5.4 The UK coalition Government maintained its tight fiscal policy stance but recent economic growth and gilt yields led to a reduction in the forecasts for total borrowing in the March budget.
- 5.5 The EU sovereign debt crisis The EU sovereign debt crisis had subsided since 2012 until the Greek election in January 2015 sparked a resurgence of fears. While the UK and its banking system has little direct exposure to Greece, it is much more difficult to quantify quite what effects there would be if contagion from a Greek exit from the euro were to severely impact other major countries in the EZ and cause major damage to their banks.

## 6.0 BORROWING OUTTURN FOR 2014/15

- 6.1 The Council's ability to borrow is determined by the cumulative capital financing requirement (CFR). When the cumulative CFR is compared to outstanding debt the difference is the amount of headroom still available to borrow. At the end of 2014/15 debt stood at £201,364m and the CFR at £240,813m. Therefore, in theory, borrowing of £39,499m could be taken to finance past and present capital expenditure.
- 6.2 An analysis of movements at nominal values on loans during the year is shown below:

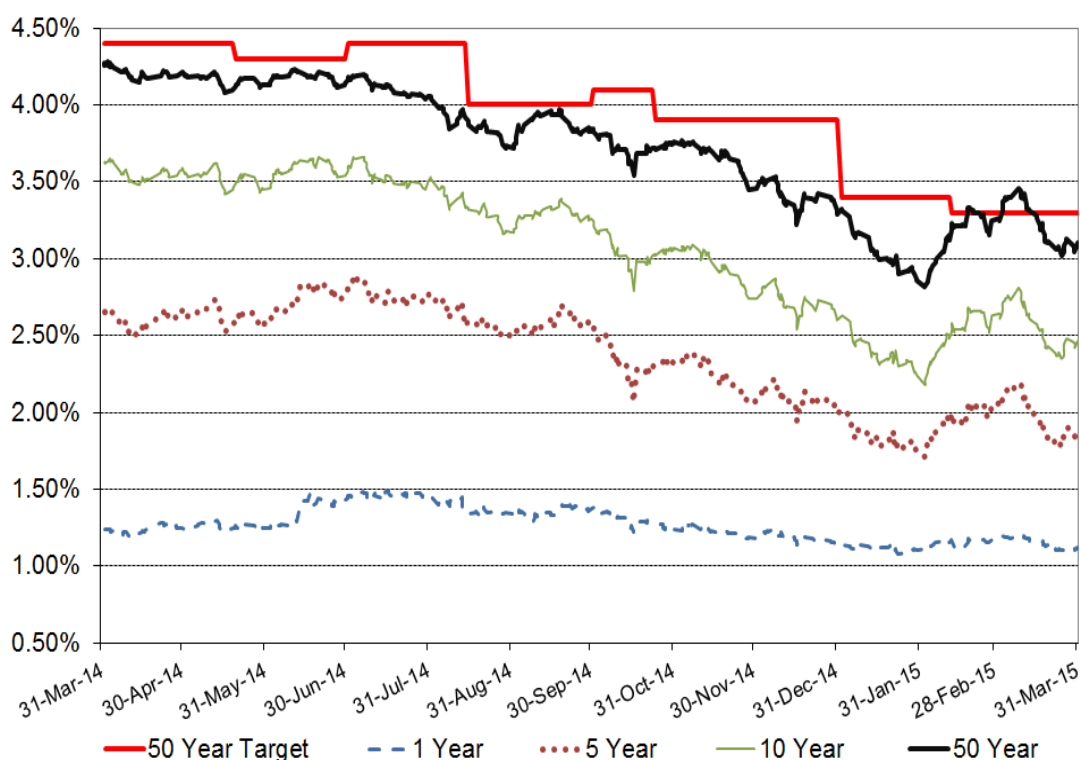
	Balance at 31/03/14 £000's	Loans raised £000's	Loans repaid £000's	Balance at 31/03/15 £000's
PWLB	146,362	0	(5,809)	140,553
Market	57,500	0	0	57,500
Temporary Loans	2,000	3,000	(5,000)	0
Other loans	3	0	0	3
<b>Bury MBC Debt</b>	<b>205,865</b>	<b>3,000</b>	<b>(10,809)</b>	<b>198,056</b>
Airport PWLB Debt	4,078	0	(770)	3,308
<b>Total Debt</b>	<b>209,943</b>	<b>3,000</b>	<b>(11,579)</b>	<b>201,364</b>

- 6.3 Due to low investment returns, no borrowing was undertaken during the year.
- 6.4 No debt rescheduling was undertaken during the year as the average 1% differential between PWLB new borrowing rates and premature repayment rates made rescheduling unviable.
- 6.5 In line with the strategy, the Council reduced borrowing by running down short term investments and cash balances were used to finance new capital expenditure. Therefore counterparty risk incurred on investments was minimised. This also maximised treasury management budget savings as investment rates were much lower than most new borrowing rates.

- 6.6 The active monitoring of the debt portfolio, the full year effect of previous rescheduling of loans, and the taking of new loans at historically low rates, have decreased the average Interest rate on the debt held over time:

Year	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15
<b>Average Interest Rate on Debt</b>	<b>5.33%</b>	<b>4.98%</b>	<b>4.81%</b>	<b>4.56%</b>	<b>4.43%</b>	<b>3.96%</b>	<b>3.96%</b>

- 6.7 From 2008/09 the average interest rate falls over time due to rescheduling of loans to lower interest rates and the borrowing of new loans at historically low levels.
- 6.8 The Council's policy on the fall out of debt has been to establish a debt profile where the amount of debt due to be refinanced each year is stable and large scale financing in any one year avoided. Market LOBO (Lenders Option Borrower's Option) loans are recorded in accordance with the regulations set down in the Prudential Code which states "the maturity of borrowing should be determined by reference to the earliest date on which the lender can require payment".
- 6.9 PWLB certainty maturity borrowing rates - the graph below shows for a selection of maturity periods, the high and low points in rates, the average rates, spreads and individual rates at the start and the end of the financial year.



## 7.0 INVESTMENT OUTTURN FOR 2014/15

- 7.1 The Council's investment policy is governed by CLG guidance, which was been implemented in the annual investment strategy approved by the Council on 19 February 2014. This policy set out the approach for choosing investment counterparties, and is based on credit ratings provided by the three main credit rating agencies, supplemented by additional market data (such as rating outlooks, credit default swaps, bank share prices etc.).
- 7.2 The Council manages its investments in-house (with advice from Capita Asset Services) with the overall objective to balance risk with return and the overriding consideration being given to the security of the available funds.
- 7.3 The investment activity during the year conformed to the approved strategy, and the Council had no liquidity difficulties.
- 7.4 The strategy recognised that the Council's funds would be mainly cash-flow driven. The Council would seek to utilise business reserve accounts and short dated deposits in order to benefit from the compounding of interest.
- 7.5 Detailed below is the result of the investment strategy undertaken by the Council.

	<b>Average Investment</b>	<b>Rate of Return</b>	<b>Benchmark Return *</b>
<b>Internally Managed</b>	£62,687,589	0.62%	0.35%

\* the benchmark return is the average 7-day London Interbank Bid (LIBID) rate sourced from Capita Asset Services

- 7.6 Investments at 31 March 2015 stood at £32.322 (£44.277m at 31 March 2014).

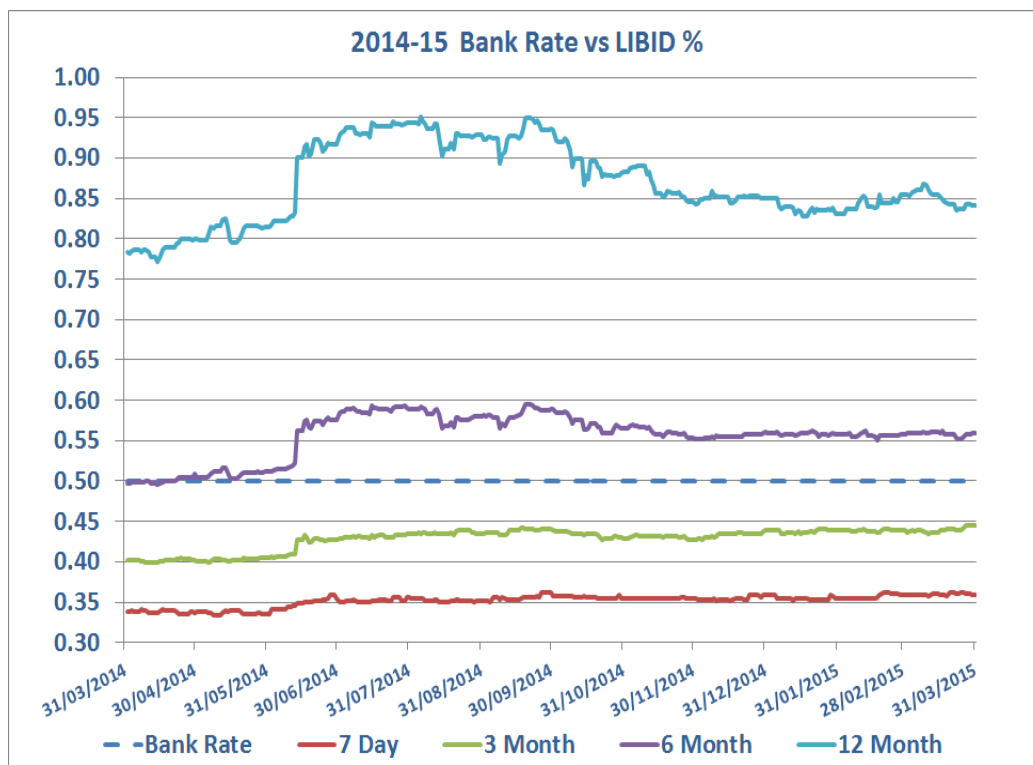
	<b>Investment at 31/03/14 £000's</b>	<b>Amount Invested in year £000's</b>	<b>Investments realised in year £000's</b>	<b>Balance at 31/03/15 £000's</b>
<b>Fixed Rate Investments</b>				
Nationwide Building Society	0	32,000	(22,000)	10,000
Bank of Scotland	19,600	14,000	(19,600)	14,000
Coventry Building Society	0	22,000	(22,000)	0
Barclays Bank	0	16,000	(10,000)	6,000
Lancashire CC	1,200	0	(1,200)	0
<b>Total - Fixed rate</b>	<b>20,800</b>	<b>84,000</b>	<b>(74,800)</b>	<b>30,000</b>
<b>Call Accounts</b>				
Barclays Bank - Flexible Interest Bearing Current Account	0	15,037	(14,115)	922
Bank of Scotland - Call Account	0	184,050	(182,650)	1,400
NATWEST bank - Call Account	23,477	93,750	(117,227)	0
<b>Total Investments</b>	<b>44,277</b>	<b>376,837</b>	<b>(388,792)</b>	<b>32,322</b>



- 7.7 The table below gives details of the fixed rate investments made during the year.

	Rate	Amount £000's	Start Date	End Date
Bank of Scotland	0.95%	5,000	10/04/2014	01/04/2015
Nationwide	0.47%	2,000	17/04/2014	17/07/2014
Nationwide	0.49%	8,000	12/05/2014	12/08/2014
Coventry Building Society	0.45%	5,300	03/07/2014	03/10/2014
Coventry Building Society	0.45%	4,700	07/07/2014	07/10/2014
Nationwide	0.54%	2,000	17/07/2014	17/11/2014
Barclays	0.59%	8,000	06/08/2014	06/01/2015
Nationwide	0.54%	8,000	12/08/2014	12/12/2014
Barclays	0.48%	1,000	15/08/2014	17/11/2014
Coventry Building Society	0.45%	5,000	03/10/2014	05/01/2015
Coventry Building Society	0.45%	3,000	07/10/2014	07/01/2015
Bank of Scotland	1.00%	2,000	17/11/2014	01/04/2015
Barclays	0.51%	1,000	17/11/2014	16/02/2015
Nationwide	0.66%	8,000	12/12/2014	01/04/2015
Barclays	0.61%	5,000	06/01/2015	01/04/2015
Nationwide	0.46%	2,000	06/01/2015	06/03/2015
Coventry Building Society	0.43%	4,000	07/01/2015	09/03/2015
Barclays	0.48%	1,000	16/02/2015	01/04/2015
Bank of Scotland	1.00%	5,000	27/02/2015	01/04/2015
Nationwide	0.46%	2,000	06/03/2015	01/04/2015
Bank of Scotland	1.00%	2,000	19/03/2015	01/04/2015
<b>Total</b>		<b>84,000</b>		

- 7.8 Total interest earned on investments in the financial year was £0.379 million compared to £0.418 million in 2013/14. This reflects the fact that investment returns were poor throughout the year. The Council is seeking to redress this through it's Property Investment Strategy.
- 7.9 The Bank Rate remained at it's historic low of 0.5% throughout the year; it has now remained unchanged for six years. Market expectations as to the timing of the start of monetary tightening started the year at quarter 1 2015 but then moved back to around quarter 3 2016 by the end of the year. Deposit rates remained depressed during the whole of the year, primarily due to the effects of the Funding for Lending Scheme.



## 8.0 COMPLIANCE WITH TREASURY LIMITS

- 8.1 During the financial year the Council operated within the treasury limits and Prudential Indicators set out the Council's Treasury Policy Statement and annual Treasury Management Strategy Statement.

## 9.0 EQUALITY AND DIVERSITY

- 9.1 There are no specific equality and diversity implications.

## 10.0 FUTURE ACTIONS

- 10.1 Treasury Management Updates and Prudential Indicators for 2015/16 will be presented on a quarterly basis to the Cabinet and the Overview & Scrutiny Committee.

## 11.0 CONCLUSION

- 11.1 It is recommended that Members note the treasury management activity that has taken place during the financial year 2014/15.

**Councillor Rishi Shori**  
**Deputy Leader of the Council and Cabinet Member for Finance and Housing**

**Background documents:**

*Unaudited Final Accounts Bury MBC 2014/15*

*CIPFA Treasury Management Code of Practice in the Public Services*

*CIPFA The Prudential Code for Capital Finance in Local Authorities*

*Capita Asset Management Treasury Management Report 2014-15*

*Financial markets and economic briefing papers*

***For further information on the details of this report and copies of the detailed variation sheets, please contact:***

Mr S. Kenyon, Interim Executive Director of Resources & Regulation, Tel. 0161 253 6922, E-mail: [S.kenyon@bury.gov.uk](mailto:S.kenyon@bury.gov.uk),

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# REPORT FOR DECISION

Agenda Item	
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<b>DECISION OF:</b>	<b>COUNCIL</b>
<b>DATE:</b>	<b>9 September 2015</b>
<b>SUBJECT:</b>	<b>BURY TOWN CENTRE BUS LANE REVIEW</b>
<b>REPORT FROM:</b>	<b>LEADER OF THE COUNCIL</b>
<b>CONTACT OFFICER:</b>	<b>DAVID FOWLER ASSISTANT DIRECTOR (LOCALITIES)</b>
<b>TYPE OF DECISION:</b>	<b>COUNCIL</b>
<b>FREEDOM OF INFORMATION/STATUS:</b>	This paper is within the public domain
<b>SUMMARY:</b>	This report is in response to a motion regarding the review of town centre bus lanes passed by Council on 1 <sup>st</sup> April 2015.
<b>OPTIONS &amp; RECOMMENDED OPTION</b>	<p><b>Options relating to bus lanes:-</b></p> <ol style="list-style-type: none"> <li>1) Remove or experimentally suspend the bus lanes.</li> <li>2) Make amendments to the existing design/ layout of the bus lanes.</li> <li>3) Make amendments to the surrounding road network and other infrastructure.</li> <li>4) Do nothing.</li> </ol> <p><b>Recommendations:-</b></p> <ul style="list-style-type: none"> <li>• It is recommended, that in light of the current Lidl proposal to realign Bolton Road and Victoria Street that the sections of bus lane on Bolton Road are left in situ. The bus lane at Victoria Street will be realigned and the new layout should make the bus lane easier to negotiate by drivers. It is recommended that the new layout is reviewed after 6 months.</li> </ul>

	<ul style="list-style-type: none"> <li>With regard to the bus lane at Manchester Road it is recommended that the termination point of the bus lane is moved approximately 20 metres south. In addition the bus stop at the end of the lane is also relocated further south.</li> <li>It is also recommended that the bus lane on Rochdale Road is experimentally suspended for up to 18 months and reviewed after 6 months. In addition to this the effects of the experimental suspension are reviewed after 6 months.</li> <li>Council notes the comments in para 2.4 about wider traffic management issues.</li> </ul>
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<b>IMPLICATIONS:</b>	
<b>Corporate Aims/Policy Framework:</b>	Do the proposals accord with the Policy Framework? Yes
<b>Statement by the S151 Officer: Financial Implications and Risk Considerations:</b>	<p>Any resources required to implement the recommendations will be found from within existing highways management/maintenance budgets.</p> <p>More radical changes will require substantial capital resources and will involve bids into capital funds held by TfGM who control the key route network.</p>
<b>Statement by Executive Director of Resources (including Health and Safety Implications)</b>	There are no other resource implications at this stage. <input type="checkbox"/>
<b>Equality/Diversity implications:</b>	Yes No (see paragraph below)
<b>Considered by Monitoring Officer:</b>	Yes Comments <input type="checkbox"/>
<b>Wards Affected:</b>	Bury East, Church and Redvales
<b>Scrutiny Interest:</b>	Overview and Scrutiny Committee

**TRACKING/PROCESS****DIRECTOR: Stephen Kenyon**

Chief Executive/ Strategic Leadership Team	Cabinet Member/Chair	Ward Members	Partners

Scrutiny Committee	Cabinet/Committee	Council	
		9 September 2015	

## 1.0 BACKGROUND

### 1.1 On the 1<sup>st</sup> April 2015 Bury Council passed a motion to:

“Undertake both a detailed assessment study of the impacts of the suspension of, and possible removal of, bus lanes in and around the town centre, and a wider review of transport issues and opportunities along the key bus corridors into the town centre.

Review the financial implications of removing the bus lanes on both a temporary and a permanent basis.

Report back to full Council within 6 months with the findings of the study.”

### 1.2 At the same meeting, in response to a written question, it was confirmed that the Leader of the Council had already asked officers to look at this issue back in 2014. At the time that Council debated the motion several meetings had already been held with colleagues from Transport for Greater Manchester (TfGM) who control the Key Route Network which includes the A58, discussions had taken place with Manchester City Council about traffic light phasing and work was already underway to examine the effectiveness of bus lanes.

### 1.3 Council will be aware that many of the traffic problems around the town centre are caused by Bury being a victim of its own success but it is essential that this success does not undermine us. The Council’s approach to town centre management in Bury has also been refreshed and this will help us to take a wider look at all issues, not just those caused by road layouts.

### 1.4 As part of the traffic review, TfGM has analysed relevant data relating to each of the town centre bus lanes. The data collected includes journey times, bus frequencies, traffic signals and traffic flow data.

### 1.5 Each of the sections of bus lanes is dependent for its efficiency of operation to some degree on downstream signal controlled junctions therefore the following has been considered

- Mode of operation (e.g. MOVA, SCOOT);
- Current (average) timings during periods of bus lane operation; and
- Date of last review of signal timings/operation.

This information has been collected for:

- Manchester Road/Radcliffe Road
- Rochdale Road/Heywood Street

- Rochdale Road/Wash Lane
- Bolton Road/Ainsworth Road
- Bolton Road/Crostones Road

1.6 To supplement the traffic signal data some additional data collection was required as below:-

### **A58 Bolton Road**

- Bus Occupancy (video camera)
- Queuing (video camera adjacent to each of three sections)
- Classified Turning Counts:
  - Bolton Road/Stephen Street
  - Bolton Road/Ainsworth Road

### **A56 Manchester**

- Bus Occupancy (video camera)
- Queuing (video camera, south of Redvales Road looking north)
- Classified Turning Counts
  - Manchester Road/Redvales Road
  - Manchester Road/Gigg Lane
  - Manchester Road/Radcliffe Road/Parkhills Road

### **A58 Rochdale Road**

- Bus Occupancy (video camera)
- Queuing (video camera, east of Openshaw Park looking west)
- Classified Turning Counts
  - Rochdale Road/Wash Lane
  - Rochdale Road/Pimhole Road
  - Rochdale Road/Heywood Street/Bond Street

1.7 In addition to the above data collection separate site audits have been carried out by Council Officers and TfGM representatives. The findings of the site audits and data collection has resulted in the production of a fact sheet/proforma for each section of bus lane. A copy of the proformas can be found in the appendices of this report.



## 2.0 ISSUES

- 2.1 There are currently 3 town centre bus lanes in Bury:-
- Rochdale Road
  - Bolton Road
  - Manchester Road
- 2.2 These bus lanes have been implemented as part of a wider Greater Manchester (GM) initiative, with an aim of playing an integral part of reducing journey times for buses across the strategic road network. Whilst this was the primary aim not all GM districts followed through with the proposed schemes originally designed. This has led to a sporadic approach and as such the overall effectiveness of the measures introduced (from a GM perspective) may have been compromised.
- 2.3 Since their introduction road layouts and local arrangements at each of the sites have changed. In addition to this, developments within the Town Centre have contributed to a change in traffic patterns.
- 2.4 In respect of wider traffic management issues, the road network through Bury town centre currently experiences queuing problems as do some of the arterial routes around the periphery. Officers are in continued discussion with Transport for Greater Manchester Urban Traffic Control in relation to traffic control strategies around the town centre e.g. traffic light phasing. However, such adjustments as are possible can only give short-term relief. In the longer term it is likely that a significant investment in new highway and public transport infrastructure will be required.
- 2.5 There is a perception that bus lanes contribute to congestion. However, it is worth noting that at weekends when the bus lane is not in force vehicles queue the full length of Rochdale Road. This would imply that the problem is as a result of wider network issues rather than the bus lane in isolation.
- 2.6 Similarly turning right from Rochdale Road into the petrol station and side roads can cause queues.
- 2.7 The road layout along Bolton Road is currently being modified as part of the Lidl development at Victoria Street and this involves changes to the highway.
- 2.8 The bus lane on Bolton Road is split into three sections. The section which currently results in the most complaints is that closest to Bury Bridge. It is a common misconception that this section is actually two bus lanes due to the large gap in the lining at the Victoria Street turning. Whilst the markings are technically correct it can cause confusion for certain drivers. The highway improvement works associated with the Lidl development will change the lane allocations and better draw drivers' attention to the bus lane, particularly the short section near to Victoria Street. A proposed plan can be found in the A58 Bolton Road Proforma.

- 2.9 All bus lanes within the borough conform to one of the three Greater Manchester standard operational time periods. All bus lanes (except Manchester Road) operate Mon-Fri between the hours of 7am -10am & 4pm – 7pm. Manchester Road bus lanes operates Mon-Sat between 7am -7pm. Even though Manchester Road conforms to GM standards it could be seen as confusing for motorists as it does differ from others in the borough.

LOCATION	PROS	CONS
<b>Bolton Road</b>	<ul style="list-style-type: none"> <li>The bus lane currently provides a traffic free route for buses to reach the traffic signals at Bury Bridge. If the lane was removed buses would experience delayed journey times by queuing on the approach to the signals.</li> <li>In order to introduce a bus lane on Bolton Road localised widening of the road took place. This resulted in the bus lane being created from what was a grass verge and former footway.</li> </ul>	<ul style="list-style-type: none"> <li>Some motorists are confused with the existing road layout.</li> <li>Some motorists cut into the bus lane when travelling towards Ramsbottom, instead of waiting for the bus lane to end before getting in the correct lane.</li> </ul>
<b>Rochdale Road</b>	<ul style="list-style-type: none"> <li>The road network from the Motorway junction up to the town centre currently experiences queuing during peak periods and at weekends. During the week the bus lane assists buses travelling along the Quality Bus Corridor towards Bury town centre.</li> </ul>	<ul style="list-style-type: none"> <li>The start of the bus lane has a very short taper. This means motorists have to merge into the alternative traffic lane quickly.</li> <li>Rochdale Road experiences congestion and queuing during peak periods. The bus lane is seen by motorists as an additional traffic lane that could improve capacity and reduce queues for other vehicles.</li> </ul>
<b>Manchester Road</b>	<ul style="list-style-type: none"> <li>The lane protects buses from queues into the town centre during busy peak periods.</li> <li>The bus lane currently operates on a Saturday. This provides a benefit for buses when Bury Football</li> </ul>	<ul style="list-style-type: none"> <li>The layout of the lane means that vehicles travelling to Radcliffe have a fairly short lane merge at the end of the bus lane.</li> <li>The operational times of this bus lane is inconsistent with the other bus lanes</li> </ul>

	Club are playing at Gigg Lane.	across the borough. Notwithstanding this it still conforms to one of the three Greater Manchester standardised timings.
LOCATION	PROS	CONS
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<b>Manchester Road</b>	<ul style="list-style-type: none"> <li>The lane protects buses from queues into the town centre during busy peak periods.</li> <li>The bus lane currently operates on a Saturday. This provides a benefit for buses when Bury Football Club are playing at Gigg Lane.</li> </ul>	<ul style="list-style-type: none"> <li>The layout of the lane means that vehicles travelling to Radcliffe have a fairly short lane merge at the end of the bus lane.</li> <li>The operational times of this bus lane is inconsistent with the other bus lanes across the borough. Notwithstanding this it still</li> </ul>

		conforms to one of the three Greater Manchester standardised timings.
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### **3.0 FINANCIAL CONSIDERATIONS**

- 3.1 Bus lanes are a method of improving transport around the town by encouraging the use of public transport and enforcement is critical to their effectiveness. Income that the Council receives as a result of bus lane contravention is ring fenced in accordance with the Traffic Management Act 2004 and is used for further traffic and parking schemes, public transport services, highway or road improvement projects or for environmental improvement in the local authority's area.

### **4.0 CONCLUSION**

- 4.1 It is acknowledged that there have been changes in the road network and physical infrastructure since the introduction of the bus lanes in Bury Town Centre. The review that has been carried out has looked at each of the town centre bus lanes and considered whether there remains justification for a bus lane at each location.
- 4.2 The review has highlighted that the key routes into the town centre are suffering from congestion and delay. It's perceived that bus lanes are the main cause of congestion; however the review has indicated that the network also suffers from wider issues that are contributing to queues.
- 4.3 The review has highlighted a number of recommendations including:-
- Reviewing the physical changes to the road layout on Bolton Road after 6 months.
  - The reduction of the bus lane on Manchester Road by approximately 20 metres and the relocation of the bus lane which is currently situated at the end of the bus lane.
  - Amending the start taper of the bus lane on Rochdale Road which in turn would increase capacity at the start of the bus lane.
  - Investigation into possible amendments to the pedestrian crossings and the traffic signals at Heywood Street, to be determined by modelling
- 4.4 Notwithstanding the review conclusions, in view of the specific issues which are arising within the town centre and on the M66 slip road Members may wish to experimentally suspend the bus lane on Rochdale Road to assess the effect. They may also wish to amend the hours of operation of the bus lane on Manchester Road to bring them in line with the other town centre bus lanes.

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#### **List of Background Papers:-**

TfGM scoping study brief

## **Contact Details:-**

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BURY  
A56 MANCHESTER ROAD, BURY  
NORTHBOUND APPROACHING RADCLIFFE ROAD

REVIEW DATE: 01 June 2015  
REVIEW BY: Peter Bramwell,  
Maria Simpson, David Nixon,  
Ian Lord

DISTRICT:	Bury	MEASURE:	With-flow bus lane
REFERENCE:	BUR 04	EXEMPTIONS:	Cycles & Taxis
LOCATION:	A56 Manchester Road	DAYS/HOURS OF OPERATION:	Mon-Sat 7am-7pm
AREA:	Unsworth	TRO STATUS:	TRO received from Bury Council
START POINT:	From its junction with Redvales Road	TRO DATE:	06/12/07
END POINT:	70 metres south of its junction with Parkhills Road	SPEED LIMIT:	30mph
DIRECTION:	Northbound	KEY ROUTE NETWORK:	YES
LENGTH (MTRS):	317		

NB. All TRO information provided by Local Authority

EXISTING HIGHWAY CONTEXT / LAYOUT	BACKGROUND/HISTORY OF INSTALLATION
<ul style="list-style-type: none"><li>Major arterial route into Bury Town Centre from Manchester and the south.</li><li>Residential area.</li><li>Issues regarding the alignment at the end of the bus lane.</li><li>Downstream junction layout can cause issues once through the junction (right turn after the junction).</li><li>The bus lane operates on a Saturday to protect buses from increased traffic flows and possible congestion resulting from Bury FC football matches.</li><li>Daily traffic flow fluctuations.</li><li>Trip generator: Bury Football Club (Gigg Lane).</li><li>Low number of complaints to Bury Council or Members.</li></ul>	<ul style="list-style-type: none"><li>Former QBC route.</li><li>The Rock shopping centre opened: 16 July 2010</li><li>Croft Lane long term closure: 16 June 2014 – 20 February 2015</li></ul>

BUS LANE LOCATION



OVERALL RATING

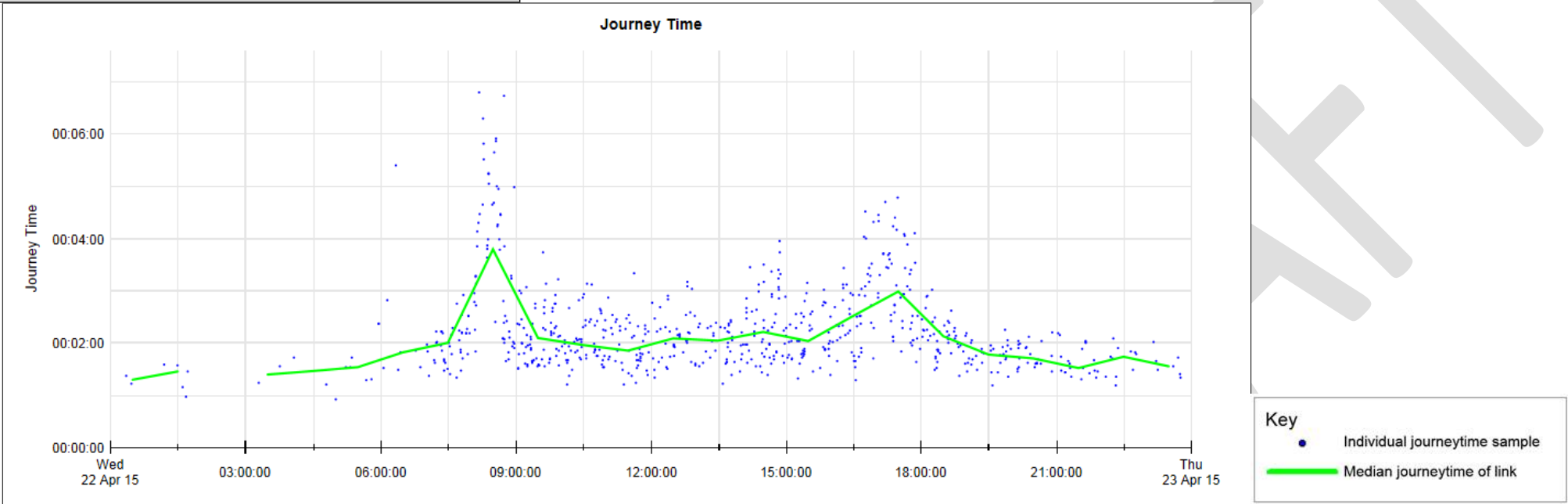
Attention required but not urgent

TRAFFIC MASTER DATA (2013-2014 DATA)							
	Route	Description	Sample Size T2	Total Journey Time Secs	Total Distance Miles	Minutes Per Mile	Speed MPH
AM PEAK	BUR 04	Manchester Rd North, Redvales Rd to Parkhills	47597	166.4254	0.677338	4.095081	14.65172
INTER PEAK	BUR 04	Manchester Rd North, Redvales Rd to Parkhills	93889	123.3845	0.677338	3.036013	19.76276
PM PEAK	BUR 04	Manchester Rd North, Redvales Rd to Parkhills	47945	143.5901	0.677338	3.533195	16.9818

TRAFFIC COUNT DATA – 01/07/2015	
BUR 04 - A56 MANCHESTER ROAD J/W REDVALES ROAD	
Time Period*	Total No. of Vehicles
0800-0900	1118
1630-1730	1267

\*Time period is selected based on available data at review date

BLUETOOTH DATA (22/04/15)	Journey times taken along the link from: MAC4085BU A6053 Dumers Lane / Manchester Rd / Millwood Court, Bury MAC4084BU A56 Manchester Road / Radcliffe Rd, Bury
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BUS SERVICE DETAILS & FREQUENCIES				Note: Based on 31 January 2015 timetable																										
Short Service ID	Full Op Name	Places Served	Start Stop Location	End Stop Location	00:00-00:59	01:00-01:59	02:00-02:59	03:00-03:59	04:00-04:59	05:00-05:59	06:00-06:59	07:00-07:59	08:00-08:59	09:00-09:59	10:00-10:59	11:00-11:59	12:00-12:59	13:00-13:59	14:00-14:59	15:00-15:59	16:00-16:59	17:00-17:59	18:00-18:59	19:00-19:59	20:00-20:59	21:00-21:59	22:00-22:59	23:00-23:59	Total 24	
Monday to Friday																														
92	First	Manchester - Carr Clough - Pilsworth - Bury	Shudehill Interchange	Bury Interchange	0	0	0	0	0	0	1	2	2	2	2	2	2	2	2	2	2	2	2	2	1	0	0	0	0	26
92	First	Manchester - Carr Clough - Pilsworth - Bury	Shudehill Interchange	Bury Interchange	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	4
93	First	Manchester - Agecroft - Prestwich - Bury	Shudehill Interchange	Bury Interchange	0	0	0	0	0	0	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	0	0	0	0	27
93	First	Manchester - Agecroft - Prestwich - Bury	Shudehill Interchange	Bury Interchange	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
93	First	Manchester - Agecroft - Prestwich - Bury	Shudehill Interchange	Bury Interchange	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	3
135	First	Manchester - Cheetham Hill - Whitefield - Bury	Lever St/Dale St	Bury Interchange	0	0	0	0	0	2	6	7	8	8	8	8	8	8	8	8	9	8	8	7	8	5	3	3	3	125
154	First	Cheetham Hill - Prestwich - Pilsworth - Bury	Crumpsall Way/NMG Hospital	Bury Interchange	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
154	First	Cheetham Hill - Prestwich - Pilsworth - Bury	Crumpsall Way/NMG Hospital	Bury Interchange	0	0	0	0	0	0	0	1	0	1	1	1	1	1	1	0	1	1	0	0	0	0	0	0	0	9

Note: All information sourced is correct at time of review and subject to change.



154	First	Cheetham Hill - Prestwich - Pilsworth - Bury	Crumpsall Way/NMG Hospital	Bury Interchange	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	
487	Rosso	Nangreaves - Bury	Mount Pleasant	Radcliffe Road/Derby High School	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
524	First	Bolton - Little Lever - Radcliffe - Bury	Bolton Bus Station	Bury Interchange	0	0	0	0	0	1	4	8	5	5	5	5	5	5	6	5	5	4	4	2	2	2	1	79	
				TOTAL	0	0	0	0	0	3	13	21	18	18	18	18	18	18	20	18	18	15	15	9	7	7	5	277	
Short Service ID	Full Op Name	Places Served	Start Stop Location	End Stop Location	00:00-00:59	01:00-01:59	02:00-02:59	03:00-03:59	04:00-04:59	05:00-05:59	06:00-06:59	07:00-07:59	08:00-08:59	09:00-09:59	10:00-10:59	11:00-11:59	12:00-12:59	13:00-13:59	14:00-14:59	15:00-15:59	16:00-16:59	17:00-17:59	18:00-18:59	19:00-19:59	20:00-20:59	21:00-21:59	22:00-22:59	23:00-23:59	Total 24
Saturday																													
92	First	Manchester - Carr Clough - Pilsworth - Bury	Shudehill Interchange	Bury Interchange	0	0	0	0	0	0	0	1	1	1	2	2	2	2	2	2	2	2	2	1	0	0	0	0	22
92	First	Manchester - Carr Clough - Pilsworth - Bury	Shudehill Interchange	Bury Interchange	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	4	
93	First	Manchester - Agecroft - Prestwich - Bury	Shudehill Interchange	Bury Interchange	0	0	0	0	0	0	0	1	1	2	2	2	2	2	2	2	2	2	1	0	0	0	0	23	
93	First	Manchester - Agecroft - Prestwich - Bury	Shudehill Interchange	Bury Interchange	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	
93	First	Manchester - Agecroft - Prestwich - Bury	Shudehill Interchange	Bury Interchange	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3	
135	First	Manchester - Cheetham Hill - Whitefield - Bury	Lever St/Dale St	Bury Interchange	0	0	0	0	0	0	1	3	7	8	8	8	8	8	8	8	8	7	6	5	3	3	3	110	
154	First	Cheetham Hill - Prestwich - Pilsworth - Bury	Crumpsall Way/NMG Hospital	Bury Interchange	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
154	First	Cheetham Hill - Prestwich - Pilsworth - Bury	Crumpsall Way/NMG Hospital	Bury Interchange	0	0	0	0	0	0	0	1	0	1	1	1	1	1	1	1	1	1	0	0	0	0	0	10	
524	First	Bolton - Little Lever - Radcliffe - Bury	Bolton Bus Station	Bury Interchange	0	0	0	0	0	0	2	2	4	5	5	5	5	5	5	5	5	4	4	2	2	2	2	1	65
				TOTAL	0	0	0	0	0	0	3	9	13	17	18	18	18	18	18	18	18	17	15	11	9	7	7	5	239
Short Service ID	Full Op Name	Places Served	Start Stop Location	End Stop Location	00:00-00:59	01:00-01:59	02:00-02:59	03:00-03:59	04:00-04:59	05:00-05:59	06:00-06:59	07:00-07:59	08:00-08:59	09:00-09:59	10:00-10:59	11:00-11:59	12:00-12:59	13:00-13:59	14:00-14:59	15:00-15:59	16:00-16:59	17:00-17:59	18:00-18:59	19:00-19:59	20:00-20:59	21:00-21:59	22:00-22:59	23:00-23:59	Total 24
Sunday																													
92	First	Manchester - Carr Clough - Pilsworth - Bury	Shudehill Interchange	Bury Interchange	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1	1	1	0	0	0	0	0	0	9
92	First	Manchester - Carr Clough - Pilsworth - Bury	Shudehill Interchange	Bury Interchange	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
92	First	Manchester - Carr Clough - Pilsworth - Bury	Shudehill Interchange	Bury Interchange	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
92	First	Manchester - Carr Clough - Pilsworth - Bury	Shudehill Interchange	Bury Interchange	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	4
93	First	Manchester - Agecroft - Prestwich - Bury	Shudehill Interchange	Bury Interchange	0	0	0	0	0	0	0	0	1	1	2	2	2	2	2	2	2	2	1	0	0	0	0	0	19
93	First	Manchester - Agecroft - Prestwich - Bury	Shudehill Interchange	Bury Interchange	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	5
135	First	Manchester - Cheetham Hill - Whitefield - Bury	Lever St/Dale St	Bury Interchange	0	0	0	0	0	0	0	2	3	3	3	5	6	6	6	6	6	6	5	3	3	3	3	3	72
524	First	Bolton - Little Lever - Radcliffe - Bury	Bolton Bus Station	Bury Interchange	0	0	0	0	0	0	0	0	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	31
				TOTAL	0	0	0	0	0	0	0	2	6	7	8	10	11	11	11	11	11	11	10	7	7	7	7	5	142
Short Service ID	Full Op Name	Places Served	Start Stop Location	End Stop Location	00:00-00:59	01:00-01:59	02:00-02:59	03:00-03:59	04:00-04:59	05:00-05:59	06:00-06:59	07:00-07:59	08:00-08:59	09:00-09:59	10:00-10:59	11:00-11:59	12:00-12:59	13:00-13:59	14:00-14:59	15:00-15:59	16:00-16:59	17:00-17:59	18:00-18:59	19:00-19:59	20:00-20:59	21:00-21:59	22:00-22:59	23:00-23:59	Total 24
Bank Holiday																													
92	First	Manchester - Carr Clough - Pilsworth - Bury	Shudehill Interchange	Bury Interchange	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1	1	1	2	1	1	1	1	0	15
93	First	Manchester - Agecroft - Prestwich - Bury	Shudehill Interchange	Bury Interchange	0	0	0	0	0	0	0	0	1	1	2	2	2	2	2	2	2	1	0	0	0	0	0	0	19
93	First	Manchester - Agecroft - Prestwich - Bury	Shudehill Interchange	Bury Interchange	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	5
135	First	Manchester - Cheetham Hill - Whitefield - Bury	Lever St/Dale St	Bury Interchange	0	0	0	0	0	0	0	2	3	3	3	5	6	6	6	6	6	6	5	3	3	3	3	3	72
524	First	Bolton - Little Lever - Radcliffe - Bury	Bolton Bus Station	Bury Interchange	0	0	0	0	0	0	0	0	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	31

				TOTAL	0	0	0	0	0	0	0	2	6	7	8	10	11	11	11	11	11	11	10	7	7	7	7	5	142
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DESKTOP REVIEW COMMENTS (01/06/15)					
<ul style="list-style-type: none"><li>Bluetooth data shows delays during AM and PM peaks.</li><li>Saturday operation presumably due to football matches.</li><li>Need signal green times.</li></ul>					
BUS LANE REF	TYPE	SITE NO.	ARM	AM GREEN TIME (s)	PM GREEN TIME (s)
BUR 04	MOVA	2/006	A56 Manchester Road, Northbound	23	36

ON SITE REVIEW COMMENTS (29/06/2015)	
<ul style="list-style-type: none"><li>Setback distance from traffic signals:<ul style="list-style-type: none"><li>81 metres from signals at Radcliffe Road junction</li></ul></li><li>Downstream features:<ul style="list-style-type: none"><li>Pedestrian crossing</li><li>Signalised junction (MOVA)</li></ul></li><li>Signing / Consistent TRO:<ul style="list-style-type: none"><li>Enforced</li></ul></li><li>Bus stop locations:<ul style="list-style-type: none"><li>At end of bus lane</li></ul></li><li>Correct bus lane length for successful operation:<ul style="list-style-type: none"><li>Queuing past start of bus lane on rare occasions, acceptable</li></ul></li><li>District comments:<ul style="list-style-type: none"><li>Potential Saturday match day and shopping traffic issues</li><li>Does not attract a significant level of complaints</li><li>Drivers tend to use lane 1 as lane 2 quickly becomes right turn</li><li>Issues with lane merge, not standard arrangement – only real issue</li></ul></li><li>Overall effectiveness / Recommendations:<ul style="list-style-type: none"><li>No real reported problems, no changes required</li><li>Possibly peak periods only</li><li>Move termination point of bus lane back and relocate bus stop south, new carriageway alignment at end of the new ‘setback bus lane’</li></ul></li></ul>	

OPERATOR COMMENTS (15/07/2015)	
<ul style="list-style-type: none"><li>Positioning of the bus stop at the end of the bus lane isn’t ideal.</li><li>The end of the bus lane could be realigned.</li><li>Current operational hours could be amended to peaks only and is reflected in the Bluetooth data.</li><li>Days of operation need to include Saturdays due to the proximity of the football ground.</li></ul>	

RECOMMENDATIONS (16/07/2015)	
<ul style="list-style-type: none"><li>Move end of bus lane location further back – approximately 20 metres.</li><li>Relocate bus stop south.</li><li>Realign the kerbline.</li><li>Potential for bus lane to be operational Mon-Fri in the AM and PM Peak only, then Sat ALL DAY however during the workshop discussion it was deemed that this could lead to driver confusion.</li></ul>	

BURY  
A58 ROCHDALE ROAD, BURY  
WESTBOUND APPROACHING PIMHOLE ROAD

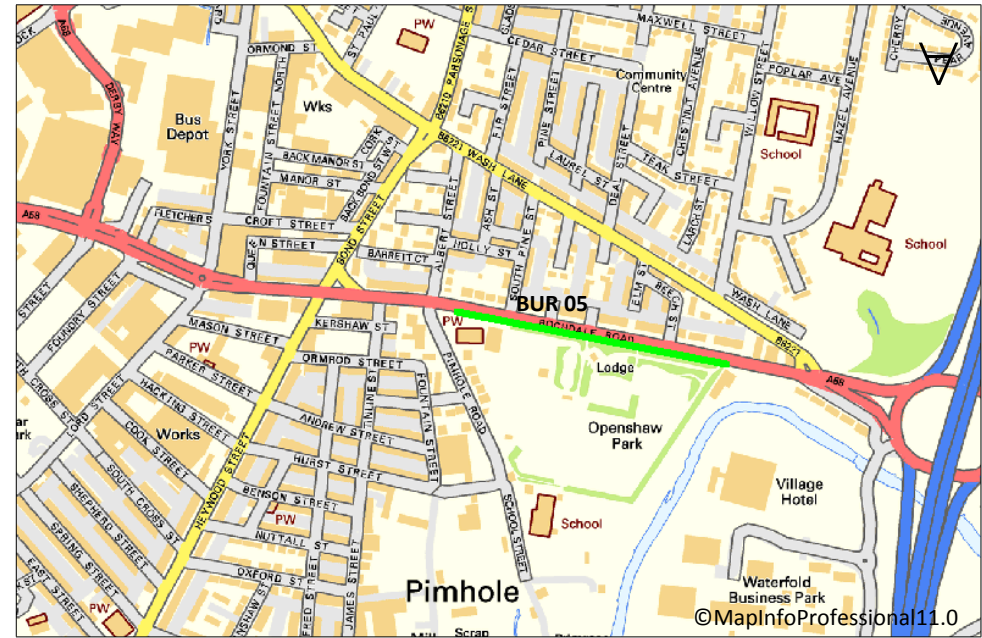
REVIEW DATE: 01 June 2015  
REVIEW BY: Peter Bramwell,  
Maria Simpson, David Nixon,  
Ian Lord

DISTRICT:	Bury	MEASURE:	With-flow bus lane
REFERENCE:	BUR 05	EXEMPTIONS:	Cycles & Taxis
LOCATION:	A58 Rochdale Road	DAYS/HOURS OF OPERATION:	Mon-Fri 7-10am-4-7pm
AREA:	Unsworth	TRO STATUS:	TRO received from Bury Council
START POINT:	22 metres east of the easterly kerbline of Pimhole Road	TRO DATE:	27/09/10
END POINT:	370 metres in an easterly direction	SPEED LIMIT:	30mph
DIRECTION:	Westbound	KEY ROUTE NETWORK:	YES
LENGTH (MTRS):	370		

NB. All TRO information provided by Local Authority

EXISTING HIGHWAY CONTEXT / LAYOUT	BACKGROUND/HISTORY OF INSTALLATION
<ul style="list-style-type: none"><li>Major arterial route into Bury Town Centre from the east and M66 Jnc 2.</li><li>Residential frontages.</li><li>Buses struggle to get into the bus lane due to queuing traffic on Wash Lane and surrounding motorway junctions.</li><li>Traffic queues back from Heywood Street past the bus lane.</li><li>Bus lane hours of operation are considered correct.</li><li>Market days increase traffic volume, Saturday traffic queues in 2 lanes through bus lane.</li><li>Bus operators have requested Saturday bus lane operation.</li><li>Bus lane reduces queuing capacity.</li><li>Trip generators: Bury Market, Bury Town Centre</li></ul>	<ul style="list-style-type: none"><li>Installation March 1996</li><li>The Rock shopping centre opened: 16 July 2010</li><li>Croft Lane long term closure: 16 June 2014 – 20 February 2015</li></ul>

BUS LANE LOCATION



OVERALL RATING

Attention required but not urgent

TRAFFIC MASTER DATA (2013-2014 DATA)							
	Route	Description	Sample Size T2	Total Journey Time Secs	Total Distance Miles	Minutes Per Mile	Speed MPH
AM PEAK	BUR 05	A58 Rochdale Rd, Pimhole Road to Beech Street	24791	64.58655	0.312378	3.445964	17.41167
INTER PEAK	BUR 05	A58 Rochdale Rd, Pimhole Road to Beech Street	56804	47.20725	0.312378	2.518705	23.82177
PM PEAK	BUR 05	A58 Rochdale Rd, Pimhole Road to Beech Street	20660	69.13481	0.312378	3.688632	16.26619

TRAFFIC COUNT DATA – 01/07/2015	
BUR 05 – A58 ROCHDALE ROAD J/W WASH LANE	
Time Period*	Total No. of Vehicles
0800-0900	1168
1630-1730	1149

\*Time period is selected based on available data at review date

BLUETOOTH DATA UNAVAILABLE FOR ROUTE
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BUS SERVICE DETAILS & FREQUENCIES					Note: Based on 31 January 2015 timetable																								
Short Service ID	Full Op Name	Places Served	Start Stop Location	End Stop Location	00:00-00:59	01:00-01:59	02:00-02:59	03:00-03:59	04:00-04:59	05:00-05:59	06:00-06:59	07:00-07:59	08:00-08:59	09:00-09:59	10:00-10:59	11:00-11:59	12:00-12:59	13:00-13:59	14:00-14:59	15:00-15:59	16:00-16:59	17:00-17:59	18:00-18:59	19:00-19:59	20:00-20:59	21:00-21:59	22:00-22:59	23:00-23:59	Total 24
Monday to Friday																													
X35A	First	Manchester - Bury - Walmersley Limited Stop	Stevenson Square	Manchester Road/Bass Lane	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	4
163	First	Manchester - Middleton - Darn Hill - Bury	Piccadilly/Oldham St	Bury Interchange	0	0	0	0	0	1	3	7	6	6	6	6	6	6	6	6	5	4	5	3	2	2	2	1	83
461B	Rosso	Norden - Bamford - Heywood - Summit - Bury	Norden Way/Edenfield Road	Bury Interchange	0	0	0	0	0	0	0	2	1	1	1	1	1	1	1	0	1	0	0	0	0	0	0	0	10
471	First	Rochdale - Sudden - Bury - Brightmet - Bolton	Rochdale Interchange	Bolton Bus Station	0	0	0	0	0	1	3	9	6	6	7	6	7	6	7	6	6	6	5	2	2	2	2	2	91
471	First	Rochdale - Sudden - Bury - Brightmet - Bolton	Rochdale Interchange	Bolton Bus Station	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
				TOTAL	0	0	0	0	0	3	6	18	13	13	14	13	14	13	14	12	13	12	11	5	4	4	4	3	189
Saturday																													
163	First	Manchester - Middleton - Darn Hill - Bury	Piccadilly/Oldham St	Bury Interchange	0	0	0	0	0	0	2	3	3	6	6	6	6	6	6	6	6	6	5	3	2	2	2	1	77
461B	Rosso	Norden - Bamford - Heywood - Summit - Bury	Norden Way/Edenfield Road	Bury Interchange	0	0	0	0	0	0	0	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	10
471	First	Rochdale - Sudden - Bury - Brightmet - Bolton	Rochdale Interchange	Bolton Bus Station	0	0	0	0	0	0	2	5	4	7	7	6	6	6	6	6	6	6	5	2	2	2	2	2	82
				TOTAL	0	0	0	0	0	0	4	9	8	14	14	13	13	13	13	13	13	12	10	5	4	4	4	3	169
Sunday																													
163	First	Manchester - Middleton - Darn Hill - Bury	Piccadilly/Oldham St	Bury Interchange	0	0	0	0	0	0	0	0	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	31
471	First	Rochdale - Sudden - Bury - Brightmet - Bolton	Rochdale Interchange	Bolton Bus Station	0	0	0	0	0	0	0	0	3	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	33
				TOTAL	0	0	0	0	0	0	0	0	5	4	4	4	4	4	4	4	4	4	4	4	4	4	4	3	64
Bank Holiday																													
163	First	Manchester - Middleton - Darn Hill - Bury	Piccadilly/Oldham St	Bury Interchange	0	0	0	0	0	0	0	0	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	31
471	First	Rochdale - Sudden - Bury - Brightmet - Bolton	Rochdale Interchange	Bolton Bus Station	0	0	0	0	0	0	0	0	3	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	33
				TOTAL	0	0	0	0	0	0	0	0	5	4	4	4	4	4	4	4	4	4	4	4	4	4	4	3	64

Note: All information sourced is correct at time of review and subject to change.

DESKTOP REVIEW COMMENTS (24/07/2015)

- Known queues particularly related to the motorway junction and signalised junction locations in the vicinity.
- Hours and days of operation need to be reviewed. The location is the main route into Bury Town Centre from the east and appears to be busy on Saturdays as well as mid-week peak times.
- Green Times:

BUS LANE REF	TYPE	SITE NO.	ARM	AM GREEN TIME (s)	PM GREEN TIME (s)
BUR 05	PUFFIN	490	A58 Rochdale Road, Westbound	60 (if peds appear every cycle, otherwise longer)	100

ON SITE REVIEW COMMENTS (29/06/2015)

- Upstream features:
  - M66 motorway roundabout (signal controlled)
- Downstream features:
  - Heywood Street signalised junction
  - Significant amount of time given to side roads, interfere with each other
- Signing / Consistent with TRO:
  - Incorrect taper at start, too short
  - Not currently enforced
- Bus stop locations:
  - Bus stops in bus lane and at the end
- Correct bus lane length for successful operation:
  - Ideally start earlier but no highway space
- Overall effectiveness:
  1. Taper (at start) needs to be standard length
  2. Check UTC signal linking
  3. Reduce length at start to provide more space for queuing off motorway
  4. Explore options for improving capacity of Heywood Street junction
- District comments:
  - Previous operator requests for operation on Saturdays
  - Heywood Street downstream (signal controlled) which is the dictating factor on capacity
  - Queuing back to motorway roundabout, on Saturdays and off-peak Wednesdays there are 2 lanes of solid traffic – when bus lane is not in operation
  - Two Puffin crossings along section, have SCPs and heavy demand at peak times
  - Buses have difficulties getting into bus lane as queue goes past the bus lane start
  - No queuing after Heywood Street
  - Heywood Street junction over saturated
  - Strong political support for bus lane removal.

OPERATOR COMMENTS (15/07/2015)

- This bus lane is seen as critical.
- Outbound buses also struggle where there is no bus lane provision.
- Potential that Saturday should be included in the days of operation, previously requested.
- Taper at the start of the bus lane is too tight.
- The signalised junction is the issue causing delays, not the bus lane – the location is still extremely busy when the bus lane is not in operation (weekends).
- The pedestrian crossing is in a dangerous position at Pimhole Road, due to left turning vehicles out of Pimhole Road going round the bus.
- Option potential to ban the right turn movement into the petrol station and force traffic to use Wash Lane instead.

RECOMMENDATIONS (16/07/2015)

- Whilst there are clearly evident issues of congestion in this area, the bus lane is valued by the operators and there is no clear evidence that its removal would lead to a significant improvement, bearing in mind the congestion which is apparent on Saturdays when the bus lane is in operation.
- Look at amending taper to be 1:10 layout – allows traffic to queue in x2 lanes increasing the capacity.
- The pedestrian crossings and Heywood Street signalised junction need to be reviewed to check whether any amendments can be made however at the workshop it was agreed that overall more investigation is required to understand the main problem at this location – this is likely to require micro-simulation signal modelling.

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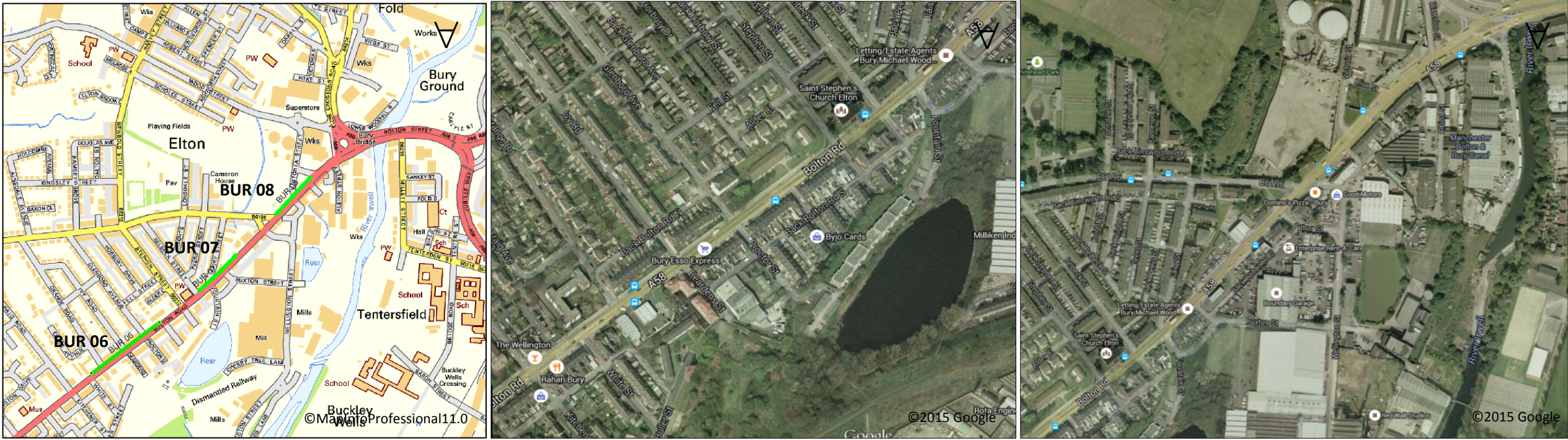
BURY  
A58 BOLTON ROAD, ELTON  
NORTHBOUND APPROACHING BURY BRIDGE JUNCTION


REVIEW DATE: 27 May 2015  
REVIEW BY: Peter Bramwell,  
Maria Simpson, David Nixon,  
Ian Lord

<b>DISTRICT:</b>	Bury	<b>MEASURE:</b>	With-flow bus lane	<b>EXISTING HIGHWAY CONTEXT / LAYOUT</b>	<b>BACKGROUND/HISTORY OF INSTALLATION</b>
<b>REFERENCE:</b>	BUR 06, BUR 07, BUR 08	<b>EXEMPTIONS:</b>	Cycles & Taxis	<ul style="list-style-type: none"><li>Major arterial route into Bury Town Centre from west and south west</li><li>Residential / commercial area</li><li>Downstream junction (Bury Bridge) over capacity</li><li>Traffic queues can extend back past start of bus lane. Did not occur when originally installed. No scope to extended further back to assist</li></ul>	<ul style="list-style-type: none"><li>Former QBC route</li><li>3 sections of bus lane introduced</li><li>Sections of bus lane did not result in the loss of traffic lanes due to carriageway widening along Bolton Road</li><li>New signalised junction and pedestrian facilities included at j/w B6196 Ainsworth Road</li><li>Cycle facilities improved</li><li>Derby Way opened: 21 February 2008</li><li>The Rock shopping centre opened: 16 July 2010</li><li>Croft Lane long term closure: 16 June 2014 – 20 February 2015</li></ul>
<b>LOCATION:</b>	A58 Bolton Road	<b>DAYS/HOURS OF OPERATION:</b>	Mon-Fri 7am-10am & 4pm-7pm		
<b>AREA:</b>	Elton	<b>TRO STATUS:</b>	TRO received from Bury Council		
<b>START POINT:</b>	BUR 06 - 30m west of the westerly kerbline of Grange Rd	<b>TRO DATE:</b>	07/09/06		
<b>END POINT:</b>	BUR 07 - from its junction with Belbeck Street	<b>SPEED LIMIT:</b>	30mph		
	BUR 08 - from its junction with Ainsworth Road				
	BUR 06 - for a distance 225 metres in a easterly direction				
<b>DIRECTION:</b>	BUR 07 - for a distance 135 metres in a easterly direction	<b>KEY ROUTE NETWORK:</b>	YES		
	BUR 08 - to its junction with Broom Street				
	Northbound				
<b>LENGTH (MTRS):</b>	BUR 06 - 225				
	BUR 07 - 135				
	BUR 08 - 130				

NB. All TRO information provided by Local Authority

BUS LANE LOCATION



OVERALL RATING	
	Attention required but not urgent (Review after initial 6months of new development being implemented)

TRAFFIC MASTER DATA (2013-2014 DATA)							
	Route	Description	Sample Size T2	Total Journey Time Secs	Total Distance Miles	Minutes Per Mile	Speed MPH
AM PEAK	BUR 06	A58 Bolton Rd, Grange Road to Hulbert Street	20830	41.55313	0.188464	3.674711	16.32782
INTER PEAK	BUR 06	A58 Bolton Rd, Grange Road to Hulbert Street	33721	27.3461	0.188464	2.418325	24.81056
PM PEAK	BUR 06	A58 Bolton Rd, Grange Road to Hulbert Street	14032	29.63448	0.188464	2.620696	22.89468
AM PEAK	BUR 07	A58 Bolton Rd, Belbeck Street to Arthur Street	10879	56.97049	0.151845	6.253128	9.595198
INTER PEAK	BUR 07	A58 Bolton Rd, Belbeck Street to Arthur Street	17556	45.85668	0.151845	5.033268	11.92069
PM PEAK	BUR 07	A58 Bolton Rd, Belbeck Street to Arthur Street	7002	53.65931	0.151845	5.889691	10.18729
AM PEAK	BUR 08	A58 Bolton Rd, Ainsworth Road to Broom Street	32246	57.33183	0.166057	5.754242	10.42709
INTER PEAK	BUR 08	A58 Bolton Rd, Ainsworth Road to Broom Street	48449	44.58948	0.166057	4.475326	13.40685
PM PEAK	BUR 08	A58 Bolton Rd, Ainsworth Road to Broom Street	18040	59.03719	0.166057	5.925404	10.12589

TRAFFIC COUNT DATA – 01/07/2015	
BUR 06 - A58 BOLTON ROAD J/W STEPHEN STREET	
Time Period*	Total No. of Vehicles
0800-0900	1014
1630-1730	837

TRAFFIC COUNT DATA – 01/07/2015	
BUR 07 - A58 BOLTON ROAD J/W STEPHEN STREET	
Time Period*	Total No. of Vehicles
0800-0900	1048
1630-1730	808

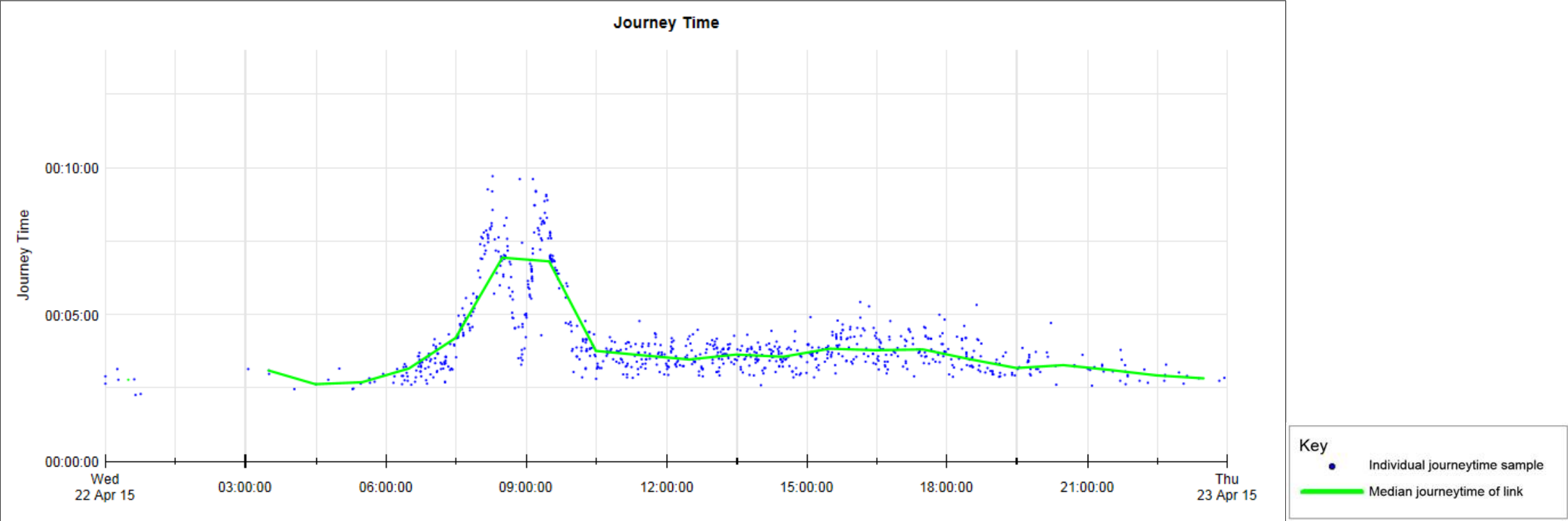
TRAFFIC COUNT DATA – 01/07/2015	
BUR 08 - A58 BOLTON ROAD J/W AINSWORTH ROAD	
Time Period*	Total No. of Vehicles
0800-0900	1751
1630-1730	1165

\*Time period is selected based on available data at review date

**BLUETOOTH DATA (22/04/15)**

Journey times taken along the link from:  
MAC4298BU   A58 Bury and Bolton Road / Higher Ainsworth Rd, Ainsworth  
MAC4137BU   A58 Bolton Road / Ainsworth Rd, Bury





BUS SERVICE DETAILS & FREQUENCIES			BUR 06 & BUR 07 SERVICES																								Note: Based on 31 January 2015 timetable		
Short Service ID	Full Op Name	Places Served	Start Stop Location	End Stop Location	00:00 - 00:59	01:00- 01:59	02:00- 02:59	03:00- 03:59	04:00- 04:59	05:00- 05:59	06:00- 06:59	07:00- 07:59	08:00- 08:59	09:00- 09:59	10:00- 10:59	11:00- 11:59	12:00- 12:59	13:00- 13:59	14:00- 14:59	15:00- 15:59	16:00- 16:59	17:00- 17:59	18:00- 18:59	19:00- 19:59	20:00- 20:59	21:00- 21:59	22:00- 22:59	23:00- 23:59	Total 24
<u>Monday to Friday</u>																													
471	First	Bolton - Brightmet - Bury - Sudden - Rochdale	Bolton Bus Station	Rochdale Interchange	0	0	0	0	0	2	7	9	6	7	6	6	6	6	6	6	6	6	5	2	2	2	2	2	94
486B	Rosso	Radcliffe - Ainsworth - Bury	Radcliffe Bus Station	Bury Interchange	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	0	1	1	0	0	0	0	0	0	8
				TOTAL	0	0	0	0	0	2	7	9	6	8	7	7	7	7	7	6	7	7	5	2	2	2	2	2	102
<u>Saturday</u>																													
471	First	Bolton - Brightmet - Bury - Sudden - Rochdale	Bolton Bus Station	Rochdale Interchange	0	0	0	0	0	1	3	3	6	9	6	6	6	6	6	6	6	6	5	2	2	2	2	2	85
486B	Rosso	Radcliffe - Ainsworth - Bury	Radcliffe Bus Station	Bury Interchange	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1	1	1	0	0	0	0	0	0	9
				TOTAL	0	0	0	0	0	1	3	3	6	10	7	7	7	7	7	7	7	7	5	2	2	2	2	2	94
<u>Sunday</u>																													
471	First	Bolton - Brightmet - Bury - Sudden - Rochdale	Bolton Bus Station	Rochdale Interchange	0	0	0	0	0	0	0	0	3	2	2	2	2	2	2	2	2	2	1	2	2	2	2	2	32
				TOTAL	0	0	0	0	0	0	0	0	3	2	2	2	2	2	2	2	2	2	1	2	2	2	2	2	32
<u>Bank Holiday</u>																													
471	First	Bolton - Brightmet - Bury - Sudden - Rochdale	Bolton Bus Station	Rochdale Interchange	0	0	0	0	0	0	0	0	3	2	2	2	2	2	2	2	2	2	1	2	2	2	2	2	32
				TOTAL	0	0	0	0	0	0	0	0	3	2	2	2	2	2	2	2	2	2	1	2	2	2	2	2	32

BUS SERVICE DETAILS & FREQUENCIES			BUR 08 SERVICES																								Note: Based on 31 January 2015 timetable				
Short Service ID	Full Op Name	Places Served	Start Stop Location	End Stop Location	00:00 - 00:59	01:00- 01:59	02:00- 02:59	03:00- 03:59	04:00- 04:59	05:00- 05:59	06:00- 06:59	07:00- 07:59	08:00- 08:59	09:00- 09:59	10:00- 10:59	11:00- 11:59	12:00- 12:59	13:00- 13:59	14:00- 14:59	15:00- 15:59	16:00- 16:59	17:00- 17:59	18:00- 18:59	19:00- 19:59	20:00- 20:59	21:00- 21:59	22:00- 22:59	23:00- 23:59	Total 24		
<u>Monday to Friday</u>																															
98A	First	Manchester - Whitefield - Radcliffe - Bury	Shudehill Interchange	Bury Interchange	0	0	0	0	0	1	3	4	4	4	4	4	4	4	4	4	4	4	4	3	2	1	1	1	60		
471	First	Bolton - Brightmet - Bury - Sudden - Rochdale	Bolton Bus Station	Rochdale Interchange	0	0	0	0	0	2	7	9	6	7	6	6	6	6	6	6	6	6	5	2	2	2	2	2	94		
486B	Rosso	Radcliffe - Ainsworth - Bury	Radcliffe Bus Station	Bury Interchange	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	0	1	1	0	0	0	0	0	0	8		
				TOTAL	0	0	0	0	0	3	10	13	10	12	11	11	11	11	11	10	11	11	9	5	4	3	3	3	162		
<u>Saturday</u>																															
98A	First	Manchester - Whitefield - Radcliffe - Bury	Shudehill Interchange	Bury Interchange	0	0	0	0	0	0	1	2	2	4	4	4	4	4	4	4	4	4	4	3	2	1	1	1	53		
471	First	Bolton - Brightmet - Bury - Sudden - Rochdale	Bolton Bus Station	Rochdale Interchange	0	0	0	0	0	1	3	3	6	9	6	6	6	6	6	6	6	6	5	2	2	2	2	2	85		
486B	Rosso	Radcliffe - Ainsworth - Bury	Radcliffe Bus Station	Bury Interchange	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1	1	1	0	0	0	0	0	0	9		
				TOTAL	0	0	0	0	0	1	4	5	8	14	11	11	11	11	11	11	11	11	9	5	4	3	3	3	147		
<u>Sunday</u>																															
98A	First	Manchester - Whitefield - Radcliffe - Bury	Shudehill Interchange	Bury Interchange	0	0	0	0	0	0	0	0	1	2	2	2	2	2	2	2	2	2	2	0	0	0	0	0	21		
98A	Stagecoach Manchester	Manchester - Whitefield - Radcliffe - Bury	Shudehill Interchange	Bury Interchange	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	1	1	1	6		
471	First	Bolton - Brightmet - Bury - Sudden - Rochdale	Bolton Bus Station	Rochdale Interchange	0	0	0	0	0	0	0	0	3	2	2	2	2	2	2	2	2	2	1	2	2	2	2	2	32		
				TOTAL	0	0	0	0	0	0	0	0	4	4	4	4	4	4	4	4	4	4	3	4	4	3	3	3	59		
<u>Bank Holiday</u>																															

98A	First	Manchester - Whitefield - Radcliffe - Bury	Shudehill Interchange	Bury Interchange	0	0	0	0	0	0	0	0	0	1	2	2	2	2	2	2	2	2	2	2	0	0	0	0	0	21
98A	Stagecoach Manchester	Manchester - Whitefield - Radcliffe - Bury	Shudehill Interchange	Bury Interchange	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	1	1	1	6	
471	First	Bolton - Brightmet - Bury - Sudden - Rochdale	Bolton Bus Station	Rochdale Interchange	0	0	0	0	0	0	0	0	3	2	2	2	2	2	2	2	2	1	2	2	2	2	2	2	32	
				TOTAL	0	0	0	0	0	0	0	0	4	4	4	4	4	4	4	4	4	3	4	4	3	3	3	3	59	

DESKTOP REVIEW COMMENTS (07/07/2015)					
<ul style="list-style-type: none"><li>Bluetooth data shows AM Peak has slowest journey times</li><li>Some poor bus punctuality and reliability recorded on affected bus services, though survey sample number small</li><li>Relatively low number of buses on sections BUR 06 and BUR 07</li><li>Victoria Street junction to be signalised as part of Lidl development, bus lane to be retained:<ul style="list-style-type: none"><li>New signals, inbound LT only except buses</li><li>New junction layout (attached)</li></ul></li><li>Green Times:</li></ul>					
BUS LANE REF	TYPE	SITE NO.	ARM	AM GREEN TIME (s)	PM GREEN TIME (s)
BUR 07	UTC_FT	470	A58 Bolton Road, Northbound	43	30
BUR 08	UTC_FT	311	A58 Bolton Road, Northbound	43	32





OPERATOR COMMENTS (15/07/2015)
<ul style="list-style-type: none"><li>BUR 06 and BUR 07 no issues</li><li>BUR 08 regularly used by other vehicles.</li><li>Assists buses serving the bus stop.</li></ul>

ON SITE REVIEW COMMENTS (29/06/2015)
<ul style="list-style-type: none"><li>Setback distance from traffic signals:<ul style="list-style-type: none"><li>BUR 07 – 75 metres, bus stop at end of bus lane</li><li>BUR 08 – 54 metres, bus stop at end of bus lane</li></ul></li><li>Downstream features:<ul style="list-style-type: none"><li>Signalised junction at Bury Bridge</li></ul></li><li>Potential improvements to assist general traffic:<ul style="list-style-type: none"><li>Possibly remove BUR 08</li><li>BUR 06/07 possibly not required, especially if BUR 08 removed</li></ul></li><li>Overall effectiveness / Options / Recommendations:<ol style="list-style-type: none"><li>Leave as is at present</li><li>Remove BUR 08 (most controversial)</li><li>Make AM Peak only – when needed the most</li><li>Detailed micro-simulation modelling, with new arrangement</li></ol></li><li>District comments:<ul style="list-style-type: none"><li>Queuing can fluctuate day by day, sometimes queues past the start of the bus lane</li><li>Times of operation correct</li><li>Bus stop at start</li><li>No complaints on BUR 06 and BUR 07</li><li>Historically marginal widening to install first sections (BUR 06 and BUR 07), large scale widening to install BUR 08</li><li>Problems on BUR 08 mainly AM</li></ul></li></ul>

RECOMMENDATIONS (16/07/2015)
<ul style="list-style-type: none"><li>Due to the proposed development it was agreed at the workshop discussion that it is advisable to monitor once the development and new highway layout has been implemented. Recommended to review following initial 6months.</li></ul>



[illegible]

NOTES			
<b><u>TRAFFIC SIGNS AND ROAD MARKINGS</u></b>			
1. ALL PAVEMENTS ARE TO BE CLASSIFIED SUDC. COMPLYING WITH BS 12688-1:-			
2. ALL TRAFFIC SIGNS SHALL BE TO CLASS R1. 2 OF BS 12688-1:-			
3. TEMPORARY SIGNS SHALL BE SUBJECT TO INADEQUATE ROAD LIGHTING INDICATED THESE SIGNS SHALL BE DEPOSITED ON ALL APPROACHES AND SHALL REMAIN FOR A PERIOD OF 3 MONTHS AFTER COMPLETION OF THE WORKS OR AS ADVISED BY THE HIGHWAY AUTHORITY AND THEN REMOVED BY THE DEVELOPER OR HIS CONTRACTOR.			
4. ALL TRAFFIC SIGNS AND ROAD MARKINGS TO THE TRAFFIC SIGNING REGULATIONS AND GENERAL DIRECTIONS TEST, TRAFFIC SIGNING MANUALS CHAPTERS 4 & 5.			
<b><u>PERMANENT ROAD MARKING INFORMATION</u></b>			
<b><u>WHITE ROAD MARKINGS - TYPE 1 (THERMOPLASTIC)</u></b>			
<b><u>LUMINOUS FACTOR DATA REQUIREMENTS</u></b>			
WHEN MEASURED DRY IN ACCORDANCE WITH ANNEX B.7 OF BS EN 14336, THE LUMINANCE FACTOR OF ALL WHITE THERMOPLASTIC ROAD MARKINGS SHALL NOT BE LESS THAN 0.40, COMPLYING WITH TABLE 3, CLASS 03 OF BS EN 14336.			
<b><u>MATERIALITY</u></b>			
IMMEDIATELY AFTER APPLICATION AND THROUGHOUT THE PERIOD OF 3460HOURS THEREAFTER, THE RETRO-REFLECTIVITY OF ALL WHITE THERMOPLASTIC ROAD MARKINGS SHALL NOT BE LESS THAN 150CD/M <sup>2</sup> /N/AUX, WHEN MEASURED IN ACCORDANCE WITH TABLE 3, CLASS 02, OF BS EN 14336.			
<b><u>MAT SURFABILITY</u></b>			
SUBJECT IMMEDIATELY AFTER APPLICATION AND THROUGHOUT THE PERIOD OF 3460HOURS THEREAFTER, THE MATRO-REFLECTIVITY OF ALL WHITE THERMOPLASTIC ROAD MARKINGS SHALL NOT BE LESS THAN 200CD/M <sup>2</sup> /N/AUX, CONFORMING TO TABLE 3, CLASS 02, OF BS EN 14336.			
<b><u>RAILWAY SAFETY</u></b>			
ROAD MARKINGS TO COMPLY WITH PART 7 OF TABLE 41B8 IN LMS AND PART 7 OF TABLE 41B9 IN LMS.			
<b><u>NOISE RESISTANCE</u></b>			
THE SHOWING RESISTANCE OF ALL LONGITUDINAL ROAD MARKINGS SHALL NOT EXCEED TABLE 41B, SOUNDING WITH TABLE 7, CLASS 02 OF BS EN 14336.			
THE SHOWING RESISTANCE OF ALPHABET LETTERS, NUMERALS, "DIRECTION" TEXT, WATCHING AND ANY LARGE CHARACTERS SHALL NOT EXCEED TABLE 41B, SOUNDING WITH TABLE 7, CLASS 03 OF BS EN 14336.			
<b><u>TRAFFIC SAFETY AND MANAGEMENT</u></b>			
TRAFFIC SAFETY AND MANAGEMENT MEASURES ARE TO BE APPROVED BY THE LOCAL HIGHWAY AUTHORITY.			
THE CONTRACTOR SHALL NOT COMMENCE ANY WORK WHICH AFFECTS THE PUBLIC HIGHWAY UNTIL ALL TRAFFIC SAFETY AND MANAGEMENT MEASURES ARE IN PLACE.			
ALL TRAFFIC SAFETY AND MANAGEMENT PROPOSALS SHALL COMPLY WITH "TRAFFIC SIGNS MANUAL" CHAPTER 4, NEW ROADS AND STREET WORKS ACT.			
TWO WAY MOTORING IS TO BE MAINTAINED AT ALL TIMES. PLACES WHERE TWO-WAY MOTORING IS REQUIRED, THE HIGHWAY AUTHORITY ARE IN PLACE. SINGLE LINE STOPPING PLACES SHALL NOT BE REQUIRED WHERE THE CARRIAGEWAY IS LESS THAN 5.75M WIDE. THE CONTRACTOR SHALL PROVIDE A NORTH OF AT LEAST 30M NOT EXCEEDING 200M IN LENGTH, CHANGING CORNER, FOR ROUTE USE OPERATION MAY BE MANUALLY OPERATED ON TRAFFIC SIGNAL CONTROLS (APPROVED BY THE HIGHWAYS DEPARTMENT). ALL WORK TO COMPLY WITH CHAPTER 5 OF THE TRAFFIC SIGNS MANUAL. THE SYSTEM SHALL BE LAUNCHED DURING THE CONSTRUCTION PHASE AT ALL TIMES. ALL EXISTING FOOTPATHS, PRIVATE ACCESSSES AND PUBLIC RIGHTS OF WAY SHALL BE MAINTAINED THROUGHOUT THE CONSTRUCTION PHASE.			
<b>REVISIONS</b>			
REV	DESCRIPTION	DATE	BY
A	CHANGES MADE IN ACCORDANCE WITH SUPPLEMENTAL ADDENDUMS	01.04.15	W
B	GOOD REV 5 CHANGES ADDED TO CHANGING DESIGN AND LAND PLANT INFORMATION AREA	22.04.15	W
C	AREA INCLUDED AS REVISED THREE CONTROLLED AS REQUESTED BY TRMA	20.04.15	W
 <b>Transportation Planning - Infrastructure Design</b> 27 Farnham Road, Southampton, SO9 5JG, Tel: 01703 607140, Fax: 01703 607111 <a href="http://www.lid.co.uk">www.lid.co.uk</a> Email: <a href="mailto:sales@lid.co.uk">sales@lid.co.uk</a>			
 <b>LID UK GMBH (RUMCO)</b>			
<b>Proposed Lidl Store, Bury Section 278 Highway Works</b>			
<b>SIGNS AND ROAD MARKINGS</b>			
<b>PROPOSED TRAFFIC SIGNAL WORKS</b>			
DRAWN	DATE	PROJECT	BY
W	18.02.2015	SCP14938/D202	JW
CHECKED	1:250, 1:1250 @ A1	SCALE	GC
<b>DESIGN</b>		<b>UNAPPROVED</b>	
 <b>SCP14938/D202</b>		 <b>LID</b>	

*Note: All information sourced is correct at time of review and subject to change.*



## REPORT FOR DECISION

**MEETING:** COUNCIL

**DATE:** 9 SEPTEMBER 2015

**SUBJECT:** MEMBERSHIP OF THE ASSOCIATION OF GREATER MANCHESTER AUTHORITIES

**REPORT FROM:** LEADER OF THE COUNCIL

**CONTACT OFFICER:** MIKE OWEN (CHIEF EXECUTIVE)

**TYPE OF DECISION:** COUNCIL

**FREEDOM OF INFORMATION/STATUS:** FOR PUBLICATION

**SUMMARY:** The Greater Manchester Combined Authority (GMCA), at its meeting on 26 June 2015, agreed that it should apply to become a full member of the Association of Greater Manchester Authorities (AGMA) in its own right and requested the ten GM Local Authorities to agree to this proposal as soon as possible.

This report sets out the background to this issue, the implications and the impact on voting rights.

**OPTIONS & RECOMMENDED OPTION**

Council is recommended to:

1. Agree to GMCA becoming a full member of AGMA in its own right.
2. Note that further consequential amendments to the AGMA constitution may be agreed by AGMA as a result of the admission of an eleventh member of AGMA.
3. Note that Tony Lloyd, Mayor of the GMCA, will be enabled to vote at GMCA meetings.

**IMPLICATIONS:**

**Corporate Aims/Policy Framework:**

Do the proposals accord with Policy Framework? Yes.

**Statement by s151 Officer:**

There are no financial implications arising from this report.

The report presents a practical solution to facilitate the Interim Mayor becoming a member of the AGMA Executive.

**Statement by Executive Director of Resources and Regulation:**

There are no wider resource implications arising from this report.

**Equality/Diversity implications:**

None

**Considered by Monitoring Officer:**

Yes

JH

**Are there any legal implications?**

These are set out in the report.

**Wards Affected:**

All

**Scrutiny Interest:**

Overview & Scrutiny

**TRACKING/PROCESS**

**DIRECTOR: Mike Owen**

Chief Executive/ Strategic Leadership Team	Cabinet Member/Chair	Ward Members	Partners
CE	Yes		
Scrutiny Committee	Cabinet	Committee	Council
			9 Sept 2015

**1.0 INTRODUCTION**

- 1.1 The Greater Manchester Combined Authority (GMCA), at its meeting on 26 June 2015, agreed that it should apply to become a full member of the Association of Greater Manchester Authorities (AGMA) in its own right and requested the ten GM Local Authorities to agree to this proposal as soon as possible.

**2.0 BACKGROUND**

- 2.1 The Greater Manchester Combined Authority (Amendment) Order 2015 (SI 2015/960) provided for the appointment by the GMCA of an Interim Mayor, prior to legislation changes to enable the election of a Mayor for Greater Manchester in 2017.
- 2.2 The Combined Authority at its meeting on 26 June 2015 approved the recommendation of the Appointment Panel to appoint Tony Lloyd to the role of Interim Mayor for Greater Manchester following a successful interview process.

- 2.3 AGMA is a Joint Committee of the ten GM Local Authorities. The GMCA is not a full member of AGMA, only an Associate Member. Therefore the Interim Mayor is not currently a member of AGMA Executive. If it is wished to overcome this and enable the Interim Mayor to also Chair meetings of AGMA, it is proposed that the ten GM Local Authorities are asked to agree to the GMCA becoming a member of AGMA in its own right and being able to appoint its Chair to the AGMA Executive.
- 2.4 The AGMA Constitution provides that no new member shall be admitted without a resolution of the full Council of each of the ten participating local authorities. The implications of GMCA becoming a full member of AGMA are as follows:
- The delegated functions of the ten authorities will also be shared with GMCA which will become a voting member of AGMA. At the moment the GMCA powers are not the same as the ten local authorities powers although GMCA powers are under review and soon to change after the Cities and Devolution Bill becomes law.
  - Arrangements for procedure at meetings and decision making will need to be revised to reflect the fact that there are now 11 members. In particular the current constitution provides that where AGMA is deadlocked by an equal vote it will not proceed and the Chair will not have a casting vote. The inclusion of GMCA will break the deadlock within AGMA.
  - Each current member of AGMA pays a contribution to the costs of AGMA which is agreed unanimously or in default is proportionate to the population. Contribution arrangements will need to be revised.
- 2.5 At present there is mutual indemnification of the ten authorities in relation to their own personnel property and consequential losses. The applicability of this indemnity arrangement to the GMCA will need to be considered.

### **3.0 VOTING RIGHTS AND GMCA**

- 3.1 Under section 85(4) of the Local Transport Act 2008 and the GMCA Order (as amended 2015), the Interim Mayor (who is not an elected councillor or elected mayor) has no automatic right to vote on any issue before the GMCA.
- 3.2 Pursuant to section 104(2) of the Local Democracy, Economic Development and Construction Act 2009 and section 85 (5) of the Local Transport Act 2008, the GMCA has resolved that the provisions of section 85 (4) of the LTA 2008 and para 3(7) of Schedule 1 to the GMCA Order 2011, as amended, should not apply in relation to the Interim Mayor, and that the Interim Mayor should be entitled to vote on all questions coming or arising before the GMCA.

### **4.0 CONCLUSIONS AND RECOMMENDATIONS**

- 4.1 Council is asked to agree to GMCA becoming a full member of AGMA in its own right.
- 4.2 Council is also asked to note that further consequential amendments to the AGMA constitution may be agreed by AGMA as a result of the admission of an eleventh member of AGMA.

- 4.3 Finally Council is asked to note that Tony Lloyd, Interim Mayor of the GMCA will be enabled to vote at GMCA meetings.

**COUNCILLOR MIKE CONNOLLY  
LEADER OF THE COUNCIL**

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**Background documents:**

There are none

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

Mike Owen – Chief Executive

Tel: 0161 253 5102

Email: [m.a.owen@bury.gov.uk](mailto:m.a.owen@bury.gov.uk)