

Geoff Little
Chief Executive

Our Ref JG
Your Ref COUNCIL/JG
Date 14 January 2020
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Legal & Democratic Services
Division

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TO: All Members of Council

Councillors : J Black, S Briggs, R Caserta, R.Cathcart, P Cropper, T Cummings, C Cummins, J Daly, I Gartside, R Gold, J Grimshaw, D Gunther, S Haroon, J Harris, M Hayes, T Holt, S Hurst, K Hussain, D Jones, N Jones, G Keeley, O Kersh, K Leach, J Mason, G McGill, A McKay, C Morris, B Mortenson, E O'Brien, T Pickstone, M Powell, A Quinn, T Rafiq, I Schofield, D Silbiger, A Simpson, L Smith, M Smith, S Smith, Sarah Southworth, Susan Southworth, T Tariq, C Tegolo, K Thomas, D.Vernon, R Walker, S Walmsley, C Walsh, M Whitby, S Wright and Y Wright

Dear Member/Colleague

Council

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

Date:	Wednesday, 22 January 2020
Place:	Council Chamber, Bury Town Hall
Time:	7.00 pm
Briefing Facilities:	If Opposition Members and Co-opted Members require briefing on any particular item on the Agenda, the appropriate Director/Senior Officer originating the related report should be contacted.
Notes:	

AGENDA

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.



Electronic service of legal documents accepted only at:
E-mail: legal.services@bury.gov.uk
Fax: 0161 253 5119

Town Hall
Knowsley Street
Bury BL9 0SW
www.bury.gov.uk

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 – 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 blue ink that reads "G P Little." The signature is written in a cursive style with a period at the end.

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)

To approve as a correct record the Minutes of the Meeting of the Council held on 11th September 2019. (Copy Attached).

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 (Pages 11 - 16)

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 17 - 42)

Committee/Date	Subject	Recommendation
Cabinet – 11 th December 2019	TREASURY MANAGEMENT STRATEGY MID YEAR REVIEW 2019/20	It is recommended that, in accordance with CIPFA's Code of Practice on Treasury Management, the report be noted and forwarded for consideration and the next meeting of full Council due to be held on the 22 nd January 2020
Licensing and Safety Panel – 9 th January 2020	REVIEW OF VEHICLE SIGNAGE AND DRIVERS BADGE	<ol style="list-style-type: none"> 1. That the Council's Policy relating to the size of the vehicle licence plate on the front of a licensed Hackney Carriage and Private Hire Vehicle be modified to reduce the size of the front plates. 2. That the new sized plates be introduced for newly licensed vehicles and licence renewals, from April 2020. 3. That the current Council policy relating to the size requirements for identification badges for Hackney Carriage and Private Hire Vehicle remains
Licensing and Safety Panel – 9 th January 2020	TESTING OF TINTED GLASS ON VEHICLES TO BE LICENSED AS HACKNEY CARRIAGES/PRIVATE HIRE VEHICLES	<ol style="list-style-type: none"> 1. That the Council's Policy requirements relating to vehicle tints for rear windows on vehicles licensed as Hackney Carriages and Private Hire Vehicles be amended to provide that licensed vehicles may only have manufacturer's factory fitted tints ("privacy glass"). 2. That the new policy requirement be introduced for newly licensed vehicles only
Cabinet – 13 th January 2020	MAYORALTY	That Councillor Pickstone be proposed as Mayor of the Borough for 2020/2021

6 **POLLING DISTRICT AND POLLING PLACES REVIEW** (Pages 43 - 82)

Report attached.

7 **LOCAL SCHEME OF COUNCIL TAX SUPPORT** (Pages 83 - 88)

Report attached.

8 **NOTICES OF MOTION**

The following Notices of Motion have been received:-

(i) Islamophobia and Anti-Semitism

"Bury Council is proud of its diversity, it is a huge asset and a source of great strength. A substantial proportion of its residents are Muslim, who are an integral part of its make-up, playing a huge role in all aspects of Bury's life.

Bury Council has a strong history of promoting cohesion and welcoming people from all over the world. Its residents have always united and supported each other in the fight against racism and discrimination in all its forms, including adopting the IHRA definition of Anti-Semitism.

Data published by the Home Office in the annual report on hate crime 2017-18 shows that over half, 52%, of religious hate crime victims are Muslims. The terrorist attacks against the Al Noor Mosque and Linwood Islamic Centre in Christchurch, New Zealand and the Finsbury Park Mosque in Islington have highlighted the severe Islamophobic attacks that Muslim communities in the UK and around the world are faced with. The charity Tell Mama reported that in the week after the NZ attack killing 50 innocent worshippers, Islamophobic incidents increased by almost 600 per cent in the UK.

Bury Council also acknowledges that Islamophobia is not a recent phenomenon and that we must do more as a society to tackle this rising form of intolerance and persecution.

In light of this, Bury Council expresses its gratitude for the work done by the All-Party Parliamentary Group on British Muslims to produce a definition of Islamophobia.

This Council therefore welcomes, endorses and adopts the working APPG (All-Party Parliamentary Group) definition of Islamophobia, including all of its examples in full, cited as follows:

"ISLAMOPHOBIA IS ROOTED IN RACISM AND IS A TYPE OF RACISM THAT TARGETS EXPRESSIONS OF MUSLIMNESS OR PERCEIVED MUSLIMNESS."

Contemporary examples of Islamophobia in public life, the media, schools, the workplace, and in encounters between religions and non-religions in the public sphere could, considering the overall context, include, but are not limited to:

- *Calling for, aiding, instigating or justifying the killing or harming of Muslims in the name of a racist/fascist ideology, or an extremist view of religion.*
- *Making mendacious, dehumanizing, demonizing, or stereotypical allegations about Muslims as such, or of Muslims as a collective group, such as, especially but not exclusively, conspiracies about Muslim entryism in politics,*

government or other societal institutions; the myth of Muslim identity having a unique propensity for terrorism and claims of a demographic 'threat' posed by Muslims or of a 'Muslim takeover'.

- *Accusing Muslims as a group of being responsible for real or imagined wrongdoing committed by a single Muslim person or group of Muslim individuals, or even for acts committed by non-Muslims.*
- *Accusing Muslims as a group, or Muslim majority states, of inventing or exaggerating Islamophobia, ethnic cleansing or genocide perpetrated against Muslims.*
- *Accusing Muslim citizens of being more loyal to the 'Ummah' (transnational Muslim community) or to their countries of origin, or to the alleged priorities of Muslims worldwide, than to the interests of their own nations.*
- *Denying Muslim populations, the right to self-determination e.g., by claiming that the existence of an independent Palestine or Kashmir is a terrorist endeavour.*
- *Applying double standards by requiring of Muslims behaviours that are not expected or demanded of any other groups in society, eg loyalty tests.*
- *Using the symbols and images associated with classic Islamophobia.*
- *Holding Muslims collectively responsible for the actions of any Muslim majority state, whether secular or constitutionally Islamic.*

This Council further asks the Chief Executive of the council to:

1. Write to government ministers asking them to listen to Muslim communities and the cross-party group of MPs and peers and to adopt this definition of Islamophobia which classifies discrimination against Muslims as a form of racism
2. Continue to prioritise tackling hate crime and Islamophobia in partnership. Bury Council works with partners, especially GMP Bury, on a rolling basis, and will now coordinate future actions in line with this definition of Islamophobia for all Muslims.

Members should also note that the IHRA definition of Anti-Semitism previously adopted by the Council was intended to be the full definition including all of the following examples:

Manifestations might include the targeting of the state of Israel, conceived as a Jewish collectivity. However, criticism of Israel similar to that levelled against any other country cannot be regarded as antisemitic. Antisemitism frequently charges Jews with conspiring to harm humanity, and it is often used to blame Jews for "why things go wrong." It is expressed in speech, writing, visual forms and action, and employs sinister stereotypes and negative character traits.

Contemporary examples of antisemitism in public life, the media, schools, the workplace, and in the religious sphere could, taking into account the overall context, include, but are not limited to:

- *Calling for, aiding, or justifying the killing or harming of Jews in the name of a radical ideology or an extreme view of religion.*
- *Making mendacious, dehumanising, demonizing or stereotypical allegations about Jews as such or the power of Jews as collective such as,*

especially but not exclusively, the myth about a world Jewish conspiracy or of Jews controlling the media, economy, government or other social institutions.

- *Accusing Jews as a people of being responsible for real or imagined wrongdoing committed by a single Jewish person or group, or even for acts committed by non-Jews.*
- *Denying the fact, scope, mechanisms (eg gas chambers) or intentionality of the genocide of the Jewish people at the hands of National Socialist Germany and its supporters and accomplices during World War II (the Holocaust)*
- *Accusing the Jews as a people, or Israel as a state, of inventing or exaggerating the Holocaust.*
- *Accusing Jewish citizens as being more loyal to Israel, or to the alleged priorities of Jews worldwide, than to the interests of their own nations*
- *Denying the Jewish people their right to self-determination, eg by claiming that the existence of the State of Israel is a racist endeavour.*
- *Applying double standards by requiring of it behaviour not expected or demanded of any other democratic nation.*
- *Using the symbols and images associated with classic antisemitism (eg claims of Jews killing Jesus or blood libel) to characterise Israel or Israelis.*
- *Drawing comparisons of contemporary Israeli policy to that of the Nazis*
- *Holding Jews collectively responsible for the actions of the state of Israel.*

In the names of Councillors J Black, S Briggs, R Cathcart, A Cummings, C Cummins, R Gold, J Grimshaw, M Hayes, S Haroon, T Holt, D Jones, K Leach, G McGill, C Morris, B Mortenson, E O'Brien, A Quinn, T Rafiq, A Simpson, L Smith, S Smith, Sarah Southworth, Susan Southworth, T Tariq, K Thomas, S Walmsley, C Walsh and M Whitby.

ii) Radcliffe Community Governance Review

THIS COUNCIL notes :-

Bury MBC has powers to conduct a Community Governance Review (CGR) for a specific area within the Borough.

The Council notes the establishment of a Town Council may promote community engagement, effective local government and the provision of local services for local people that Bury Council may be unable to sustain due to resource pressures.

In addition, Government guidance states that it is good practice for principal councils to conduct a community governance review every 10-15 years, except in areas with very low populations.

THIS COUNCIL therefore resolves :-

Bury Council ('the Council') to undertake a community governance review ('the review') of the whole area of the township of Radcliffe following the Electoral Review by the Boundary Commission.

The review will consider whether any changes should be made to existing community governance arrangements within Radcliffe, including whether a new Town Council should be created and the electoral arrangements for this Town Council.

In undertaking this review the Council will have regard to the Guidance on Community Governance Reviews issued in March 2010 by the Secretary of State for Communities and Local Government and will comply with Part 4 of the Local Government and Public Involvement in Health Act 2007 ('the 2007 Act'), the relevant parts of the Local Government Act 1972 and regulations issued under those acts.

The terms of reference set out the aims of the review, the matters that it will address and policies that the Council considers relevant to the review. The terms of reference will be published on the Council's website and in hard copy and will be made available at the Council offices and at other venues within the area under review.

In accordance with regulations issued under the Local Government Act 2000, functions relating to Community Governance Reviews are not to be the responsibility of an authority's executive.

The management of the review will be the responsibility of a project manager appointed by the relevant Director. The review will be overseen by the Community Governance Review Working Party to which Councillors are appointed by the Council. The Council itself will agree the draft and final recommendations and make any Reorganisation of Community Governance Order.

In coming to its recommendations in the review, the Council will take account of the views of local people and stakeholders. Legislation requires the Council to consult the local government electors for the area under review and any other person or body who appears to have an interest in the review, and to take the representations that are received into account by judging them against the criteria in the 2007 Act.

The Council will promote community engagement and transparency in decision-making. In relation to the review the Council will:-

- Publish these terms of reference;
- Publicise the review as widely as possible using printed and electronic means and seek to engage the local media in reporting the issues under review;
- Consult residents, business organisations, community groups, other local organisations, political parties and elected representatives for the areas under review;
- Make key documents available at the Council offices and at other venues in the areas under review;
- Accept submissions by post or via e-mail or the Council's website;
- Take into account representations received in connection with the review; and
- Publicise the draft and final recommendations and the outcome of the review.

Publication of a terms of reference formally begins the review, which must then

be completed within twelve months.

If the review results in any changes to community governance, at the conclusion of the review the Council will make a Reorganisation of Community Governance Order. Copies of this order, the map(s) that show the effects of the order in detail, and the document(s) which set out the reasons for the Council's decisions (including where it has decided to make no change following the review) will be deposited at the Council's offices, published on its website.

In the names of Councillors R Caserta, P Cropper, J Daly, I Gartside, D Gunther, J Harris, S Hurst, K Hussain, N Jones, G Keeley, O Kersh, I Schofield, D Silbiger, D. Vernon, R Walker, and Y Wright

(ii) Tackling Loneliness and Isolation

This Council notes that loneliness and isolation are important public health issues that must be tackled at a local, as well as a national level. It is estimated that one in ten people over the age of 65 are likely to be classed as isolated or severely lonely. In addition, a growing number of young people are being recorded as suffering from loneliness and isolation, with 16 to 24 year olds being the most likely age group to report feeling lonely. Tackling loneliness and isolation can be a preventative measure which can serve to improve the quality of life for individuals and it can also help to reduce long-term costs for health and social care.

This Council believes and recognises that:

- (a) Lonely people are more likely to suffer from dementia and depression, with loneliness also being associated with higher rates of heart disease and high-blood pressure.
- (b) Raising awareness of the health impact of loneliness is important because it has a significant impact on people's quality of life and mortality.
- (c) A number of interventions have been found to be an effective way of tackling loneliness, with many of these being of low cost.
- (d) Councillors and the local authority have a crucial role to play in ensuring Bury is an area where people find it easy to pursue paths to establish and maintain social connections.
- (e) The health and wellbeing functions of the authority have a vital role to play in mapping and supporting the local services and interventions which can help to reduce social isolation and loneliness amongst all age ranges.

This Council resolves to work to address loneliness and isolation by:

- (a) Conducting an assessment into existing schemes and services targeting loneliness and isolation across the borough. Identify any examples of 'good practice' and establish a plan of promoting and enabling these to

work across all areas of Bury.

- (b) Improving information and advice on existing services and activities that help to reduce loneliness and isolation. Ensure these are made available through several different channels (such as the Council website, various social media platforms, leaflets, posters in public places etc.) to make sure that the information is reaching all age groups and areas of society.
- (c) Launching a borough-wide campaign to raise awareness of the health effects of loneliness and isolation amongst target risk groups and encourage people to share experiences and seek support.
- (d) Involving older people, including those experiencing or at risk of loneliness, in mapping local assets, determining responses, and co-producing solutions.
- (e) Taking an active interest and role in ensuring the public health problem of social isolation in Bury is recognised, and ensure that a plan is used to measure progress of any newly-established schemes.
- (f) Protecting subsidies for public transport for over-60s, and improve accessibility to public and community transport to make it easier for people to maintain social connections and stop isolation.
- (g) Bring a report within the next twelve months to the Cabinet and Strategic Commissioning Board to update members on this work.

In the names of: Councillors M Powell, T Pickstone, C Tegolo and S Wright

iv) Expansion of free travel pass for school children

This Council Notes

It is universally agreed that a large percentage of Radcliffe schoolchildren require transport to attend their chosen school, this will remain the case for as long as Radcliffe is without a Secondary School of its own.

At present, the eligibility criteria for free school travel allocation has limitations for many of these children, should children wish to attend a school that is not considered to be appropriate, that child is not eligible for the free school travel pass scheme.

Eligibility defined by this council as:

The appropriate school in the case of mainstream education would usually be the nearest school in whose catchment area the pupil resides with the capacity to accommodate them

Radcliffe is the only Town in the Borough without at least one secondary school, thereby limiting choice, with low income families amongst those most impacted by travel costs.

Expansion may reduce the traffic congestion by giving parents the option of sending their children to school on public transport. This would offer Radcliffe children and their families the ability to choose a school based on their specific needs.

This proposal would send a message to the people of Radcliffe that their

concerns are being listened to, and finally it would be the right thing to do. Free pass provision for 16 – 18 year olds has recently been approved and implemented across the GMCA.

Council therefore resolves:

- 1) This council extend the free travel pass scheme to all those children in Radcliffe that meet the distance criteria currently in place.

In the names of Councillors J Mason and M Smith

9 LEADER' STATEMENT AND CABINET QUESTION TIME (Pages 89 - 108)

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.

10 JOINT AUTHORITIES - REPORT BY THE COUNCIL'S REPRESENTATIVE AND QUESTIONS (Pages 109 - 122)

(A) A report from the Council's representative on the work of Transport For Greater Manchester, Councillor Mortenson.

(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

11 COUNCIL MOTION TRACKER (Pages 123 - 126)

A report setting out progress in respect of Motions passed at the last meeting is attached.

12 SCRUTINY REVIEW REPORTS AND SPECIFIC ITEMS "CALLED IN" BY SCRUTINY COMMITTEES

13 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).

14 DELEGATED DECISIONS OF THE COUNCIL COMMITTEES

Questions on the delegated decisions made by the Regulatory Committees and Scrutiny Committees contained in the Digest of Decision ** 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 **

Minutes of: **AN ORDINARY MEETING OF THE COUNCIL**

Date of Meeting: 11 September 2019

Present: The Worshipful the Mayor (Councillor T Holt), in the Chair; Councillors J Black, K S Briggs, A J Cummings, R A Caserta, P Cropper, C Cummins, J Daly, I Gartside, R Gold, J Grimshaw, D L Gunther, S Haroon, J Harris, M Hayes, S Hurst, K Hussain, D Jones, N Jones, G Keeley, G McGill, A McKay, J Mason, C Morris, B Mortenson, E O'Brien, T D Pickstone, M Powell, A Quinn, T Rafiq, I Schofield, R Shori, D Silbiger, A Simpson, Sarah Southworth, Susan Southworth, L Smith, S Smith, T Tariq, C Tegolo, K Thomas, R E Walker, S Walmsley, C Walsh, M Whitby, S Wright

Apologies from: Councillors R Cathcart, K Leach, O Kersh and Y Wright.

Public attendance: 70 members of the public attended the meeting

C.144 DECLARATIONS OF INTEREST

1. Councillor S Wright declared a personal interest in any matter relating to staffing as his wife is employed in a Bury School.
2. Councillors Harris declared a personal interest in relation to Item 6, Leader's Question Time, as a Member of the campaign group Bury Folk.
3. Councillor Roy Walker declared a pecuniary interest in respect of Item 8, Notice of Motion relating to Bury FC, as a shareholder of the Club and took no part in the vote on this matter.
4. Councillor Simpson declared a personal interest in Item 6, Leaders Question Time, as she is employed by the NHS.
5. Councillors Walsh and Walmsley declared a personal interest in respect of Item 8, Notice of Motion relating to Bury FC, as members of Forever Bury
6. Councillor Morris declared a personal interest in relation to Item 7 Joint Authorities Report, as her partner is employed by Transport for Greater Manchester.

C.145 MINUTES

RESOLVED:

That the Minutes of the Meeting of Council held on 10 July 2019 be signed by the Mayor as a true and correct record.

Members stood in silent tribute to ex Councillor Diana Ashworth and serving Church Ward Councillor, Susan Nuttall who had recently passed away.

C.147 PUBLIC QUESTION TIME

Notice had been received of the following 2 questions:

No.	Issue	Questioner	Answered By
1.	GMSF	Ms C Birchmore	Councillor D Jones
2.	Adult Education in Radcliffe	Ms N Haydock	Councillor D Jones

On inviting questions from members of the public present, the following issues were raised:-

No.	Issue	Questioner	Answered By
1.	GMSF	Mr S Cluer	Councillor D Jones
2.	FOI Complaints GMSF	Mr C Russell	Councillor D Jones
3.	Independent Mot Station	Member Of Public	Councillor D Jones
4.	Clean Air Policy	Member Of Public	Councillor D Jones
5.	Bury Market Rents	Mr N Smith	Councillor D Jones
6.	Climate Emergency - Building Of Petrol Station In The Borough	Member Of Public	Councillor D Jones
7.	Private Hire Trade	Member Of Public	Councillor D Jones
8.	Taxi Driver Safety	Member Of Public	Councillor D Jones

C.148 RECOMMENDATIONS OF CABINET AND COUNCIL COMMITTEES

Meeting of the Human Resources and Appeals Panel held on 16 July 2019 – Approval of Applications for Voluntary Early Retirement

It was moved by Councillor Black and seconded by Councillor D Jones and it was:-

RESOLVED:

That, in accordance with Council’s Pay Policy, the 2 applications set out in the report be approved.

C.149 NOTICES OF MOTION

The Mayor reported that the motion published in the summons from the Labour Group concerning Bury FC has now been withdrawn and had been replaced by an Urgent motion from the Conservative Group relating to the same subject. Due to the large number of interested public in the gallery the Mayor agreed to re-order the business to allow Motions to be dealt with as a priority.

(i) Conductors on Trams

A motion had been received and set out in the Summons in the names of:

Councillors T Pickstone, M Powell, C Tegolo and S Wright

It was moved by Councillor Daly and seconded by Councillor Caserta that:-

This Council Notes:

(a) High levels of fare evasion on the Metrolink network – reported to this Council as an estimate that 1 in 8 journeys are not paid for.

(b) Anti-social behaviour occurring on the tram network, contributing to some member of the local community feeling unsafe using Metrolink, particularly in the evenings.

Council recognises that other tram networks in the UK, such as those in Nottingham and in Wolverhampton-Birmingham, operate with on-board conductors, and that the merits of having these staff include:

(a) Increased revenue collection as conductors are able to check tickets and passes, and collect outstanding fares from passengers on-board the tram

(b) Improved passenger safety as the conductor represents a visible on-board presence to deter criminal and anti-social behaviour and can ensure that passengers are able to board or alight safely

(c) Better customer service as the conductor can respond in person to passenger queries and to requests for assistance, such as aiding passengers with disabilities or push-chairs

Council notes that these are the same reasons that the RMT trades union cites in seeking the retention of guards on trains in its ongoing dispute with Northern Rail.

Given the reasons outlined above, and in light of the estimate that £9 million in revenue is lost across the Metrolink network in fare evasion, Council believes that there is merit in introducing conductors on the Bury – Manchester line for an evaluation to be conducted after a trial period of 12 months of its impact, with a view to making conductors permanent and across the network should the results prove favourable.

Council therefore resolves:

To ask the Chief Executive to write to the Chief Executives of Transport for Greater Manchester and Metrolink outlining its position and requesting the introduction of conductors on the Bury Manchester line as a pilot.

On being put, with 46 voting for including the Mayor, 0 voting against and with 0 abstaining, the Mayor declared the substantive motion carried.

(ii) Bury FC

An urgent motion had been submitted in the names of:

Councillors R Caserta, P Cropper, J Daly, I Gartside, D Gunther, J Harris, S Hurst, K Hussain, N Jones, G Keeley, O Kersh, I Schofield, D Silbiger, R Walker, and Y Wright

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It was moved by Councillor Daly and seconded by Councillor N Jones that:-

THIS COUNCIL wishes to place on record it's disgust at the financial demise of Bury Football Club and disappointment at the decision of the English Football League to expel the Club from League 1.

Council notes the continuing importance of Bury Football Club and there Gigg Lane home to the cultural, social and economic life of our Borough, and to the lives of many Bury residents as it has been for the last 134 years.

Council wishes to do everything it can to assist all those fighting to ensure Bury FC rejoin the Football League either this season or in League 2 for the 2020 / 21 season.

Council notes that the EFL in a recent statement indicated that it was consulting with other league clubs on the future of Bury Football Club and have stressed that clear evidence would be needed of the club's financial viability going forward by September the 21st.

Council notes the unsuccessful efforts of numerous potential buyers for the club and Gigg Lane and is disappointed that no credible party has managed to purchase the club with time now running out.

THIS COUNCIL therefore resolves to:

1. Instruct the Chief Executive and Chief Financial Officer of Bury MBC within 24 hours of this Motion to contact those parties who represent the interests of Bury Football Club Limited to express the wish of this Council to enter into negotiations for the purchase of Bury Football Club Limited in totality or of the Gigg Lane site in isolation.
2. Within 7 days of this Motion for the Chief Executive and Chief Financial Officer of this Council to take what steps necessary to enter into negotiations for the purchase of Bury Football Club Limited or the Gigg Lane site in isolation and by the close of business on Wednesday 18th September to have secured a figure for the purchase of the aforementioned.
3. By the close of business on Thursday 19th September the Chief Executive and Chief Financial Officer of the Council will inform all councillors of the outcome of negotiations and produce a business plan regarding the potential purchase for all councillors to consider.
4. To instruct the Chief Executive within 24 hours of this Motion to contact the Chair of the English Football League to inform the aforementioned of this Motion and the timeframe Council has put on officers to bring back to Council a credible plan for the purchase of Bury Football Club Limited and request that the 21st September deadline be extended to allow the proper due diligence to take place and allow for the proper conclusion of negotiations between the parties.
5. That an extraordinary meeting of Council be heard at the earliest appropriate date for Council to vote on any proposed purchase of Bury Football Club and / or its assets including Gigg Lane and to confirm prior to the aforementioned vote with the EFL that Bury Football Club would be readmitted to the Football League if Council approved the purchase.
6. Instruct the Chief Executive and members of the Senior Management Team to approach Forever Bury, other supporter groups, local business people and interested parties over the next 7 days to discuss the potential for the Council to work in partnership and if possible produce a joint financial bid for the club.

It was moved by Councillor Walmsley and seconded by Councillor Walsh as an amendment to:-

Delete:

"THIS COUNCIL wishes to place on record it's disgust at the financial demise of Bury Football Club and disappointment at the decision of the English Football League to expel the Club from League 1."

Replace with:

"This Council notes the ongoing crisis at Bury Football Club and the expulsion of the club from the English Football League."

Council notes the continuing importance of Bury Football Club and their Gigg Lane home to the cultural, social and economic life of our Borough, and to the lives of many Bury residents as it has been for the last 134 years.

Delete:

"Council wishes to do everything it can to assist all those fighting to ensure Bury FC rejoin the Football League either this season or in League 2 for the 2020 / 21 season."

Replace with:

"The Council wishes to do everything it can to assist all those fighting to ensure Bury FC rejoin the Football League for the 2020/21 season. To this end, Council notes the efforts of the Rescue Board pulled together by James Frith MP including the Forever Bury Supporters Trust, Mayor Andy Burnham, Ivan Lewis MP, Greater Manchester Combined Authority and Bury Council."

Council notes that the EFL in a recent statement indicated that it was consulting with other league clubs on the future of Bury Football Club and have stressed that clear evidence would be needed of the club's financial viability going forward by September the 21st.

Add:

Council further notes the joint statement agreed by the Rescue Board on 2nd September which established a working group to develop a proposal to the English Football League, by 20th September, which would allow Bury FC to be admitted to League Two for the start of the 2020/21 season, subject to the submission of a credible plan to rebuild Bury FC before the end of this year."

Delete:

Council notes the unsuccessful efforts of numerous potential buyers for the club and Gigg Lane and is disappointed that no credible party has managed to purchase the club with time now running out.

Replace with:

"Council notes the ongoing efforts to identify a suitable new owner for the club and the commitment given by Bury Council and GMCA to provide the necessary external challenge to ensure any proposal is financially viable and can deliver stability for both the club and the league in the long term."

Add:

"Council notes the broader concerns that this situation has exposed about football governance, ownership and finance."

THIS COUNCIL therefore resolves to:

Delete points 1 – 6:

Replace with:

- 1) This Council fully endorses the joint statement made by the Rescue Board on 2nd September.
- 2) The Council continues its support for the working group and development of a proposal to put to the English Football League by 20th September.
- 3) The Council works with Forever Bury, GMCA, Mayor Andy Burnham, local MPs and other stakeholders on the development of a credible plan to rebuild Bury FC by the end of the year.
- 4) The Council provides due diligence for any new ownership proposal and support all efforts through the Rescue Board to save Bury FC as a trading entity and secure its readmittance to the English Football League next season.
- 5) The Council invites the House of Commons Digital, Culture, Media and Sport Select Committee to Bury to hold a hearing as part of the inquiry it is holding into football governance and Bury FC to hear directly from local stakeholders and supporters.

On being put, with 45 voting for including the Mayor, 0 voting against and with the 0 abstaining, the Mayor declared the amendment carried.

On being put, with 45 voting for including the Mayor, 0 voting against and with the 0 abstaining, the Mayor declared the substantive motion carried.

(**Note:** This item, which did not appear on the Summons for the meeting, was allowed by the Mayor to be considered as a matter of urgency to allow Council to express its views in advance of an imminent meeting of the English Football League).

(iii) Support for Taxi Drivers

A motion had been received and set out in the Summons in the names of:

Councillors R Caserta, P Cropper, J Daly, I Gartside, D Gunther, J Harris, S Hurst, K Hussain, N Jones, G Keeley, O Kersh, I Schofield, D Silbiger, R Walker, and Y Wright

It was moved by Councillor Daly and seconded by Councillor Hussain that:-

THIS COUNCIL acknowledges:

The vital contribution that Bury's taxi drivers make to providing safe and accessible transport, including for many of the Borough's elderly, disabled and younger residents.

That as the Licensing Authority Bury MBC, must do all it can to support the Borough's hard working taxi drivers and play it's part in ensuring the trade provides a sustainable income for local drivers and their families.

THIS COUNCIL therefore resolves:

1: To instruct the Chief Executive to ensure plans are in place to open an MOT station for taxi's within Bury by the end of this year. Bury drivers have to travel to a single MOT station in Bolton for their vehicles and this monopoly has eliminated all market competition and created conditions for the unfair treatment of drivers.

2: That the Chief Executive carry out a review of the treatment of taxi drivers at the Bolton MOT station and meet with representatives of the trade within Bury to discuss these issues. That a joint plan be produced by the 31st October 2019 to ensure the concerns of local taxi drivers are taken seriously and acted upon.

3: To end the "them and us " culture that currently exists between Bury MBC and local taxi drivers by improving communication and informing taxi drivers directly of any increase in fees or other issue that will impact upon their livelihoods.

4: To instruct the Chief Executive to write to the Mayor of Greater Manchester informing him that this Council cannot agree with the current Clean Air Zone proposals and their disproportionate impact upon taxi drivers. To request the Mayor re-draft the current plan allowing GM Authorities to achieve clean air objectives without causing unnecessary damage to the livelihoods of taxi drivers. It must be made clear that Bury MBC will veto any Clean Air zone proposals put forward by GM that impose a financial penalty upon Bury's taxi drivers for simply carrying out their lawful business following the example of London, where taxis are exempted from the UltraLow Emission Zone.

5: The Chief Executive report to this Council at the Meeting to be held on the 27th November 2019 outlining a scheme of financial support for Bury taxi drivers. This would allow drivers to apply for funding to cover the installation of CCTV cameras in their vehicles and to support those drivers who require financial assistance to convert older vehicles to meet clean air objectives. Council further instructs the Chief Executive to carry out a review the current fee structure and assess the positive impact upon local taxi drivers and their families of a 20% reduction in all fees which would also support the trade locally.

6: The Chief Executive review the current process within Bury MBC for the revocation of licenses and inform Council on the 27th November 2019 together with members of the Licensing Committee of the criteria that must be taken into consideration when such applications are heard. Council is concerned as to the numbers of licenses revoked regarding the state of vehicles and the impact this is having on local families with the cessation of a taxi driver's livelihood.

It was moved by Councillor Rafiq and seconded by Councillor Black as an amendment to:-

Retain:

THIS COUNCIL acknowledges:

The vital contribution that Bury's taxi drivers make to providing safe and accessible transport, including for many of the Borough's elderly, disabled and younger residents.

That as the Licensing Authority Bury MBC, must do all it can to support the Borough's hard working taxi drivers and play it's part in ensuring the trade provides a sustainable income for local drivers and their families.

THIS COUNCIL therefore resolves:

Replace 1-6 with the following:

1: Following serious fire damage at Bradley Fold Testing Station in February 2019 AND following repairs thereof the Council aims and plans for a new state of the art Bradley Fold workshop to be completed in November 2019. Acknowledging inconvenience for drivers travelling to Bolton for their vehicles to be tested at the moment;; To instruct the Chief Executive to ensure these plans complete accordingly.

2: That the Chief Executive asks the Heads of Service for Licensing and Bradley Fold Workshop to meet with the trade to discuss any current dissatisfaction levels. There is such a meeting scheduled for 19 September 2019 and all parties are requested to attend.

3: That Bury MBC continue to improve communications and update local taxi drivers on taxi issues affecting their livelihoods including changes to fees through appropriate channels and in accordance with the relevant legislation.

4: That the Chief Executive use his best endeavours to obtain, from the Government and other relevant bodies, as much financial support and funding for Bury taxi drivers as possible to meet clean air objectives.

5: That the Chief Executive keep under regular review the current process within Bury MBC for the revocation of licences and ensure that it is in accordance with the relevant legislation.

On being put, with 46 voting for, 0 voting against and with the Mayor abstaining, the Mayor declared the amendment carried.

On being put, with 46 voting for, 0 voting against and with the Mayor abstaining, the Mayor declared the substantive motion carried.

C.150 LEADER'S STATEMENT AND CABINET QUESTION TIME

(a) Written question (Notice given)

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

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

No.	Issue	Questioner	Answered by
1.	Bury FC	Councillor Daly	Councillor D Jones
2.	Brexit Preparations	Councillor Walmsley	Councillor D Jones
3.	Budget Shortfall Council and CCG	Councillor Walsh	Councillor Simpson
4.	Land at Gigg Lane	Councillor N Jones	Councillor D Jones
5.	Education Outcomes	Councillor Susan Southworth	Councillor Tariq
6.	Insurance Claims	Councillor Mortenson	Councillor Black
7.	Child Protection	Councillor Hussain	Councillor Tariq
8.	Gigg Lane	Councillor S Wright	Councillor O'Brien
9.	Local Government Finance	Councillor Morris	Councillor O'Brien

Due to the lack of time to answer questions 10 to 33 inclusive, 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.

THE WORSHIPFUL THE MAYOR

NOTE: The meeting started at 7.00 pm and ended at 10.35pm

- NOTE:**
- The Joint Authority report was duly noted
 - There were no scrutiny review reports or specific items called in by the Overview and Scrutiny Committee.
 - There were no questions on the work of Outside Bodies or Questions on the Delegated Decisions of the Council.

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Public Questions (With Notice)

1. The people of Radcliffe have long been told that Bury Council can do nothing to re-vamp the high street businesses in Radcliffe because the shops are all owned by a private company in London. Following a reply to a recent Freedom of Information request I can now confirm that Bury Council Property Services own 47 retail/commercial properties in the very centre of Radcliffe and other retail/commercial properties on the outskirts. I am therefore struggling to see why the Council are claiming to be so helpless. It has crossed my mind that in fact the Council is actually not interested in helping Radcliffe to retain its town centre and would instead prefer the high street properties to simply become residential properties. Is this the case? **Carol Birchmore**
2. Noting that Bury has a carbon budget of 5.4 million tonnes (MtCO₂) for the period of 2020 to 2100, requiring a 13% annual reduction in emissions per year (Tyndall Centre's Carbon Budget Tool), what is Bury's current estimated carbon emission reduction target for 2020?

Susan Sollazzi

Supplementary question: What urgent actions were taken in 2019 and/or will be taken this year to achieve that target?

- A. A council restructure of positions in order to meet the demands of the climate emergency is currently being devised. This is likely to include additional focused resource but development on this is not ready to share at this point.

The Council are actively looking at our own estate and operations to identify the most effective actions to move the council to carbon neutrality. This will include reducing energy use and developing a much larger renewable energy generation capacity on our estate. We will be looking at opportunities to develop exemplar carbon neutral buildings on our own land as an example to local developers and so that our local communities can see what is currently possible.

Supplementary

- A. We are currently implementing plans to increase our electric vehicle charging network commencing over the next 12 months and as part of our GM Clean Air Plan proposals we will be seeking Government funding for a further 300 dual headed chargepoints across GM which will provide a further 60 charging outlets in Bury. In the near future we will be consulting on our proposals for a Greater Manchester wide Clean Air Zone which will present a major step forward in controlling emissions from vehicles across our region. Current proposals are that the Clean Air Zone will commence in 2021 and will be supported by funding measures to help

our communities to upgrade their vehicles and a raft of measures to help people to choose walking and cycling for those shorter local journeys.

We recognise the importance our young people can play on this agenda and we are in the process of organising a Bury Environmental Youth Conference for early 2020 so we can find out what their priorities are and harness their enthusiasm and drive to help us meet our carbon targets.

We will develop appropriate plans and land use controls to help meet our targets as we develop our local plan in conjunction with the development of the Greater Manchester Spatial framework. We will continue to actively plant trees as part of the Manchester City of Trees project and we are proud to say that our recycling rate is currently 58% and rising and further education work taking place to increase.

We shall be establishing a Climate Action group within the next few months encompassing business, education, health and council partners and formulating a Corporate response, plan around this will be shared asap

3. Will the Council provide an update on all action points from the Climate Emergency resolution, including a timeline for implementation of each one? **Jim McDougall**

Supplementary question: Can the report on progress be made available to the public by the next full Council meeting?

- A. We will develop appropriate plans and land use controls to help meet our targets as we develop our local plan in conjunction with the development of the Greater Manchester Spatial framework. In relation to Transport and Air Quality, it is expected that we will; be publishing a GM Clean Air Plan for consultation in Spring this year

We shall be establishing the Council's Climate Action Group within the next few months to include business, education, health and council partners. The stakeholder panel will be formed in the next few months

This is an ongoing task – Councillor Quinn has recently been a signatory to a letter to Government requesting that the powers Councils have to enforce anti idling are improved

4. Will the Council meet the *Climate Action Bury* group within the next 6 weeks to define an urgent short-term Climate Action Plan, addressing key low-cost/no-cost measures that can be acted upon immediately? While we recognise that long-term strategic visions are essential, the Council must

act in a more agile and participatory way with its citizens to address this crisis, and we are eager to be part of this? **Laura Chepner**

A. The Leader and myself as Cabinet Members are happy to meet with the Group. The council welcome the input from local residents and would be keen for Climate Action Bury to be represented on our stakeholder panel so that we can actively progress this agenda together. We will invite Climate Action Bury to join our stakeholder group once this is established.

5. Can a commitment be made to ensure all future decisions will take into account the full ecological ramifications and embed this into the future culture of the organisation eg by training staff and disseminating information across all media to staff and citizens alike. **Michelle Phillips**

A. We are currently working to produce an Environmental Strategy in response to our declaration of a climate Emergency and our carbon neutral target. This strategy and plan will ensure that the implications of our significant decisions will always take into account the environmental impact. We are also keen to develop carbon literacy training for our employees to help further embed carbon reduction across our organisation and activities.

6. Can the Council set up a citizens assembly/working group (with accountability built-in) to work / discuss / suggest areas that can be changed. Quick wins & long term goals with an agenda set for actionable changes with timescales? **Adam Rose**

A. Yes I can confirm that as part of the development of our corporate response to the Climate Emergency we will be setting up a stakeholder working group to help us to deliver our carbon neutral targets

7. Which councillor(s)/officer(s) have been allocated the task(s) within BMBC to handle the climate & ecological issues, looking at all issues across all dept of the council? We are missing out on lots of available funding a good eg is £160 million of funding that was initially available across GM boroughs to reduce traffic and air pollution via the Bee Network Initiative. Bury has thus far only secured a rather modest amount and is falling behind more active councils such as Salford, Stockport and Wigan. With congestion costing businesses in Greater Manchester £1.3 billion annually, 30% of all GM journeys of less than 1km currently made by car and 3 people in Greater Manchester dying early from the effects of air pollution, we want to work with the Council to support the vision for a sustainable and joined-up city transport system that prioritises walking and cycling. We have had several meetings over the last year with promises of support. Former leader Rishi Shori attended these meetings and was very keen to promote the active travel agenda in Bury. We have liaised with

officers from e.g. the Wellness & Environment departments and welcome their enthusiasm and commitment from a clean air and physical activity perspective. Unfortunately we have struggled to make contact with the Planning/Highways team who are responsible for actually developing and submitting the bids for active travel schemes. **Nick Hubble**

A. From the GM Mayor's £160m Challenge Fund, Bury has 'programme entry' status for schemes totalling about £12.5m. The Borough will also benefit from TfGM-led schemes to be implemented in all districts. The final figure will depend on the completion of 'delivery agreements'. Larger proportions of the fund have been allocated to schemes on the south side of Manchester City Centre, where TfGM believe there are more opportunities for encouraging walking and cycling. It is understood that there will be an announcement on the current position by the GM Mayor on 28th January.

8. Is there scope within local planning to ensure new built & conversion developments are built to future requirements going further than current systems to bring them in line with the new scientific evidence of CO₂ usage and the shorter deadline for change we now know needs quicker action to take place? Looking further into water retention schemes, heating through the ground, solar on all properties, maximum insulation available, green roofing projects or walls with vertical gardens, especially high rise & commercial builds, discourage heating systems that use CO₂ releasing energy sources etc. Incorporate planning without any loss of woodland. Potentially look to use rainwater storage in garden etc for use in toilets. Use pipes under the garden to capture warm air and feed back into the building....free heat etc. Build everything new to the highest (not just enough) ecological standards. **Joel Instone**

A. Unfortunately not. Planning decisions must be made in accordance with the development plan unless material planning consideration indicate otherwise. The current local plan is out of date and does not include policies to enable such issues yet to be secured. Nationally, the National Planning Policy Framework does not include such detailed specific requirements either, which if it did would have an overriding effect on the development plan.

Policies are being formulated which are intended to make their way in to a new local plan. This plan would go through the normal legal steps before adoption and would seek to raise the bar above the current plan. However, policies would have to be in line with National policies and would be able secure what it legally can in conformity with those requirements.

9. With reference to David Attenborough's call to create a Nature Recovery Network (and change laws), to make it a precedent to plan a wild-life-rich natural world which he says is vital to our well-being and survival with

connected sections...what steps can/are Bury taking to ensure this much needed outcome is achieved? Has BMBC looked to see what grass verges as an example can be used to allow wildflowering...to help pollinators... provide insect boxes for overwintering etc. Is there a plan for encourage the retention of and planting of more tree, with the right type of trees, with allocate land. Is there potential funding for this?...and encourage schools and other groups by fund to support these initiative (schools/permaculture group/farmers etc). **Lydia Instone**

- A. It is believed that central government intends to introduce a requirement to create 'Nature Recovery Networks', but what it will require Local Authorities to do is not yet certain. In the meantime, districts, at county and at local level have for some years been identifying 'green infrastructure networks', a key element of which is wildlife corridors.

In respect of Trees, there is a real commitment to the planting of more trees across the Borough in partnership with the City of Trees. Planting has gone ahead in St Mary's Park, Prestwich and Boz Park, Whitefield in conjunction with local schools and community groups.

Tree planting has also happened recently in Radcliffe at Outwood, Bolton Rd Park and Coronation Park.

These schemes are aimed at planting native species and any new plans will do the same such as the Urban Tree Challenge, again in conjunction with the City of Trees

10. Reduction & assessment of use and type of pesticides etc that affect our pollinators and people's health. Can we become a pesticide free town as a matter of urgency and ban unnecessary use of all pesticides? We have had several meetings over the last year with promises of support from then leader Rishi Shori. **Rachel Getliffe**

- A. I can advise that the Council's Pest Control Service has a valuable role in protecting public health; for example carrying out treatments for bed bugs, cockroaches, fleas, rats and mice. It is unlikely that the Borough could become pesticide free. However we do try to minimise the use of chemicals and we always carry out surveys and risk assessments to ensure pesticides are only used where there is a real problem. Nowadays there are strict controls on pesticide usage, with some pesticides being withdrawn from use to improve the safety of people, wildlife and the environment. Our pest control officers are fully trained and up to date on current recommended practices and always take precautions to ensure non target species are not affected by pesticides. We do not use insecticides to treat for wasps outside nor do we treat for bees. We also consider the use of chemicals

against trapping to ensure the safest and most humane method of pest control is used.

11. Can BMBC look into & ensure via education in schools/colleges and citizens through all current media outlets at the councils dispose the ecological & environmental facts. This is to ensure an understanding of why there is a need for change & buy in by our citizens on projects to protect this earth. In school by encouraging project work & looking at the new GCSE currently being developed etc. **Judith Instone**

- A. We are keen to enlist the assistance of schools to help us to respond to the climate emergency. We will be holding a Youth Environment Conference in March this year where we will invite the valuable views, ideas and actions from our young people. We will aim to build on this event and develop an ongoing active relationship with our schools where we work with them to achieve real and lasting improvements to our Environment.



DECISION OF:	CABINET OVERVIEW & SCRUTINY COMMITTEE COUNCIL
DATE:	11 DECEMBER 2019 23 JANUARY 2020 22 JANUARY 2020
SUBJECT:	TREASURY MANAGEMENT STRATEGY – MID YEAR REVIEW 2019/20
REPORT FROM:	CABINET MEMBER FOR FINANCE & HOUSING
CONTACT OFFICER:	MIKE WOODHEAD, JOINT CHIEF FINANCE OFFICER
TYPE OF DECISION:	COUNCIL
FREEDOM OF INFORMATION/STATUS:	The report is within the public domain
SUMMARY:	<p>This mid-year report has been prepared in compliance with CIPFA's Code of Practice on Treasury Management, and covers the following:</p> <ul style="list-style-type: none"> • An economic update for the 2019/20 financial year to 30 September 2019; • A review of the Treasury Management Strategy Statement and Annual Investment Strategy; • The Council's capital expenditure, as set out in the Capital Strategy, and prudential indicators; • A review of the Council's investment portfolio for 2019/20 • A review of the Council's borrowing strategy for 2019/20 • A review of any debt rescheduling undertaken during 2019/20 • A review of compliance with Treasury and Prudential Limits for 2019/20

OPTIONS & RECOMMENDED OPTION	It is recommended that, in accordance with CIPFA’s Code of Practice on Treasury Management, the report be noted.
IMPLICATIONS:	
Corporate Aims/Policy Framework:	Do the proposals accord with the Policy Framework? Yes
Statement by the S151 Officer: Financial Implications and Risk Considerations:	Treasury Management is an integral part of the Council’s financial framework and it is essential that the correct strategy is adopted in order to ensure that best value is obtained from the Council’s resources and that assets are safeguarded.
Equality/Diversity implications:	No
Considered by Monitoring Officer:	The Local Government Act 2003 requires the Council to operate the overall treasury function with regard to the CIPFA Code of Practice for Treasury Management in the Public Services. The Code requires Full Council to receive as a minimum, an annual strategy and plan in advance of the year, a mid-year review, and an annual report after its close. This is the mid-year review for 2019-20.
Wards Affected:	All
Scrutiny Interest:	Overview & Scrutiny Committee

TRACKING/PROCESS

DIRECTOR: MIKE WOODHEAD

Joint Executive Team	Cabinet Member/Chair Briefed	Ward Members	Partners
18 November		N/a	N/a
Scrutiny Committee	Other Committee	Council	Comms
23 January		22 January	

1.0 BACKGROUND

1.1 In December 2017, the Chartered Institute of Public Finance and Accountancy, (CIPFA), issued revised Prudential and Treasury Management Codes. As from 2019/20, all authorities have been required to prepare a Capital Strategy which is to provide the following:-

- A high-level overview of how capital expenditure, capital financing and treasury management activity contribute to the provision of services,
- An overview of how the associated risk is managed,
- The implications for future financial sustainability.

A report setting out our Capital Strategy will be taken to Council before 31st March 2020.

1.2 The Council operates a balanced budget, which broadly means that cash raised during the year will meet cash expenditure. Part of the treasury management operations ensure this cash flow is adequately planned, with surplus monies being invested in low risk counterparties, providing adequate liquidity initially before considering optimising investment return.

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, and on occasion any debt previously drawn may be restructured to meet Council risk or cost objectives.

Accordingly, treasury management is defined as:-

"The management of the local authority's borrowing, 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 has been written in accordance with the requirements of the Chartered Institute of Public Finance and Accountancy's (CIPFA) Code of Practice on Treasury Management (revised 2017).

The primary requirements of the Code are as follows:

1. Creation and maintenance of a Treasury Management Policy Statement which sets out the policies and objectives of the Council's treasury management activities.
2. Creation and maintenance of Treasury Management Practices which set out the manner in which the Council will seek to achieve those policies and objectives.
3. Receipt by the full council of an annual Treasury Management Strategy Statement - including the Annual Investment Strategy and Minimum Revenue Provision Policy - for the year ahead, a **Mid-year Review Report** and an Annual Report (stewardship report) covering activities during the previous year.
4. Delegation by the Council of responsibilities for implementing and monitoring treasury management policies and practices and for the execution and administration of treasury management decisions.

5. Delegation by the Council of the role of scrutiny of treasury management strategy and policies to a specific named body. For this Council the delegated body is: Overview & Scrutiny Committee.

1.3 This report fulfils the requirement to produce a mid-year review.

2.0 ECONOMIC UP-DATE (from Treasury Advisors)

2.1 Economic Performance to date

- 2.1.1 The first half of 2019/20 has seen UK **economic growth** fall due to Brexit uncertainty. In its Inflation Report of 1 August, the Bank of England was notably downbeat about the outlook for both the UK and major world economies. The MPC meeting of 19 September reemphasised their concern about the downturn in world growth and also expressed concern that prolonged Brexit uncertainty would contribute to a build-up of spare capacity in the UK economy, especially in the context of a downturn in world growth. This mirrored investor concerns around the world which are now expecting a significant downturn or possibly even a recession in some major developed economies. The Monetary Policy Committee (MPC) has left Bank Rate unchanged at 0.75% throughout 2019, so far, and is expected to hold off on changes until there is some clarity on what is going to happen over Brexit.
- 2.1.2 With regard to **inflation**, CPI has been hovering around the Bank of England's target of 2% during 2019, but fell to 1.7% in August. It is likely to remain close to 2% over the next two years and so it does not pose any immediate concern to the MPC at the current time. However, if there was a no deal Brexit, inflation could rise towards 4%, primarily as a result of imported inflation on the back of a weakening pound.
- 2.1.3 Despite the contraction in quarterly GDP growth of -0.2% q/q, (+1.3% y/y), in quarter 2, **employment** continued to rise, but at only a muted rate of 31,000 in the three months to July after having risen by no less than 115,000 in quarter 2 itself: the latter figure, in particular, suggests that firms are preparing to expand output and suggests there could be a return to positive growth in quarter 3. Unemployment continued at a 44 year low of 3.8% on the Independent Labour Organisation measure in July and the participation rate of 76.1% achieved a new all-time high. Job vacancies fell for a seventh consecutive month after having previously hit record levels. However, with unemployment continuing to fall, this month by 11,000, employers will still be having difficulty filling job vacancies with suitable staff. It was therefore unsurprising that wage inflation picked up to a high point of 3.9% in June before easing back slightly to 3.8% in July, (3 month average regular pay, excluding bonuses). This meant that in real terms, (i.e. wage rates higher than CPI inflation), earnings grew by about 2.1%. As the UK economy is very much services sector driven, an increase in household spending power is likely to feed through into providing some support to the overall rate of economic growth in the coming months. The latest GDP statistics also included a revision of the savings ratio from 4.1% to 6.4% which provides reassurance that consumers' balance sheets are not over stretched and so will be able to support growth going forward. This would then mean that the MPC will need to consider carefully at what point to take action to raise Bank Rate if there is an agreed Brexit deal, as the recent pick-up in wage costs is consistent with a rise in core services inflation to more than 4% in 2020.

2.1.4 In the **political arena**, the general election could result in a potential loosening of monetary policy and therefore medium to longer dated gilt yields could rise on the expectation of a weak pound and concerns around inflation picking up although, conversely, a weak international backdrop could provide further support for low yielding government bonds and gilts.

2.2 Interest rate Forecasts and Outlook

2.2.1 The Council’s treasury advisor, Link Asset Services, has provided the following forecast.

This forecast includes the increase in margin over gilt yields of 100bps introduced on 9th October 2019.

Link Asset Services Interest Rate View										
	Dec-19	Mar-20	Jun-20	Sep-20	Dec-20	Mar-21	Jun-21	Sep-21	Dec-21	Mar-22
Bank Rate View	0.75	0.75	0.75	0.75	1.00	1.00	1.00	1.00	1.00	1.25
3 Month LIBID	0.70	0.70	0.70	0.80	0.90	1.00	1.00	1.00	1.10	1.20
6 Month LIBID	0.80	0.80	0.80	0.90	1.00	1.10	1.10	1.20	1.30	1.40
12 Month LIBID	1.00	1.00	1.00	1.10	1.20	1.30	1.30	1.40	1.50	1.60
5yr PWLB Rate	2.30	2.50	2.60	2.70	2.70	2.80	2.90	3.00	3.00	3.10
10yr PWLB Rate	2.60	2.80	2.90	3.00	3.00	3.10	3.20	3.30	3.30	3.40
25yr PWLB Rate	3.30	3.40	3.50	3.60	3.70	3.70	3.80	3.90	4.00	4.00
50yr PWLB Rate	3.20	3.30	3.40	3.50	3.60	3.60	3.70	3.80	3.90	3.90

The above forecasts are based on the assumption that there is an agreed deal on Brexit at some point. Given the current level on uncertainties, the forecasts may need to be materially reassessed in the light of events over the next few weeks. The Monetary Policy Committee (MPC) has left Bank Rate unchanged at 0.75% due to ongoing uncertainty over Brexit. The MPC’s policy statement saying that, based on an assumption of an agreed Brexit deal, rates would need to rise as a gradual pace and to a limited extent is now conditional on some recovery in global growth. Brexit uncertainty has dampened UK GDP growth in 2019, and a no deal Brexit will likely lead to cuts in Bank Rate to help support economic growth.

2.2.2 There is an overall balance of downward risks to economic recovery in the UK due to the weight of uncertainties over Brexit, as well as a softening global economic picture. The balance of risks to increases in Bank Rate and shorter term PWLB rates, are broadly similar to the downside.

3.0 TREASURY MANAGEMENT STRATEGY STATEMENT AND ANNUAL INVESTMENT STRATEGY UP-DATE

3.1 The Treasury Management Strategy Statement (TMSS) for 2019/20 was approved by the Council on 20 February 2019.

3.2 There are no policy changes to the TMSS; the details in this report update the position in the light of the updated economic position and budgetary changes already approved.

4.0 THE COUNCIL'S CAPITAL POSITION (PRUDENTIAL INDICATORS)

This part of the report is structured to update:

- The Council's capital expenditure plans;
- How these plans are being financed;
- The impact of the changes in the capital expenditure plans on the prudential indicators and the underlying need to borrow; and
- Compliance with the limits in place for borrowing activity.

4.1 Prudential Indicator for Capital Expenditure

This table shows the revised estimates for capital expenditure and the changes since the capital programme was agreed at the Budget

Capital Expenditure	2019/20 Original Estimate £m	2019/20 Revised Estimate £m
Non-HRA	37.254	32.090
HRA	9.830	11.104
Total	47.084	43.194

The increase of the revised estimate over the original estimate is due to slippage from 2018/19 of £8.990m offset by estimated project reprofiling to 2019/20 of £11.033m

4.2 Changes to the Financing of the Capital Programme

The table below shows the main strategy elements of the capital expenditure plans. The borrowing requirement shown will increase the underlying indebtedness of the Council by way of the Capital Financing Requirement (CFR), although this will be reduced in part by revenue charges for the repayment of debt (the Minimum Revenue Provision). This direct borrowing need may also be supplemented by maturing debt and other treasury requirements.

Capital Expenditure	2019/20 Original Estimate £m	2019/20 Revised Estimate £m
Total capital expenditure	52,599	43,194
Financed by:		
Capital receipts	2,744	5,153
Capital grants	24,217	14,267
Revenue	9,830	11,104
Total financing	36,791	30,524
Borrowing requirement	15,808	12,670

4.3 Changes to the Prudential Indicators for the Capital Financing Requirement, External Debt and the Operational Boundary

The table shows the CFR, which is the underlying external need to incur borrowing for a capital purpose. It also shows the expected debt position over the period, which is termed the Operational Boundary.

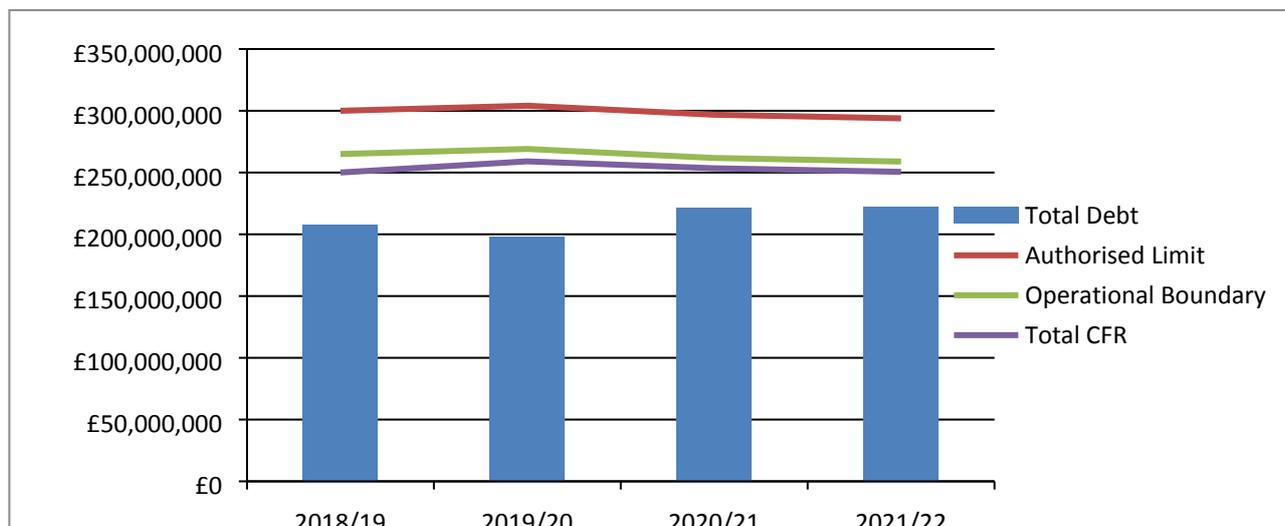
	2019/20 Original Estimate £m	2019/20 Revised Estimate £m
Prudential Indicator - Capital Financing Requirement		
CFR – non HRA	144.412	140.288
CFR – HRA existing	40.531	40.531
Housing Reform Settlement	78.253	78.253
Total CFR	263.196	259.072
Prudential Indicator - External Debt / the Operational Boundary		
Borrowing	273.200	269.100
Other long term liabilities	5.000	5.000
Total	278.200	274.100

4.4 Limits to Borrowing Activity

- 4.4.1 The first key control over the treasury activity is a prudential indicator to ensure that over the medium term, net borrowing (borrowings less investments) will only be for a capital purpose. Gross external borrowing should not, except in the short term, exceed the total of CFR in the preceding year plus the estimates of any additional CFR for 2019/20 and next two financial years. This allows some flexibility for limited early borrowing for future years. The Council has approved a policy for borrowing in advance of need which will be adhered to if this proves prudent.
- 4.4.2 The Joint Chief Financial Officer reports that no difficulties are envisaged for the current or future years in complying with this prudential indicator.
- 4.4.3 A further prudential indicator controls the overall level of borrowing. This is the Authorised Limit which represents the limit beyond which borrowing is prohibited, and needs to be set and revised by Members. It reflects the level of borrowing which, while not desired, could be afforded in the short term, but is not sustainable in the longer term. It is the expected maximum borrowing need with some headroom for unexpected movements. This is the statutory limit determined under section 3 (1) of the Local Government Act 2003.

Authorised Limit for External Debt	2019/20 Original Indicator £m	2019/20 Revised Indicator £m
Borrowing	308.200	269.100
Other long term liabilities	5.000	5.000
Total	313.200	274.100

4.4.4 The chart below shows the projected trend of the Council’s Prudential Indicators.



5 INVESTMENT PORTFOLIO 2019/20

- 5.1 In accordance with the Code, it is the Council’s priority to ensure security of capital and liquidity, and to obtain an appropriate level of return which is consistent with the Council’s risk appetite. As set out in Section 2, it is a very difficult investment market in terms of earning the level of interest rates commonly seen in previous decades as rates are very low and in line with the 0.75% Bank Rate. The continuing potential for a re-emergence of a Eurozone sovereign debt crisis, and its impact on banks, prompts a low risk and short term strategy. Given this risk environment and the fact that increases in Bank Rate are likely to be gradual and unlikely to return to the levels seen in previous decades, investment returns are likely to remain low.
- 5.2 The Council held £12.1m of investments as at 30 September 2019 (£14.8m at 31 March 2019) and the investment portfolio yield for the first six months of the year is 0.67% against a 3 month benchmark of 0.66%.
- 5.3 The investments held as at 30 September 2019 were:-

Type of Investment	£ Million
Call Investments (Cash equivalents)	12.1
Fixed Investments (Short term investments)	0.0
Total	12.1

- 5.4 The Joint Chief Financial Officer confirms that the approved limits within the Annual Investment Strategy were not breached during the first six months of 2019/20.
- 5.5 The Council’s budgeted investment return for 2019/20 is £0.2m, and performance for the year to date is in line with the budget.

5.6 The Cabinet have approved a “Property Investment Strategy” which aims to increase investment income by investing in property rather than investing with financial institutions where returns are low at present. Additional borrowing may need to be undertaken to finance property acquisitions; each investment will be subject to a robust business case and also non-financial factors (e.g. ethical stance) will be considered.

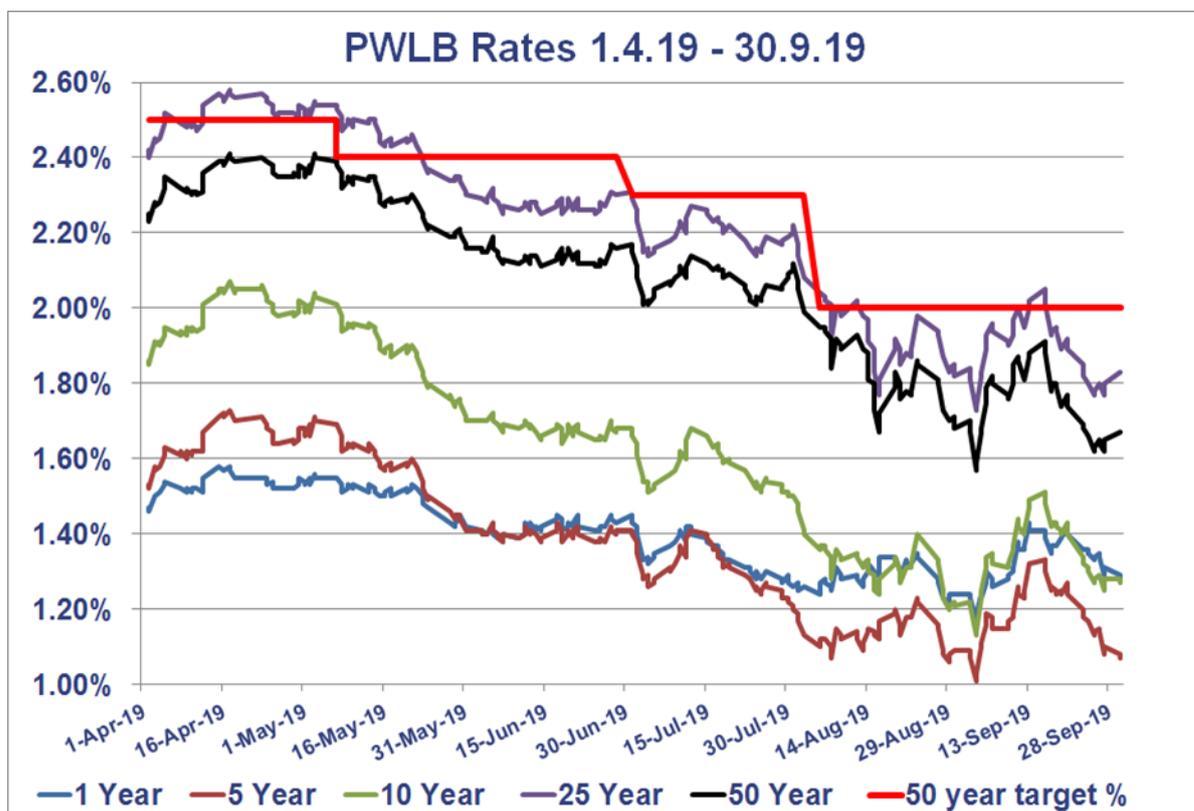
6.0 BORROWING

6.1 The Council’s capital financing requirement (CFR) for 2019/20 is £274.1m. The CFR denotes the Council’s underlying need to borrow for capital purposes. If the CFR is positive the Council may borrow from the PWLB or the market (external borrowing) or from internal balances on a temporary basis (internal borrowing). The balance of external and internal borrowing is generally driven by market conditions. The table below shows the Council has borrowings of £192.9m and has utilised £66.2m of cash flow funds in lieu of borrowing. This is a prudent and cost effective approach in the current economic climate but will require ongoing monitoring in the event that upside risk to gilt yields prevail.

	01 April 2019			30 September 2019		
	Principal		Avg. Rate	Principal		Avg. Rate
	£000	£000		£000	£000	
Fixed rate funding						
PWLB Bury	139,253			134,073		
PWLB Airport	11,828			11,828		
Market Bury	44,000	195,081		44,000	189,901	
Variable rate funding						
PWLB Bury	0			0		
Market Bury	0	0		0	0	
Temporary Loans / Bonds	7,503	7,503		3,003	3,003	
Total Debt		202,584	3.95%		192,903	3.95%
Capital Financing Requirement						
		250,028			259,072	
Over/ (under) borrowing		(47,444)			(66,169)	
Total Investments						
		14,760	0.66%		12,050	0.67%
Net Debt						
		187,824			180,853	

6.2 External borrowing of £3.0 million has been undertaken from the market during the first 9 months of 2019/20. 1 short term temporary loan was taken to take advantage of low interest rates. The loan was required to partly replace a loan, totalling £10m, which matured in the first half of the year. Additional external borrowing will be required during the remainder of this financial year.

6.3 The graph below shows the movement in PWLB certainty rates for the first six months of the year to 30.09.19. PWLB have been a falling trend during this period and longer rates had almost halved to reach historic lows. The 50 year PWLB target (certainty) rate for new long term borrowing fell from 2.50% to 2.00% during this period.



	1 Year	5 Year	10 Year	25 Year	50 Year
Low	1.17%	1.01%	1.13%	1.73%	1.57%
Date	03/09/2019	03/09/2019	03/09/2019	03/09/2019	03/09/2019
High	1.58%	1.73%	2.07%	2.58%	2.41%
Date	15/04/2019	17/04/2019	17/04/2019	17/04/2019	17/04/2019
Average	1.40%	1.37%	1.62%	2.20%	2.07%

- 6.4 On 9 October 2019 the Treasury and PWLB announced an increase in the margin over gilts yields of 100bps on top of the current margin of 80 bps which this authority has paid prior to this date for new borrowing from the PWLB. There was no prior warning that this would happen and it now means that every local authority has to fundamentally reassess how to finance their external borrowing needs as the financial viability of capital projects in their capital programme due to this unexpected increase in the cost of borrowing. Representations are going to be made to HM Treasury to suggest that areas of capital expenditure that the Government are keen to see move forward e.g. housing, should not be subject to such a large increase in borrowing.
- 6.5 Whereas this authority has previously relied on the PWLB as its only source of long term funding, it now has to fundamentally reconsider alternative cheaper sources of borrowing. At the current time, this is a developmental area as this event has also taken the financial services industry by surprise. It is expected that various financial institutions will enter the market or make products available to local authorities. Members will be updated as this area evolves.
- 6.6 It is possible that the Municipal Bond Agency will be offering loans to local authorities in the future. This Authority may make use of this new source of borrowing as and when appropriate.

7.0 DEBT RESCHEDULING

- 7.1 Debt rescheduling opportunities have been very limited in the current economic climate given the consequent structure of interest rates, and following the increase in the margin added to gilt yields which has impacted PWLB new borrowing rates since October 2010. No debt rescheduling was undertaken during the first six months of 2019/20.
- 7.2 The 100bps increase in PWLB rates from 9th October 2019 only apply to new borrowing rates, not to premature repayment rates.

Councillor Eamonn O'Brien
Cabinet Member for Finance and Housing

List of Background Papers:-

None

Contact Details:-

Mike Woodhead, Joint Chief Financial Officer, Tel 0161 253 7864
E-mail mike.woodhead@nhs.net

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REPORT FOR DECISION

DECISION OF:	LICENSING & SAFETY PANEL
DATE:	9th JANUARY 2020
SUBJECT:	REVIEW OF VEHICLE SIGNAGE AND DRIVERS BADGE
REPORT FROM:	ASSISTANT DIRECTOR (LEGAL AND DEMOCRATIC SERVICES)
CONTACT OFFICER:	MR M BRIDGE
TYPE OF DECISION:	COUNCIL
FREEDOM OF INFORMATION/STATUS:	This paper is within the public domain
SUMMARY:	Following a request from the Private Hire Drivers Association and the Hackney Carriage Drivers Association to modify the size requirement for a front licence plate from a licensed Hackney Carriage or Private Hire Vehicle and to modify the size requirement for a driver's identification badge. This report considers the options.
OPTIONS	<p>Options</p> <ul style="list-style-type: none"> • To remain with the existing policy relating to the size of vehicle licence plates • To remain with the current size for driver identification badges • To modify Council Policy relating to the size of vehicle licence plates to that of a smaller size front vehicle plate • To modify Council Policy with the requirement for driver identification badges to that of a smaller badge
IMPLICATIONS:	
Corporate Aims/Policy Framework:	Do the proposals accord with the Policy Framework? Yes No

Statement by the S151 Officer: Financial Implications and Risk Considerations:	There are no specific issues from the report other than potential costs/risks associated with legal appeals including a Judicial Review
Statement by Executive Director of Resources:	The cost of the licensing function are funded through the fees and charges levied by the Council. There may be additional costs to the service if appeals are lodged by licence holders with the Magistrates and Crown Courts.
Equality/Diversity implications:	Yes No (see paragraph below)
Considered by Monitoring Officer:	Members are advised that Licences are regarded as possessions within the terms of the Human Rights Act 1998. Under the Act everyone is entitled to the peaceful enjoyment of one's possessions and so actions interfering with those possessions must be lawful, reasonable and proportionate. It is lawful to impose reasonable conditions as a way of protecting the safety of the travelling public, so long as it is not out of proportion. It is a balancing act between the public interest and the individual's rights.
Wards Affected:	All
Scrutiny Interest:	Overview and Scrutiny Panel

TRACKING/PROCESS

DIRECTOR:

Chief Executive/ Strategic Leadership Team	Executive Member/Chair	Ward Members	Partners
Scrutiny Committee	Committee	Council	

Background

1.1 The Local Government (Miscellaneous Provisions) Act 1976 (LGMPA) and the Town Police Clauses Act 1847 (TPCA) make provisions for a Local Authority (district council) to issue a plate or disc for a private hire and a hackney carriage vehicle, in pursuance of a licence. This must be fixed to or 'exhibited' on the vehicle. In addition, the Local Authority can attach such conditions as it may consider reasonably necessary to the licence. The Council Constitution

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reserves the determination of the design of the vehicle plates and badges to the Licensing and Safety Panel Bury currently requires vehicle licence plates to be attached to both the front and rear of the vehicle. The existing plates are approximately 24.13cm by 17.78 cm.

- 1.4 They are white for hackney carriages and yellow for private hire vehicles. They contain the following information:-
 - A licence number;
 - The vehicle registration number;
 - A description of the make/colour of the vehicle;
 - The number of passengers to be carried;
 - The licence expiry date.
 - The Bury Council Logo
- 1.5 Bury currently require a driver to wear a photograph identification badge and have a similar badge displayed in the vehicle. The current identification badge dimensions are 11.43 cm by 8.89cm.
- 1.6 It is over 10 years since the Licensing and Safety Panel last considered modifications to vehicle signs and ID badges. Members resolved to retain both as they were.
- 1.7 Members will recall at the meeting of the Licensing and Safety Panel on the 28th November 2019, members considered a report about the removal of the front plate on licensed vehicles in Bury. Members resolved:
 - That the report be noted.
 - To refuse the request from the Hackney Carriage Drivers Association and Private Hire Drivers Association to remove the requirement for a front vehicle licence plate.
 - That a report be presented to a future meeting regarding the size of vehicle signage.

Issues

2.0 Costs

- 2.1 Following the decision of the Licensing and Safety Panel on the 28th November 2019, the licensing service have contacted the current supplier (VIP) and they have provided alternative examples.
- 2.2 Should members resolve any modifications the cost of new plates will be payable by a vehicle owner on annual renewal and by drivers for badges on 3 yearly renewal unless required sooner then the fee will become immediately payable.
- 2.3 The licensing service are currently going through a tender procurement process in relation to the provision of licensing peripherals provided to the hackney carriage and private hire trades. It is anticipated that the contract will commence on the 1st April 2020. The proposed alternative plate and badge are from the current supplier and maybe subject to change in the event of a new supplier.

3.0 Accessibility

3.1 On the 5th September 2019, TfGM Disability Design Reference Group (DDRG), met with a GM Licensing Manager's representative, and TfGM staff. DDRG have wide ranging disabilities and impairments. There were a number of concerns discussed relating to licensed vehicles and of particular relevance to this report was as follows:-

- All taxi and PHVs should display (at least A4 size) a photo (recent!), name and badge number of the driver in the vehicle so all passengers can identify the driver and ensure they're getting into the right vehicle.
- Many drivers don't wear badges – and the font on the badges is often too small to read for partially sighted passengers.
- Vehicle livery needs to meet a consistent standard across GM. All stickers should be easily readable and reasonably large in size to accommodate for those who are partially sighted.

4.0 **Proposed Greater Manchester Common Minimum Standards**

4.1 The Proposed Greater Manchester Common Minimum Licensing Standards does make reference to the display of vehicle licence plates as follows:

"All vehicles will display licence plates on the front and back of the vehicle. These will be permanently affixed and must not be magnetic to safeguard against unlicensed vehicles being able to pose a licensed vehicle."

These draft proposals are currently on hold and have yet to be consulted on.

4.2 Detailed at Appendix 1 is a table showing a comparison of the vehicle licence plates for other Greater Manchester Authorities.

5.0 **Proposed National Standards**

5.1 In February this year a report was published "Vehicle Licensing Moving Britain Ahead February 2019 " which included the Government's response to the Report of the Task and Finish Group on Taxi and Private Hire as follows:

TFG (Task & Finish Group) Recommendation 19

National standards must set requirements to assist the public in distinguishing between taxis, PHVs and unlicensed vehicles. These should require drivers to have on display (e.g. a clearly visible badge or arm-band providing) relevant details to assist the passengers in identifying that they are appropriately licensed e.g. photograph of the driver and licence type i.e. immediate hire or pre-booked only.

All PHVs must be required to provide information to passengers including driver photo ID and the vehicle licence number, in advance of a journey. This would enable all passengers to share information with others in advance of their journey. For passengers who cannot receive the relevant information via digital means this information should be available through other means before passengers get into the vehicle.

5.2 Government Response

3.11 It is clearly important that people are able to identify a licensed vehicle and driver, minimising the risk of them travelling in vehicles that are not licensed or correctly insured.

3.12 It is also common that people do not understand fundamental differences between taxis and PHVs; comments from the Suzy Lamplugh Trust in the annex to the TFG report highlight that over a quarter of people believe PHVs

can be hired directly through the driver.

3.13 There are divergent standards through England as to what a taxi and PHV may look like, or display. These differences range from the minor e.g. whether an operator's details can or must be displayed (either permanently or in a form which can be removed) to specifying what colour vehicles must be in order to be licensed.

3.14 The Government will consider what vehicle and driver identification requirements should be included within national minimum requirements, focussing on supporting safety. Over and above national minimum standards, local considerations (particularly in respect of vehicle licensing conditions) will remain important.

6.0 Best Practice

6.1 The Department for Transport - TAXI AND PRIVATE HIRE VEHICLE LICENSING: BEST PRACTICE GUIDANCE 2010 makes reference to vehicle identification as follows:

“Members of the public can often confuse PHVs with taxis, failing to realise that PHVs are not available for immediate hire and that a PHV driver cannot be hailed. So it is important to distinguish between the two types of vehicle. Possible approaches might be:

A licence condition that prohibits PHVs from displaying any identification at all apart from the local authority licence plate or disc. The licence plate is a helpful indicator of licensed status and, as such, it helps identification if licence plates are displayed on the front as well as the rear of vehicles. However, requiring some additional clearer form of identification can be seen as best practice. This is for two reasons: firstly, to ensure a more positive statement that the vehicle cannot be hired immediately through the driver; and secondly because it is quite reasonable, and in the interests of the travelling public, for a PHV operator to be able to state on the vehicle the contact details for hiring.

7.0 Conclusions

7.1 Members are requested to consider the report. Members are requested to choose 2 options one for plates and one for badges .The options are as follows:

- To remain with the existing policy relating to the size of the front vehicle licence plate;
- To remain with the existing policy relating to the size of driver's identification badge;
- To modify Council Policy relating to the size of vehicle licence plates and amend the requirement for the front vehicle plate to a smaller sized plate;
- To modify Council Policy with the requirement for driver identification badges and amend the requirement relating to the size of the driver's badge to one of a smaller size.

List of Background Papers:-

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Previous Minutes of the Licensing and Safety Panel - 28th November 2019

Contact Details:-

Mr M. Bridge

Licensing Office

3 Knowsley Place

Duke Street

Bury

BL9 OSW

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Licence Requirements for Other Greater Manchester Authorities

Authority	Front Plate	Rear Plate	Other Information
Bolton	Yes - Small	Yes	
Bury	Yes	Yes	
Manchester	Yes - Small	Yes	
Oldham	No	Yes	Due to be reviewed asking members to consider going back to two plates
Rochdale	Yes	Yes	
Salford	Yes	Yes	
Stockport	No	Yes	Planning to change to two plates
Tameside	Yes	Yes	
Trafford	No	Yes	
Wigan	No	Yes	

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REPORT FOR DECISION

DECISION OF:	LICENSING & SAFETY PANEL
DATE:	9th JANUARY 2020
SUBJECT:	TESTING OF TINTED GLASS ON VEHICLES TO BE LICENSED AS HACKNEY CARRIAGES / PRIVATE HIRE VEHICLES
REPORT FROM:	ASSISTANT DIRECTOR (LEGAL AND DEMOCRATIC SERVICES)
CONTACT OFFICER:	MR M BRIDGE
TYPE OF DECISION:	COUNCIL
FREEDOM OF INFORMATION/STATUS:	This paper is within the public domain
SUMMARY:	This report relates to a request to remove the Council policy requirement, relating to rear window tints for Hackney Carriage and Private Hire vehicles.
OPTIONS	<ul style="list-style-type: none"> • To amend the Council's policy requirements relating to vehicle tints for rear windows to only have manufacturer's factory fitted tints ("privacy glass") • To refuse the proposed amendment and retain the current policy requirements for licensed vehicle rear window tints
IMPLICATIONS:	
Corporate Aims/Policy Framework:	Do the proposals accord with the Policy Framework? Yes
Statement by the S151 Officer: Financial Implications and Risk Considerations:	There are no specific issues from the report other than potential costs/risks associated with legal appeals
Statement by Executive Director of Resources:	The costs of the licensing function are funded through the fees and charges levied by the Council. There may be additional costs if appeals are lodged with the Magistrates and Crown Courts.

Equality/Diversity implications:	Yes (see paragraph below)
Considered by Monitoring Officer:	The report is in accordance with the appropriate legislation (set out in the body of the report).
Wards Affected:	All
Scrutiny Interest:	Internal Scrutiny Panel

TRACKING/PROCESS
Lynne Ridsdale

DIRECTOR: Deputy Chief Executive –

Chief Executive/ Joint Leadership Team	Executive Member/Chair	Ward Members	Partners
√			
Scrutiny Committee	Committee	Council	

1.0 BACKGROUND

1.1 Members will be aware that Section 48 of the Local Government (Miscellaneous Provisions) Act 1976 and the Town Police Clauses Act 1987, provides a district council with the legal authority to specify the type, size and design of vehicles it is prepared to licence, as either a Private Hire Vehicle or as a Hackney Carriage respectively. The testing of such vehicles is carried out by the Councils testing centre at Bradley Fold. The vehicle has to meet the standards of a class 4 MOT inspection, together with other comfort and appearance standards stipulated by the Council.

1.2 On the 4th April 2012, members of the Licensing and Safety Panel considered a report in relation to window tints in licensed vehicles. Members of the Licensing and Safety Panel agreed that, in the interest of public protection, to enable police and enforcement staff to be able to see inside vehicles the panel would adopt the following criteria in relation to tinted glass on hackney carriages and private hire vehicles:

- The light transmitted through the windscreen must be at least 75%
- The light transmitted through all remaining glass with the exception of the rear window, must be at least 70%

- 1.3 A further report was considered by the Licensing and Safety Panel on 5th September 2012 to review the Council's Policy in relation to the use of tinted glass in licensed vehicles. Members of the Licensing and Safety Panel agreed that the Policy be amended to allow the rear windows of licensed vehicles to have tinted glass of not less than 25% light transmission and to allow tinted glass of less than 25% light transmission in vehicles used exclusively for executive hire (normally chauffeur driven vehicles).

2.0 INTRODUCTION

- 2.1 The Road Vehicles (Construction & Use) Regulations 1986 as amended, specify the minimum levels of light that must pass through a vehicle windscreen and front windows to either side of the drivers head. This stipulation is for road safety purposes. In respect of motor vehicles first used on or after 1st April 1985, the limits are:

1. The light transmitted through the windscreen must be at least 75%.
2. The front side windows to either side of the drivers head must allow at least 70% of light to be transmitted through them.

If the glass is tinted to a point whereby it lets through less light, then the vehicle does not meet legal requirements as it restricts the driver's vision, especially in dark conditions. This may prevent drivers from seeing other road users or pedestrians. It also prevents other road users and pedestrians from confirming through eye contact that they have been seen.

This is the minimum legal standard.

Any vehicle breaking the law could result in the Police or DVSA issuing a prohibition notice, stopping the vehicle from being used on the road until the extra tint is removed in addition a penalty notice or court summons could be issued.

- 2.2 Although it is an offence for drivers not to conform with the above regulations, the assessment of glass tinting does not form part of the MOT test. The reason given by the Department for Transport (VOSA) for this is that although excessively tinted glass is seen as a serious issue, it currently effects only a small number of the 24 million vehicles tested annually.
- 2.3 There are no legal requirements for tinting the rear windscreen or rear passenger windows, however the Licensing and Safety Panel took the decision in 2012 to introduce a policy to include requirements for tints for rear windows, as a number of vehicle proprietors started to fit window tints.

3.0 CURRENT VEHICLE TESTING REGIME

3.1 The Council's testing station is currently testing vehicles to ensure compliance with the above regulation and Council policy. Vehicle examiners test vehicle glass with calibrated equipment. Vehicles fail the test when presented with excessively tinted glass. Vehicles presenting with very dark glass, that appears as a mirror to someone attempting to look into the vehicle is of concern. This prevents the number of passengers being carried in a moving licensed vehicle from being counted, as well as people being able to see what is going on inside the vehicle. Although the system has worked fairly well to date, it has been requested by the Private Hire trade for the Council to review the requirements relating to tinted windows.

4.0 ISSUE

4.1 The request by the trade is to remove the requirements in Council policy relating to the tinting of rear windscreen or rear passenger windows.

4.2 The legislation as described in 2.1 still remains the same with regards to window tints.

4.3 The proposal in the Greater Manchester common minimum standards relating to window tints states as follows:

- Manufacturer tint only and none fitted following manufacture will be allowed.
- Specification for tints as follows:

There must be a clear view of the interior and passengers. The light transmission must meet the following criteria:

- Front windscreen – minimum 75% light transmission
- Front side door glass - minimum 70% light transmission
- Remaining glass (exc. rear window) minimum 70% light transmission

4.4 The minimum standard proposals relating to rear windows is manufacturer's tint only.

4.5 The Licensing Service have not received any complaints whilst undertaking enforcement duties since the implementation of the current policy.

5.0 IMPACT ASSESSMENT

5.1 An Equality Impact Assessment has been completed in relation to this proposed amendment to the vehicle testing criteria. Subject to members approval, the policy will come into force as directed by the Licensing and Safety Panel and will not be applied retrospectively to existing vehicle licence holders, other than to inform them of their legal obligations. The Licensing Service currently encourages new vehicle licence applicants who are unsure of the type or specification of vehicles the Council is prepared to licence, to liaise with them prior to purchasing a vehicle, so that they can be advised accordingly. Officers will consider a vehicle presented to them at the Town Hall by a potential vehicle licence applicant before a formal application to licence the vehicle is made. This service will continue.

6.0 CONCLUSION

6.1 Members are requested to consider the following options:

- To amend the Councils Policy requirements relating to vehicle tints for rear windows to only have manufacturer's factory fitted tints ("privacy glass").
- To refuse the proposed amendment to the Current Policy.

List of Background Papers:-

Previous Minutes of the Licensing and Safety Panel

Contact Details:-

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REPORT FOR DECISION



DECISION MAKER:	Council
DATE:	22 January 2020
SUBJECT:	Polling District and Polling Places Review 2019
REPORT FROM:	Chief Executive/(Acting) Returning Officer
CONTACT OFFICER:	Jayne Hammond – Assistant Director Legal and Democratic Services
TYPE OF DECISION:	Council
FREEDOM OF INFORMATION/STATUS:	This paper is within the public domain
SUMMARY:	This report sets out proposals to enable the Council to comply with its statutory duty to review all polling districts and polling places in Bury
OPTIONS & RECOMMENDED OPTION	<ol style="list-style-type: none"> 1. That the Review proposals for polling districts and polling places, as set out in Appendix A to this report be approved by Council. 2. That authority is delegated to the (Acting) Returning Officer to identify and approve the use of alternative suitable buildings that could be used as a polling place if necessary; and in the event that any approved polling place becomes unavailable for use on the date of the election.
IMPLICATIONS:	
Corporate Aims/Policy Framework:	Do the proposals accord with the Policy Framework? Yes
Statement by the S151 Officer: Financial Implications and Risk Considerations:	<p>Costs are met from existing resources. Additional resources would be required to manage and run any additional polling stations. European, National, Police ballots and referendums are not funded by the Council as costs are reclaimed from the responsible body. The Council is responsible for its own elections.</p> <p>There are no risks directly associated with this report.</p>
Equality/Diversity implications:	<p>Yes</p> <p>The polling places have been inspected and assessed having regard to equality and diversity requirements. Any feedback from use of these during the recent General Election in December 2019, will be addressed for the local and Mayoral elections in May</p>

	2020.	
Considered by Monitoring Officer:	Yes This review is necessary to comply with statutory timescales.	JH
Wards Affected:	All	
Scrutiny Interest:	None	

TRACKING/PROCESS

Chief Executive

Chief Executive/ Strategic Leadership Team	Cabinet Member/Chair	Ward Members	Partners
√			
Scrutiny Committee	Cabinet/Committee	Council	
		√	

1.0 Introduction and purpose of Report

To consider the Council’s proposals for the statutory review of polling districts and polling places.

2.0 Background

1.1 The Electoral Registration and Administration Act 2013 introduced a change to the timing of compulsory reviews of polling districts and polling places. This review had to be completed between 1 October 2018 and 31 January 2020 inclusive. It was originally timed to have effect on the publication of a revised register of electors due on 1 October 2019, but due to a by election and the General Election this date is now 1 February 2020.

1.2 Section 18B (4) of the Representation of the People Act 1983 states that in conducting a review of polling places the Council must:

- a) seek to ensure that all electors in the constituency have such reasonable facilities for voting as are practicable in the circumstances and;
- b) seek to ensure that so far as is reasonable and practicable, the polling places they are responsible for are accessible to all electors, including those who are disabled; and when considering the designation of a polling place, must have regard to the accessibility needs of disabled persons.

1.3 In addition, a polling place for every polling district must be designated unless special circumstances make it desirable to designate an area either wholly or partly outside of the polling district.

2.0 Issues

- 2.1 The polling place must be agreed by the Council, whilst the allocation of polling stations is the responsibility of the (Acting) Returning Officer. In designating polling districts and polling places there are a range of practical issues that must be considered and there are also practical limitations, such as suitability of premises and availability as to use for electoral purposes.
- 2.2 In designating polling places, the Council utilises its powers under the Representation of the People Act 1983 when dividing constituencies into polling districts and also in dividing wards into polling districts at local government elections. Polling districts for local government elections are not automatically part of the statutory review. However the Electoral Commission advises that polling districts for UK parliamentary and local government elections should always be the same. It therefore follows that any review of parliamentary polling arrangements should be conducted simultaneously with one of local government arrangements, and with those for any other type of election for which provision is made for the designation of polling districts and polling places, for example, the Combined Authority Mayoral Election.

3.0 The Review

- 3.1 Notice of the review was given on 12 July 2019 and information about the review, including details of the current polling stations, was published on the Council's website, at Councils libraries and at the Town Hall reception.
- 3.2 As part of the consultation process all Councillors were contacted, as were the MP's for Bury North and South
- 3.3 The Returning Officer is a statutory respondent to the review and published draft proposals at the start of the consultation period. Proposals following consultation which took place in 2019 (from July to October) are attached at Appendix A.
- 3.4 Elections officers undertook visits to polling places during the consultation to assess the suitability of existing arrangements and consider alternatives where required. This process was also undertaken prior to the General Election in December 2019. Suitable buildings for use considered the following factors:
 - Location and accessibility to electors within the polling district
 - Size – can it accommodate more than one polling station if required
 - Accessibility – is the building accessible to all those entitled to vote at the polling station
 - Availability – is the building readily available in the event of an unscheduled election
 - Facilities available in the venue including parking, heating, lighting, toilet facilities and security
 - Public buildings -the election rules allow the Returning Officer the free use of buildings maintained by the council including schools maintained by the authority and free schools. These will be identified in the first instance.
 - Private buildings – in the absence of suitable public owned buildings, churches, clubs and other private sector buildings conveniently located and accessible to electors

- 3.5 The responses to the consultation were limited, with some respondents confirming the proposals for some polling districts. Representations were received regarding the polling districts for Besses (from Councillor Whitby), Elton (from Councillor Susan Southworth) and Radcliffe North (from Councillor Cropper). These are included in the attached Appendix A. These comments have been considered and will be used to consider availability and assess suitability of appropriate premises for future elections, along with feedback from residents, Members and staff following experience at the recent General Election.

4.0 Completion of the Review

- 4.1 Once a decision has been made, details of the polling districts and polling places will be made available at the Council's offices and on the Council's website.

5.0 Recommendation

- 5.1 That Council approves the Returning Officers proposals published in draft in October 2019 in Appendix A to this report. To mitigate any risk of disruption to the election process, the Council is also recommended to authorise the Chief Executive as (Acting) Returning Officer to identify alternative polling places to be used if necessary for any other polling stations unavailable on the date of the election.

List of Background Papers:-

Ward Maps/Polling Arrangements

Contact Details:-

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Appendix A

coPOLLING DISTRICT PROPOSALS

RAMSBOTTOM/BURY NORTH

Polling District	Electors	Postal Voters	Polling Place	Disabled Access	Comments	Returning Officer Proposition
AA	707	165	The Eagle and Child, Whalley Road	✓	None	No change proposed
AB	893	195	Foundation Unit Peel Brow School, Fir Street	✓	None	No change proposed
AC	2063	492	Ramsbottom Library, Carr Street	✓	None	No change proposed

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AD	2157	530	Hazlehurst CP School, Geoffrey Street	✓	None	No change proposed
AE	2925	770	St Andrews Church, Bolton Street	✓	None	No change proposed
AF	319	93	Mobile Van on Car Park on Lumb Carr Road	✓	None	No change proposed

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NORTH MANOR/BURY NORTH

Existing arrangements

Polling District	Electors	Postal Voters	Polling Place	Disabled Access	Comments	Returning Officer Proposition
BA	1904	492	Christ Church Hall, School Lane, Walmersley	✓	Existing Polling Stations are fine and well positioned	No change proposed
BB	814	166	Rowlands Methodist Church Hall, Rowlands Road	✓	Existing Polling Stations are fine and well positioned	No change proposed
BC	1666	442	Holcombe Brook CP School, Longsight Road	✓	Existing Polling Stations are fine and well positioned	No change proposed

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BD	1694	501	Greenmount Old School, Brandlesholme Road	✓	Existing Polling Stations are fine and well positioned	No change proposed
BE	1433	407	Greenmount Cricket Club, Brandlesholme Road	✓	Existing Polling Stations are fine and well positioned	No change proposed
BF	592	141	Hawkshaw Methodist Church Hall, Bolton Road	✓	Existing Polling Stations are fine and well positioned	No change proposed

Appendix A

TOTTINGTON/BURY NORTH

Existing arrangements

Polling District	Electors	Postal Voters	Polling Place	Disabled Access	Comments	Returning Officer Proposition
CA	1144	360	Elton High School, Walshaw Road	✓	None	No change proposed
CB	1796	373	Christ Church CEP School, Church Street	✓	None	No change proposed

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CC	1603	401	Tottington Library, Market Street	✓	None	No change proposed
CD	1923	471	Walshaw Sports Club	✓	None	No change proposed
CE	1113	344	St Hilda's Parish Hall, Victoria Street	✓	None	No change proposed

Appendix A

CF	191	64	Affetside Congregational Church Hall Watling Street	✓	There are some accessibility issues	Elections Services will make enquiries about the availability of alternative suitable locations and the accessibility of this particular polling place.
CG	254	54	Mobile Cabin on Kingsbury Close	✓	None	No change proposed

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ELTON/BURY NORTH Existing arrangements

Polling District	Electors	Postal Voters	Polling Place	Disabled Access	Comments	Returning Officer Proposition
DA	2019	538	Brandlesholme Methodist Church Boulden Drive	✓	Comments were received from Councillor Susan Southworth during the consultation process, that Brandlesholme Library was previously used as a polling station and when this closed this was moved. A Community Centre has been established and it is suggested that the polling station be located there, as it is next to the shops on the main road and convenient for voters.	Subject to availability, a change to the Community Centre is proposed
DB	1585	379	St James Church Hall, St James Avenue	✓	Comments received from Councillor Susan Southworth that the Polling Stations at St James Church Hall and The Elton Centre are too close together, so an alternative station should be located at the lower	The comments have been considered and although no change is proposed currently, Elections Services will continue to make enquiries about availability of alternative suitable locations and to evaluate suitability of

Appendix A

					and top end of the Ward	proposed and existing stations
DC	2003	393	The Elton Centre, David Street	✓	Comments were received from Councillor Susan Southworth that the Polling Stations at The Elton Centre and St James Church Hall are too close together, so an alternative station should be located at the lower and top end of the Ward	The comments have been considered and although no change is proposed currently, Elections Services will continue to make enquiries about availability of alternative suitable locations and to evaluate suitability of proposed and existing stations
DD	3001	782	Woodbank CP School, Brandlesholme Road	✓	Comments were received from Councillor Susan Southworth that an alternative polling station at the Cricket Club in the Ward instead of Woodbank CP School	The comments have been considered and although no change is proposed currently, Elections Services will continue to make enquiries about availability of alternative suitable locations and to evaluate the suitability of proposed and existing stations

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MOORSIDE/BURY NORTH

Existing arrangements

Polling District	Electors	Postal Voters	Polling Place	Disabled Access	Comments	Returning Officer Proposition
EA	1660	253	St Pauls's CEP School, Porritt Street	✓	None	No change proposed
EB	1820	352	Salvation Army Citadel, Brookshaw Street	✓	None	No change proposed

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EC	2053	431	Seedfield Methodist Church Linton Avenue	✓	None	No change proposed
ED	1703	322	St John with St Mark Church Hall, Parkinson Street	✓	None	No change proposed
EE	1711	320	Nursery Unit St John with St Mark CEP School, Athlone Avenue	✓	None	No change proposed

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EAST/BURY NORTH
Existing arrangements

Polling District	Electors	Postal Voters	Polling Place	Disabled Access	Comments	Returning Officer Proposition
FA	1714	386	Fairfield CP School, Rochdale Old Road	✓	None	No change proposed
FB	753	123	Topping Fold Community Centre, Topping Fold Road	✓	None	No change proposed

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FC	2101	335	The New Kershaw Centre, Deal Street	✓	None	No change proposed
FD	2005	403	St Thomas Church, Rochdale Road	✓	None	No change proposed
FE	1357	252	The Mosses Centre, Cecil Street	✓	None	No change proposed

Appendix A

FF	564	109	Castle Leisure Centre	✓	None	No change proposed
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CHURCH/BURY NORTH

Existing arrangements

Polling District	Electors	Postal Voters	Polling Place	Disabled Access	Comments	Returning Officer Proposition
GA	2000	353	St Stephens Church, Stephen Street	✓	None	No change proposed

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GB	2021	563	St Stephens CEP School, Colville Drive	✓	None	No change proposed
GC	1508	457	Greenhill CP School, Mile Lane	✓	None	No change proposed
GD	1483	424	Lowercroft CP School, Ashington Drive	✓	None	No change proposed
GE	1434	323	Chantlers School , Foulds Avenue	✓	None	No change proposed

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REDVALES/BURY NORTH

Existing arrangements

Polling District	Electors	Postal Voters	Polling Place	Disabled Access	Comments	Returning Officer Proposition
HA	2681	508	Bury East Spoke, Dorset Drive	✓	None	No change proposed

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HB	1116	237	Manchester Road Community Centre, Manchester Road	✓	None	No change proposed
HC	1134	246	Blackford Bridge United Reformed Church	✓	None	No change proposed
HD	1988	457	St Peters CEP School, Whitefield Road	✓	None	No change proposed
HE	2230	415	Parkhills Community Centre, Horne Street	✓	None	No change proposed

Appendix A

BURY SOUTH

UNSWORTH/BURY SOUTH

Existing arrangements

Polling District	Electors	Postal Voters	Polling Place	Disabled Access	Comments	Returning Officer Proposition
JA	2272	538	Hollins Community Centre, Hollins Lane	✓	None	No change proposed
JB	2022	513	Mobile at Martins Bakery, Sunnybank Road	✓	Feedback was received following the election in May 2019 and the polling place was moved to former Sunnybank library	Change to former Sunnybank Library building

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					building for the General Election in December 2019	
JC	1786	439	St Bernadettes Social Club, Selby Avenue	✓	None	No change proposed
JD	1266	364	Sunnybank Community Centre	✓	None	No change proposed

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RADCLIFFE EAST/BURY SOUTH

Existing arrangements

Polling District	Electors	Postal Voters	Polling Place	Disabled Access	Comments	Returning Officer Proposition
KA	2772	587	Radcliffe Childrens Centre, Bury Street		None	No change proposed
KB	1392	234	St Mary's Catholic Social Club, Pine Street	✓	None	No change proposed

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KC	1191	210	Radcliffe Library, Stand Lane	✓	None	No change proposed
KD	1370	252	St Mary's RC Infant School, Belgrave Street	✓	None	No change proposed
KE	1333	249	Wesley Methodist Church, Alma Street Entrance	✓	None	No change proposed
KF	953	229	Mobile Van Ainsworth Arms Car Park	✓	None	No change proposed

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RADCLIFFE NORTH/BURY SOUTH

Existing arrangements

Polling District	Electors	Postal Voters	Polling Place	Disabled Access	Comments	Returning Officer Proposition
LA	1641	400	Ainsworth Parish Hall, Church Street	✓	Accessibility issues were raised during the General Election in December 2019.	Elections Services will make enquiries about the availability of alternative suitable locations and evaluate the suitability of any potential polling place.

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LB	1872	450	Dobbies Sports & Social Club, Bradley Fold Road	✓	<p>Comments received from Councillor Cropper during consultation process. Supportive of this polling stations location. Comment also regarding the need for another polling station in the Sparking Clog Pub or a mobile one on the car park and about creating a new polling district, to be made up of electors from Montgomery Way, Launceston Road, Lichfield Road and Sunningdale Avenue. People living on Launceston Road have to take a mile long walk to the polling station at Wesley MP School. There should be another polling station or a move to Moss Shaw Way</p>	<p>The comments have been considered and although no change is proposed currently, Elections Services will continue to make enquiries about availability of alternative suitable locations and to evaluate suitability of proposed and existing stations</p>
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LC	2340	537	Wesley MP School, Forth Road	✓	<p>Comments received from Councillor Cropper during the consultation process. Request to create a new polling district which should be made up of electors from Montgomery Way, Launceston Road, Lichfield Road and Sunningdale Avenue. People living on Launceston Road have to take a mile long walk to the polling station at Wesley MP School. There should be another polling station or a move to Moss Shaw Way.</p>	<p>The comments have been considered and although no change is proposed currently, Elections Services will continue to make enquiries about availability of alternative suitable locations and to evaluate suitability of proposed and existing stations</p>
LD	2833	634	Trinity Baptist Church Westminster Avenue	✓	<p>Comment received from Councillor Cropper as to creating a new polling district which should be made up of electors from Montgomery Way, Launceston Road, Lichfield Road and Sunningdale Avenue. People living on Launceston Road have to</p>	<p>The comments have been considered and although no change is proposed currently, a statutory review of the Borough's boundaries is being undertaken which may affect polling districts. Elections Services will continue to make enquiries about</p>

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					take a mile long walk to the polling station at Wesley MP School. There should be another polling station or a move to Moss Shaw Way.	availability of alternative suitable locations and to evaluate suitability of proposed and existing stations.
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RADCLIFFE WEST/BURY SOUTH

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Existing arrangements

Polling District	Electors	Postal Voters	Polling Place	Disabled Access	Comments	Returning Officer Proposition
MA	1503	235	Chapelfield CP School, Clough Street	✓	None	No change proposed
MB	1979	391	Nursery Building St Johns CEP School, Johnson Street	✓	None	No change proposed
MC	798	163	Mobile Van Sycamore Avenue	✓	None	No change proposed
MD	1095	179	Radcliffe United Reformed Church, Blackburn Street	✓	None	No change proposed

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ME	3110	633	St Philips Community Centre, Higher Dean Street	✓	None	No change proposed
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PILKINGTON PARK/BURY SOUTH

Existing arrangements

Polling District	Electors	Postal Voters	Polling Place	Disabled Access	Comments	Returning Officer Proposition
NA	437	99	Mobile Van Blue Bell Car Park, Manchester Road	✓	None	No change proposed
NB	1084	194	Mobile Van Rear Cross Keys Hotel, Lily Hill Street	✓	None	No change proposed
NC	1538	381	Goats Gate Inn, Radcliffe New Road	✓	None	No change proposed
ND	2130	480	Whitefield Library, Pinfold Lane	✓	None	No change proposed

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NE	2359	631	Mobile Unit on Sergeants Lane	✓	None	No change proposed
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BESSES/BURY SOUTH

Existing arrangements

Polling District	Electors	Postal Voters	Polling Place	Disabled Access	Comments	Returning Officer Proposition
OA	1068	335	Music Building Mersey Drive CP, Mersey Drive	✓	Comment received from Councillor Whitby, during consultation, about the Music Building closing	No change proposed to the location but change of name to "Mersey Drive CP School"
OB	1308	254	Music Building Mersey Drive CP, Mersey Drive	✓	Comment received from Councillor Whitby, during consultation, about the Music Building closing	No change proposed to the location but change of name to "Mersey Drive CP School"
OC	3455	676	St Michaels Church Hall Ribble Drive	✓	None	No change proposed

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OD	1571	286	Whitefield CP School, Victoria Avenue	✓	None	No change proposed
OE	842	151	Besses o'th Barn United Reform Church	✓	None	No change proposed

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HOLYROOD/BURY SOUTH

Existing arrangements

Polling District	Electors	Postal Voters	Polling Place	Disabled Access	Comments	Returning Officer Proposition
PA	489	69	Mobile Van Heywood Old Road	✓	None	No change proposed
PB	714	89	Lady Wilton Hall, Nutt Lane	✓	None	No change proposed
PC	2431	450	St Margaret's Youth & Community Centre, St Margaret's Road	✓	None	No change proposed
PD	1891	401	The Carlton Club 279 Bury Old Road	✓	None	No change proposed

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PE	1675	407	Prestwich High Arts College, Heys Road	✓	None	Elections Services will make enquiries about the availability of alternative suitable locations and evaluate the suitability of any potential polling place.
PF	1445	327	Heaton Park CP School, Cuckoo Lane	✓	None	No change proposed

ST MARYS/BURY SOUTH

Existing arrangements

Polling District	Electors	Postal Voters	Polling Place	Disabled Access	Comments	Returning Officer Proposition
QA	916	201	Rainsough Community Centre, Rainsough Brow	✓	None	No change proposed

Appendix A

QB	1684	442	Butterstile CP School, School Grove	✓	None	No change proposed
QC	2626	555	St Andrews Church, Woodward Road	✓	None	No change proposed
QD	2961	526	Our Lady Of Grace Old School, Fairfax Road	✓	None	No change proposed

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SEDGLEY/BURY SOUTH

Existing arrangements

Polling District	Electors	Postal Voters	Polling Place	Disabled Access	Comments	Returning Officer Proposition
RA	1724	291	Mobile Van Meade Hill Road, Windsor Road	✓	The polling stations are adequate and well-spaced out	No change proposed
RB	990	179	Mobile Van at The Woodthorpe Hotel	✓	The polling stations are adequate and well-spaced out	No change proposed
RC	3039	747	Prestwich Hub Sedgley Park CP School Bishops Street	✓	The polling stations are adequate and well-spaced out	No change proposed
RD	592	104	Mobile Van Bury New Road/Portugal Road	✓	The polling stations are adequate and well-spaced out	No change proposed

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RE	1754	327	The Croft at St Hilda's CEP School, Whittaker Lane	✓	The polling stations are adequate and well-spaced out	No change proposed
RF	864	202	Nursery Unit Park View CP School, Park View Road	✓	The polling stations are adequate and well-spaced out	No change proposed

REPORT FOR INFORMATION

REPORT TO:	COUNCIL
DATE:	22nd Janaury 2020
SUBJECT:	LOCAL SCHEME OF COUNCIL TAX SUPPORT
REPORT FROM:	COUNCILLOR O'BRIEN, PORTFOLIO HOLDER FOR FINANCE & HOUSING
CONTACT OFFICER:	Mike Woodhead, Joint Chief Finance Officer
TYPE OF DECISION:	COUNCIL
FREEDOM OF INFORMATION/STATUS:	The report is for publication.
SUMMARY:	The report provides Members with an up-date on the local Council Tax Support scheme and sets out recommendations to continue to deliver a local scheme within the available budget.
OPTIONS & RECOMMENDED OPTION	Council is asked to agree that the Scheme introduced with effect from 1st April 2018 is extended for the year 1 st April 2020 to 31 st March 2021 with one amendment.
IMPLICATIONS:	
Corporate Aims/Policy Framework:	Do the proposals accord with the Policy Framework? Yes
Statement by the S151 Officer: Financial Implications and Risk Considerations:	The financial implications arising from the report are centered on the large cut in Government funding that accompanied the localisation of

	<p>Council Tax support. The existing scheme was designed to provide as much protection as possible for the most vulnerable claimants whilst staying within the fixed budget set by the Government in 2013.</p> <p>The performance of the scheme is closely monitored and to date caseload and expenditure are within anticipated projections. However, given the fixed nature of the government grant to fund the scheme, the risk continues that increased take up or reductions to the income of existing claimants will have a direct impact on the authority.</p> <p>It is strongly recommended that Members do not seek to absorb the loss of Government funding from within existing resources due to pressures on the Council's budget.</p>
<p>Statement by Joint Chief Finance Officer:</p>	<p>In considering the nature of the local scheme, it is important to recognise that collecting increased, or any, Council Tax from people in receipt of Council Tax Support is both challenging and costly.</p>
<p>Equality/Diversity implications:</p>	<p>An Equality Impact Assessment was completed in respect of the changes implemented in April 2017, as no significant changes are proposed for April 2020 this remains valid.</p>
<p>Considered by Monitoring Officer:</p>	<p>It is the duty of the Council to have localised Council Tax Support, in the form of a council tax reduction, each year.</p> <p>The enabling provisions are contained in section 10 of the Local Government Finance Act 2012, This allows the Council to use its discretion to design schemes for support for those not of pension age but contains requirements that certain elements must be included in all schemes.</p> <p>The detail of the elements which must be included in local council tax reductions schemes are included in The Council Tax Reduction Schemes (Prescribed Requirements Scheme) (England) Regulations 2012.</p> <p>Consultation has been undertaken in each year that the scheme has changed. <i>Members must have "due regard" to any equality issues and these are set out in the Equality Impact Assessment.</i></p>
<p>Wards Affected:</p>	<p>All</p>

Scrutiny Interest:	Overview and Scrutiny Committee
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TRACKING/PROCESS

DIRECTOR:

Mike Woodhead

Chief Executive/ Senior Leadership Team	Cabinet Member/Chair	Ward Members	Partners
No	Yes		
Scrutiny Committee	Committee	Council	
No			

1.0 BACKGROUND

1.1 The report outlines the background, current scheme, context of overall Welfare Reform and recommendations for delivering a local scheme of Council Tax Support with effect from April 2020.

2.0 CHANGES TO THE SCHEME

2.1 The current local scheme was introduced in Bury from April 2013. Prior to this, a national scheme was in place: Council Tax Benefit. This was administered by local authorities but prescribed in extensive detail by the Department for Work and Pensions. Council Tax Benefit paid the full liability for Council Tax for the poorest claimants. Local authorities were, to all intents and purposes, fully funded by DWP for their Council Tax Benefit expenditure: local authorities therefore did not carry the risk of changing caseloads or changes in the level of deprivation.

2.2 The abolition of Council Tax Benefit and introduction of local schemes included the provision that the grant payable to Councils was set at 90% of the estimated spend on Council Tax Benefit in 2012/13. This meant that Councils had to address a 10% cut in the funding they received. Furthermore, the level of support was fixed for 7 years meaning that Councils will have to bear the cost of any increased expenditure as a result of increases in Council Tax or any increases in claimant numbers.

2.3 Before agreeing a scheme the Council had a duty to consult with major precepting authorities and such persons it considers to have an interest in the scheme.

2.4 The key issues the Council faced as a result of the introduction of local schemes were:

- The funding to be provided for the new provision was cut by 10%.
- The Government’s changes did not allow Councils complete freedom in the design of their schemes and it was stipulated that the elderly were to be protected. This provision remains and meant that as around 45% of Bury’s benefit caseload were classed as elderly the cuts for working age claimants had to be higher. In Bury, protecting pensioner claimants means the

percentage cuts for working age claimants was estimated to fall within the range of 15%-20%.

- The risk of changing caseloads was transferred to local authorities i.e. funding had to be determined in advance, not based on actual spend.

3.0 LOCALISED COUNCIL TAX SUPPORT

3.1 The scheme which was established in Bury in 2013, following consultation, reflected the Council's priority in considering the needs of vulnerable people and aimed to mitigate the detrimental impact it would have on residents who would face increased Council Tax due to restrictions on the amount of Council Tax Support they would be entitled to.

3.2 However due to increases in Council Tax during the preceding years by 2017 the fixed budget was no longer capable of covering the schemes costs. In 2017 the scheme was amended so that the maximum amount that any Working age claim could receive was 80% of the liable Council Tax charge.

4.0 COUNCIL TAX SUPPORT SCHEME 2020/2021

4.1 The Council is required to review and amend its scheme annually.

4.2 In doing this it is necessary to consider a variety of factors:

- Performance of the scheme
- The level, and adequacy, of Government funding for 2020/21
- The Council's overall financial position
- Options for changing the scheme if required
- The outcome of previous consultation

4.3 The operation of the scheme appears to be meeting its objectives during the financial year 2019/20 although from a purely financial perspective this can vary and fluctuate throughout the year. However, take-up and Council Tax collection assumptions are being closely monitored. The 80% maximum award has led to an increase in Council Tax accounts entering recovery, working practices have been amended to try and minimize the number of these accounts that proceed to recovery through the courts and beyond.

4.4 Following the Governments one year funding plan for 2020/21 funding remains the same as for Year 1 reflecting the 10% cut in the level of support provided in 2012/13. As funding is fixed consideration has therefore to be given to whether further cuts to the existing scheme need to be made. Forecasts suggest that expenditure on the scheme is within the budget available and so no changes are required for the year 2020/21.

5.0 CONSULTATION

5.1

1. On 3 April 2019, the Home Office launched the Windrush Compensation Scheme to compensate individuals who have suffered loss in connection with being unable to demonstrate their lawful status in the United Kingdom.

It is recommended that we disregard payments made under the Windrush Compensation Scheme when determining eligibility for CTS.

This is consistent with, for example, the approach the Council has taken for payments from the 'We Love Manchester Emergency Fund' following the incidents in 2017.

2. In August 2019 the Local Government Ombudsman suggested that councils should clarify their procedures for when changes in circumstances take effect for working age Council Tax Support claimants.

We intend to update our Council Tax Support regulations to state that in some situations a change in circumstances can take effect from the date the claim was processed rather than the date the change took place.

6.0 WELFARE REFORM CONTEXT AND AGENDA

- 6.1 The changes to Council Tax Benefit/Support form part of a wider series of changes that make up the Government's welfare reform agenda and reform of local government finance. Bury Council have sought to alleviate the impact of Welfare Reform where possible by working with residents and our local partners.
- 6.2 In July of 2018 Universal Credit Full Service was rolled out across the majority of the Bury Council area. This has resulted in an increased strain on the administration of the Council Tax Support scheme and difficulties in residents understanding the lack of interaction between DWP UC and the Council.
- 6.3 A Discretionary Council Tax fund has been available for customers who may be experiencing significant hardship often as a result of multiple changes to the welfare system or complex circumstances, Members are requested to agree a budget of £100k for the year 2020/21.

7.0 CONCLUSIONS AND RECOMMENDATIONS

- 7.1 The Council has to review the operation and content of its Council Tax Support scheme on an annual basis.
- 7.2 It is recommended that the scheme continue with the two changes (5.1 refers) for the year 2020/21.
- 7.3 The performance of the scheme continues to be closely monitored and will be reviewed and amended as appropriate on an annual basis.

**COUNCILLOR O'BRIEN
DEPUTY LEADER & CABINET MEMBER FOR FINANCE & HOUSING**

List of Background Papers:-

None

Contact Details:-

Mike Woodhead, Joint Chief Finance Officer, Bury Council and NHS Bury CCG: Tel 0161 253 7864: E-mail mike.woodhead@nhs.net

Ian Davenport, Acting Head of Customer Support and Collections; Tel 0161 253 7087; E-mail i.davenport@bury.gov.uk

Q.	Party	Question
1.	Lib Dem	<p>Can the Leader inform members about any work the authority has done to ascertain how many free-to-use cash machines have been lost from Bury in recent years? What proportion of residents do not live within walking distance of a free-to-use cash machine?</p> <p>Councillor S Wright</p>
	Cllr Briggs	<p>An analysis of the Link website has shown that within the Borough of Bury, according to latest records, there are 88 free-to-use cash machines with a further 29 that incur a charge for usage. The proportion of free-to-use versus paid varies throughout the Borough, for instance within the Ramsbottom/Tottington area 2/17 charge, Prestwich area this is 3/8 whilst in Radcliffe the 7/12 charge.</p> <p>In terms of spread of machines generally and specifically free-to-use machines there are a few of areas of which there is approximately 1km of coverage without a free-access machine, which include around Fishpool, the area north east to Bury town centre/south of Clarence Park, Summerseat and Ringley Road (west Whitefield).</p> <p>It is proposed that the figures referenced above are kept under review and that correspondence is made with the Voluntary, Community and Faith Alliance with respect to engaging populations in these locations of the Community Access to Cash Delivery Fund</p>
2.	Labour	<p>Please could an update be provided on Bury 2030 following the engagement activity which took place last summer? Councillor Rhyse Cathcart</p>
	Cllr Briggs	<p>Thank you for this question on an area of crucial importance, the future of our Borough. As you reference there was significant engagement in the late summer and early autumn of 2019 which took the form of an online questionnaire on the One Community platform and out on the streets across the Borough, myself included, to ask local residents, employees, families, students and visitors their thoughts on Bury now, for the next ten years and the role they could play within this. Over 1,250 responses were received, equally spread from throughout the Borough and across different groups of the population. The council also engaged with our public, private, voluntary and community sector partners at a series of meetings and events including the Health and Wellbeing Board, Local Care Organisation, Community Safety Partnership, with our two colleges and Bury Business Leadership Group. These sessions were to gather further input on Bury's strengths, opportunities for the future and priorities and gather examples of 'Brilliant Bury' from around the Borough, both in terms of existing success and great plans for the future.</p> <p>All of this engagement activity has been considered alongside data on the Borough including our local economy, deprivation levels, environment and health information in order to get a rounded picture of the challenges we face and the focus required on activity over this decade, and specifically in</p>

		the next couple of years recognising some action now till take a number of years for the outcomes to be realised.
3	Labour	Can the leader provide the council with an update for the future plans that the council has for Radcliffe as Town? What are the long term strategic objectives for the town and how will this benefit the people of Radcliffe? Councillor Rhyse Cathcart
	Leader	<p>Thank you for the question. Radcliffe remains a significant priority for the Council, and I can confirm that Deloitte LLP have now been formally appointed to prepare a Strategic Regeneration Framework and delivery plan for Radcliffe.</p> <p>The intention is for the framework to set out an integrated approach to the regeneration of Radcliffe relating to, not only physical regeneration, but also to help pave the way to improve the health and wellbeing of local residents.</p> <p>This will include improving educational attainment and skills in the town, local transport improvements, improved environment and leisure facilities, plus regeneration and environmental improvement of the town centre, helping to improve the overall quality of life for Radcliffe residents.</p> <p>Stakeholder and wider public engagement will form an important part of the framework, and the results will feed into the development of key objectives and proposals.</p> <p>It is imperative that we have a clear strategy which will provide the mechanism for the delivery of the Council's continued ambitions to regenerate Radcliffe. It will provide a coordinated delivery plan setting out short, medium, and longer term proposals, to drive forward the sustainable and managed regeneration of the Radcliffe Township over the next 10 to 15 years. The aim is to secure benefits from this growth for all Radcliffe residents.</p>
4	Conservative	Can the Leader tell us the Progress 8 figure for Bury and how this compares to the 9 other authorities in Greater Manchester Cllr. Sam Hurst
	Cllr Tariq	<p>Bury is ranked 6th out of the 10 Greater Manchester LAs in 2019. We are now part way through what is a sustained secondary standards recovery programme. This work has been scrutinised by cross-party members in the Overview and Scrutiny committee. It has been presented to the Regional Schools Commissioner, to the Regional HMI and has been tested through the Northern Region Peer Review process.</p> <p>There is recognition that our recovery although in an early stage is working. A letter from the Chief HMI Amanda Spielman has been received by the Governors and Head of St Monica's recognising their rapid</p>

		<p>recovery. This is in itself an unusual accolade.</p> <p>More generally the profile of our school performance under the new Ofsted inspection regime has been consistently positive.</p>
5	Labour	<p>Please could the leader give an update on the feasibility of traffic lights at Kay brow and the introduction of the Scoot System in Ramsbottom to reduce traffic congestion. Cllr Kevin Thomas</p>
	Cllr Quinn	<p>The Council’s Engineering Services have held initial discussions regarding congestion on the length of Bolton Street, Ramsbottom, between its junctions with Bridge Street/Carr Street and Nuttall Lane/Dundee Lane with Transport for Greater Manchester (TfGM).</p> <p>TfGM are responsible for the design, installation, maintenance and management of traffic signal equipment for the 10 districts that make up Greater Manchester.</p> <p>Currently, each junction optimises their own timings independently in a way to maximise the number of vehicles they can accommodate (a system known as MOVA). The distance between the signal installations would allow for their operation via SCOOT (where the signals “talk” to each other to maximise the throughput of the network rather than each junction). However, the number of vehicles accessing Bolton Street from Kay Brow (located midway between the two junctions) is such that it would disrupt the operation of SCOOT as they cannot be accounted for by the system.</p> <p>In order to better understand the behaviour of the traffic in this area it is necessary to undertake vehicle count surveys and to construct a computerised model of the highway network to identify the main causes of congestion, propose potential solution and to model these proposals to see if they deliver the required benefits.</p> <p>Engineers from the Council and TfGM are in the process of convening a meeting to work through the details and scope of the initial survey work.</p>
6	Labour	<p>Please could the leader give an update on the Mondri Site? Cllr Kevin Thomas</p>
	Cllr Black	<p>Council officers have been involved in discussions regarding the future of the former Mondri site with the land owner and their representatives over a number of years. However, as yet, no planning applications have been submitted for the redevelopment of the site.</p> <p>Nevertheless, it is understood that an option for the site has now been obtained by Ecclestone Homes and that they are due to enter into pre-application discussions with Council officers shortly with a view to submitting a planning application to redevelop the site for housing in the</p>

		<p>near future.</p> <p>One of the key issues that will be raised during these discussions will be site constraints, particularly those associated with the fact that the majority of the site is included within an area identified by the Environment Agency as being at high risk from flooding.</p> <p>However, it is recognised that this is a prominent site close to the heart of Ramsbottom town centre that is in need of regeneration and officers will, in consultation with the Environment Agency, actively engage with the prospective developer to explore all opportunities to deliver a viable and safe solution for the site.</p>
7	Conservative	<p>When will the Bradley Fold MOT Testing Station will be reopened? Cllr. Khalid Hussain</p>
	Cllr Black	<p>Following the fire at Bradley Fold Depot in February 2019, the contractors undertaking the rebuild of the vehicle workshop gave a date of the middle of November for completion. However, due to the amount of rain that fell during the rebuild the fitting of the new roof was delayed.</p> <p>The garage was finally handed back to Bury Council on the 22nd December 2019 and the mechanics have now moved from their temporary workshop back in to the newly refurbished workshop.</p> <p>Meantime, the Driver and Vehicle Standards Agency (DVSA), the organisation which oversees and regulates the MOT testing process, issued a special notice in September 2019 specifying that all new brake testers fitted in MOT stations had to be connected to the internet with effect from 01st October 2019. This internet connection was only made possible on 15th January 2020 and the Transport service now awaits the connection of the new brake tester to the DVSA MOT system. This is due to be done on Tuesday 21st January.</p> <p>Once this has been done and a new headlamp beam setter, has been fitted, Transport will be in a position to reopen the MOT test lane.</p> <p>Considering the above, at this point in time it is hoped to reopen the MOT testing station by the end of January.</p>
8	Labour	<p>How many schools have been inspected under the new Ofsted framework and what has been the outcome? Cllr Clare Walsh</p>
	Cllr Tariq	<p>5 primary schools have been inspected to date however the report for one of these is not yet available and therefore the outcome remains confidential to the school. Of the 4 inspections, three were carried out under Section 8 and one under Section 5 (full inspection). 3 good schools (Greenmount, St. Margaret's, Ribble Drive) remained good and Hoyle Nursery school remained outstanding (this is exceptional performance in the new framework)</p> <p>3 secondary schools have received inspections however one was a</p>

		<p>monitoring inspection only. Unsworth Academy received its first inspection as a new school and was judged good. St. Monica's RC High received a monitoring visit which was converted to a full inspection which moved the school from inadequate to requiring improvement i.e. school is no longer judged to require Special Measures.</p> <p>These early outcomes from the new inspection regime are consistently positive. They reflect the hard work of our Heads, staff and governors- who are to be congratulated. And they confirm that our school improvement strategy which includes having trained every school in Bury for the new Ofsted inspection process- is working.</p> <p>We now must with cross -party support ensure that every school in Bury is at least Good. And that we rapidly resume our previous position as One of the Best education services.</p>
9	Labour	<p>Can the Leader give us updates on any recent tree planting in Bury? Councillor Richard Gold</p>
	Cllr Quinn	<p>I am pleased to inform Council that 2700 trees were planted at Boz Park in Whitefield in partnership with City of Trees as part of National Tree Planting Week at the end of November. A wide variety of trees were planted as part of a community event involving the friends group, volunteers and local schools.</p> <p>Also working in partnership with City of Trees 190 trees have been planted at Greenhill Primary School and 230 trees with Higher Lane Primary School. There is also a further 50 standard trees to be planted in various parks as part of the Urban Tree Challenge</p> <p>Following Forestry England withdrawing the option to manage parts of Philips Park and Outwood, the Council will be working with City of Trees to explore further options for tree planting and site management in these areas as part of developing the City Forest Park.</p>
10	Lib Dem	<p>Could the leader inform members what the Council's approach is to advertising banners, for example on park railings, and who is able to put these up and who is responsible for taking them down? Councillor Powell</p>
	Cllr Quinn	<p>The approach taken for park railings is that permission is requested from Parks and Countryside by groups wanting to put a banner up. The banners need to be from the Council, charity, community group/volunteer, event sponsorship or Parks related, this can mean other parks as well such as Heaton Park, Manchester. The people putting the banners up are requested to look after them, ensure they are kept tidy</p>

		<p>and remove them when the event/activity is over.</p> <p>Other banners do appear from time to time such as St Mary's Park in Prestwich which are commercial in nature, a sweep to remove banners is carried out across the Borough periodically when resources allow.</p>
11	Conservative	<p>Can the leader assure members that Bury's 'Happy' Town of Culture successful bid will bring events and activities to all six townships. Cllr. Nick Jones</p>
	LEADER	<p>The Council is delighted that Bury has been awarded the accolade of being the first Greater Manchester Town of Culture. Bury's cultural identity is rich and diverse, from being a hotbed of creative and performing talent, exhibiting world class art and sculpture, to a proud heritage including military, police and industry. Our cultural fabric is made up of the people and places of our Borough. As such we should be proud to identify as and promote ourselves as Towns of Cultures with activity and opportunity across all our townships.</p> <p>We are looking to celebrate the townships and communities within our Borough throughout 2020, and build a legacy beyond this. The focus will be to build on existing strengths and increase access to activities and initiatives across all parts of the Borough. From Prestwich Arts Festival in the south and murals of Mark E Smith and Victoria Wood, to performance in Radcliffe at venues such as the Market Hall, the cultural quarter in Bury to the Flying Scotsman steaming through to Ramsbottom during the year where it is hoped Head for the Hills will return this year. The funding secured as part of the Town of Culture award will allow the expansion of a planned event to build on the success of the Victoria Wood statue and exhibition last year to reach out further, both geographically beyond the Art Museum and Met Theatre but also in scope to include events that make use of the Borough's green spaces which are so cherished.</p> <p>A number of organisations and individuals have already put forward proposals and shared their plans for the year, which will continue to be developed. We welcome all corners of our Borough to embrace the platform Town of Culture provides, to get involved and in the words of Victoria Wood herself, Let's Do It.</p>
12	Labour	<p>Many Bury residents would like to buy electric vehicles to combat climate change but there is a lack of EV charging infrastructure nationwide. Can the Leader give us an update on potential EV charging initiatives? Councillor Rafiq</p>
	Cllr Quinn	<p>TfGM have already been awarded £3million pounds to increase electric vehicle (EV) Charging infrastructure throughout GM. This funding will deliver 2 rapid chargers in Bury Town Centre this year.</p> <p>Bury Council have committed to install a minimum of 1 chargepoint per ward and we have identified an initial list of potential locations These points will mainly be on council car parks at or close to residential areas</p>

		<p>without off street parking and will present an opportunity to apply for the Government's On Street Residential Charge Scheme funding. We are currently seeking installation costs for these locations.</p> <p>We are also actively pursuing a trial of on-street EV charging infrastructure by way of the Government's "On Street Residential Charge Scheme" funding and we have been in discussions with a supplier/installer of on-street charging equipment to this effect and have just completed an expression of interest procurement process in order to identify possible partners.</p> <p>We propose to go out to consult on our draft GM Clean Air Plan during 2020 and included in our proposed package of measures, is a bid for government funding to deliver and operate an additional 300 dual headed chargepoints across the GM. If this bid is successful we will see an additional 30 points with 60 charging outlets in Bury.</p> <p>The above actions will increase our current provision of public chargepoints significantly and we expect the new points will be installed on a phased basis commencing this year.</p>
13	Labour	<p>Can the leader tell me how Bury as a system is performing with the increased demands on our services? Councillor Morris</p>
	<p>Cllr Simpson/Cllr Cummins</p>	<ol style="list-style-type: none"> 1. The Bury position is holding its own in respect to urgent care over the winter period. 2. The national target is for 95% of patients attending A&E to be seen within 4 hours. Over the last month, FGH has fluctuated between 70% - 80%. 3. In terms of the year to date, for adult services, FGH is the best performing in Greater Manchester. <p>April 2019 – December 2019:</p> <ul style="list-style-type: none"> • FGH – 80.1% • North Manchester General Hospital – 72.8% • Royal Oldham – 69.6% <ol style="list-style-type: none"> 4. Fairfield received additional monies from NHSE to cover winter pressures and have opened 22 beds with this. In addition a further 30 beds have been opened to provide additional capacity. 5. As is usual planned activity has been stepped down in December 2019 and January 2020 to create even further capacity for urgent and emergency cases. This is part of mobilising the local winter plan.

		<p>6. Attendances at A&E continue to increase locally and nationally. A comparison of attendances this year (Apr – Dec 2019) to last year (Apr – Dec 2018) is as follows:</p> <ul style="list-style-type: none"> • FGH +3674 (+7.4%) • NMGH +7699 (+12.2%) • Royal Oldham +3307 (+4.8%) • PAHT +14680(+8.1%)
14	Conservative	<p>Can the leader of the Council advise the benefits of the Deloitte Strategic Regeneration Framework (SRF) for Radcliffe, the total cost of this engagement and the timeframe for this? Cllr. Paul Cropper</p>
	Leader	<p>Radcliffe remains a significant priority within the Council’s regeneration programme, not least because Radcliffe suffers from higher levels of deprivation and poverty than other key townships within the Borough. As such, Deloitte LLP have been appointed to prepare a Strategic Regeneration Framework that will set out a clear vision and plan to deliver investment into the town.</p> <p>There have already been recent developments and initiatives within Radcliffe, and there are proposals for substantial residential growth in and around the centre. It is imperative that we have a clear strategy that will help secure benefits from this growth for Radcliffe residents. There are already plans in traction to deliver a new secondary school in Radcliffe and the framework will set out wider plans for local transport improvements, leisure facilities and improvements to the town centre to make it attractive to investors and users.</p> <p>The framework will provide a clear vision for future growth and development in Radcliffe in a coherent and joined-up manner. It will also ensure the Council are in a position to bid for Government funding programmes as and when the opportunities arise to support delivery of the framework objectives.</p> <p>As recently reported at Cabinet Committee, the cost of the Deloitte commission is £89,000 which we feel represents value for money, having followed the Council’s procurement process for the commission.</p> <p>The proposed timeframe to prepare the framework and delivery plan is six months from January to July 2020.</p>
15	Labour	<p>How are we progressing with our work around early years and school readiness? Cllr Mortenson</p>
		<p>As part of the process for community asset transfer of our Children</p>

	<p>Cllr Tariq</p>	<p>Centres we are currently reviewing our Children Centre offer across Bury for both universal and targeted support to families in the early years. Our vision is to work with our current offer and new providers to create hubs where there is a range of offers to families from job clubs to specific parenting support programmes. This will link to Public Service Reform agenda and neighbourhood offer.</p> <p>We are extending our transformation model of Team Around the School to include Team Around the PreSchool. As part of this we are working with our early years providers and have engaged one of our head teachers to contribute to the development of Bury Standards for PVI's which will have an emphasis on ensuring children identified as requiring additional support including those children that have additional needs or disability receive targeted support.</p> <p>We are integrating our Troubled Families offer with our whole early years and early help offer so that we share the principles of the Troubled Families programme across our early years sector which supports a whole family approach to help and with a clear outcomes framework. Later in 2020 we will be scoping needs and looking at how we train staff in a range of offers which target support earlier, for example, Family Group Conferences, Reducing Parental conflict, Webster Stratton Parenting programmes, Restorative Practice</p>
<p>16</p>	<p>Labour</p>	<p>Can the leader give up an update on the urgent care review? Cllr Grimshaw</p>
	<p>Cllr Simpson/Cllr Cummins</p>	<p>The CCG Governing Body requested a review of the Urgent Care system. Work began reviewing the system in Bury to align it against the NHS Long Term Plan milestones for urgent and emergency care and to meet these 5 local Bury objectives:</p> <ul style="list-style-type: none"> • Improve performance of 4 hour waits • Reduce Non-Elective Admissions at Fairfield General Hospital • Deliver £2.6m savings from current spend from Urgent Care Services "in scope" • Redesign to simplify access points to improve patient experience. • Work towards achievement of the Greater Manchester Urgent and Emergency Care Improvement and Transformation Plan.

Next steps are around designing the new model, developing a financial plan and carrying out a public consultation exercise. The design of the new model will include a new model for an urgent care front door at the hospital, to include the development of the nationally mandated Urgent Treatment Centre. We will also make it easier to book a same day appointment at your GP practice.

There also needs to be a major piece of public information work to explain how the new system will work. Public consultation will be required on some elements of the emerging model, particularly around what the new model at the hospital looks like and a primary care led triage model.

Supplementary Question:

Do you think it will improve services for patients?

The review has Bury people at its heart and seeks to improve the urgent care experience for everyone.

We are aiming for people to be seen in the right place, first time with an emphasis on early community triage. An example is the proposed development of a Clinical Assessment Service, where people will be redirected to a Greater Manchester clinician if they ring 999 or 111 and their enquiry isn't complex or critical. This service will then assess people and make them an appointment in the appropriate part of the Bury system. This avoids long waits at walk in centres or the Accident and Emergency Department at Fairfield General Hospital. We would like to streamline, simplify and standardise the various different approaches to triage across Bury so that what's available is clearer to understand. We have launched a mobile phone-based Greater Manchester Service Finder app which also helps people make the best decision about which service to use.

People have told us that one of the most frustrating issues is their perception that it is difficult to get a GP appointment. We need to modernise our approach to booking appointments using technology so that people who want to can book an appointment online, or can have an online or telephone GP consultation. We'd like to use technology to triage GP appointment planning to change the 8am rush for an appointment.

One of the biggest changes we'd like to develop is what happens at Fairfield General Hospital. We would like to develop a new front door reception service where people can be triaged by primary care staff and streamed to

		<p>the right part of the hospital such as a new nationally mandated Urgent Treatment Centre, Accident and Emergency or Same Day Emergency Care.</p> <p>The Urgent Treatment Centre will be an improvement as it will be open longer than currently and have access to blood tests and x-rays. It will take a multi-disciplinary approach and include colleagues from mental health teams as well as primary care.</p>
17	Conservative	<p>Can the Leader please advise members the amount spent on legal costs and the amount paid out by the authority for compensation claims due to poor roads and pavements for the last year Cllr. Oliver Kersh</p>
	Cllr Quinn	<p>In the last year Bury Council spent £191,488 on legal fees and £444,825 on highway claims.</p> <p>The additional £10million invested by Bury Council in highway maintenance helped to achieve a 26% drop in the number of highway insurance claims received between 17/18 and 18/19. This positive trend of fewer claims is continuing, with the number of highway claims received so far this year 40% down on 18/19.</p>
18	Labour	<p>Can the leader tell me about the Bury Careview Initiative and the benefits to residents? Councillor Lucy Smith</p>
	Cllr Simpson/Cllr Cummins	<p>An opportunity has arisen which would assist us to identify people who are lonely and isolated, help to focus upon areas where loneliness and social isolation is concentrated, help us to reach out to individuals, help people to engage with services and to overcome the barriers to reconnection and connect people to services and support.</p> <p>The pilot project is funded by the European Space Agency and the newly designed app, its development costs, any direct costs of the pilot including designing and printing information leaflets/brochures etc. are all covered by the European Space Agency.</p> <p>Overview of the Careview Pilot – How it works</p> <p>The pilot project will operate across the whole of Bury we are not specifically targeting areas that are more deprived. There are people who are affluent or cash rich who are also socially isolated.</p> <p>To target the areas showing a high concentration of social isolation a leaflet is produced. The leaflet contains some text about who we are and explains the different ways people can get in touch with us.</p> <p>Leaflet also contains information about the type of services available and offers some free help and support to access services.</p> <p>Police and Police Support Officers from the neighbourhood teams will be</p>

		<p>the main 'app tappers' although other teams such as Staying Well Team will also perform this duty.</p> <p>The leafletting and door knocking teams will be made up of people from a number of different services and teams and their activity will be co-ordinated by the CWB Strategic Development Unit.</p>
19	Labour	<p>Can the leader give us an update on the Mayor's new car? Councillor Mortenson</p>
	Cllr Quinn	<p>The current Mayor's car is a Jaguar XF 2.0 Diesel which is out of its original lease period and is now on a month by month renewal.</p> <p>The Transport department at Bradley Fold Depot is investigating the feasibility of procuring a fully electric car for the Mayor in a bid to reduce emissions from its own fleet.</p> <p>One of the obvious choices would be the new Nissan Leaf with its extended range and the length of time the vehicle has been on the market.</p> <p>In October 2019 Transport began the process of securing a demonstration vehicle to be used by the Mayor to assess the suitability of the Nissan Leaf. After ringing multiple Nissan dealers within the North West region a demonstration vehicle was finally arranged direct through Nissan UK for the week commencing 22nd January 2020, the earliest date possible.</p> <p>If and when the suitability of the Nissan Leaf has been confirmed a procurement exercise will then be undertaken to purchase or lease a vehicle to Bury Council's specification. If it is not found to be suitable for whatever reason then other electric options will be explored.</p>
20	Lib Dem	<p>Following the poor condition of St Mary's Park after last year's 'Festwich', can the Leader inform members what arrangements can be put in place to ensure that the event organisers are responsible for returning the park to a good condition after use? Councillor S Wright</p>
	Cllr Quinn	<p>There were a number of issues last year, not least the amount of rain we experienced since July when the event took place. This bad weather has massively hampered any efforts to rectify issues there although a lot of effort was made to get back to some normality.</p> <p>The issue of the flooding at the rear of the Phoenix Centre is an ongoing issue to which the Council has tried in the past to resolve and is now trying to get to understand through various means to find a solution and so is ongoing at the moment, this again has been hampered by the bad</p>

		<p>weather. This area will not be used for any events until a solution can be found.</p> <p>Meetings with the organisers of Festwiche have taken place and further meetings will be going ahead to ensure that there is a swift response to the repair and reinstatement of the site once the event has finished in coming years.</p> <p>It is fair to say that this event has happened for 8 years now and last year was the first time it has been this bad and that was due to the bad weather. It is a great event and brings people into Prestwiche from all over the country not just the North West which is great news for the local economy.</p>
21	Conservative	Can the leader provide an update on the Greater Manchester's Clean Air Plan? Cllr Jackie Harris
	Cllr Quinn	<p>Bury and the other GM authorities are working together with TfGM to produce a GM Clean Air plan to meet nitrogen dioxide targets in the shortest possible time.</p> <p>Our initial Outline Business case for the GM Clean Air Plan was submitted to the Government in March 2019. The plan includes the following proposed measures</p> <ul style="list-style-type: none"> • A Charging Clean Air Zone Class C from Summer 2021 which targets the most polluting vehicles – HGV's, buses, coaches, taxis and private hire vehicles and then extended to include LGV's (vans) in 2023. • Funding requests to help our local businesses to upgrade their vehicles <ul style="list-style-type: none"> ▪ A Clean freight fund of £59m ▪ A Clean Taxi and Private Hire fund of £28m ▪ A Clean Bus fund of £30m • A package of supporting measures including loan finance, sustainable journey schemes and additional electric vehicle charging <p>We are currently awaiting Government assurances on the levels of funding that they are likely to provide alongside clarification on some legal matters. Until these matters are resolved we will not be in a position to commence statutory consultation. However we are in communication with the Government and it is anticipated that later this Spring we will be in a position to progress the consultation.</p>
22	Labour	Can the Leader give council an update on any initiatives to combat flooding in the Scobell St area of Tottington? Councillor Tony Cummings

	Cllr Quinn	<p>This is a proposed partnership between United Utilities and the Council aimed at reducing flood risk by taking some of the surface water flows out of the combined sewer system</p> <p>Schemes will cover up to 9 locations in the Scobell Street area and will be funded by United Utilities</p> <p>A variety of methods will be employed including diverting surface water sewers to discharge to a watercourse or culvert and utilising SuDS features to allow surface water to infiltrate naturally into the ground.</p> <p>SuDS features would include replacing existing impermeable areas with permeable and using tree pits similar to those used on Prestwich High Street</p> <p>Phases 1 & 2 at Scobell St and Bank St have been priced and are ready for delivery, but there are concerns about pollution risk, so other phases are being prioritised</p> <p>Jacobs Consultants have also been commissioned to complete studies at Christ Church of England Primary School on the SuDS for Schools Schemes with a view to providing smart solutions in conjunction with the school to slow the flow</p>
23	Conservative	Can the leader advise on the benefits of Greater Manchester Waste Levy Allocation Methodology and what this will mean in real terms for the residents of our Borough? Cllr. Iain Gartside
	Cllr Quinn	<p>The Levy Allocation Methodology Agreement (LAMA) is the method by which the Greater Manchester Combined Authority Waste and Resources team allocates its costs to its 9 constituent Districts (Wigan is the exception).</p> <p>The LAMA is a 6 year agreement, being made partially through the first year of a 7 year contract with Suez. The LAMA is the method by which the costs attached to the contract for the acceptance, processing and disposal of residual waste, recyclables and biowaste, the operation of the network of Household Waste Recycling Centres across the conurbation, as well as the GMCA's Waste and Resources team's own fixed costs, are allocated to the 9 constituent District Councils.</p> <p>The LAMA is designed to support delivery of the GMCA's Waste Management Strategy, and to promote recycling and diversion from landfill in a way that maximises financial and environmental benefits. Policy on waste management is currently being reviewed</p>

		<p>at a national level, and as such whilst the LAMA is intended to reflect an expected increase in the levels of recycling performance and diversion from landfill that will be required, it will need to be reviewed over its term to ensure it reflects final policy decisions.</p> <p>The LAMA provides a fair and equitable means of allocating costs to the constituent Councils. It is structured in such a way that Bury, as well as all of the other 8 Councils in question, is financially incentivised to continue to strive to increase recycling.</p> <p>At the same time all Councils will be penalised should their recycling performance reduce by more than 1%, relative to a 2017/18 baseline, without adequate explanation.</p>
24	Conservative	Can the Leader please advise how Bury is performing with winter pressures? Cllr. Yvonne Wright
	Cllr Simpson	Please see response already provided at Question 13.
25	Conservative	What were the recycling rates for Bury in 2014/15, 2015/16, 2016/17, 2017/18 2018/19? Cllr. Jackie Harris
	Cllr Quinn	<p>4 bin recycling rate i.e. the rate that applies to waste collected in the grey, blue, green and brown bins only.</p> <p>2014/15 – 51.5% 2015/16 – 54.7% 2016/17 – 57.9% 2017/18 – 57.2% 2018/19 – 57.3%</p> <p>NI 192 Rate i.e. the National Indicator rate which includes street cleaning waste such as litter, fly tipping and street sweepings.</p> <p>2014/15 – 46.6% 2015/16 – 49.1% 2016/17 – 52.7% 2017/18 – 51.7% 2018/19 – 52%</p> <p>The above are all annual average figures.</p> <p>The NI192 figure will always be lower because it includes wastes that are not currently recycled.</p>

		<i>Note: the Council moved to 3 weekly collections in October 2014</i>
26	Lib Dem	At the end of 2019 BBC Radio Manchester reported on the flying tipping and waste management issues in Baguley Crescent. This has been a problem that both the local councillors and the residents in Baguley Crescent have been raising with the Council on many occasions. Could the Leader inform members how the Council is learning from the outcomes of complaints to improve services in Baguley Crescent and can the Council share the changes to the refuse and recycling service strategy that have been introduced with the public? Councillor Tegolo
	Cllr Quinn	<p>As a result of a high turnover of tenants, this leads to flats being regularly cleared out by landlords of bulky wastes such as mattresses and furniture, which tends to be dumped on the adjacent land.</p> <p>There is very little recycling by residents, leading to overflowing general waste bins and in addition recycling bins are constantly contaminated. Some recycling bins have been removed in recognition of the above problems. Collection crews make every effort to service the bins on the scheduled day but access is sometimes not possible due to parked cars.</p> <p>The land in question is private and although the Council is not required to maintain it Waste Management undertook a thorough clean-up of the area on 21 December 2019 (the second one in 13 months). Two additional communal general waste bins were also delivered.</p> <p>A Waste Management Officer visits Baguley Crescent on a weekly basis to monitor the situation and maintains contact with some local residents, including the chair of ABC- Action for Baguley Crescent - who have overseen the installation of 5 CCTV cameras overlooking the bins on the problematic side. Images are shared with GMP. There is also a Council CCTV camera overlooking the site.</p>
27	Lib Dem	Could the Leader inform members on what is being done to address illegal parking in the area immediately to the north of Heaton Park Metrolink station? Councillor Pickstone
	Cllr Quinn	It is unclear which specific streets the question is referring to however regular parking enforcement is carried out across the whole of Prestwich. If a list of particular streets causing concern can be provided additional hotspot enforcement can be arranged. The streets directly north are Wilton Street, Wiseman Terrace and Newton Street which are mainly unrestricted however they do have

		junction protection in the form of double yellow lines that is enforced.
28	Lib Dem	Could the Leader inform members how much parking enforcement officer time is allocated to the Prestwich area each week (or in an average week over the last 12 months)? How many fines have been issued in the same area in the last 12 months for on-street parking? Councillor Pickstone
	Cllr Quinn	An exact time cannot be calculated however it averages at approximately 16 hours per week of specific foot deployment plus mobile deployment on a daily basis and further mobile deployment in the centre 6 days a week. In addition to this hotspot enforcement as and when required.
29	Lib Dem	Could the Leader of the Council please provide members with current levels of uncollected Council Tax, Business Rates, Commercial Rents and Housing Rents and how these levels compare with the previous three years? Councillor Powell
	Cllr O'Brien	<p>As at the end of December 2019, the level of council tax, Business rates, commercial rents and Housing rents uncollected are:</p> <p>Council Tax</p> <p>A total of £104.2m of council tax is due to be paid in the current financial year of which £84m, equivalent to 80.6% had been collected by the end of December 2019. The remaining £20.2m will be collected between January and the end of the financial year on 31 March. In comparison to the last 3 years, the following amounts had been collected by the end of December were:</p> <ul style="list-style-type: none"> • 2018/19 £80.1m representing 80.9% • 2017/18 £75m representing 81.1% • 2016/17 £79m representing 81.9% <p>The overall collection rates for the financial years were:</p> <ul style="list-style-type: none"> • 2018/19 – 96.5% • 2017/18 – 96.6% • 2016/17 – 96.9% <p>Business Rates</p> <p>A total of £51.6m of business rates is due to be paid in the current financial year of which £40.5m, equivalent to 78.6% had been collected by the end of December 2019. The remaining £11.1m will be collected between January and the end of the financial year on 31 March. In comparison to the last 3 years, the following amounts had been collected</p>

		<p>by the end of December were:</p> <ul style="list-style-type: none"> • 2018/19 £41.6m representing 80% • 2017/18 £41.2m representing 80.9% • 2016/17 £42.5m representing 79.2% <p>The overall collection rates for the financial years were:</p> <ul style="list-style-type: none"> • 2018/19 – 96.2% • 2017/18 – 96% • 2016/17 – 94.9% <p>Commercial Rates</p> <p>The level of outstanding commercial rents as at 14 January 2020 were £452,604. The outstanding balance at the end of the last 3 financial years were:</p> <p>2018/19 - £437,604</p> <p>2017/18 – 830,214</p> <p>2016/17 - £801,361</p> <p>Housing Rents</p> <p>A total of £29.1m of housing rents. Arrears in the current financial year are £1.9m of which £1.1m relates to arrears for current tenant and £0.8m relates to arrears for former tenants and the level of arrears is 6.4% as at the end of December 2019. At the end of the last 3 financial years the rent arrears were:</p> <ul style="list-style-type: none"> • 2018/19 £1.7m representing 5.7% • 2017/18 £1.5m representing 4.9% • 2016/17 £1.2m representing 4.2% <p>The arrears in each financial year are cumulative and include arrears brought forward from previous years.</p>
30	Lib Dem	<p>The Home Office guidance on the rights of EU nationals with pre-Settled Status using the NHS lacks clarity. Can the Leader confirm that:</p> <p>A) pre-settled status encompasses “ordinary residence”, and EU nationals and their families with pre-settled status in Bury are entitled to access the local NHS services in full?</p> <p>B) when Bury Council expects EU nationals living in Bury to have been exercising treaty rights to access NHS treatment and when they expect family members of EU citizens to have been qualified persons, within the meaning of the regulations, to be entitled to free treatment (this extends to social security entitlement).</p> <p>Councillor Tegolo</p>

Leader	<p>This matter was part of a wider discussion on EU Settled Status as part of a local authority teleconference with the Home Office on 15th January.</p> <p>With pre-settled and settled status rights in relation the use and access to NHS services remain unchanged, ie ordinary residence in place and entitlement to access remains as before. Within pre-settled status rights including being able to work in the UK, use the NHS for free (wording of current government Brexit page, ie no change, so prescription fees in place before but access to GPs/surgery free at the point of use), enrol in education or continue studying; access public funds such as benefits and pensions if you're eligible for them; and to travel in and out of the UK.</p> <p>EU citizens with pre-settled or settled status under the EU Settlement Scheme would be able to be joined in the UK under the scheme, by 29 March 2022, by existing close family members, such as children, spouses and partners, parents and grandparents living overseas at exit, where the relationship existed by exit day (or where a child was born overseas after this date) and continued to exist when the family member applied. After 29 March 2022, such family members will be able to join EU citizens here by applying through the applicable UK Immigration Rules. EU citizens with pre-settled or settled status under the EU Settlement Scheme will be able to be joined by future spouses and partners (where the relationship was established after exit) and other dependent relatives under the scheme until 31 December 2020, after which point the UK Immigration Rules would apply to such family reunion. Together this would bring the rights of EU citizens in line with the rights of UK nationals from 30 March 2022.</p> <p>All of the above is subject to future domestic policy changes which apply to UK nationals and the nature of future relationships as negotiated by the national government during the transition period scheduled to be 31st January 2020-31st December 2020.</p> <p>Plans are being developed for a drop-in session for Council staff on Settled Status in terms of application process and answering questions, with support via Bolton and Bury Citizens Advice, before a similar session with our commissioned workforce, whilst support is available through the VCFA for residents of Bury.</p>
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From: Josh Kay, Public Affairs Officer, Transport for Greater Manchester

TRANSPORT UPDATES, FRIDAY 17 JANUARY

1. BUS

Bus Reform Consultation

We are pleased that over 8,000 people and organisations, including 435 from Bury, responded to the consultation on this important issue. Improving public transport is a top priority for Greater Manchester and buses are a vital part of this. Three out of four public transport journeys in Greater Manchester are made by bus, and Bury residents depend on them to get to work, the shops and essential services.

The responses to the consultation are now being analysed by independent market research agency Ipsos MORI, and this analysis will then be published as part of a GMCA report on the outcome of the consultation. The responses to the consultation, as well as the Assessment, will inform the Mayor's decision whether to implement the proposed bus franchising scheme. It is anticipated that this decision will be made in March 2020 at the earliest.

End of multi-operator bus ticketing arrangement

Further to the acquisition of First Manchester's Queens Road and Bolton depots in summer 2019 by Go North West and Diamond Bus respectively, a ticketing arrangement was agreed between First Manchester, Go North West and Diamond Bus, to allow use of each individual operators' tickets on each other's services, resulting in no disbenefit to passengers who had previously purchased First Manchester products and needed to travel on services run by different operators. This ticketing arrangement ended on 31 December 2019.

TfGM officers have discussed the situation with all three operators. For customers who have annual passes valid beyond 1 January 2020, the operators' will refund, if asked, the pro-rata amount from 1 January 2020 until the pass end date.

All three operators have advised that they believe that the majority of passengers do not need to interchange between operators and that there should therefore be no significant impact.

It is noted however that some passengers may need to interchange. These passengers, who travel on services provided by different operators, now need to purchase a multi-operator product to make the same journey. For example, the current price of a 7-day mobile product, valid on the individual operators' service only, is either £16 (Go North West) or £17 (First Manchester and Diamond Bus). The equivalent 7-day multi-operator product is currently £19.50.

In order to assist passengers who are able to utilise the services of one operator, TfGM has arranged to sell individual operator tickets in our Travelshops. First and Go Ahead products are now available, with Diamond tickets becoming available in the near future.

X41 Withdrawal

Transdev notified TfGM in December 2019 of their intention to withdraw their commercial express service X41 with effect from 26th January 2020. The service operates between South Lancashire (Accrington; Edenfield) into North of Bury then directly to Manchester City Centre.

The service runs daily on an hourly basis with half hourly services in the Monday to Friday peak.

Following the decision by Transdev to withdraw the service, meetings and discussions have been taking place between Transdev, TfGM, Local MPs and Councillors to understand the reasons behind the withdrawal and to establish if there are any opportunities for the service to be reinstated or replaced.

The withdrawal of the service is due to be considered at Greater Manchester Transport Committee on Friday 17 January. The Committee oversees a limited budget to subsidise services where the commercial bus market withdraws services or changes routes. This budget is under significant pressure and the Committee prioritises those services considered essential for social need. GMTC/TfGM does not generally provide subsidy for the provision of express services into Manchester City Centre and particularly not in cases of full-service withdrawal by an operator. There are alternative routes available for Greater Manchester residents to travel via Bury, albeit these residents will see an increase in their journey times.

Transdev has advised that the service, despite a competitive ticket price, has struggled to compete with tram and rail services, faced congestion issues on the motorway, and is poorly used in the Ramsbottom area. Their decision to fully withdraw the service indicates that in their view it is a failing service that is no longer commercially viable.

2. RAIL

Performance

Although there are no passenger rail stations in the district, Bury residents frequently use nearby stations in both Bolton (west of district) and Rochdale (to the east).

Performance for Period 9 (10 November – 7 December, 2019) continues to be poor, with Northern's PPM and right time figures decreasing significantly period-on-period and compared to the same period last year.

In P9, Northern recorded a PPM figure of 62.3% (5.6% decline on the same period last year). TPE recorded a PPM figure of 57.9% (6.7% decline on the same period last year).

The below table shows the Right Time performance for each Northern line of route, which passengers from Bury are most likely to use.

Northern Line of Route	P01	P02	P03	P04	P05	P06	P07	P08	P09	YTD
CLITHEROE - BOLTON - VICTORIA	77.9	71.5	70.6	66.0	55.4	63.3	62.6	44.1	35.8	60.8
BLACKBURN - ROCHDALE - VICTORIA	60.4	59.9	58.8	61.0	51.2	52.4	48.5	32.7	25.0	50.0
BLACKPOOL Nth - BOLTON - AIRPORT ** (New routes from P02)	51.8	50.0	43.3	48.0	35.7	41.1	37.6	32.3	30.7	41.2
WIGAN – BOLTON - VICTORIA - STALYBRIDGE	63.4	61.8	64.8	58.8	51.4	58.5	55.7	45.6	45.1	56.1
BLACKPOOL Nth - VICTORIA	39.0	38.7	83.7	63.9	54.0	56.3	41.3	44.0	45.2	55.9
MANCHESTER - PRESTON	63.5	63.8	64.7	60.2	40.1	42.9	46.3	34.1	26.5	49.1
SOUTHPORT/WIGAN - PICCADILLY - ALDERLEY EDGE	59.2	59.9	37.1	35.6	32.1	42.8	36.1	29.3	22.4	39.4

In P9, Northern recorded a PPM figure of 62.3% (5.6% decline on the same period last year). TPE recorded a PPM figure of 57.9% (6.7% decline on the same period last year).

The below table shows the Right Time performance for each Northern line of route, which passengers from Bury are most likely to use.

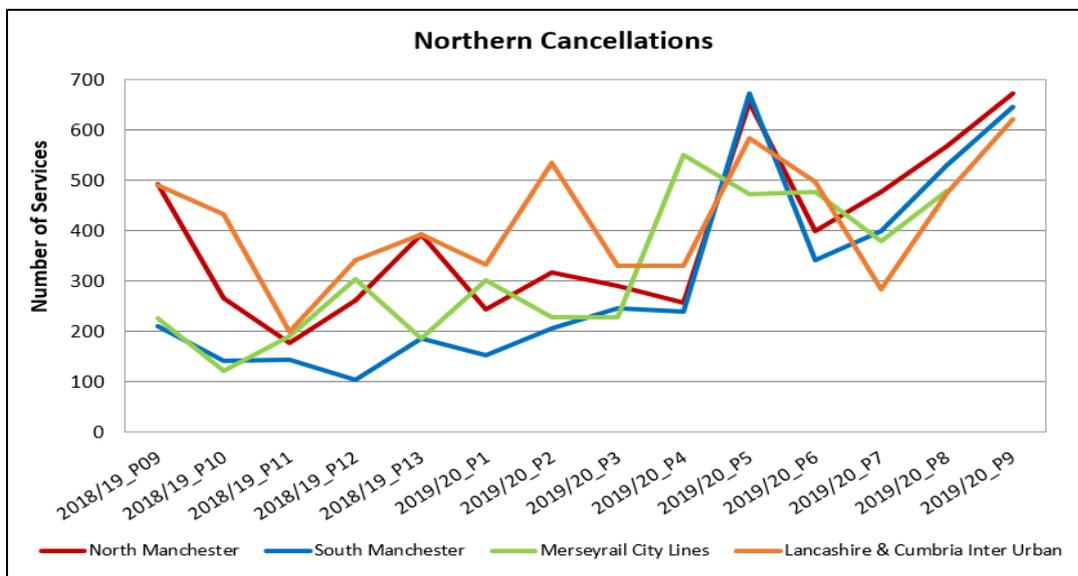
The period experienced a number of major incidents, with fatalities at Eccles and Smithy Bridge alone causing almost 7,000 minutes delay to the network. A further incident at Ardwick on the 13 December led to an OHLE failure, causing over 11,000 minutes delay, 173 cancellations and extreme disruption to services travelling to central Manchester.

Northern Cancellations

Driver training for new rolling stock has had to be condensed due to the late delivery of trains and the urgent need to have these in passenger service as soon as possible to make up for capacity shortfalls. This has been compounded for Northern by on-going issues around rest day working on Sundays in its Central and West regions. Since a bridging agreement on this ceased in summer 2019, Northern has pre-planned roughly 100 service cancellations every Sunday across Greater Manchester. A further average of 80 trains per Sunday have been cancelled on the day since 25 August, 2019 (although this figure is not exclusively caused by driver availability).

We understand that an agreement between drivers and Northern has now been reached and this should result in an improvement in Sunday services in the near future.

Cancellations have recently spiked across all four Northern service groups, mainly as a result of driver availability. In late P09/early P10, cancellations have increased further as a result of crew availability due to late notification sickness. For Northern as a whole, 1,700 incidences of sickness were reported in December 2019, a 30% increase on the 1,300 in 2018.



Northern Short Forming

Instances of short forming have continued to increase across all four of Northern’s service groups in the past quarter. As from the diagram below, short formations are most common on Northern Manchester routes. This is largely due to some class 142 Pace units being retired or moved to East of the Pennines and ongoing refurbishment of class 150/156 units.

Service/Rolling Stock changes

Bolton line services:

Southport – Bolton – Alderley Edge (becomes all day service, previously operated to Wigan North Western): currently operated by mix of 2/4 car diesel 15* units. Eventually to be operated mainly by 4 car bi-mode class 769s with these coming on stream from March 2020.

Blackpool North – Bolton – Airport: Older electric 319s are being replaced by new Class 331 electric trains, operating in 3 but mainly 6 car formation: enhanced capacity, speed and comfort with some timetabled journey time reductions from May 2020.

Blackpool North – Bolton – Hazel Grove: As above.

Clitheroe – Bolton – Victoria/Rochdale: current 2/3 car sets will operate with refurbished diesels in 3 and 4 car formations.

Rochdale services for east of Bury

Leeds/York services will be operated by new Class 195 diesel trains in 3 car formation

Leeds – Chester services soon to operated exclusively by new Class 195 diesel units

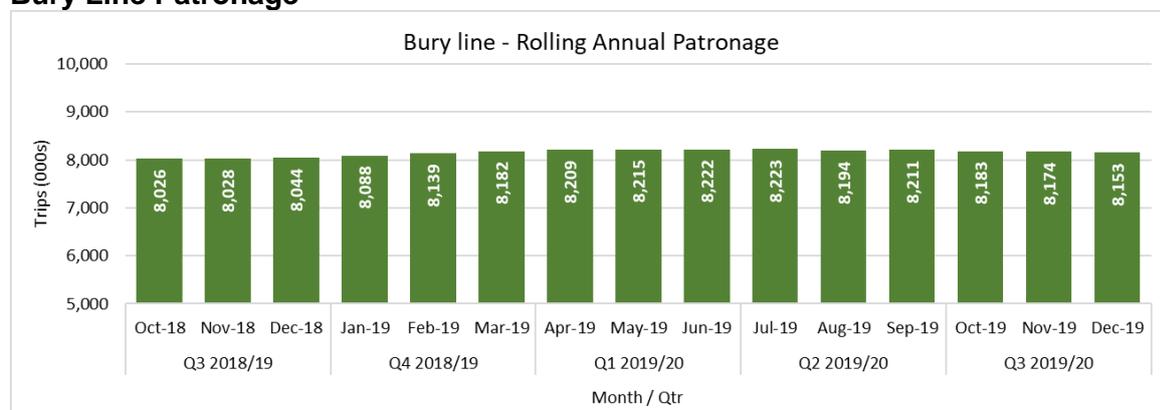
Blackburn/Calder Valley local services operated by refurbished Class 15* diesels, however 2/3 car sets will now be replaced by 3 and 4 car sets, providing enhanced capacity.

It was recently announced by Northern that Pacers will continue to operate on the Atherton, Marple and Rochdale – Clitheroe lines until 31 May 2020. This is clearly bad news for customers, although it is worth noting that these will only be used for strengthening services and will be coupled with mobility (PRM) compliant units.

3. METROLINK

Just over 45.5 million annual journeys took place across Metrolink as of December 2019. This represents an increase of 6.35% on December 2018. Rolling annual patronage for the Bury line is shown below.

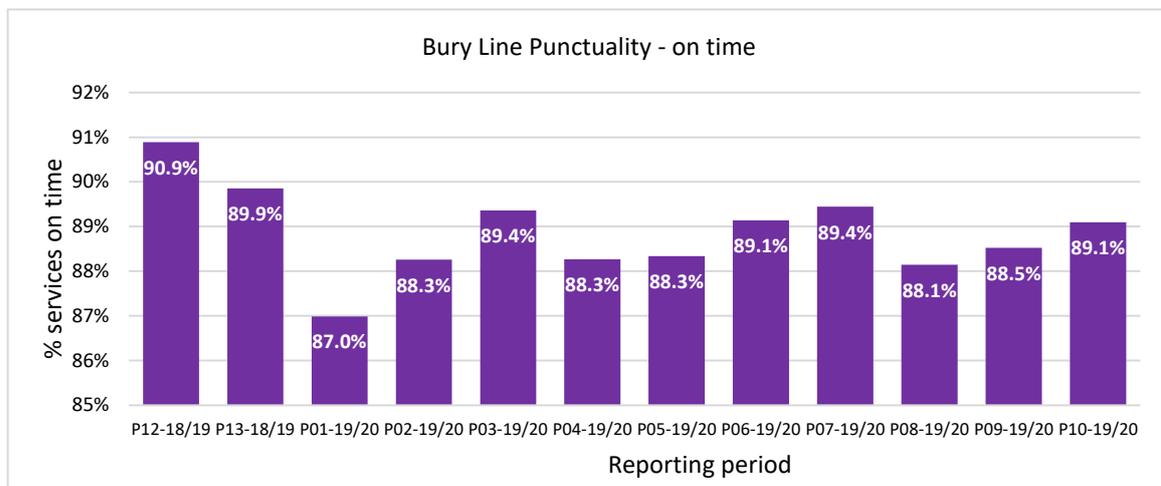
Bury Line Patronage



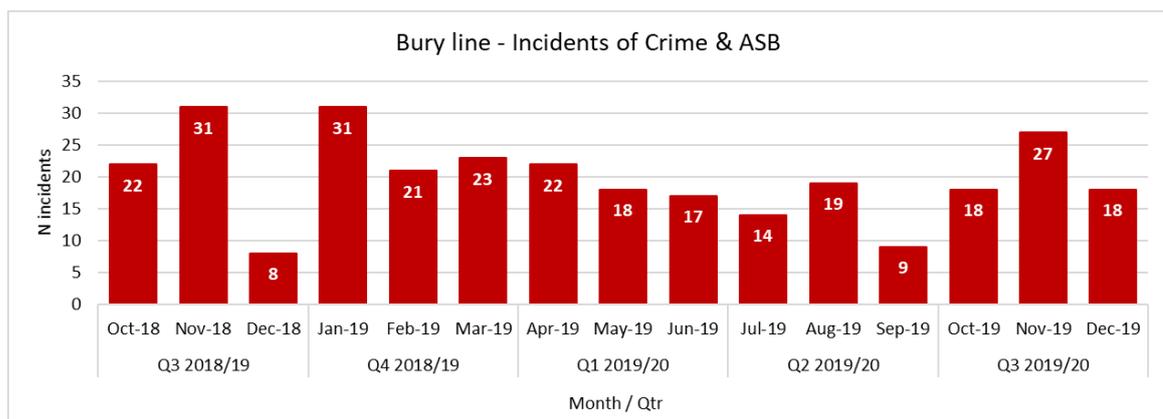
Patronage has grown to 8.1 million trips per year in Q3 2019/20 on the Bury line an increase of 100,000 trips on Q3 2018/19.

Punctuality

Punctuality is measured at every stop on each line. The chart below shows the on-time punctuality (within 2 mins of schedule) for the Bury line.



Crime and Anti-Social Behaviour



Punctuality dropped below 90% in reporting period 12 2018/19 (Feb 2019), but has begun to recover in the last 3 reporting periods (October to December 2019).

Community engagement activities have recently focussed on schools. These activities include depot visits for pupils, attendance at morning assemblies, mentoring and support from teaching staff. Bury College have engaged positively with Metrolink after intelligence suggested that the level of fare evasion and anti-social behaviour amongst these students had been an issue.

Trafford Park Line

Test trams have now successfully operated on the Trafford Park line. Full passenger service will begin in April. The new line will have six new tram stops, offering sustainable transport links to some of Greater Manchester’s busiest visitor destinations including Old Trafford Football stadium, Imperial War Museum North, EventCity and intu Trafford Centre.

Services will initially run between Cornbrook and into Trafford Centre every 12 minutes, with trams running through to Crumpsall before the end of the year. This tried and tested approach will allow the new service to settle and ensure a smooth integration with the rest of the network when trams start to run through the city and up to Crumpsall stop on the Bury line.

4. BURY INTERCHANGE

TfGM are working closely with Bury Council Officers, to redevelop the existing transport interchange in Bury Town Centre in accordance with the GM 2040 Transport Strategy.

A multi-disciplinary team are undertaking various feasibility studies which will ultimately inform an Outline Business Case for the comprehensive redevelopment of the interchange. The interchange will serve current and future customers whilst contributing to the regeneration of Bury Town Centre.

5. CLEAN AIR

Greater Manchester Clean Air Plan

TfGM are currently working with GMCA and the ten Greater Manchester authorities to develop Clean Air Plan proposals to tackle harmful levels of nitrogen dioxide (NO₂) on local roads. This is the largest and most complex Clean Air Zone outside of London, covering a population of nearly three million people across 500 square miles and ten local authority boundaries. Within this area, we have:

- 2,200 buses operating in GM - 90% of which are non-compliant;
- 9,000 PHVs and 2,000 taxis licensed in GM - 66% of PHVs and 85% of taxis are non-compliant;
- 11,000 HGVs registered in GM - 35% which are non-compliant; and
- 77,000 LGVs registered in GM - 70% of which are non-compliant.

The proposals also include a multi-million pound funding package to support local businesses, including sole traders, to upgrade to cleaner vehicles and plans to substantially increase the number of electric vehicle public charging points.

A Clean Air Conversation was held between 13 May and 20 June 2019, where people were asked to share their views on the Greater Manchester Clean Air Plan outline proposals. Views were sought on how the proposals have been developed including the proposed Clean Air Zone; the proposed funding packages; the electric vehicle infrastructure proposals; and how to best help people, businesses and organisations to reduce air pollution. Approximately 3300 people shared their views, with their feedback being used to shape the detailed Clean Air Plan proposals.

Following on from the Clean Air Conversation, Government responded to the Greater Manchester Clean Air Plan Outline Business Case in July 2019. However, until Clean Air GM receive further legal clarification and confirmation on the clean vehicles available from Government to support Greater Manchester businesses, the Clean Air Plan proposals cannot be completed, and Clean Air GM will not be in a position to submit a Full Business Case (FBC) to Government, which had previously been requested by 31 December 2019.

Before developing the FBC, a statutory public consultation will take place in 2020 on more detailed proposals, giving a further chance for people to have their say. Subject to

Government approval it's anticipated that funding measures would be available during 2020, with the Clean Air Zone being introduced from 2021.

Greater Manchester Authorities have recently made renewed calls on Government to receive further legal clarification and confirmation of funding to support Greater Manchester businesses to upgrade to cleaner vehicles. You can view the latest press release summarising this here: <https://cleanairgm.com/news/gm-call-for-government-clarity>

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Title **Bury Transport Questions**

Date **Friday 17 January 2020**

Contact **Kate Brown, Director of Corporate Affairs**
kate.brown@tfgm.com

- 1 Could the Authority’s spokesperson on the Transport for Greater Manchester Committee inform members the impact on ticket prices for passengers who now need to use two different bus operators on services formerly run by First Manchester. What have you done to address this issue? Councillor Pickstone**
- 1.1 First Manchester’s Queens Road and Bolton depots in summer 2019 were bought by Go North West and Diamond Bus respectively. As part of this, a ticketing arrangement was agreed between First Manchester, Go North West and Diamond Bus to allow use of each individual operators’ tickets on each other’s services to mitigate the impact on passengers who had previously purchased First Manchester products and needed to travel on services run by different operators. Operators decided to end this ticketing arrangement on 31 December 2019.
- 1.2 TfGM officers have discussed the situation with all three operators. For customers who have annual passes valid beyond 1 January 2020, the operators will refund, if asked, the pro-rata amount from 1 January 2020 until the pass end date.
- 1.3 All three operators have stated that they believe that the majority of passengers do not need to interchange between operators and that there should therefore be no significant impact.
- 1.4 It is noted however that some passengers may need to interchange. These passengers, who travel on services provided by different operators, now need to purchase a multi-operator product to make the same journey. For example, the current price of a 7-day mobile product, valid on the individual operators’ service only, is either £16 (Go North West) or £17 (First Manchester and Diamond Bus) The equivalent 7-day multi-operator product is currently £19.50.

- 1.5 In order to assist passengers who are able to use the services of one operator, TfGM has arranged to sell individual operator tickets in our Travelshops. First and GoAhead products are now available, with Diamond tickets becoming available in the near future.
- 2 Could the Authority's spokesperson on the Transport for Greater Manchester Committee give us a progress update on the issue of conductors on trams, following resolutions from Bury and other councils requesting that these be introduced on a trial basis? Councillor Powell**
- 2.1 As part of the TravelSafe Partnership, a new Transport Unit consisting of more than 60 police officers, was launched on 18 November 2019. The unit has already had a significant impact in deterring crime and ASB.
- 2.2 They have carried out a number of high profile and undercover operations across the bus and tram networks. In its first month, the unit made 35 arrests, found and safely returned 22 people missing from home, undertook almost 800 searches (stop and search or stop and account), recovered five weapons, issued numerous cannabis warnings, seized 45 vehicles for various offences and secured positive drug and alcohol tests.
- 2.3 There has been various positive media articles and significant positive reach and engagement across social media about the work being done by the unit as part of the TravelSafe Partnership.
- 2.4 Overall across the network, there has been a 6% reduction in incidents of crime and ASB reported to the partnership in 2019 compared to 2018, with incidents at Metrolink stops down by 2% and on tram incidents down by 27%. Fare evasion is also down across the network.
- 2.5 The Bury Line has been identified as a Tactical Priority for the TravelSafe Partnership, which means there will be a closer look at the issues and some targeted work around prevention, engagement and enforcement during this current period (for eight weeks minimum). This will be across the line but will also include work with Bury College which features heavily in the incidents reported on the Interchange.
- 2.6 The operator KeolisAmey is currently in the process of procuring new security arrangements, which we anticipate will bring additional improvements for passengers.

2.7 There are currently no immediate plans to introduce conductors on the tram network, but this will be kept under review.

3 Could the Authority's spokesperson on Transport for Greater Manchester Committee inform members how many of the 27 new trams arriving in 2020 will be used on the Bury Altrincham and Bury Piccadilly routes and what proportion of the remaining single tram services will be replaced by double trams? Councillor Pickstone

3.1 Patronage on the Metrolink network is increasing, including on the Bury line.

3.2 Delivery of new trams will commence from July 2020, with the first three deliveries being utilised on the Trafford Park Line. Bury line services will see new trams in operation by the end of 2020.

3.3 Currently, seven of the ten services per hour on the Bury line are double units. With the addition of the new trams, capacity will be increased incrementally until mid-2021, at which point TfGM plans for all services departing from Bury to be double units, running at six-minute intervals during peak times.

4 Can the representative for TfGM give council an update to improvements to the Bury Metrolink line? Councillor Quinn

4.1 In addition to increased capacity from the introduction of new trams to the network, TfGM are working on a number of other improvements to services in and around the Bury area. This includes;

- Additional Park and Ride provision at Radcliffe and Whitefield
- Renewal and upgrade of Heaton Park and Whitefield stops
- Additional traction power substations

4.2 The TfGM Draft Delivery Plan 2020-2025 sets out the practical transport actions that TfGM are planning to take over the next five years. As part of these plans, TfGM will complete a business case for a potential Metrolink stop at Elton Reservoir. This will offer a fast and frequent service into Manchester city centre and Bury, as well as support potential development as laid out in the Greater Manchester Spatial Framework.

5 The X41 is due to be scrapped which many residents in Ramsbottom and across the borough rely on to travel to Manchester. Will the Leader consider writing to Transdev to ask them to reconsider the dropping of this service? Cllr. Ian Schofield

5.1 Transdev notified TfGM in December 2019 of their intention to withdraw their commercial express service X41 with effect from 26th January 2020. The service operates between South Lancashire (Accrington; Edenfield) into North of Bury then directly to Manchester City Centre. The service runs daily on an hourly basis with half hourly services in the Monday to Friday peak.

5.2 Following the decision by Transdev to withdraw the service, meetings and discussions have been taking place between Transdev, TfGM, Local MPs and Councillors to understand the reasons behind the withdrawal and to establish if there are any opportunities for the service to be reinstated or replaced.

5.3 The withdrawal of the service is due to be considered at Greater Manchester Transport Committee on Friday 17 January. The Committee oversees a limited budget to subsidise services where the commercial bus market withdraws services or changes routes. This budget is under significant pressure and the Committee prioritises those services considered essential for social need. GMTC/TfGM does not generally provide subsidy for the provision of express services into Manchester City Centre and particularly not in cases of full-service withdrawal by an operator. The alternative routes for passengers are via Bury.

5.4 Transdev has advised that the service, despite a competitive ticket price, has struggled to compete with tram and rail services, faced congestion issues on the motorway, and is poorly used in the Ramsbottom area. Their decision to fully withdraw the service indicates that in their view it is a failing service that is no longer commercially viable.

6 Can the Leader of the Council advise what extra benefits will come of the TFGM £10 charge? Cllr. Robert Caserta

6.1 It is estimated that the £10 annual charge to add tram and train to the pension-age concessionary travel pass will generate an annual income of circa **£1.25million**. This money will be ring-fenced for investment back into public transport services, specifically the bus network. It will also

enable TfGM to continue to fund local concessionary travel schemes in the future, making sure that they are sustainable in the long-term.

- 6.2 The annual £10 charge to add tram and train travel also brings the concessionary pass for people of pensionable age into line with the range of other concessionary passes that are available, including Our Pass - the concessionary travel card for 16-18 year olds.

7 Please could the leader tell us what the council can do to help Ramsbottom councillor's in our efforts to save the X41 bus services which provides vital direct transport link residents between Ramsbottom and Manchester? Cllr Cummins

- 7.1 Please refer to answer 5.1

8 The consultation on a proposed bus franchising scheme for Greater Manchester has just ended. Could the Leader please tell us what the next steps will be in this process, and what difference the proposed changes would mean for Bury residents, if approved? Cllr Black

- 8.1 Currently, in Greater Manchester, individual bus companies decide the routes, frequencies, fares and standards. There is no coordination and limited oversight. The public sector fills in the gaps and funds services, where possible, in areas where bus companies decide not to run a service.

- 8.2 Franchising means bus services – including routes, frequencies, fares and standards – would be brought under local control. Under franchising, GMCA would coordinate the bus network and contract bus companies to run the services, with profit being reinvested in the buses. This would enable GMCA to develop an integrated, multimodal public transport network that can meet the demands of both passengers and the city-region's economy. This would include a unifying brand, tickets that can be used on all buses as well as Metrolink and an ambition for a daily cap. Franchising also provides the best basis to secure future investment in Greater Manchester's bus network.

- 8.3 We are pleased that more than 8,000 people and organisations, including nearly 500 from Bury, responded to the consultation on this important issue. Improving public transport is a top priority for Greater Manchester and buses are a vital part of this. Three out of four public transport

journeys in Greater Manchester are made by bus, and Bury residents depend on them to get to work, the shops and essential services.

- 8.4 The responses to the consultation are now being analysed by independent market research agency Ipsos MORI, and this analysis will then be published as part of a GMCA report on the outcome of the consultation. The responses to the consultation, as well as the Assessment, will inform the Mayor's decision whether to implement the proposed bus franchising scheme. It is anticipated that this decision will be made in March at the earliest.

Motion Tracker: Full Council Meeting – 22nd January 2020

ITEM	RESPONSE/ACTIONS REQUIRED	WHO RESPONSIBLE	PROGRESS/ DATE COMPLETED
Council Motion: Conductors on Trams	To ask the Chief Executive to write to the Chief Executives of Transport for Greater Manchester and Metrolink outlining its position and requesting the introduction of conductors on the Bury Manchester line as a pilot.	Chief Executive	Letter issued to TfGM on 25 September.
Council Motion: Bury FC	<p>1) This Council fully endorses the joint statement made by the Rescue Board on 2nd September.</p> <p>2) The Council continues its support for the working group and development of a proposal to put to the English Football League by 20th September.</p> <p>3) The Council works with Forever Bury, GMCA, Mayor Andy Burnham, local MPs and other stakeholders on the development of a credible plan to rebuild Bury FC by the end of the year.</p> <p>4) The Council provides due diligence for any new ownership proposal and support all efforts through the Rescue Board to save</p>	Chief Executive	<p>Letter sent on 2 October and copied to our MPs. Update report considered by Cabinet on 23 Sept</p> <p>Damian Collins, MP Chair of the Department of Digital, Culture, Media and Sports select committee visited Bury on 25 October to meet with supporters, Bury MPs and Elected Members to discuss the steps that could be taken to reform English football</p>

	<p>3: That Bury MBC continue to improve communications and update local taxi drivers on taxi issues affecting their livelihoods including changes to fees through appropriate channels and in accordance with the relevant legislation.</p> <p>4: That the Chief Executive use his best endeavours to obtain, from the Government and other relevant bodies, as much financial support and funding for Bury taxi drivers as possible to meet clean air objectives.</p> <p>5: That the Chief Executive keep under regular review the current process within Bury MBC for the revocation of licences and ensure that it is in accordance with the relevant legislation.</p>	<p>Chief Executive/Asst Director Legal and Democratic Services</p> <p>Chief Executive/Asst Director Legal and Democratic Services</p> <p>Chief Executive/Asst Director Legal and Democratic Services</p>	<p>Additional liaison is continuing via email and the public question time at Licensing and Safety Panel meetings. A Satisfaction Survey has been carried out (with 100 clients who gave an 80% satisfaction response).</p> <p>Licensing service are continuing to respond and monitor communications including a number of reports to the Panel following requests from the trade regarding vehicle signs, drivers badges, vehicle window tints.</p> <p>Fees are to be reviewed in line with a recent legal case (involving Wakefield) and a Fees and Charges Report to the Panel. Officers are to undertake a Fees training course in Feb 2020</p> <p>Attendance at Transport for Greater Manchester meetings continues so that the Council can represent Bury licence holders. The Council is awaiting the next round of consultation and will raise awareness with all licence holders during that round.</p>
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