

Geoff Little
Chief Executive

Our Ref JG
Your Ref C/JG
Date 12 July 2022
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TO: All Members of Council

Councillors : A Arif, S Arif, N Bayley, R Bernstein, D Berry, C Birchmore, C Boles, A Booth, N Boroda, R Brown, C Cummins, L Dean, S Donnelly, D Duncalfe, U Farooq, E FitzGerald, N Frith, I Gartside, R Gold, D Green, J Grimshaw, S Haroon, J Harris, M Hayes, K Hussain, N Jones, J Lancaster, G Marsden, J Mason, L McBriar, G McGill, C Morris, E Moss, E O'Brien, K Peel, T Pilkington, A Quinn, D Quinn, T Rafiq, I Rizvi, J Rydeheard, L Smith, M Smith, T Tariq, C Tegolo, S Thorpe, D Vernon, S Walmsley, M Walsh, M Whitby and Y Wright

Dear Member/Colleague

Council

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

Date:	Wednesday, 20 July 2022
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.

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

Yours sincerely



Chief Executive

(Note: Members are reminded that under Section 106 of the Local Government Finance Act 1992, if a Member of a Local Authority has not paid Council Tax for at least two months and, even if an arrangement has been entered into to pay arrears, then at any meeting where consideration is given to matters relating to, or which might affect the calculation of Council Tax, that Member must declare the fact that he/she is in arrears and must not vote on the matter).

AGENDA

1 APOLOGIES FOR ABSENCE

2 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.

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 MINUTES (Pages 9 - 18)

Minutes of the meeting held on 25th May 2022 are attached.

5 PUBLIC QUESTION TIME (Pages 19 - 22)

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.

6 RECOMMENDATIONS OF CABINET AND COUNCIL COMMITTEES

There are no recommendation from Cabinet and Council Committees.

7 CLEAN AIR REPORT (Pages 23 - 52)

Report attached.

8 LEADER' STATEMENT AND CABINET QUESTION TIME (Pages 53 - 98)

To receive a report 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, Cabinet Members and Chair of a Committee 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. (30 minutes)

A member may ask a verbal question of the Leader, any Member of the Cabinet or Chair of a Committee about any matter on the Council agenda and which the Council has powers or duties or which affects the Borough. Only one verbal question per Councillor. (15 minutes)

9 COMBINED AUTHORITY REPORT AND QUESTIONS TO THE COUNCIL'S COMBINED AUTHORITY REPRESENTATIVES (Pages 99 - 118)

(A) A combined authority update report is attached, for information

(B) Questions (if any) on the work of the Combined Authority to be asked by Members of the Council for which the necessary notice has been given in

10 **NOTICES OF MOTION** (Pages 119 - 120)

(i) Access to health services

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

Councillors: A. Arif, N Bayley, C Boles, N Boroda, C Cummins, S. Donnelley, U Farooq, E FitzGerald, N Frith, R Gold, D Green, J Grimshaw, S Haroon, M Hayes, G McGill, C Morris, E Moss, E O'Brien, K Peel, T Pilkington, A Quinn, D Quinn, T Rafiq, I Rizvi, L Smith, T Tariq, S Thorpe, S Walmsley, and M Whitby.

This Council notes that primary care services are in crisis, with people across our borough and the country struggling to access GP services and adequate dental treatment.

We recognise the tremendous efforts of GPs in Bury in maintaining services as far as possible during the course of the pandemic, implementing new ways of working, and in addition doing an incredible job in delivering the vaccination programme in the borough. However, we also know that many of our constituents are expressing concerns about accessing to GP services and also dental services.

This Council believes that everyone should be able to get an appointment to see a doctor or relevant health professional in a reasonable amount of time and local people have the right to receive dental treatment on a reasonable ongoing basis.

However, this Council is concerned by the government's admission that they will be unable to deliver the promised 6,000 additional GPs by 2024/25 which will create further pressures on the system, particularly in places like Bury which already have a shortage of GPs.

This Council:-

- (a) recognises that general practices across the country are at breaking point, putting the whole of the NHS at risk;
- (b) believes that Primary Care is the 'Bedrock of the NHS', dealing with around 90% of patient contacts, and acknowledges that, currently, GPs and their teams are at the forefront of helping communities recover from the pandemic; caring for people whose mental and physical health has been affected by Covid 19; and leading the Vaccination programme; whilst at the same time, they are dealing with the backlog of people on waiting lists elsewhere in the NHS;

notes that:-

- (c) (i) in 2016 the Conservative Government promised to increase GPs by 5,000 in 5 years but that the overall number of GPs has seen little growth since 2015;
- (ii) the number of patients per practice is 22% higher than it was in 2015 but the GP workforce has not grown with this demand; there are now just 0.46 fully qualified GPs per 1,000 patients in England – significantly below the average number of physicians in comparable nations;
- (iii) there is a growing backlog of care in the NHS; long waits for specialist treatment are skyrocketing and pressure on Accident and Emergency

Departments is reaching pre-pandemic levels;

(iv) General practice and general practitioners are under pressure; a recent survey by the British Medical Association (BMA) showed high levels of mental health conditions and exhaustion; resignations from General Practice are also rising, and practices are shutting down at record rates; and

(v) it is becoming increasingly difficult to get GPs to practice in deprived areas; as a result, those communities who most need good primary care are least able to access it; and

(d) calls upon the Government and the Chief Executive of the NHS to take urgent measures to address this crisis, including: -

(i) delivering on previously unmet promises to increase the number of GPs by at least 5,000;

(ii) ensuring that incentives are in place to meet the primary care needs of communities with the greatest need;

(iii) reducing red tape and bureaucracy by exploring with the profession which regulatory and administrative tasks need to be kept and which don't;

(iv) rebalancing the health system by encouraging better outreach work from secondary care; and

(v) increasing investment in community-based health-promoting activities to address the underlying causes of poor health.

This Council resolves to:

Write to the Secretary of State for Health and Social Care urging him to bring forward a plan to fix the crisis in primary care, meet the target for new GPs and ensure everyone who needs an NHS dentist can access one.

Do everything we can locally through the new Integrated Care Partnership to ensure that residents (through patient voice and patient experience) in our borough can access primary care services as needed and without delay.

(ii) Industrial Action

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

Councillors S. Arif, Bernstein, Brown, Dean, Gartside, Harris, Lancaster, Hussain, Jones, McBriar, Rydeheard, Vernon

This Council is deeply concerned by the industrial action already undertaken by The Rail, Maritime and Transport Workers (RMT) Union and the further threatened industrial action by the RMT and other Trade Unions including Unite, National Association of Schoolmasters/Union of Women Teachers (NASUWT), National Education Union (NEU), Unison, General, Municipal, Boilermakers and Allied Trade Union (GMB), Communications Workers Union (CWU). This Council is also concerned by BMA threats to ballot for industrial action by junior doctors.

This Council believes that the demands of the Trade Unions threatening industrial action and the BMA are unrealistic in the context of normalisation and economic recovery from the pandemic and war in Ukraine.

The action already taken by the RMT Union detrimentally impacted business and social activities and until it is stopped will cause people to lose confidence in travelling by train which will damage the future long-term prospects for the rail

industry and have a detrimental effect on the environment.

This Council resolves to:-

- Call on the Chief Executive to write a letter to the General Secretary of the TUC asking to withdraw the support of the TUC for the current action by the RMT Union and to urge all Trade Unions threatening industrial action to cease to do so.
- Call on the Chief Executive to convene an emergency meeting of the Teachers Joint Consultative Committee to make clear that any potential industrial action set against the background of normalisation from Covid-19 will be damaging to children and young people attending schools in Bury and thus irresponsible.
- Call on the Chief Executive to convene an emergency meeting of the Corporate Joint Consultative Committee to make clear any potential industrial action set against the background of normalisation from Covid-19 will be damaging to the communities of Bury and thus irresponsible.
- Call on the Chief Executive to write a letter to the Chairman of the BMA outlining the irresponsibility of any industrial action by Junior Doctors at this time.

(iii) Introduction of a Formal Socio-Economic Duty Policy

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

Councillors D Berry, C Birchmore, A Booth, D Duncalfe, G Marsden, J Mason, M Smith, M Walsh

We are calling on the Council to formally adopt a Socio-Economic Duty Policy. This will mean that any decisions on policy, funding or disposal of assets will be mindful of the impact on residents from more socio-economically disadvantaged backgrounds. Through this policy the Council would aim for a more equal society where residents' access to quality education, health services, access to an equal standard of leisure services, public amenities and outdoor green spaces is not governed by their socio-economic status. The Council would introduce the requirement for observance of the guidelines derived from this policy into the formal decision making process.

This is a further extension of the proposal from the Overview & Scrutiny meeting that the Cabinet consider as part of its Antipoverty strategy adopting voluntarily the Socio Economic Duty as detailed in Section 1 of the Equality Act 2010.

The council notes:

- Despite currently being rated as the third most affluent borough in Greater Manchester, Bury MBC currently has extremes of differences in Index of Multiple Deprivation ratings having several areas rated as being in the 10% most deprived while several other areas are in 10% least deprived.
- There is a difference of average life expectancy of 15 years for men and 12 years for women between the longest and shortest life expectancy MSOAs.

- The achievement of pupils in Maths and English GCSE in the lowest achieving MSOAs was 25.3% compared to the national average of 43.2% and the rest of the borough at 39.8% (2019 figures)
- Some areas of Bury MBC have seen significant under investment for many years which has led to a deterioration of the area in terms of the quality of the council owned amenities and infrastructure.

This council resolves to:

1. Call on the Council to write and adopt a Socio-Economic Duty Policy requiring all departments at the Council to consider the potential of any policy, project or material amendment on all residents in the community. In particular they should ensure that areas of high socio-economic disadvantage are not unfairly impacted.
2. Ask the Council for the inclusion of 'disadvantaged socio-economic status' as a protected characteristic in council procedures. This should prevent anyone being subject to less favourable treatment in the exercise of their rights because of their inherited social status or economic situation.
3. Call on the Council to commit to more open consultation with residents on all projects going forward. They should endeavour to fully engage with residents, listen to feedback and act on the outputs of these on consultations.

a EMERGENCY MOTION - CASTLE ARMOURY (Pages 121 - 122)

In accordance with the Council Constitution, the Mayor has agreed it is not practical to defer consideration of this item.

11 * FOR INFORMATION - COUNCIL MOTION TRACKER (Pages 123 - 146)**

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

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).

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Minutes of: **COUNCIL**

Date of Meeting: 25 May 2022

Present: The Worshipful the Mayor (Councillor , in the Chair)
Councillors S Arif, N Bayley, R Bernstein, D Berry, C Birchmore, A Booth, N Boroda, R Brown, C Cummins, L Dean, S Donnelly, D Duncalfe, U Farooq, E FitzGerald, N Frith, I Gartside, R Gold, D Green, J Grimshaw, S Haroon, J Harris, M Hayes, K Hussain, N Jones, J Lancaster, G Marsden, J Mason, L McBriar, G McGill, C Morris, E O'Brien, T Pilkington, A Quinn, D Quinn, T Rafiq, I Rizvi, J Rydeheard, L Smith, M Smith, T Tariq, C Tegolo, S Thorpe, D Vernon, S Walmsley, M Walsh and Y Wright

Apologies for Absence C Boles, E Moss, K Peel, L Ridsdale and M Whitby

Public Attendance: 2 members of the public attended Part 1 of the meeting.
27 members of the public attended Part 2 of the meeting.

C. 1 ANNUAL MEETING OF THE COUNCIL PART 1

It was agreed that this item will be deferred to part 2 of the meeting.

C. 2 DECLARATIONS OF INTEREST

Councillor Walmsley declared a personal interest in all items under consideration in view of her membership of the Communications Workers Union and the National Union of Students.

Councillor Liam James Dean declared a personal interest in all items under consideration as his partner is a Bury Council Employee.

C. 3 MAYORAL COMMUNICATIONS AND ANNOUNCEMENTS

The Mayor reported the sad news of the passing of Colonel Eric Davidson, Freeman of the Borough. Members stood to observe a minutes silence.

C. 4 MINUTES

The minutes of the meeting of the 16th March 2022 were approved and signed by the Chair.

C. 5 ELECTION OF COUNCILLORS MAY 2022

The Mayor reported the election of the following Councillors in the seventeen wards of the Borough:

Ward	Councillor Elected
Ramsbottom	Cllrs; C Cummins, S Donnelly, T Pilkington

North Manor	Cllrs; R Brown, LJ Dean, K Hussain
Tottington	Cllrs; I Gartside, L McBriar, Y Wright,
Elton	Cllrs; Hayes, C Morris, J Rydeheard
Moorside	Cllrs; C Boles, K Peel, S Walmsley
East	Cllrs; A Arif, U. Farooq, G McGill
West	Cllrs; S M Arif, J Harris, D Vernon
Redvales	Cllrs; N Frith, S Haroon, T Tariq
Unsworth	Cllrs; N Boroda, J Grimshaw, T Rafiq,
Radcliffe East	Cllrs; C Birchmore, J Mason, M Walsh
Radcliffe North and Ainsworth	Cllrs; D Berry, A Booth, J Lancaster
Radcliffe West	Cllrs; D Duncalfe, G Marsden, M Smith
Pilkington Park	Cllrs; R Bernstein, E FitzGerald, N Jones
Besses	Cllrs; N Bayley, L Smith, M Whitby
Holyrood	Cllrs; E Moss, I Rizvi, C Tegolo
St Mary's	Cllrs; D Green, S Thorpe, E O'Brien
Sedgley	Cllrs; R Gold, D Quinn, A Quinn

C. 6 REPORT OF THE INDEPENDENT REMUNERATION PANEL

It was moved by Councillor O'Brien and seconded by Councillor Bernstein that:

- 1. That Council notes the report of the Independent Remuneration Panel dated November 2021 (Appendix 1)**
 - 2. Following consultation with the Group Leaders, the Mayor and the Standards Committee Council consider the recommendations 1- 24 with a minor amendment to recommendation 13 to reflect the revised GM position**
1. Basic allowances for Members to be reset at £10,791. Note that the Basic Allowance continues to be deemed inclusive of all in-Council travel and subsistence costs and telephone allowance and that Schedule 2 of the allowances scheme is amended to reflect this situation.

2. The Special responsibility allowance for the Leader is set at £32,733
3. The SRA for the Deputy Leader is set at £19,424.
4. The Cabinet members SRA is set at £14,568, Deputy Cabinet Members SRA to be reset at £2,185.
5. SRA for the Chairs of the six main committees to be set at £8,093

Chairs of the main Committees (x6) -Overview & Scrutiny Committee/Children's & Young People's Scrutiny Committee/Health Scrutiny Committee/Planning Control Committee/Licensing & Safety Committee/Audit Committee

6. That Members who sit on Licensing Hearings Panels who attend more than 6 meetings in any one year are paid an SRA as follows:

Meetings over 4 hours: £106

Meetings up to 4 hours: £53

As per current practice this SRA should only be paid to Members who are not otherwise in receipt of an SRA.

7. The SRA for the Leader of the Main Opposition Group is reset at £10,683.
8. The SRA for the Deputy Leader of the Main Opposition Group only be payable if the Main Opposition Group holds 20 per cent of seats (11) on Council and is reset at £4,273.
9. That where there are two or more Other Opposition Groups then the recommended SRA of £5,342 should be divided on a pro rata basis and paid accordingly to Leaders of all Other Opposition Groups.
10. The SRA for the Deputy Leader(s) of Other Opposition Groups is reset at £1,870. This is only paid when an Other Opposition Group attains 10 per cent of seats (five) on Council. Where there are two or more Other Opposition Groups of five or more seats the SRA of £1,870 should be paid to their respective Deputy Group Leaders on a pro rata basis.
11. The Leader is paid a separate SRA of £6,000 as a Member/Portfolio Holder on the GMCA under the 2011 Order.
12. The SRA for the two Bury Members appointed to the GMTCC is reset at £3,000.
13. The SRA for the two (now only one) Bury Council Members appointed to the GM Waste and Recycling Committee is reset at £1,500.
14. That the council discontinue the SRA for the Council's appointment to the GM Pension Fund.
15. The 1-SRA only rule is maintained with the exception of the additional SRAs paid under the 2011 GMCA Order.
16. That for Shadow Portfolio Holders and Group Whips it is not recommended an SRA is paid.
17. That the financial loss allowance is discontinued and the Audit and Standards Hearings Panel Co-optees to be paid a Co-optees' Allowance that has two elements as follows:

Standard element	£500 per year
Meetings element	
Meetings over four hours	£106 per meeting
Meetings up to four hours	£53 per meeting
18. Note that there is no change to the Mayoral Civic Allowance (£16,472) and Deputy Mayor Civic Allowance (£4,118).
19. That the current allowances paid to the Independent Members who sit on Council Education Appeals Panels are discontinued and reset as follows:

£106 for meetings over 4 hours

£53 for meetings up to 4 hours

Mileage/public transport reimbursement – maintain where applicable

Parking fee reimbursement – maintain where applicable

20. That the carers allowance is maintained but there are two types of care identified to be paid at the following maximum rates:

Child care: maximum rate paid at real living wage
(Currently £9.50)

Elderly/disabled care: maximum rate paid at the hourly rate charged by Bury Council Social Services Department for a Home Help

An annual cap be for these payments to be set at £2,000

21. That the current approved duties and conditions for which the Travel and Subsistence Allowances may be claimed outwith the Council are maintained but that the mileage reflect the full range of HMRC AMAP (Approved Mileage Allowance Payment) rates as follows:

Mode of Travel	First 10,000 business miles in the tax year	Each business mile over 10,000 miles in the tax year
Cars and vans	45p	25p
Motor cycles	24p	24p
Bicycles	20p	20p

Passenger payments – cars and vans

5p per passenger per business mile for carrying fellow Member or Council employee in a car or van

Current mileage rates are clarified to include provision that if a Member is claiming out of Council mileage by driving a hybrid or electric vehicle that the applicable mileage rates continue to be HMRC approved rates.

22. The subsistence rates for attending approved duties outwith the Council area should be based on current Officer rates as follows:

Subsistence - Breakfast	£7.31
Subsistence - Lunch	£9.74
Subsistence - Evening Meal / Networking	£18.28

23. That the allowances scheme is amended to include a statement that clarifies the continued right of remuneration for a Member when they are required to take maternity, paternity or adoption leave for up to a period of 12 months, subject to the legal attendance requirements.

24. The revised members allowance scheme is adopted from the date of the Council's Annual Meeting 2022 and that indexation is applied in accordance with the IRP recommendations.

- 3. Instructs the Monitoring Officer to amend the Councils Members Allowance scheme in accordance with the decision of the Full Council meeting held on 25th May 2022.**

It was moved by Councillor Birchmore and seconded by Councillor J Mason as an amendment to:-

1. That Council notes the report of the Independent Remuneration Panel dated November 2021 (Appendix 1)
2. Following consultation with the Group Leaders, the Mayor and the Standards Committee Council consider the recommendations 1- 24 with a minor amendment to recommendation 13 to reflect the revised GM position

DELETE

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Subsistence - Breakfast	£7.31
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23. That the allowances scheme is amended to include a statement that clarifies the continued right of remuneration for a Member when they are required to take maternity, paternity or adoption leave for up to a period of 12 months, subject to the legal attendance requirements.

24. The revised members allowance scheme is adopted from the date of the Council's Annual Meeting 2022 and that indexation is applied in accordance with the IRP recommendations.

- 3. Instructs the Monitoring Officer to amend the Councils Members Allowance scheme in accordance with the decision of the Full Council meeting held on 25th May 2022.**

Following a request for a recorded vote (8 members), on being put with 37 voting for and 10 against and no members abstaining, the Mayor declared the amendment lost.

Members voted on the substantive motion. On being put, with 37 members voting for and 10 voting against and no Members abstaining, the Mayor declared the substantive motion carried.

C. 7 ANNUAL CONSTITUTION UPDATE REPORT

It was moved by Councillor Rafiq and seconded by Councillor O'Brien and it was:

RESOLVED:

That the recommendations contained within the Annual Constitution Report be approved.

C. 8 ANNUAL APPOINTMENTS 2022/23

It was moved by Councillor O'Brien and seconded by Councillor Tariq, and it was:

RESOLVED:

That the recommendations contained within the Annual Appointments Report 2022.23 be approved.

C. 9 STATE OF THE BOROUGH DEBATE

Councillor E O'Brien Leader of the Council, made a statement on the State of the Borough describing the main achievements of the Council during 2021/2022.

C. 10 OVERVIEW AND SCRUTINY ANNUAL REPORT 2021/22

It was moved by Councillor Bernstein and seconded by Councillor O'Brien, and it was:

RESOLVED:

That the contents of the Scrutiny Annual Report 2021.22 be noted.

C. 11 ANNUAL MEETING OF THE COUNCIL PART 2

ELECTION OF THE MAYOR 2022/23

Councillor Tamoor Tariq moved that Councillor Shaheena Haroon be elected to the office of Mayor of the Metropolitan Borough of Bury for the Municipal Year 2022/2023, with Mr Raja Haroon Khan as Consort and Councillor Ayesha Arif as Mayoress.

Councillor Russell Bernstein seconded the nomination.

Tim Pickstone, after calling for and not receiving any other nominations, declared the nomination carried and it was:-

RESOLVED:

That Councillor Shaheena Haroon be duly elected Mayor of the Metropolitan Borough of Bury for the Municipal Year 2022/2023, Mr Raja Haroon Khan as Consort and Councillor Ayesha Arif as Mayoress.

The newly-elected Mayor then occupied the Chair, read and signed the Declaration required by the Local Government Act 1972 and thanked the Council for the honour conferred on her in electing her Mayor of the Metropolitan Borough of Bury.

VOTE OF THANKS TO THE RETIRING MAYOR AND CONSORT

It was moved by Councillor Tegolo, seconded by Councillor Lancaster and it was:

RESOLVED:

That this Council hereby expresses its thanks to Mr Tim Pickstone and Mr Wayne Burrows for the diligent manner in which they have undertaken the duties of Mayor and Consort of the Metropolitan Borough of Bury during the Municipal Year now ending and places on record its appreciation of their devotion and performance of the important duties attaching to their offices and that medallions be presented to them as tokens of appreciation of their services as Mayor and Consort.

APPOINTMENT OF DEPUTY MAYOR 2022/23

It was moved by Councillor Charlotte Morris and seconded by Councillor Yvonne Wright and it was:-

RESOLVED:

That Councillor Sandra Walmsley be appointed as Deputy Mayor of the Metropolitan Borough of Bury for the Municipal Year 2022/2023, with Mr James Bentley as her Consort.

VOTE OF THANKS TO MR TREVOR HOLT AND MRS EVELYN HOLT MAYOR AND MAYORESSES FOR THE MUNOICIPAL YEAR 2019/2020

It was proposed by Councillor Eamonn O'Brien and seconded by Councillor Russell Bernstein and it was:-

RESOLVED:

That this Council hereby expresses its thanks to Mr Trevor Holt and Mrs Evelyn Holt, for the diligent manner in which they carried out the duties of Mayor and Mayoress of the Metropolitan Borough of Bury during the 2019/2020 Municipal Year and places on record its appreciation of their devotion and performance of the important duties attaching to their offices and that medallions be presented to them as tokens of appreciation of their services as Mayor and Mayoress.

THE WORSHIPFUL THE MAYOR

(Notes: Part 1 of the meeting started at Time Not Specified and ended at 2pm and ended at 3.40pm)

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Public Questions – Council Meeting July 2022

1. Please can the Leader update me on the Prestwich Regeneration plans, while at the same time including information as how the plan may address some of the highways issues including problem potholes in the area?

Andy Hay

This is an ambitious regeneration project. There will be new spaces for local independent businesses to thrive, alongside a mix of high-quality homes, travel hub and family friendly spaces with a real focus on delivering a new community hub that promotes health and wellbeing.

The Prestwich Joint Venture is in the final legal stages and will be formally established at the end of July. The Prestwich Joint Venture will progress the the design and planning work, and a draft masterplan will be brought forward in Autumn 2022 which will involve community consultation. It is anticipated that detailed plans will be released in Spring 2023 and planning application submitted for the development in summer 2023.

By the end of this financial year Bury Council will have invested an additional £20million in highway maintenance over a 6 year period.

To build on the improvements made through this investment we recently announced that a further £10million will be invested in highway maintenance over the next 3 years.

As part of this Highway Investment Strategy we have already resurfaced 9 streets in Prestwich since 2020/21 and will surface dress or micro-asphalt 23 streets in Prestwich this year.

Due to our continued commitment to improving the condition of our highways a similar number of streets will benefit from this type of planned highway maintenance work for each year of the next 3 years.

All of this work is on top of our day to day maintenance of the highway which included repairing around 12,000 potholes across the boroughs Highway network last year.

2. Project29 is a charity/ community group set up 2006, since its very inception the charity which has always been self funded has been quarantined by the local Council. The trustees and community requires an explanation Why?

Supplementary Question

We tried to raise this issue and requested a meeting with our then MP James Frith and despite several requests it was refused. An Explanation is required.

Anwarul Haq

Thank you Mr Haq for your question,

I would like to assure you that at no point has your organisation been 'quarantined' by Bury Council and indeed in the last twelve months, the Council has paid Saleem BCR to broadcast COVID related adverts.

Bury Council, working closely with Bury Voluntary, Community and Faith Alliance (Bury VCFA) has been at the forefront in supporting communities funding opportunities and help to apply for external funding. In the last financial year, we allocated over £1 million in funding that Community and Voluntary Groups could apply for however our records show your organisation did not apply for any of these funds.

Since 2011, Project 29 has only applied for council funding twice, once directly to the Council and once for council funding through Bury VCFA. I understand, following panel discussions, that you were unfortunately not successful in these applications through a combination of the funds being oversubscribed and other projects more closely meeting the intention of the funds. .

I want to ensure you are getting the correct support and following this meeting, I will ask that Bury VCFA and the East Bury Community Hub Manager make contact with you, to check that you are getting the information about the relevant funding opportunities and the support to apply. In the meantime information on current funding opportunities is available through the following link: <https://www.buryvcfa.org.uk/funding-and-development/>

3. After 5 years of numerous pot holes, which keep reappearing, please can the council put Prestwich Park Rd South on a list for resurfacing? NOTE: I have a list of 33 residents who would like it resurfaced and after speaking to a repair worker on 6th July, he too said the street is best being resurfaced. The pot holes reappear year after year and the impermanent repairs lead to more cost and possible damage to vehicles.

Supplementary Question

If the street is not on any list please can it be added, prioritised and the residents informed? Thank you.

Andrew Levy – Not present

Operations

All the roads in Bury's Network are considered for inclusion in resurfacing investment programmes by the Highway Asset Management Team. However, they have to be prioritised on numerous factors such as condition, strategic importance, usage, accidents, along with other data we have on them. They are then ranked and estimated to see how many can be included within the constraints of the Budget available at that time.

We are currently working on the priority list for the next Highway Investment Programme, HIS 3, and Prestwich Park Road south will be considered in this

process. It is expected that this will be finalised and approval for the roads included in HIS 3 will be completed by the end of this year.

4. Residents in Hawkshaw are concerned about the bus stop markings on Bolton Road, outside and opposite the Waggon and Horses, because they are barely visible due to not being repainted for a considerable amount of time. This has resulted in vehicles continually being parked at the designated stop for buses only. This is causing road safety issues for pedestrians and bus users, particularly for those with pushchairs and mobility scooters.

Please would the Council re-paint both of these bus stop road markings as well as conduct an audit of bus stop road markings across the Borough.

Charlie Allen

These bus stop markings will be renewed - an order will be placed with our lining contractor to undertake this work.

Our parking enforcement contractor highlights to us on a monthly basis any yellow lining that needs renewing. I will ask them to pay particular attention to bus stop marking moving forward.

5. Giant Hogweed is a large, prolific, non-native, poisonous plant and is becoming problematic across Bury.
If touched, it burns the skin and makes it more susceptible to sunlight. It is important the public are made aware of the dangers of coming into contact with this plant as well as the Council actively engaging in strategies for its removal.
Please would the Council therefore:
 - place notices in public areas alerting the public of the dangers, giving contact details for reporting its presence, for subsequent removal;
 - Email Bury schools before the summer holidays, asking Head Teachers to disseminate information alerting parents and children of the dangers of Giant Hogweed.

Supplementary question On the "Report It" page on Bury Council website, please can the reporting of Giant Hogweed be made more prominent as a separate bullet point under Parks and Open Spaces because currently it is difficult to find as it appears under Play Areas which is not explicit.

Glyn Heath

Operations

Bury Council has an annual spraying programme for invasive and noxious weeds. All Bury Council owned sites known to have invasive and noxious weed infestations are treated twice per year until the weeds have been eradicated.

Bury Council also installs warning signage at each of these known locations.

We will of course look to pass on information to schools where appropriate.

Bury Council's website is currently under review. We will try to ensure that information on Giant Hogweed and other invasive/noxious weeds is easily available.



Classification	Item No.
Open	

Meeting:	Overview & Scrutiny – 19 th July 2022 Council – 20 th July 2022
Meeting date:	20 July 2022
Title of report:	Update on the GM Clean Air Plan
Report by:	Executive Member Environment, Climate Change and Operations
Decision Type:	Overview & Scrutiny Council
Ward(s) to which report relates	All wards

Executive Summary:

This report sets out the case for a new Greater Manchester Clean Air Plan and Greater Manchester's annual mean standards for NO₂ in 2021.

Recommendation(s)

Bury Council is requested to:

1. Note the 'Case for a new Greater Manchester Clean Air Plan' document attached as Appendix 1 and associated appendices A to E has been submitted to the Secretary of State as a draft document subject to any comments from Bury Council ahead of the next Air Quality Administration Committee.

2. Note that Councillor Alan Quinn as Bury Council's appointed representative on the Air Quality Administration Committee will represent Bury Council comments.
3. Note the initial screening undertaken to assess which protected characteristics are likely to be impacted by the new GM Clean Air Plan, and in scope for the Equalities Impact Assessment.
4. Note the updated Do Minimum position for 2023 and 2025 and the forecasted points of exceedance in GM in 2023 and 2025; and
5. Note the participatory policy development approach and the next steps for the GM CAP.
6. Note the new 'ask' from Government to remove out-of-area operation by private hire drivers/vehicles to support the new GM Clean Air Plan.
7. Note feedback from early engagement activity with vehicle owner representative groups.
8. Note the NO₂ monitoring results and the exceedances of the annual mean across sites set up for GM CAP purposes between 2018 and 2021.

Key considerations

1 Background

- 1.1 The Government has instructed many local authorities across the UK to take quick action to reduce harmful Nitrogen Dioxide (NO₂) levels following the Secretary of State (SoS) issuing a direction under the Environment Act 1995. In Greater Manchester, the 10 local authorities, the Greater Manchester Combined Authority (GMCA) and Transport for Greater Manchester (TfGM) are working together to develop a Clean Air Plan to tackle NO₂ Exceedances at the Roadside, herein known as Greater Manchester Clean Air Plan (GM CAP).
- 1.2 The development of the GM CAP is funded by Government and is overseen by the Joint Air Quality Unit (JAQU), the joint DEFRA and DfT unit established to deliver national plans to improve air quality and meet legal limits. The costs related to the business case, implementation and operation of the GM CAP are either directly funded or underwritten by Government acting through JAQU and any net deficit over the life of the GM CAP will be covered by the New Burdens Doctrine, subject to a reasonableness test¹.

¹ The new burdens doctrine is part of a suite of measures to ensure Council Tax payers do not face excessive increases. [New burdens doctrine: guidance for government departments - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/news/new-burdens-doctrine-guidance-for-government-departments)

- 1.3 The GM CAP is a package of measures to deliver NO₂ reductions to within legal limits within the shortest possible time and by 2026 at the latest. The GMCA – Clean Air Final Plan report on 25 June 2021² endorsed the GM Final Clean Air Plan and policy following a review of all of the information gathered through the GM CAP consultation and wider data, evidence and modelling work. This included the GM Clean Air Plan Policy, that outlined the boundary, discounts, exemptions, daily charges of the proposed Clean Air Zone (CAZ) as well as the financial support packages offered towards upgrading to a compliant vehicle, including the eligibility criteria to be applied. The aim of the funding is to support an upgrade to a compliant vehicle and to mitigate the negative socio-economic effects of the GM CAZ.
- 1.4 Throughout the development of the GM Clean Air Plan the Authorities have made clear the expectation that the UK Government would support the plans through:
- Clear arrangements and funding to develop workable, local vehicle scrappage / upgrade measures.
 - Short term effective interventions in vehicle and technology manufacturing and distribution, led by national Government.
 - Replacement of non-compliant buses; and
 - A clear instruction to Highways England³ to implement measures which deliver compliance with legal limits for NO₂ on the strategic road network, for which they are responsible, in the shortest possible time⁴.
- 1.5 The GMCA Clean Air Update report of 29 May 2020² detailed that in March 2020 the government provided initial funding of £41m for clean vehicle funds to award grants or loans to eligible businesses: £15.4m for bus retrofit, £10.7m for Private Hire Vehicles, £8m for HGVs, £4.6m for coaches and £2.1m for minibuses. These figures include Joint Air Quality Unit (JAQU) estimated delivery costs at 5%.
- 1.6 The GMCA – Clean Air Final Plan report detailed that GM had been awarded £14.11m for Hackney Carriages and £73.5m for Light Goods Vehicles. The Hackney Carriage award comprises £10.61m to support grants and loans to upgrade vehicles. These figures include JAQU estimated delivery costs at 5%.
- 1.7 The 25 June 2021 GMCA report set out that the Air Quality Administration Committee has the authority to establish and distribute the funds set out in the agreed GM Clean Air Plan policy.

² Also considered by the GM authorities through their own constitutional decision-making arrangements.

³ On 19 August 2021 it was announced that Highways England changed its name to 'National Highways' reflecting the new focus the company has on delivering the government's £27bn strategic roads investment programme, while also continuing to set highways standards for the whole UK.

⁴ GM Authorities are directed to take action on the local road network. Those roads managed by National Highways, such as motorways and trunk roads are excluded from the Clean Air Plan.

- 1.8 On 21 September the Air Quality Administration Committee approved the establishment and distribution of the bus replacement funds.
- 1.9 On 13 October the Air Quality Administration Committee agreed the distribution of Clean Air funds set out in the agreed GM Clean Air Plan policy as follows:
 - From 30 November 2021 applications for funding would open for HGVs.
 - Opened the funds to applications from LGV, Hackney, PHV and Minibus owners who were detrimentally impacted by the decision of the AQAC to defer the wider opening of the Financial Support Scheme.
- 1.10 On 18 November 2021 the Air Quality Administration Committee agreed the assessment mechanism to allow for Clean Air Funds to be adapted, if necessary (including a process for considering whether additional funding is required), if the impacts of the Clean Air Zone prove to be more severe than forecast once opened.
- 1.11 On 20 January 2022 the Air Quality Administration Committee considered the findings of an initial review of conditions within the supply chain of Light Good Vehicles which is impacting the availability of compliant vehicles. The Committee agreed that a request should be made to the Secretary of State (SoS) for Environment, Food and Rural Affairs to agree to pause the opening of the next phase of Clean Air Funds to enable an urgent and fundamental joint policy review with Government to identify how a revised policy can be agreed to deal with the supply issues and local businesses' ability to comply with the GM CAP.
- 1.12 On 28 February 2022 the Air Quality Administration Committee noted that Government had issued a new direction and that a revised plan is required to be submitted to the SoS by 1st of July. The committee also noted the interim arrangements for delivery arrangements for the Clean Air Zone in the meantime, including signage, funding and discount/exemption applications.
- 1.13 On 23 March 2022 the Air Quality Administration Committee noted the scope of the review of the Clean Air Plan and the participatory policy development approach, as well as delivery arrangements, including signage and funding.
- 1.14 On 1 July 2022 the Air Quality Administration Committee noted the 'Case for a new Greater Manchester Clean Air Plan' document and associated appendices would be submitted to the Secretary of State on the 1 July as a draft document subject to any comments of Greater Manchester local authorities.

2. Overview

- 2.1 Poor air quality is a significant public health issue, causing certain types of disease and in Greater Manchester contributes to 1,200 deaths a year.

- 2.2 Government has issued directions to local authorities in the UK, including those in Greater Manchester, to take action to address illegal exceedances of Nitrogen Dioxide (NO₂) in the shortest possible time and, initially in the case of GM, by 2024 at the latest.
- 2.3 Greater Manchester authorities kept the original GM Clean Air Plan, agreed in Summer 2021 under constant review; by tracking emerging evidence and listening to GM businesses and residents who said that it would cause them financial hardship. In late 2021 GM authorities commissioned an independent review of emerging global supply chain issues and the impact this could have on the cost and availability of vehicles, particularly vans.
- 2.4 The review illustrated that the previous agreed plan in summer 2021 would cause businesses and residents financial hardship and the Government agreed with Greater Manchester's assessment that the plan was no longer likely to achieve compliance in 2024 due to the impact of the pandemic and the supply chain issues for compliant vehicles.
- 2.5 The Government revoked the direction requiring the implementation of a category C charging Clean Air Zone so as to achieve compliance with legal limits for NO₂ in the shortest possible time and by 2024 at the latest and Greater Manchester is now required by 1st July 2022 to review existing measures, determine if any changes should be made and to submit that review to the Secretary of State.
- 2.6 A new plan must be deliverable and reduce NO₂ concentrations to below legal limits in the shortest possible time and by 2026 at the latest, in a way that recognises the cost-of-living crisis and post pandemic economic conditions. This new plan aims to be both fair to businesses and residents and should not cause financial hardship to people in Greater Manchester.
- 2.7 The new plan will use the £120 million of Clean Air funding that the Government has awarded to Greater Manchester to deliver an investment led approach to invest in vehicle upgrades, rather than imposing daily charges and in particular through the delivery of zero emission buses in the Bee Network (a London-style integrated transport network). The new plan will ensure that the reduction of harmful emissions is at the centre of GM's wider objectives.
- 2.8 The ten GM local authorities have taken a GM-wide approach to producing a Clean Air Plan because air pollution does not respect local authority boundaries, particularly across densely populated urban areas. This enables a consistent and coordinated approach to maximise air quality benefits for all people living and working in Greater Manchester; whilst minimising the risk of unintended consequences, such as displacing existing, elevated NO₂ concentrations to other locations within Greater Manchester.

3 Why a new plan?

- 3.1 A number of factors mean the original GM CAP (comprising a blanket measure across the city-region in the form of a charging CAZ C) is no longer the right solution to achieve compliance:
- The NO₂ forecasts show that the number of sites in exceedance reduces over time, moving from a GM-wide problem in 2023 to a localised problem from 2025 focussed on the regional centre.
 - The cost of living and post-pandemic economic circumstances in GM needs to be considered in developing the right solution.
 - Global supply chain issues and the impact this is having on the cost and availability of compliant vehicles.
 - GM-led investment in the Bee Network from now to 2027 and sustainable clean vehicles including Zero Emission Bus (ZEB).
 - Confirmation of bus franchising - From September 2023 at least 50 new zero emission buses will be brought into service with the launch of the regulated bus system in Wigan and Bolton.
 - ZEBRA funding awarded – 170 zero emission buses – equal to 10% of the whole bus fleet in the city-region – running from Stockport by 2024.
 - City Region Sustainable Transport Settlement (CRSTS) funding, which provides significant benefits from delivering zero emission buses, £115m earmarked for a third of the bus fleet in GM to be zero emission by 2027.

4 Core objectives of the New Clean Air Plan

- 4.1 The new GM CAP will target investment in vehicle upgrades rather than imposing daily charges, identified as contributing to where NO₂ exceedances have been modelled. The plan's core objectives are:
- To reduce NO₂ concentrations to below the legal limits in the shortest possible time and by 2026 at the latest.
 - Achieve compliance in a way that is fair to businesses and residents, and does not damage business or cause financial hardship to people in Greater Manchester; and
 - Ensure the reduction of harmful emissions is at the centre of GM's wider objective for delivering the Bee Network.

5 A Strong Track Record of Delivering the Right Solutions for GM

- 5.1 Tackling the issue of poor air quality in GM is not a new phenomenon. GM has a strong history of collaborative working to secure a sustainable transport system that also tackles the issue of poor air quality. The Clean Air Plan will run alongside existing strategies, commitments and investments to achieve sustainable transport, contributing to better air quality:
- Five-Year Transport Delivery Plan (2021-26)⁵ – sets out the practical actions planned to deliver the 2040 Transport Strategy over this five-year period.
 - City Centre Transport Strategy⁶
 - GM 5-Year Environment Plan⁷
 - EV Charging Strategy⁸
- 5.2 Over the past decade, combined Greater Manchester investment in public transport has been second only to London. Using a blend of funding sources, both local and national, GM has delivered a range of key transport infrastructure projects that have helped drive GM's regional and local economies. These include: Metrolink expansion and improvements, bus priority, smart ticketing and information systems, park and ride sites across the conurbation, channelling investment of around £200m each year to radically enhance clean public transport.
- 5.3 This built on the ground-breaking £1.5bn GM Transport Fund, established by the ten GM local authorities, which paid for the massive expansion of the Metrolink network, the Leigh Salford Manchester guided busway, as well as key transport interchanges, supporting town centres and regeneration efforts across the conurbation.
- 5.4 The forthcoming City Region Sustainable Transport Fund, of around £1.2bn will further expand and integrate the network, focusing on improvements to bus routes, funding zero emission fleets and providing further investment in GM's rapidly expanding cycling and walking network.

6 Participatory approach to the development of the new plan

- 6.1 GM leaders have committed to a participatory approach to the development of the new Plan to ensure that GM's proposals are well-grounded in evidence in terms of the circumstances of affected groups and possible impacts of the Plan on them, and therefore the deliverability and effectiveness of that Plan.

⁵ [Our Five Year Transport Delivery Plan | Transport for Greater Manchester \(tfgm.com\)](https://www.tfgm.com/our-five-year-transport-delivery-plan)

⁶ [City Centre Transport Strategy | Transport for Greater Manchester \(tfgm.com\)](https://www.tfgm.com/city-centre-transport-strategy)

⁷ [Five-Year Environment Plan - Greater Manchester Combined Authority \(greatermanchester-ca.gov.uk\)](https://greatermanchester-ca.gov.uk/five-year-environment-plan)

⁸ [Greater Manchester's EV charging strategy | TfGM Electric Travel](https://www.tfgm.com/greater-manchesters-ev-charging-strategy)

- 6.2 As part of the previous GM Clean Air Plan, Greater Manchester secured £120m funding to support those with the most polluting vehicles to upgrade. The Clean Air Funds policy and allocations were designed based on a GM Wide Category C Clean Air Zone and including HGV, Taxi, PHV, Coaches and Minibuses and LGVs. The funding package and levels were based on an analysis in 2020 and 2021, prior to the cost-of-living crisis and supply chain issues for certain vehicles.
- 6.3 Government has indicated that this funding will continue to be available to support the new plan and the right funding for the vehicle upgrades needed to secure compliance is a significant component of the investment led approach. Government and Greater Manchester have expressed a desire to release funding to tackle NO₂ emissions as soon as possible. As part of the Policy Development Process, it is critical that the scope of these funds, the levels and application criteria provide the right incentive for those who GM need to upgrade from non-compliant to compliant vehicles to do so. This will require an evidence-based approach developed in consultation with those business and trade representatives who are best placed to understand how the changes required in the new plan can be secured.
- 6.4 Purpose of engagement, following submission on 1st July 2022 is to:
- Seek views on the elements of the GM's proposals addressing economic conditions as well as evidence submissions on vehicle types.
 - Support an early understanding around impacts and any unintended consequences.
 - Inform the ongoing plan for engagement around the plan as detail develops, including consideration of future consultation requirements.

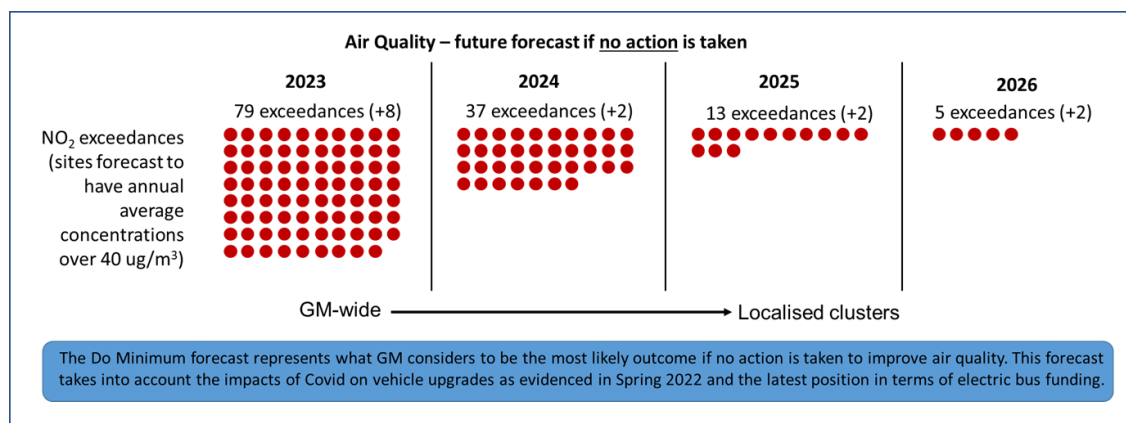
7 The way forward: an investment led non charging Clean Air Plan

- 7.1 The primary focus of the new plan is to achieve compliance in a way that considers the current cost of living crisis and associated economic challenge faced by businesses and residents. An investment-led approach will be combined with all the wider measures that GM is implementing and aims to reduce NO₂ emissions to within legal limits, in the shortest possible time and at the latest by 2026. Unlike the previous charging-led scheme defined by Government guidance, the investment-led scheme seeks to factor in the cost-of-living crisis, it will actively consider the impacts of the pandemic and wider global economic instability on supply chains, will be delivered from 2023, and crucially considers the significant beneficial effects that the delivery of electric bus can have along key routes. In particular:
- The **cost-of-living crisis** means that businesses are less able to afford to invest in vehicle upgrades, whilst households are less able to absorb any costs that may be passed on to them.

- This is exacerbated by **rising vehicle prices** and – for some vehicle types – lower residual values of non-compliant vehicles. There is evidence that illustrates the demand for new and compliant second-hand vehicles is exceeding supply, leading to longer wait times and rising prices.
- A charging Clean Air Zone could therefore cause **unacceptable financial hardship** and contribute to business failures.
- In addition, **new opportunities have arisen** – via the approval of bus franchising and new funding for electric buses – this means that GM has the opportunity to tackle emissions in a different way.
- The exceedances become more localised in 2025 and 2026, therefore **action can be targeted** at those locations suffering the worst air quality.
- It is clear that the GM-wide Clean Air Zone category C as approved in summer 2021 could lead to hardship in GM and that implementing a materially revised charging CAZ, for example with a different boundary, vehicles in scope or discounts and exemptions, would take time to design and consult upon and then implement.

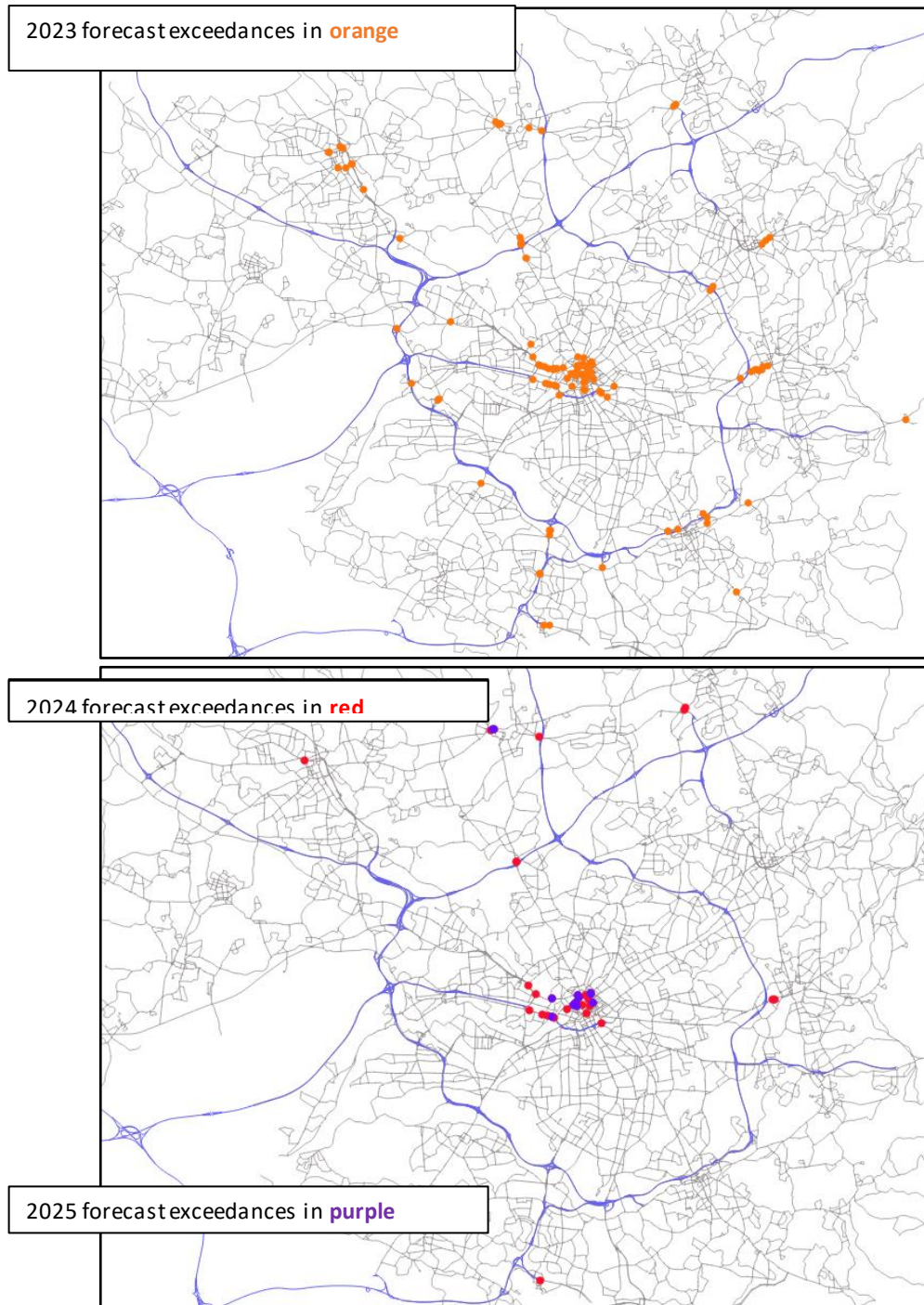
8 NO₂ Exceedances forecast 2023-2026

- 8.1 GM has forecast expected NO₂ exceedances in each future year to 2027, if no further action is taken. The forecasts show that the number of sites in exceedance reduces over time, moving from a GM-wide problem in 2023 to a localised problem from 2025 focussed on the regional centre.
- 8.2 The GM CAP needs to be targeted at reducing NO₂ concentrations at the last remaining locations of non-compliance.



8.3 NO₂ Forecast in 2023

- 79 exceedances in total.
- Exceedances in 9 out of 10 authorities (all except Wigan).

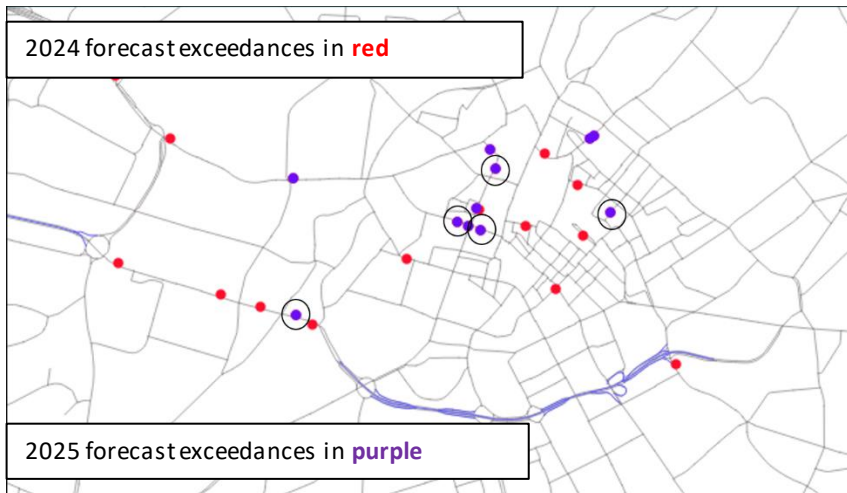


8.4 NO₂ Forecast in 2024 and 2025

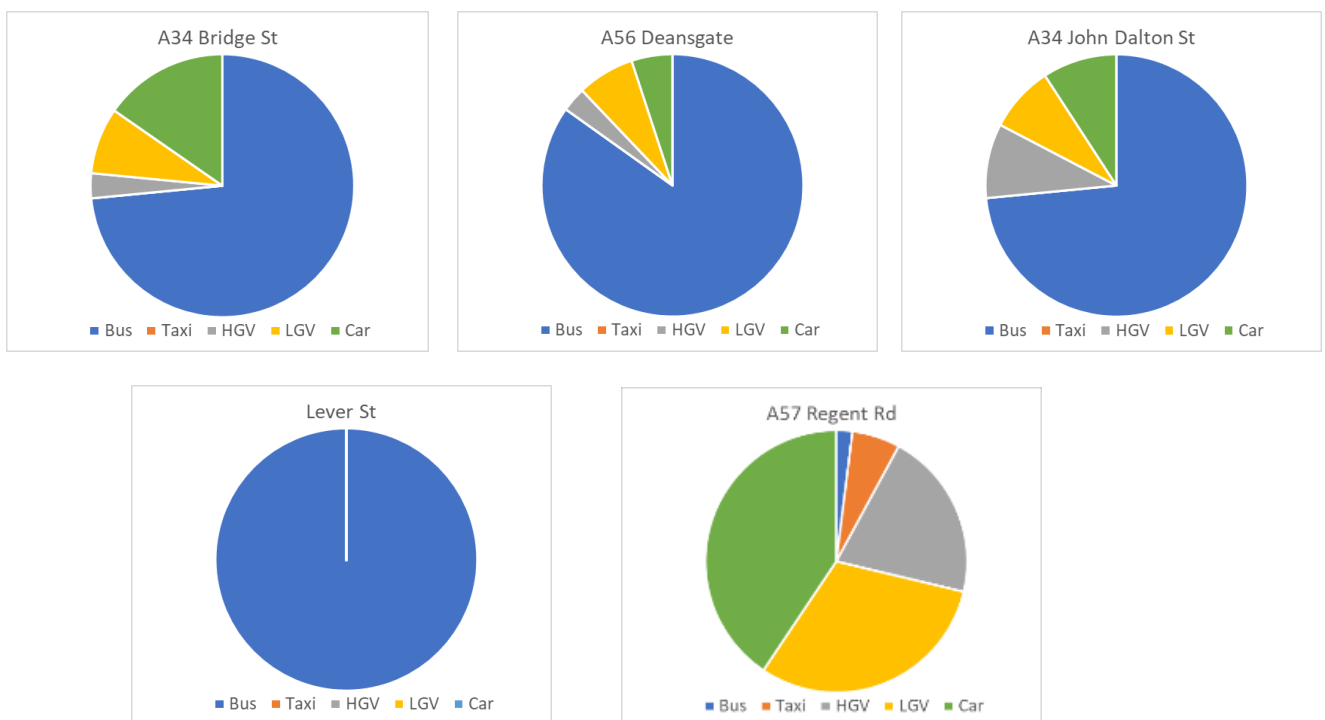
- 37 exceedances in 2024, 13 exceedances by 2025.
- By 2024, Oldham, Stockport, Trafford and Wigan are expected to be compliant.
- By 2025, Bolton, Rochdale and Tameside are also expected to be compliant.
- Exceedances remain in Bury, Manchester and Salford in 2025.

8.5 NO₂ Forecast of last remaining sites in 2026

- By 2025, exceedances found only in Manchester and Salford and at Bury Bridge.
- By 2026, Bury Bridge is expected to be compliant.
- The last remaining sites in 2026 are at the A57 Regent Rd, A34 John Dalton / Bridge St, A56 Deansgate, and Lever St (circled).
- Natural compliance forecast in 2027.



8.6 City Centre emissions



- At the four city centre sites that are forecast to remain non-compliant in 2025, bus accounts for over 70% of emissions, meaning that electric buses could be very effective in improving air quality.⁹
- In contrast, Regent Road has very few buses running on it and acts as a major strategic route for commercial vehicles – with particularly high volumes of HGVs – and cars heading to the city centre and inner ring road.

9 NO₂ Monitoring Results 2021

- 9.1 Greater Manchester undertakes NO₂ monitoring to determine compliance with NO₂ legal limit values in accordance with GM CAP and Government direction and the 10 districts also monitor NO₂ in accordance with the requirements of the Environment Act 1995 and associated statutory guidance, also called Local Air Quality Management or 'LAQM'.
- 9.2 The two monitoring regimes have different siting criteria to assess exposure in different types of locations. The GM CAP monitoring assesses exposure as defined by the Air Quality Standards Regulations (England) 2010 limit values, with roadside being typically worst-case and hence the focus for monitoring. The LAQM monitoring is concerned with exposure at locations of relevant public exposure¹⁰ where the Air Quality Objectives apply, which can include the roadside but only in exceptional circumstances. LAQM monitoring also includes measurements at background¹¹ and industrial locations and is not limited to road traffic sources.
- 9.3 Additionally, the two regimes have different values by which they determine an exceedance. LAQM determines that the legal limit of 40µg/m³ has been exceeded by any result over 39.9µg/m³¹², whereas for the GM CAP, JAQU (Government's Joint Air Quality Unit,) determine anything over 40.4µg/m³ to be an exceedance¹³. These differences in definition should be taken into consideration when comparing the results from individual monitoring locations.
- 9.4 There are two legal limits in relation to NO₂:

⁹ NOTE: The relative taxi contributions are under-estimated, and car emissions over-estimated inside the Regional Centre Inner Relief Route. Further detailed analysis will be undertaken for a substantial city-centre Electric Taxi policy.

¹⁰ All locations where members of the public might be regularly exposed. Building façades of residential properties, schools, hospitals, care homes etc. Kerbside locations are on the whole excluded, unless members of the public are likely to be exposed for longer than the time used to determine the legal limit for the pollutant concerned. Box 1.1 for TG16 give more detail [LAQM-TG16-April-21-v1.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/444444/LAQM-TG16-April-21-v1.pdf) ([defra.gov.uk](https://www.gov.uk))

¹¹ Background sites are used to provide useful information such as long-term trends, general population exposure and an indication of reduction in pollution away from roadside sources, as opposed to measuring exceedances.

¹² An exceedance defines a period of time during which the concentration of a pollutant is greater than, or equal to, the appropriate air quality criteria. For Air Quality Standards, an exceedance is a concentration greater than the Standard value. For Air Pollution Bandings, an exceedance is a concentration greater than, or equal to, the upper band threshold. <https://uk-air.defra.gov.uk/air-pollution/glossary#E>

¹³ The IPR guidance underpinning the Air Quality Standards Regulations 2010 stipulates that compliance should be assessed using data of 'the same numeric accuracy' as the limit value, therefore a value of 40.4µg/m³ is rounded down to 40µg/m³ and is not exceeding. https://ec.europa.eu/environment/air/quality/legislation/pdf/IPR_guidance1.pdf

- A short-term hourly limit of 200µg/m³ (not to be exceeded more than 18 times a calendar year).
 - The long-term annual average limit of 40µg/m³.
- 9.5 To determine compliance with the NO₂ 1-hour mean Air Quality Limit Values, research undertaken on behalf of Defra and outlined in Technical Guidance Note LAQM.TG (16) (Defra, 2021) identified that road traffic emission related exceedances are unlikely to occur where the annual mean concentration is below 60 µg/m³.
- 9.6 For the purpose of the GM CAP, the government has directed GM (and other areas) under the Environment Act 1995 to address NO₂ exceedances at the roadside in the shortest possible time. In GM this direction specifically focuses on the long-term annual average legal limit (40µg/m³).
- 9.7 The GM local authorities carry out air quality monitoring for NO₂ using a combination of:
- Continuous automatic monitoring sites: There are currently 21 continuous air quality monitoring stations, twelve of which are located at the roadside.
 - Diffusion tubes: 436 sites are set up for local air quality management (LAQM) purposes. In addition, approximately 460 sites are set up for GM Clean Air Plan monitoring and evaluation purposes¹⁴.
- 9.8 Monitoring for NO₂ for GM Clean Air Plan purposes uses diffusion tubes at sites where “target determination”¹⁵ modelling predicted illegally high levels of NO₂ for 2021. Three new continuous automatic air quality monitoring stations are planned to be installed in 2022 at the last key points of exceedance in Greater Manchester.
- 9.9 Table 1 below summarises NO₂ concentrations and exceedances of the annual mean objective (AMO) across sites set up for local air quality management (LAQM) purposes (automatic and non-automatic) across GM in 2021.
- 9.10 Maps showing the location of the LAQM monitoring sites are provided on the [CleanAirGM Data Hub](#).

Table 1 Summary of LAQM NO₂ monitoring in GM in 2021

¹⁴ 22 of these were active for the full 2021 calendar year.

¹⁵ The government’s Joint Air Quality Unit undertook a process called ‘target determination’, which involves comparing the outputs of the local and national modelling, verifying the local modelling methodology and then agreeing the forecast concentration assessment to be compared to the limit value for each exceedance. The outcome of this is an agreement of the NO₂ problem Greater Manchester must resolve (“target determination”) and the basis for the Greater Manchester Clean Air Plan.

Authority	Automatic sites (with valid data capture 2021)	Non-automatic sites	Concentration range (all sites) ($\mu\text{g}/\text{m}^3$)	Exceedances of NO ₂ Annual Mean (non-automatic sites)	
				In AQMA	Outside AQMA
Bolton MBC	1	48	41.5 – 10.9	1	-
Bury MBC	3	20	40.9 – 19.1	1	-
Manchester CC	3	40	44.8 – 14.1	3	-
Oldham MBC	1	27	46.3 – 15.3	2	-
Rochdale MBC	1	27	36.6 – 10.2	-	-
Salford CC	3	47	44.3 – 11.5	2	1
Stockport MBC	2	29	35.8 – 9.7	-	-
Tameside MBC	2	53	42.5 – 9.8	2	-
Trafford MBC	3	20	31.3 – 11.5	-	-
Wigan MBC	2	125	44.6 – 13.8	-	1
Total	21	436	46.3 – 9.7	11	2

- 9.11 In 2021 across sites set up for local air quality management (LAQM) purposes, 13 exceedances of the AMO (Annual Mean Objective) for NO₂ (40 $\mu\text{g}/\text{m}^3$) were recorded by diffusion tubes. This is an increase of 11 from 2020, which was a year of a notably low number of exceedances due to the lockdown measures during the COVID-19 pandemic. In 2019, 62 exceedances were recorded out of 359 operational sites, suggesting an overall downward trend in annual mean concentrations.
- 9.12 Two of the exceedances in 2021 were recorded at non-automatic sites located outside of the AQMA, in Salford (SA86 on Bury Old Rd, very close to AQMA boundary) and in Wigan (WI180 – 4 Winwick Lane, Wigan). Exceedances at these sites are acknowledged and mitigation measures are being explored in Wigan, but in the case of any exceedances outside of the AQMA, and in agreement with Defra, the decision to declare an additional AQMA or to expand the current AQMA is being delayed until the outcome of the new GM CAP is determined.
- 9.13 The GM CAP will have the most significant impact on air quality in the city-region going forward, in addition to actions taken to meet the 2038 city-region's carbon neutral target and the decarbonisation of transport. The GM Clean Air Plan also monitors NO₂, using diffusion tubes. However, the GM Clean Air Plan monitors different sites¹⁶ to those that need to be reported in the ASR.

¹⁶ The GM Clean Air Plan monitor those sites where "target determination" modelling predicted illegally high levels of NO₂ in 2021. See footnote 15 and cleanairgm.com for more detail.

- 9.14 The initial Greater Manchester Clean Air Plan monitoring survey, covering all 10 Greater Manchester authorities, started in January 2018. These locations were based on the roads predicted to be in exceedance in 2021 in the government's "UK Plan for Tackling Roadside Nitrogen Dioxide Concentrations" (Defra, 2017).
- 9.15 Diffusion tubes were placed at roadside locations around Greater Manchester to determine the concentrations of NO₂ across the extent of the GM CAP study area. The diffusion tubes were replaced monthly throughout the survey with supply and analysis by Staffordshire Scientific Services.
- 9.16 As set out in Table 2, in June 2019 and October 2021, the diffusion tube survey was extended, and new diffusion tube monitoring sites were installed along roads predicted to be in exceedance by the GM CAP target determination modelling process. Additional sites were also included in Manchester city centre where street canyons may be leading to elevated air pollution concentrations.

Table 2 Number of GM CAP Monitoring Sites

	Number of monitoring Sites			
Authority	2018	2019	2020	2021
Bolton	5	14	14	14
Bury	5	16	16	16
Manchester	20	91	91	91
Oldham	0	9	9	9
Rochdale	0	12	12	12
Salford	5	27	27	27
Stockport	10	19	19	19
Tameside	5	14	14	14
Trafford	5	14	14	14
Wigan	0	6	6	6
Total	55	222	222	222

- 9.17 Table 3 below summarises NO₂ concentrations and exceedances of the annual mean across sites set up for GM CAP purposes between 2018 and 2021. Maps showing the location of the GM CAP monitoring sites are provided on the [CleanAirGM Data Hub](#).

Table 3 Number of GM CAP Exceedances

	Number of Exceedances (>40.4µg/m ³)			
Authority	2018	2019	2020	2021
Bolton	1	4	1	2
Bury	2	10	0	2
Manchester	14	65	8	25
Oldham	0	5	0	1
Rochdale	0	4	1	1

Salford	1	16	0	7
Stockport	6	15	2	3
Tameside	4	6	4	4
Trafford	1	3	0	0
Wigan	0	1	0	0
Total	29	129	16	45

9.18 During 2020, overall national road traffic levels were approximately 21% lower than in 2019. This reduction was due to the COVID-19 pandemic and associated social distancing and travel restrictions.¹⁷

9.19 For the year ending September 2021, overall national road traffic levels were approximately 16% lower than pre-pandemic levels.¹⁸

9.20 Therefore 2021 had overall higher road traffic levels than 2020, which is considered to be a factor causing the increase in annual average NO₂ concentrations.

10 Changes in economic context since Summer 2021

10.1 Since the original GM Clean Air Plan, agreed in Summer 2021, external factors associated with the pandemic, global supply chain challenges, and the cost-of-living crisis have the potential to create additional financial hardship for local businesses and families. These include:

- Impacts from war in Ukraine.
- Increased cost of energy.
- Increased cost of fuel for motorists.
- Increased cost of food, and other products.
- Supply chain issues - on-going impact of Covid lockdowns etc.
- How the impact of inflation is distributed across society.
- Changes to Bank of England base rate and forecasts - 0.25% in Jan 22, risen to 1.25% (16th June 22) - moving into a phase of more expensive borrowing.
- Consumer confidence.
- GM business composition and outlook from Growth Company Survey.
- GM resident population - wage growth, disposable income, etc.

¹⁷ Department for Transport, Road Traffic Statistics 2020 Summary, <https://roadtraffic.dft.gov.uk/summary>

¹⁸ Department for Transport, Provisional Road Traffic estimates, Oct 2020 – Sep 2021, <https://www.gov.uk/government/statistics/provisional-road-traffic-estimates-great-britain-october-2020-to-september-2021/provisional-road-traffic-estimates-great-britain-october-2020-to-september-2021>

- UK inflation reached a 40-year high of 9% during April 2022, up from 2% in July 2021.
- Inflation is forecast by the Bank of England to rise to 11% in the autumn of 2022.

Emerging conclusions to changes in economic context

- 10.2 Evidence is already pointing to consumer demand being dampened. GM is particularly vulnerable to high inflation - noting its relatively high volume of small businesses, and a higher than average (vs.UK) proportion of residents who typically have below average disposable household incomes.
- 10.3 The Bank of England has increased the Base Rate to 1.25% (up from 0.1% in July 2021) - signalling that further rate rises are likely. This in turn will increase the cost of borrowing to both businesses and residents who require finance and are not protected by fixed rates. Meanwhile the Bank of England's latest Monetary Policy Report (May 2022) points to an expectation for GDP to fall in Q4 2022 and be 'broadly flat' during 2023.
- 10.4 In summary, any intervention, such as a charging clean air zone, that could see businesses forced to pay additional charges and potentially pass costs on to the consumer, could have severe consequences for those groups who are already struggling to cope with the cost of living crisis.

11 The changed conditions within the vehicle market

- 11.1 The price of new and used commercial vehicles is rising, making upgrade less affordable.
- 11.2 Some sectors potentially in scope for the Clean Air Plan have still not recovered from the impacts of the pandemic.

Vehicle Type	Commentary on changed conditions
HGV Est. 70,900 vehicles serving GM 81% compliant in 2023 ¹⁹	<ul style="list-style-type: none"> • Having remained stable for many years, record-breaking price rises are being reported of around 40% for Euro 6 vehicles, with the price gap between Euro 6 vs 5 vehicles increasing. • Dealers are reporting constraints on availability of new vehicles – due to shortages of materials including semi-conductors – and that this means people are extending leases (so fewer vehicles enter the second-hand market) or trying to buy second-hand, leading to shortages in that market. • Price rises reflect these shortages as well as increases in the cost of materials (for new vehicles).
Vans	<ul style="list-style-type: none"> • There is substantial evidence of significant price increases in the second-hand van market – the scale of those rises has a high degree of variability depending on the particular vehicle. The extent of the reported rise varies between 13% and almost 60%.

¹⁹ best estimate in a highly changeable economic/vehicle market situation, forecast should be considered subject to review

Vehicle Type	Commentary on changed conditions
<p>Est. 277,400 vehicles serving GM¹⁹ 52% compliant in 2023¹⁹</p>	<ul style="list-style-type: none"> • Overall, the evidence suggests that demand for new and second-hand vans remains strong, and therefore that the loss of supply caused by lockdowns in 2020 and more recently by the semiconductor shortage is leading to price rises in the new and second-hand markets, and to long lead times for new vehicle orders. • A high proportion of non-compliant vans are owned by sole traders and very small businesses which are vulnerable to the impacts of inflation and the cost-of-living crisis.
<p>Coach</p> <p>1,700 vehicles serving GM 59% compliant in 2023¹⁹</p>	<ul style="list-style-type: none"> • The coach sector was badly affected by the pandemic, with lockdown restrictions meaning that many were forced to stop operating for long periods. • Demand from tourism and major events remained constrained during 2021, and recovery is expected to be slow. • The SMMT states that demand for new buses and coaches dropped further in 2021 and was the weakest year since records began in 1996.
<p>Hackney Cabs</p> <p>2,100 Hackneys licensed in GM 35% compliant in 2023¹⁹</p> <p>PHV</p> <p>12,400 PHVs licensed in GM 68% compliant in 2023¹⁹</p>	<ul style="list-style-type: none"> • Hackneys and PHVs lost a substantial proportion of their trade during the pandemic, as travel for business, leisure and tourism purposes ceased. • The number of vehicles licensed has reduced and drivers report that demand has not returned to pre-pandemic levels. • The number of new vehicles entering the Hackney and PHV licensed fleets was much lower than normal in 2020 and 2021, so that the age of the fleet has increased. • This is assumed to result from market conditions and conditions in the wider economy, as well as continued uncertainty about licensing and clean air requirements for the fleet. • Furthermore, there is anecdotal evidence that the trade-in value of Euro 5 and older Hackney cabs is falling, as more cities bring in tighter licensing standards and/or Clean Air Zones.

12 Development of the new plan

- 12.1 The participatory approach to the development of the new plan will test with vehicle owners that where non-compliant vehicles are identified as contributing to locations where NO₂ exceedances have been modelled, GM Authorities will have funding packages to incentivise upgrades to the cleanest possible vehicle, in order to get the greatest emissions reduction and therefore the swiftest public health benefit from every funded upgrade.
- 12.2 Rather than as part of a formally signed charging CAZ, the ANPR cameras could be used to better understand those vehicles where GM would get the greatest emissions reduction from those non-compliant vehicles travelling regularly through GM's most NO₂ polluted places.

13 New Plan Measures

13.1 Greater Manchester CAP Vehicle and other Investment Measures

Vehicle type	Measure subject to review during participatory policy approach
Bus	<ul style="list-style-type: none"> • Continue with existing funding. • Ensure franchising and other governance/planning processes are established so that electric buses are running on routes containing most persistent exceedance points to ensure compliance - with a focus on the regional centre/city centre as the transport hub of the city-region. • Initial sensitivity testing indicates that delivery of sufficient bus electrification would achieve compliance at modelled exceedance locations except Regent Road by 2025. A delivery plan is under development with the aim of achieving this.
HGV	<ul style="list-style-type: none"> • Consider offer including eligibility for funding, in light of needing to ensure the cleanest vehicles are running in areas containing most persistent exceedance points to ensure compliance.
Coach	<ul style="list-style-type: none"> • Consider offer including eligibility for funding, in light of needing to ensure the cleanest vehicles are running in areas containing most persistent exceedance points to ensure compliance.
Greater Manchester Hackney Carriage	<ul style="list-style-type: none"> • Consider offer including eligibility for funding, in light of needing to ensure the cleanest vehicles are running in areas containing most persistent exceedance points to ensure compliance – most Hackney Carriages are licensed in MCC. • Target GM CAP funding to increase roll out of dedicated taxi and other general electric vehicle charging infrastructure points, to ensure fleet upgrade to electric vehicles is viable and taxi industry is supported. Consider opportunities for regulatory measures such as licensing standards to complement funding incentives to accelerate fleet upgrades.
Greater Manchester PHV	<ul style="list-style-type: none"> • Consider offer including eligibility for funding, in light of needing to ensure the cleanest vehicles are running in areas containing most persistent exceedance points to ensure compliance. Consider opportunities for regulatory measures such as licensing standards to complement funding incentives to accelerate fleet upgrades.

Vehicle type	Measure subject to review during participatory policy approach
Other clean air investment initiatives	<ul style="list-style-type: none"> • Explore opportunities for EVCI investment to support expansion of Car Club in and around city centre and wider city. • Target GM CAP funding to continue to roll out sustainable transport infrastructure investment and messages particularly in and around the regional centre to reduce emissions in key exceedance areas. This will include a particular focus on city centre in points of persistent exceedance, such as Deansgate and surrounding streets, as well as other active travel and public transport schemes. • Explore opportunities for GM CAP funding to support other infrastructure investment to address air quality issues, such as green infrastructure.

13.2 Greater Manchester CAP Cluster Measures

Exceedance cluster	Measure subject to review during participatory policy approach
City centre	<ul style="list-style-type: none"> • In the city centre, bus emissions account for at least 70% of total NOx emissions at the majority of locations and therefore electric buses can be very effective. Initial sensitivity testing indicates that delivery of sufficient bus electrification would achieve compliance at these locations by 2025. A delivery plan is under development with the aim of achieving this. • Further work is also underway to develop a proposition for taxi that encourages upgrade to the cleanest vehicles, and to explore how investment in highway and other transport infrastructure under the city centre transport strategy can best support clean air.
Regent Road	<ul style="list-style-type: none"> • Emissions on Regent Road are principally derived from commercial and logistics traffic, which accounts for c.50%. In addition, the corridor is immediately fed by the M602 motorway and subject to the implications of National Highways signage and traffic management policies. • Salford City Council (SCC) and MCC have commissioned analysis via TfGM to improve understanding of the operation of the road and nature of the traffic on Regent Road to help with the joint working with National Highways (NH) which must include how the deployment of funds and local servicing plans can support appropriate solutions to deal with the exceedance at this location. • Note that Electric Towns and Cities Infrastructure initiative (ETCI) – NH initiative being explored for mitigation for sections of the SRN.

Exceedance cluster	Measure subject to review during participatory policy approach
Bury Bridge	<ul style="list-style-type: none"> The electrification of bus services over the bridge should happen with the first 50 new zero emission buses that will be brought into service with the launch of the regulated bus system in Wigan and Bolton. Initial sensitivity testing indicates that delivery of sufficient bus electrification would achieve compliance at this location by 2025. A delivery plan is under development with the aim of achieving this.

14 Equality Considerations

- 14.1 Under Section 149 of the Equality Act (2010), public bodies are subject to the Public Sector Equality Duty, which requires GM to give ‘due regard’ to the ‘need to eliminate unlawful discrimination, harassment and victimisation to advance equality of opportunity to foster good relations between people from different groups.’ This can be demonstrated via an Equality Impact Assessment (EqIA) and can identify whether people with protected characteristics could be affected by the GM CAP disproportionately or differentially.
- 14.2 An initial screening has been undertaken to assess which protected characteristics are likely to be impacted by the new GM Clean Air Plan, and in scope for the EqIA.
- 14.3 Some groups are more sensitive to changes in air quality and will therefore benefit more quickly from improvements in air quality. The following five protected characteristics are likely to be disproportionately or differentially impacted by changes in air quality and NO₂ levels and will therefore be considered within the EqIA for the new GM CAP:

Protected characteristic	Likely to be disproportionately affected by improved air quality	Likely to be differentially affected by improved air quality
Age		X
Disability (includes all forms of physical and mental disability)		X
Pregnancy and maternity		X
Gender (male drivers)	x	
Race	x	
Low income / socio-economic deprivation	x	

- 14.4 The new plan aims to reduce the health impacts of air pollution as well as reduce NO₂ concentrations to below legal limits, and by 2026 at the latest, whilst minimising any negative socio-economic impacts. The EqIA will consider the impact of this plan on the groups above.

- 14.5 In addition, people in the following protected characteristics could be impacted by the measures adopted within the new GM CAP as owners or drivers of impacted vehicles or users of services impacted. As a result, the following protected characteristics will also be considered in the EqIA:

Protected characteristic	Potential disproportionate impact dependent on option
Age	X
Disability (includes all forms of physical and mental disability)	X
Pregnancy and maternity	X
Race	X
Religion / belief	X
Sex	X
Gender Reassignment	X
Sexual Orientation	X
Low income / socio-economic deprivation	X

- 14.6 In addition to the above, the 'Good Lives for All in Greater Manchester' will inform the EqIA. The report, a product of the Greater Manchester Independent Inequalities Commission, highlights the health inequalities experienced across the city-region and recommends that the wellbeing and equality goals sit at the heart of the Greater Manchester Strategy. The findings of the report will inform the planned EqIA for the new CAP.
- 14.7 To inform a full EqIA for the new GM CAP the approach to Participatory Policy Development will include engagement with GM based groups representing the protected characteristic groups potentially impacted by the new GM CAP.

15 Government Asks

- 15.1 One specific new 'ask' from Government is to support the new GM Clean Air Plan, would be to remove out-of-area operation by private hire drivers/vehicles.
- 15.2 GM Authorities are keen to work with DfT to consider an appropriate regulatory device. This would require that all private hire journeys within GM must be undertaken by a driver and vehicle which are both licensed by one of the ten GM local authorities.
- 15.3 As it stands, out-of-area operation enables the evasion of fair, safe and democratically determined local licensing standards. In context of the GM Clean Air Plan, this measure would provide local authorities with stronger regulatory tools to improve the emission standards of all private hire fleets operating in GM.
- 15.4 Greater Manchester will continue to seek to ensure that the Government takes appropriate action to address exceedances on the A57/A628 a stretch of Strategic Road network, managed by National Highways that cuts through the villages of Hollingworth and Mottram.

- 15.5 Under an investment-led non-charging GM CAP the ANPR cameras installed for the charging CAZ could be used to inform and support the development of investment-led solutions. GM also wants to work with Government to agree the use of the GM CAP ANPR cameras to support identification of vehicles that could be upgraded, and also for potential law enforcement activity related to the detection of crime.

16 Targeted engagement to test support for the case for a new GM CAP

- 16.1 An initial series of discussions has been carried out to review the evidence GM has gathered describing current economic and vehicle market conditions and the challenges facing non-compliant vehicle owners. This early engagement has been undertaken so that groups representing vehicle owners have the opportunity to feed in any further evidence.
- 16.2 Sessions have been held with the following groups and a summary of their feedback is set out below:

Group	Summary of Feedback
GM Business Representatives – 30 June 2022	<ul style="list-style-type: none"> • This is a business-friendly approach and is broadly welcomed. • There are many health & economic benefits to Clean Air and GM needs to ensure that the Plan is seen as part of its wider strategies • Look forward to working with GM through the participatory policy approach.
Road Haulage Association – 22 June 2022	<ul style="list-style-type: none"> • Our members are reporting challenging trading circumstances and an investment supported non-charging Clean Air Plan for Greater Manchester is definitely going in the right direction, the devil will be in the detail. • We would be very happy to work with Greater Manchester to get a revised clean air plan right and we know our members would like to see the funding opened up to those who trade in Greater Manchester rather than just being based in region.
Confederation of Passenger Transport – 21 June 2022	<ul style="list-style-type: none"> • While the reasons for clean air initiatives are appreciated, in the coach sector the prospect of upgrading, retrofitting or being faced with charges is difficult to comprehend. A typical Euro 5 vehicle is on average only 5 years old. • If there is indeed no charging zone, we expect our members would be generally supportive of the new investment-led GM Clean Air Plan, provided there are no hidden

Group	Summary of Feedback
	restrictions, for example on the sites of exceedances.
All GM Hackney and Private Hire Vehicle representatives – 23 June 2022	<ul style="list-style-type: none"> • An investment-led non charging Clean Air Plan is broadly welcomed as it has listened to the concerns of the trade. • All our members want clean air but want to be able to afford it, funding is key and needs to be in place as soon as possible. • Welcome the suggestion to address out of area licensing - but local authorities could help the trade by reducing the time taken to license in GM. • Look forward to engaging with GM to develop a more detailed policy. • Vehicle availability both new and second hand is of concern.
One Bus Network – 23 June 2022	<ul style="list-style-type: none"> • Always said charging zone is not the way, an investment led approach is the best forward and so supportive of this approach. • Keen to see low bus speeds in the city centre resolved, as this is contributor to bus emissions.

17 Next Steps

- 17.1 Whilst Greater Manchester has put in place governance arrangements to enable the joint discharge of relevant GM local authority and GMCA functions in respect of the Greater Manchester Clean Air Plan via the Air Quality Administration Committee, before the Air Quality Administration Committee can confirm the submission as an agreed document there is now an opportunity for the 'Case for a new Greater Manchester Clean Air Plan' document attached as Appendix 1 and associated appendices A to E to be considered, through the local governance arrangements of the individual authorities.
- 17.2 Subject to any comments of Greater Manchester local authorities the next Air Quality Administration Committee will confirm the final submission and notify the Secretary of State of the change in status.
- 17.3 By applying a Participatory Policy Development process, GM will develop, assess and agree a package of measures forming a proposed new GM CAP. This package of measures will be consulted upon in early 2023.
- 17.4 GM will review the responses to the consultation and make any adaptations to the proposals as necessary. It is anticipated that a decision could be made to proceed with the new GM CAP thereafter.

18 Appendices

- 18.1 Appendix 1 – Case for a New GM Clean Air Plan – attached as a supplementary paper.
- 18.2 Appendix A – Technical Note: Vehicle Sector Review – HGV Sector – attached as a supplementary paper.
- 18.3 Appendix B – Technical Note: Vehicle Sector Review – Taxis (Hackney Carriages and Private Hire Vehicles) – attached as a supplementary paper.
- 18.4 Appendix C – Technical Note: Current issues in the Van Sector – attached as a supplementary paper.
- 18.5 Appendix D – Technical Note: Vehicle Sector Review – Coach and Minibus – attached as a supplementary paper.
- 18.6 Appendix E – Changes in economic context since July 2021 – attached as a supplementary paper.

19 Other alternative options considered

- 19.1 Other options considered are covered within the report

Community impact/links with Community Strategy

Equality Impact and considerations:

Under section 149 of the Equality Act 2010, the ‘general duty’ on public authorities is set out as follows:

A public authority must, in the exercise of its functions, have due regard to the need to -

- (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;*
- (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;*
- (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.*

The public sector equality duty (specific duty) requires us to consider how we can positively contribute to the advancement of equality and good relations and demonstrate that we are paying ‘due regard’ in our decision making in the design of policies and in the delivery of services.

Equality Analysis	<i>Please provide a written explanation of the outcome(s) of either conducting an initial or full EA.</i>
Proposals for Equality analysis are included within the report in Section 14	

**Please note: Approval of a cabinet report is paused when the 'Equality/Diversity implications' section is left blank and approval will only be considered when this section is completed.*

Assessment of Risk:

Initial risk register set out in Clean Air Plan OBC (March 2019).

Consultation:

Proposals for consultation are covered within the report.

Legal Implications:

On 8th February 2022 *The Environment Act 1995 (Greater Manchester) Air Quality Direction 2022* was issued. The new direction requires that the GM local authorities:

- review the measures specified in the existing Plan; and
- determine whether to propose any changes to the detailed design of those measures, or any additional measures.

The GM authorities must ensure that the Plan with any proposed changes will secure that:

- compliance with the legal limit value for NO₂ is achieved in the shortest possible time and by no later than 2026; and
- exposure to levels above the legal limit for NO₂ is reduced as quickly as possible.

This new direction revoked the direction dated March 2020 which required the ten Greater Manchester Local Authorities to implement a Category C Clean Air Zone to achieve compliance with the legal limit value for NO₂ in the shortest possible time and by 2024 at the latest.

This report sets out the case for a new Greater Manchester Clean Air Plan.

Financial Implications:

Revenue

Initial Financial Case set out in Clean Air Plan OBC (March 2019), with all development and delivery costs to be covered by central Government.

Capital

Initial Financial Case set out in Clean Air Plan OBC (March 2019), with all development and delivery costs to be covered by central Government.

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Background papers:

- 1 July 2022, Report for AQAC: GM Clean Air Plan – July 22 Update
- 23 March 2022, Report for AQAC: GM Clean Air Plan – March 22 Update
- 28 February 2022, Report for AQAC: GM Clean Air Plan – February 22 Update
- 2 February 2022, report to CACC: GM Clean Air Plan – update to the temporary exemption qualification date for GM-licensed hackney carriages and private hire vehicles
- 20 January 2022, report to AQAC: GM Clean Air Plan – A628/A57, Tameside – Trunk Road Charging Scheme update
- 20 January 2022, report to AQAC: GM Clean Air Plan – Financial Support Scheme Jan 22 Update
- 20 January 2022, report to AQAC: GM Clean Air Plan – Clean Air Zone Discount & Exemptions Applications
- 18 November 2021, report to AQAC: GM Clean Air Plan – GM Clean Air Funds assessment mechanism
- 18 November 2021, report to CACC: GM Clean Air Plan – GM Clean Air Plan Policy updates
- 13 October 2021, report to AQAC: GM Clean Air Plan – Operational Agreement for the Central Clean Air Service
- 13 October 2021, report to CACC: GM Clean Air Plan – Showmen's Vehicle Exemption
- 13 October 2021, report to CACC: GM Clean Air Plan – Clean Air Zone daily charge refund policy

- 13 October 2021, report to CACC: GM Clean Air Plan – A628/A57, Tameside – Trunk Road Charging Scheme
- 21 September, report to AQAC: GM Clean Air Plan – Clean Air Zone: Camera and Sign Installation
- 21 September, report to AQAC: GM Clean Air Plan – Bus Replacement Funds
- 25 June 2021, report to GMCA: GM Clean Air Final Plan
- 31 January 2021, report to GMCA: GM Clean Air Plan: Consultation
- 31 July 2020, report to GMCA: Clean Air Plan Update
- 29 May 2020, report to GMCA: Clean Air Plan Update
- 31 January 2020, report to GMCA: Clean Air Plan Update
- 26 Jul 2019, report to GMCA: Clean Air Plan Update
- 1 March 2019, report to GMCA: Greater Manchester's Clean Air Plan – Tackling Nitrogen Dioxide Exceedances at the Roadside - Outline Business Case
- 11 January 2019, report to GMCA/AGMA: Clean Air Update
- 14 December 2018, report to GMCA: Clean Air Update
- 30 November 2018, report to GMCA: Clean Air Plan Update
- 15 November 2018, report to HPEOS Committee: Clean Air Update
- 26 October 2018, report to GMCA: GM Clean Air Plan Update on Local Air Quality Monitoring
- 16 August 2018, report to HPEOS Committee: GM Clean Air Plan Update
- UK plan for tackling roadside nitrogen dioxide concentrations, Defra and DfT, July 2017.

Please include a glossary of terms, abbreviations and acronyms used in this report.

Term	Meaning
NO ₂	Nitrogen Dioxide
GMCA	Greater Manchester Clean Air Plan
OBC	Outline Business Case
ANPR	Automatic Number Plate Recognition
JAQU	Joint Air Quality Unit
EqIA	Equality Impact Assessment
CAZ	Clean Air Zone
AMO	Annual Mean Objective

AQMA	Air Quality Management Area
LAQM	Local Air Quality Management
ZEB	Zero Emission Bus
CRSTS	City Region Sustainable Transport Settlement funding
PHV	Private Hire Vehicle
LGV	Light Goods Vehicle
HGV	Heavy Goods Vehicle
SCC	Salford City Council
MCC	Manchester City Council
SRN	Strategic Road Network
SMMT	The Society of Motor Manufacturers and Traders
AQAC	GM Air Quality Administration Committee
CACC	GM Clean Air Charging Authorities Committee

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Meeting:	The Council
Meeting date:	20th July 2022
Title of report:	Leaders' Report
Report by:	Leader of the Council
Decision type:	Non key decision
Ward(s) to which the report relates:	All Wards.
Summary:	To provide a summary of the work of the Cabinet since this last report, an update on progress against the corporate plan, and a statement from the Leader of the Council.

1 Leader's note

- 1.1 I am pleased to provide Council with my report covering the period from 4th March 2022 to 13th July 2022.
- 1.2 In early June our borough celebrated the Queens Platinum Jubilee with great passion and devotion to the 70th anniversary of the accession of Queen Elizabeth II. In our February Budget we pledged funding to celebrating the Platinum Jubilee, and to mark this occasion we invited hundreds of local community heroes to a celebratory lunch, followed by a service of thanksgiving at Bury Parish Church. We also pledged to waive the fee to host a street party, which allowed over 40 street parties to take place across the borough, without incurring a financial cost on our residents. I'd like to thank our staff and volunteers who helped to put on a great celebration weekend, and I wish the Queen many more years at the throne.
- 1.3 In June we celebrated Armed Forces Week. We have a proud military tradition in Bury, the historic home of the Fusiliers, and we are proud of the contribution that former and current serving members of our armed forces have made and continue to make. It was amazing to see our communities come out to the celebration events hosted in our borough, particularly the event organised by the Friends of Clarence Park where Armed Forces Day was celebrated with an array of stalls, musical performances, and displays of historic and military vehicles. We have been

committed to support our veterans the best we can in Bury, and we were only recently granted a silver award for our Armed Forces Covenant.

- 1.4 Towards the end of June, I attended the LGA Annual Conference in Harrogate to take part in the discussions about the latest issues facing local government. I listened to the Secretary of State commit to two-year funding settlements for local government; an important change to give our authority better clarity about our finances, but one which must be properly funded, and this was not committed to during his remarks. I also listened to the Shadow Levelling Up, Housing and Communities Secretary speak about an alternative vision for levelling up and the different priorities around devolution of power and funding. Finally, I engaged in a variety of workshops and debates, and heard some exciting ideas about digital innovation, the future of high streets, responding to the cost of living crisis, and levelling up.
- 1.5 At the beginning of July, we began a new era for health and care in Bury as the 10 Greater Manchester Clinical Commissioning Groups were brought together into a new NHS organisation called the Greater Manchester Integrated Care Partnership. This new way of working will help organisations work better with the public to keep everyone healthier; plan and deliver health services more effectively; make sure everyone is treated equally and fairly; help the NHS become as efficient as possible, and also help it contribute to the wider economy. I'd like to thank everyone who has worked for the Bury CCG over its lifetime, and those who have worked to ensure a smooth transition to this new partnership model.
- 1.6 I was very pleased to see the decisions we brought to our July Cabinet meeting. The agenda included some significant items which once again showcase our commitment to the three R's; Response, Recovery, and Renewal. Our Cost of Living and Anti-Poverty Strategy builds upon our February Budget commitments to support our residents facing increasing financial pressures, driven by rising inflation, stagnating wages and an end to the £20 Universal Credit uplift, and the increased cost of food and fuel. The strategy outlines the strengthened focus undertaken by the Council on anti-poverty over the past 18 months, and the proactive and targeted approach we will be taking into the future.
- 1.7 We also took a report on the Atom Valley Mayoral Development Zone (MDZ). The MDZ is an exciting opportunity to create significant levels of employment around three key sites – namely the Northern Gateway site, Stakehill site and the Kingsway Business Park. These three sites, particularly the Northern Gateway site, offer the greatest opportunity to deliver transformational economic growth within Bury and across the north of the conurbation. The MDZ will be key to regeneration within the borough, offering confidence that Bury is a place where businesses can thrive, and somewhere our residents can find a skilled career.

- 1.8 We took a momentous decision at cabinet to commit £450k of funding to bring Bury FC back to Gigg Lane. This funding from the Council will, in-turn, release a further £300k from the Government and hopefully allow the club to prepare for starting in time for the 2023/24 season. From the start, we have been committed to helping this happen; as long as there was fan-owned club, there was a sustainable business plan, and benefits to the wider community. There is now a business plan which demonstrates financial sustainability. There is now clarity on how community benefit will be achieved. Bringing professional football back to Gigg Lane will bring pride and optimism to Bury. It will be a big boost to many small businesses that previously supported the club, and there will a range of benefits to the communities surrounding Gigg Lane.

2 Reporting progress against stated commitments in Corporate Plan

- 2.1 The current report spans two separate reporting periods; February and March, and April and May. As a result, these time periods will be separated to follow a logical order.
- 2.2 The following table provides a brief summary of the Council's progress against the priorities set out in our Corporate Plan. The first table covers February and March 2022, the second table covers April and May 2022.

Dept	Priority	Deliverables
BGI	Approval of Accelerated disposal programme	<ul style="list-style-type: none"> Summerseat House remarketed in February 2022 – slight slip of timescale from January 2022 due to officer absence (behind schedule). A review of Phases 1, 2 and 3 assets is ongoing and work is underway to continue to prepare them for disposal. Some assets will be prepared for disposal in line with wider Council agendas e.g. One Public Estate, Agile Working policy. Some of the Phase 3 assets (operational buildings) are part of the estates transformation agenda and Estates Transformation Board – project plans continue to be developed per building with support from the Delivery Unit. Community Asset Transfer – work ongoing to undertake final checks on the

		<p>documentation (toolkit and policy) – will complete in February.</p> <ul style="list-style-type: none"> Consideration of assets to be included in future phases – ongoing.
	Bury Flexihall	<ul style="list-style-type: none"> Royal Institute of British Architects (RIBA) Stage 2 report completed by Vinci. With business case for sign off budget to progress to RIBA stage 3. Value engineering exercise ongoing due to increased build costs for the project. Site assembly work continues with 2 further transactions agreed subject to cabinet approval. Going to cabinet on 13th April. Levelling-Up Fund (LUF) – memorandum of understanding signed. Next update to government LUF team due 13th May
	Radcliffe Strategic Regeneration Framework	<ul style="list-style-type: none"> Hub project - RIBA Stage Two consultation complete, design pack and reported in January 22 (inc updated programme, cost plan and risk register). Surveys and site investigations ongoing. Transport programme work ongoing, car park surveys now complete and WSP report due in February 22. Confirmation of GM transport funding TBC Secondary School – Heads of terms have been submitted and agreed at Cabinet, legal services now progressing. Department for Education (DfE) have now commenced feasibility study and procured Mott MacDonald as lead consultant North Block – Awaiting Deloitte report on soft market testing, to identify proposed development partner
	One Public Estate Programme	<ul style="list-style-type: none"> St Mary's Place – went to auction 23/02/22. Work is ongoing regarding planning the decant of tenants from Humphrey House to 3KP and conversations continue with the various health partners. Carter Jonas (BGI's retained agent) has been briefed on work required to enable them to enter into a discussion with the

		landlord of 3KP and Six Town Housing (6KP) regarding regearing the leases in line with the above.
	Places for Everyone (PfE)	<ul style="list-style-type: none"> • Places for Everyone Joint Development Plan (PfE) submitted to Government on 14 February 2022. • Work ongoing on a series of Preliminary Questions issued by the Inspectors. • Work ongoing on Statements of Common Ground for proposed Site Allocations
	Bury Interchange	<ul style="list-style-type: none"> • Discussions continuing on a revised City Region Sustainable Transport Settlement (CRSTS) submission document.
	Brownfield Housing Land Programme	<ul style="list-style-type: none"> • See below update for Wheatfields Whitefield (30 homes) and William Kempt Heaton (37 homes). • Cabinet has now consented to the disposal of Seedfield Bury to Hive Homes for the delivery of 92 homes. • Muse Joint Venture (JV) capacity plan to include at least 230 homes (25% affordable) with planning submission in 2022. • Town Centre Masterplan has included potential for thousands of new homes across the area. • Millgate JV capacity plan includes potential for up to 1250 new homes on the Millgate estate. • Soft Market Testing for North Block Radcliffe has concluded with the potential for 100+ new homes, targeting submission to cabinet in 2022. • Several additional sites have been identified for residential development within the ALDP including Spring Lane Radcliffe and Ramsbottom. • Council has successful applied for £60k of revenue funding to complete feasibility study on the residential development at Pyramid Park Bury (400 homes).

		<ul style="list-style-type: none"> Property Service is now procuring agency support to dispose of Humphrey House (40 homes) and Fmr Police Station (75 homes).
CYP	Education	<ul style="list-style-type: none"> Continued development of analysis / reporting of attendance data from schools for Autumn half term 2 Analysis of autumn term Quality Assessment visits to schools leading to support and challenge meetings which have now taken place and early brokered support. Improved % of good / better primary schools – another primary requires improvement school has improved to good. Produced draft of strategic response to Levelling up and Schools White Paper (not yet shared) Starting response to Green Paper Begun to engage with stakeholders in relation to Schools White Paper / Levelling Up White Paper 89% of secondary school applicants have been given their first school preference with a further 6% getting their second preference all 2415 applicants from Bury have been offered a place at a Secondary School in Bury (last year in England 81% were accepted in first choice / 82% in Bury). Finalised the tendering exercise for an Education Data System to transform education data systems into one place Director attended the Head Teacher's conference by BEST with emphasis on Head Teacher Wellbeing and curriculum development A first draft of the consultation document for change to admission catchment areas has been developed Developed first draft of a Bury Attendance Policy for schools to adopt

		<ul style="list-style-type: none"> Head Teacher Conference took place on ILACS and Project Safety Valve
	SEND	<ul style="list-style-type: none"> Project Safety Valve – project plan continues to be delivered with work streams identified and the majority on track. EHCP timeliness continues to improve with 65% issued within 20 weeks during March Data Pack continues to be further developed in iterative process with DfE Workshop took place regarding the RP specification Safeguarding visits to alternative provision continue Review of Governance for SEND transformation / PSV completed Project Safety Valve DfE submission sent 01/03/22; received very positively. Bury LA has received the final payment for this year's PSV. First SEND Case surgeries with the Director of Education, hosted at Bury2Gether taken place.
	Children's Social Care	<ul style="list-style-type: none"> Improvement Board met on 22 March 2022 to review the work completed to date A number of further applications received from the February Recruitment Campaign; three Team Managers appointed Recruitment drive continues Multi-Agency Safeguarding Hub (MASH) Steering continues to meet and is making progress Plans for office space for social care staff agreed and IT equipment sourced ready for fuller office return
	Early Help	<ul style="list-style-type: none"> Early Help Strategy presented to Children's Partnership Board; a delivery group has been agreed to develop the plan and launch

		<ul style="list-style-type: none"> • Bury East Pilot Pilot Steering Group has been established and PMO allocated to develop the project plan • MASH moved into The Early Help Directorate • Steering group to develop the adolescent offer has met. •
Operations	Climate Change Strategy	<ul style="list-style-type: none"> • £100k Climate Action funds distributed during March to all successful applicants • Work continues to develop Climate Action Forums for each neighbourhood • First Climate Strategic Board meeting took place on 3 March 2022
	Environmental Quality: Strategy in respect of community ownership – keeping the Borough clean and tidy	<ul style="list-style-type: none"> • Environmental Quality Group work ongoing which includes coordination of waste management, CCTV, regulatory and compliance activities – developing and maintaining links up with voluntary groups. Ongoing close liaison with voluntary community groups/litter pick groups and targeted pro active enforcement action with Waste Management and Public Protection personnel.
	Waste and Transport: Waste collection review including optimisation and balancing	<ul style="list-style-type: none"> • Waste collections have settled. Routes are currently being finalised with pulling the assist on some rounds. In April, we plan to bring the crews in to finalise the routes moving forward.
	Strategic Transport Capacity and Transport plan	<ul style="list-style-type: none"> • Strategic Transport Lead appointed and due to commence in post on 04 April 2022. Stakeholder engagement on Bury Boroughwide Transport Strategy to start in late February 2022 so we can begin to determine potential future highway and transport schemes (e.g. active travel, public transport, junction improvements etc.).

	Increased taxi testing capability	<ul style="list-style-type: none"> Mobilisation complete and second testing station available from 1 April 2022
OCO	COVID Response: Vaccination Management	<ul style="list-style-type: none"> Booster Programme and 12-15 vaccine programme underway and being monitored weekly through Vaccine Assurance Group. Almost achieved 80% uptake in eligible populations for 1st, 2nd and booster doses. The focus is now on addressing inequalities which are narrowing slowly.
	COVID response: Outbreak Management Plan	<ul style="list-style-type: none"> Moving to BAU arrangements
	Secondary Care Service Reconfiguration	<ul style="list-style-type: none"> Bury Urology data pack – first iteration completed by Bury BI team with input from NCA (secondary care and community) for data validation. CCG and NCA managers reviewed first iteration – pack extended to include GP referral data, diagnostic waits and 52 weeks wait analysis. Meet with clinical leads to gain clinical review of the data. Engagement commenced with local GPs to understand referral activity and processes. Revised dataset shared with Urology Task Group on 09.02.22 to inform a discussion re: pathways to prioritise for review/re-design. Further data requirements identified Referral Triage pilot in Salford reviewed – Bury BI using findings to model assumptions for Bury to support proposal to implement. NCA Task Group Reps and CCG Commissioners met with NCA Being Well subgroup leads to agree to prioritise A&G and PIFU in Urology- NCA subgroup leads joining Urology Task Group.

	Neighbourhood Team Working in Health and Care	<ul style="list-style-type: none"> Operating model for Integrated Neighbourhood Teams working approved at IDCB
Corporate Core	Domestic Abuse Strategy	<ul style="list-style-type: none"> Strategy Completed. Delivery Plan to be signed off by the Domestic Abuse Partnership
	Community recovery "Pitch" participatory budget scheme	<ul style="list-style-type: none"> Events held and funds distributed
	Agile working	<ul style="list-style-type: none"> Ongoing. Formal policy review to take place in early 22/23
	Inclusion strategy	<ul style="list-style-type: none"> Recruitment underway for EDI manager and Inclusive Public Services Project Manager. IDC Board inclusion session delivered. Planning for 22/23 focus on disability
	Culture strategy	<ul style="list-style-type: none"> Draft culture strategy received. Still awaiting development session with Exec to agree next steps and investment proposal.
	Election Planning May 2022	<ul style="list-style-type: none"> Staff allocated to roles. Candidate and agent briefing held. Slides shared with all agents. Nominations process now completed. Staff briefing and purdah guidance issued.

Dept	Priority	Deliverables
BGI	Developing Bury Market & Flexi Hall	<ul style="list-style-type: none"> RIBA Stage 3 design work underway Key acquisitions approved by Cabinet Negotiations with leaseholders commenced Operational design tweaks made by the Markets team Further cost assessment work underway
	Radcliffe Hub Levelling Up programme	<ul style="list-style-type: none"> RIBA Stage Three is underway,

		<ul style="list-style-type: none"> Engagement with Sport England (SE) underway with pre-app completed and comments received. A funding bid Expression of interest (EOI) is due to be submitted to the SE capital programme in September 22. Decant planning ongoing with Radcliffe Market operator and traders. Forecast commencement date for main contract enabling works is unchanged, with works due to commence at the end of 2022. Second reporting cycle to DHLUC was submitted
	Radcliffe SRF including: <ul style="list-style-type: none"> - Housing - North Block - Transport 	<ul style="list-style-type: none"> Draft Development Brief for North Block is being reviewed, alongside the town centre car parking strategy work from WSP and procurement options/ programme are currently being drafted. Contracts have been exchanged between Homes England and Morris Homes on ELPM site – work to inform a pre-app is underway.
	Delivering the Prestwich Plan	<ul style="list-style-type: none"> Joint Venture Agreement in final phase of legal process Soft launch of Comms/Engagement activity has had a positive response Potential to bid for LUF Round 2 Travel Hub funding – EOI submitted
	Delivering the Ramsbottom Plan	<ul style="list-style-type: none"> Discussions on the development of the priority projects continue to take place, including with Highways on the parking strategy and Active Travel projects.
	Delivering the Bury Town Centre Plan	<ul style="list-style-type: none"> Final version (including printed copies) of the investment prospectus is complete – some were used to promote Bury at this year's UKREiF. Phase 1 (short-term delivery): activity has already commenced on some projects – new Active Travel crossings, new Health Innovation STEM Centre (led by Bury College), Flexi-Hall, Millgate Phase 1,

		Chamberhall Phase 2 and car parking strategy discussions with Highways.
	Assets disposed of in line with the Land Disposal Programme	<ul style="list-style-type: none"> • Further disposals from Round 3 progressing through the system • Key housing sites require final legal agreements for sale to proceed (School St, Green St, Seedfield) • Sites sold through auction being transacted
	Delivery of Borough Wide Transport Plan	<ul style="list-style-type: none"> • Work is continuing to develop the Transport plan. Baseline information has continued to be undertaken during this period.
	Delivery of activity associated with the Places for Everyone Joint Plan,	<ul style="list-style-type: none"> • Information on the Northern Gateway site submitted to Government as part of the PfE process.
	Delivery of the Economic Development Strategy including embedded all age skills strategy	<ul style="list-style-type: none"> • Organisation commissioned to deliver the plan. • First stage consultation delivered against milestones • Baseline Evidence shared. • Presentation at Team Bury 7th July
	Delivery of activity associated with the progression of the Bury Local Plan: Places for Everyone (PfE)	<ul style="list-style-type: none"> • Statements of Common Ground for proposed Site Allocations completed and submitted to the Planning Inspectorate. • Work ongoing on a series of Preliminary Questions issued by the Inspectors.
	Delivery of Brownfield Housing Site Sales Programme	<ul style="list-style-type: none"> • Continuing to progress delivery of Tranches 1 and 2 sites: • Pre-app submitted for the William Kemp Heaton site in Bury. • Public consultation underway on the Wheatfields site in Whitefield until the 16 June. Full planning app to be submitted following feedback from the consultation.

		<ul style="list-style-type: none"> • Pre-app to be submitted for the Willow Street site (former CPU Kitchens in Bury). • Cabinet approval for the disposal of Fletcher Fold site. • Submission of one bid to Brownfield Housing Fund Tranche 3 in support of Great Places Housing Group for 27 affordable housing units on the 'island' site of ELPM site.
CYP	Delivery of activity within the OFSTED Improvement Plan	<ul style="list-style-type: none"> • 1st of the formal DfE visits has taken place, with positive feedback from the DfE in terms of staff morale, staff engagement and the quality of the practice observed, however they have highlighted a weakness in terms of partnership working which will also be considered as part of the BISP review being carried out by Jane Shuttleworth • Dip sampling continues to evidence improvements in terms of the quality of decision making in MASH and rationale for decisions taken and audit moderation across the service is reflecting an accurate self-assessment – we understand what good practice looks like. • 1st of the DfE advisor reports LA Quarterly Intervention Report (14/02 – 18/04) has been completed • LGA Finance Review – Draft report to be finalised and shared wider
	Support to deliver the Schools Capital Programme	<ul style="list-style-type: none"> • Ongoing discussions with DfE / Star Academy on intended DfE delivery / procurement model and timescale for delivery of new school. Exploration of self-delivery options • Good progress made in respect of ASC Special Free School, with planning application secured May 2022. Current project plan shows practical completion late September 2023. Contingency plan for September 2023 opening being developed. Identification of first cohort, to inform engagement between parents and school commencing • Invitation seeking expressions of interest in sponsorship on new secondary SEMH Special

		<p>School finalised. To be published w/c 6th June. Draft Heads of Terms for site with Council Legal services. On target for practical completion and opening September 2025</p> <ul style="list-style-type: none"> Detailed project plan produced for adaptations to Spurr House, and relocation of Spring Lane School. Decant schedules for Summer 2023. Report to Cabinet June 2022 seeking financial approval to capital costs – deferred pending discussion with Governing Body on proposed solution
	Delivery activity within the Safety Valve programme	<ul style="list-style-type: none"> PSV delivery plan, and targets within that plan have been reviewed, and have been subject to ongoing discussion with DfE. DfE has now approved the revised delivery plan. Ongoing discussion with all stakeholders about the key measures arising from PSV Evidence of increased parental satisfaction of the improvement measures put in place Progress development of new provision – ASC Special Free School secured planning permission; SEMH Special Free School timescale agreed for expressions of interest; ongoing discussions with schools about development of Resourced Provision Progress discussions with health partners about pathways and provision to support development of specialist SEN provision
	Improve education outcomes at all Key Stages,	<ul style="list-style-type: none"> School assurance board is now meeting regularly to bring together information, data and soft intelligence on all schools, and to agree appropriate response of challenge – at risk schools identified and appropriate actions agreed Brokered thematic support to schools to address issues emerging from QA. Increase in proportion of good or better schools with 91% of primary schools good or better.

	Response to Government White Paper	<ul style="list-style-type: none"> Briefing paper produced looking at implications of the Levelling-up White Paper, Schools White Paper, and SEND Green Paper. Paper sets out key issues for the Council and its schools. Paper presented to Council's Executive; Cabinet Member briefed. Early June – Children's Services staff to be briefed; corporate weekly briefing to Council / CCG staff; briefing to be issued to Head Teachers and Bury Governors Association
	Review of Early Years Services against the 1001 days pathway and GMCA 8 stage delivery model	<ul style="list-style-type: none"> Op Dec completed to commission parenting support across all ages and thresholds Continue to work on the draft re-design of the Early Years' service to ensure delivery against the 1001 day and best start in life agenda. Links to the wider Childrens service's re-structure Develop the priority action plan for the Childrens Strategic Partnership, Starting Well and Early Help Board to incorporate the implementation and provide appropriate governance and accountability Work continues on developing the parenting strategy and universal offer 0-5 as part of Family Hub work
	Develop locality teams to a Family Hub model through Bury East pilot	<ul style="list-style-type: none"> Workshop held in May to complete project planning Project plan due 6 June 2022 for review at next Steering Group
	Develop a specific service for adolescents to support young people to more successful transition to adulthood	<ul style="list-style-type: none"> Consultation day with Family Rights to develop the FGC offer is now booked for the end of June Drawing up plans for resource panel to better target support to need
	Increasing attendance	<ul style="list-style-type: none"> Key priority is to improve attendance, address some of the underlying reasons for

	levels through a strengthened strategic approach to attendance and by the expansion of the role of the Virtual school	<p>poor attendance (anxiety-based school avoidance), and reduce levels of persistent absence</p> <ul style="list-style-type: none"> • Arrangements in place for the collection of attendance data from all schools. To be further improved through procurement IT system to enable real-time collection of attendance data • Renewed focus on the Council's statutory role in respect of attendance, included on those children and young people who are Elective Home Educated, and this missing education. • Model policies being produced for schools to adopt
	Develop SEND integrated transparent pathways through the revised Graduated Approach	<ul style="list-style-type: none"> • Graduated Approach collaborative workstreams proceeding according to plan with drafting dates scheduled for August and its formally launch in October at the SEND stakeholder event – Work will be inked into work around the Ordinary Available Provision. • Plans for alignment of the Primary Inclusion Partnerships and Early Help Locality Area Teams have been completed and the alignment of teams has commenced with 2 being aligned to date • SEND Peer Review plans on track for a September launch date
	Increase the proportion of 16–25-year-olds with SEND in employment	<ul style="list-style-type: none"> • Continue to develop approach to supported internships • Continue the development of skills strategy • Revisiting the Preparing for Adulthood training for capture new staff and ensure that within the EHCP processes and Annual review
	Improve the outcomes of SEND children and young people so they attain educationally to the best of	<ul style="list-style-type: none"> • Joint whole team training with the DFE lead is set for the 15th of June – Bury2gether are also attending the session - Focus is on what a good plan looks like and ensuring they are SMART • EHC process under review with internal session on the 7th June

	their ability and potential	<ul style="list-style-type: none"> • Staff induction and ongoing CPD for EHCP assessment team to included new staff • 20-week timeliness improved to 75% in April; this is a month-by-month improvement.
Operations	Develop the Wellness model and prepare to move existing provision to the new Radcliffe Hub (Ops improvement plan)	<ul style="list-style-type: none"> • Report and paper regarding the roof area at the new Radcliffe Hub to be sent to the next Regen Board 21st June with visuals. • Initial meeting held with Duncan Wood – Allum from Strategic Leisure Consultants on 27th May to scope out initial work required and agree Diagnostic Scoping Support across Wellness and Leisure took place. • Further workshop and planning session scheduled for 16th June to fully scope out works programme across both Leisure/ Wellness Transformational programme, specifically to support the development of business case to support strategic facilities funding bid to sport England and Cost Business Assessment work.
	Achieve carbon neutrality by 2038 and be single use plastic free across the Council by end 2022/23	<ul style="list-style-type: none"> • Works are underway for the Public Sector Decarbonisation Scheme (PSDS) and are due to be completed by the end of June. • Carbon literacy training has been finalised and is now with HR to be converted into a E-learning module. • Draft of the Single Use plastic strategy refresh is being finalised. • E car club – has gone live in Prestwich at Fairfax Road car park with the second location at Market Street Car Park to go live soon. • Bury Means Green Business breakfast event organised for the 12th June. • Date set for the inaugural School Climate Change Conference. Taking place on the 6th July at the Met.
	Highway resurfacing and preventative	<ul style="list-style-type: none"> • The package of schemes currently on site - Cross Lane, Radcliffe, Pilkington Way & New Road, Radcliffe, Bury Bridge, Ring Road

	<p>maintenance (delivery of Highway Investment Strategy (HIS) - Tranche 2) and Improvement programme</p>	<p>West, Bury, James Street North, Radcliffe and The Rock.</p> <ul style="list-style-type: none"> Preparation work on Rochdale Old Road (adjacent to Fairfield Hospital), Bolton Road, Radcliffe, Hall Street, Walshaw, West Avenue, Whitefield and Taylor Street (early life failure site), leaving Manchester Road, Wellington Road to Gigg Lane to be completed with the junction improvement at Parkhills Road. The Forecast Spend predicts an underspend of approximately £400k although this could be consumed by price increases. 22/23 Micro-asphalt schemes on site. Delivery of approximately 45,000sqm of micro-asphalt surfacing, covering 36 street, anticipated to be completed by the end of June '22.
	<p>Ops Improvement Plan - Corporate Landlord implementation</p>	<ul style="list-style-type: none"> Robertson's 100-day piece of work to review buildings list underway. Work in progress with consultants to develop a strategy to sustain the Housing Revenue Account. Recruitment of decant manager underway.
	<p>Ops improvement Plan - Create a Youth Zone facility (subject to site identification and mutual approval)</p>	<ul style="list-style-type: none"> Viability Study underway to identify potential sponsors Viability Study to identify whether facility is best matched to Radcliffe or Bury Town Centre
	<p>Introduction of Clean Air Zone for Greater Manchester</p>	<ul style="list-style-type: none"> GM is working with government to deliver a new Clean Air Plan by July 2022. A participatory engagement approach is being developed across GM for delivery which will include engagement with impacted groups. Cllr Western and the GM Mayor have written to the Secretary of State for DEFRA stating that work to date gives confidence that GM can achieve compliance by 2026 through a

		<p>non-charging category B clean air zone which is based on investment and incentives rather than charging penalties.</p> <ul style="list-style-type: none"> • This new proposed approach will involve more targeted local actions in the areas of persistent exceedance which include areas around Central Manchester and Salford and also Bury Bridge. • For Bury Bridge the targeted actions could involve electrifying the bus fleet that travel through this junction. • Approach to the revised modelling has been confirmed with TFGM and districts.
	Introduction of a women's safety charter (voluntary pledge for all licensed premises)	<ul style="list-style-type: none"> • Review of consultation focus groups completed, review of consultation responses in progress. Meeting to be scheduled in June with comms to agree final charter content. • Development of web forms commenced and currently undergoing user testing. • Consultation findings to be reported into the Women and Girls Safety meeting 27/5/2022.
OCO	Maintaining and ongoing delivery of the COVID-19 Outbreak Management Plan including testing, vaccination and Public Health support	<ul style="list-style-type: none"> • Vaccination programme on going – seeking clarification nationally of autumn booster plan. • Covid Community incidence reducing significantly
	Managing and overseeing transition to ICS	<ul style="list-style-type: none"> • Continued planning • CCG staff consultation concluded and response being reviewed • Quality, Safeguarding and clinical leadership aligned to GM ICS proposed models
	Health and Care System Transformation	<ul style="list-style-type: none"> • Urgent Care <ul style="list-style-type: none"> ○ Royal Jubilee urgent care system planning

		<ul style="list-style-type: none"> ○ GN/National Jubilee return co-ordinated and submitted on time ○ GM CAS Evolution return submitted to GM ○ FGH Reset Week completed • Elective Care <ul style="list-style-type: none"> ○ Elective Care and Cancer Recovery and Reform Board (ECCRRB) Workshop held 9th May to identify system priorities for a single system workplan. Workshop report completed and being taken to Clinical and Professional Senate 25/05 to support prioritisation of areas to inform the workplan. ○ Diagnostics mapping report completed and circulated to ECCRRB members to inform a final paper to be discussed at GP collaborative and Clinical and Professional Senate to inform a discussion re: strategy in Bury and next steps at IDCB. ○ Second Cancer Inequalities Workshop held with representation from partners across the Bury system to map current initiatives against tumour groups and neighbourhoods to inform a proposal for a single system plan focusing on a small number of initiatives to address inequalities. • Mental Health <ul style="list-style-type: none"> ○ Programme board in place • Primary Care <ul style="list-style-type: none"> ○ GP leadership Collaborative established and meeting • Learning Disabilities <ul style="list-style-type: none"> ○ Partnership board held – subject area transition planning. Comprehensive update delivered to system assurance board
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	Supporting the H and C system to cope with COVID-19 and the backlog of demand	<ul style="list-style-type: none"> • CCG planning assumptions for 22/23 submitted as part of GM submission to NHSE • Providers to Bury CCG residents confirmed intended achievement of July wait target
	Deliver the government's adult social care reforms	<ul style="list-style-type: none"> • Preparation work underway • Appointment of Project Manager by end of June
	Population Health system	<ul style="list-style-type: none"> • CHD Inequalities programme scoped. Identified gaps in population health workforce development pathway closed, Bury awarded Bronze Sustainable Food Places Award, Approval of plans for development of Substance Misuse services
Corporate Core	Embedding the Neighbourhood Model	<ul style="list-style-type: none"> • Pitch funds fully allocated • Community Safety Plan Delivery Milestones agreed • Anti-Poverty Strategy approved by Policy Advisory Group. To be presented to Cabinet in June. Delivery plans already mobilised. • Radcliffe People & Communities Plan to Cabinet in June • Staff consultation launched on the 30th May with current Community Safety and Partnerships Teams • Workshop planned for the 7th July with the wider Team Bury partnership
	Getting the basics right	<ul style="list-style-type: none"> • Delivered May Elections • LETS Values & behaviours framework designed and with provider • Customer Care standards - Mystery shopping complete and recommendations in action • Elected Members casework system launched • New website - Spec due out to market 1st week in May with implementation complete by end of Dec 2022.

		<ul style="list-style-type: none"> • Constitution revisions agreed at annual council 25th May 2022 • ICO 'revisit' took place April 2022. Of 79 initial recommendations 57 complete and 22 in progress. ICO have recognised good progress made and no further visits planned
	Delivery of the Internal Transformation Strategy	<ul style="list-style-type: none"> • Phase 2 work with Agilisys commissioned to produce overarching digital engagement strategy and minimum of 5 proof of concepts with high-volume telephone users. • Leisure report drafted and MIS out to tender • Health and Safety 21/21 Annual Report - Report drafted for consideration at Health and Safety JCC in June • Meeting with legal services DMT revised structure prepared for formal consultation • Work has commenced under new Community Safety Plan framework
	People	<ul style="list-style-type: none"> • Initial pulse survey delivered and response planning underway. Next quarterly survey planned for July • Wellbeing strategy drafted for review • Leadership Development Approach developed for review • Children's Workforce Strategy finalised

3 Additional reports

- 3.1 Attached as an appendix to this report are a summary of Cabinet decisions taken since the last ordinary council meeting.

List of Background Papers:-

None identified

GENERAL REPORT OF THE MEETING HELD ON 9 MARCH 2022

RAMSBOTTOM TOWN CENTRE PLAN

1. Councillor Eamonn O'Brien, the Leader of the Council and Cabinet Member for Finance and Growth, presented the report which detailed the results of the draft Ramsbottom Town Centre Plan consultation and sought approval for the final Plan to become a material planning consideration, which will be used as a tool to guide investment and development in Ramsbottom Town Centre.
2. In response to Members' questions, it was noted that there was a focus on ensuring capacity was in place to ensure deliver and that the Project Management Office would be similar in scope to that of Radcliffe's, but the scale would be smaller.
3. Cabinet approved the recommendations as set out in the report.

BURY TOWN CENTRE MASTERPLAN

4. Councillor Eamonn O'Brien, the Leader of the Council and Cabinet Member for Finance and Growth, presented the report which detailed the results of the draft Bury Town Centre Masterplan consultation and sought approval for the final Bury Town Centre Masterplan to become a material planning consideration and a document that will guide and support the development and future regeneration of Bury Town Centre.
5. In response to Members' questions, it was noted that partnership working was key for Bury to ensure quality businesses were attracted to the area and also work with colleges and cultural institutions to improve the educational and cultural offer of the borough. Development of Town Centres was key in ensuring Bury remained ahead of the curve in being an attractive destination.
6. Cabinet approved the recommendations as set out in the report.

EAST LANCASHIRE PAPER MILL SITE UPDATE

7. Councillor Eamonn O'Brien, the Leader of the Council and Cabinet Member for Finance and Growth, presented the report which set out the progress made to de-risk the site and pursue a delivery strategy to bring the site forward for redevelopment for housing, together with open space and replacement cricket facilities. The report included the procurement and selection of a preferred development partner for comprehensive delivery of the ELPM site, details of which were contained in the Part B report later in the agenda.
8. In response to Members' questions, it was noted that a 'fabric first' building approach for homes was a part of the Housing Strategy, as passive/low energy homes would be crucial in securing future residents against rising utility prices as well as being positive for the environmental situation. It was noted that this report focussed on the development partner, but a future report would set out detail on viability of what could be built on the site and how we meet our objectives on zero carbon homes.
9. Cabinet approved the recommendations as set out in the report.

ESTABLISHING AN ONSIDE YOUTH ZONE IN BURY

10. Councillor Tamoor Tariq, Cabinet Member for Children, Young People and Skills, presented the report which proposed the development of a partnership with the charity Onside to develop a Youth Zone, providing facilities and programmed activities for young people.
11. This opportunity was widely welcomed as was the opportunity to link into wellbeing services and, in response to Members' questions, it was noted that case studies from similar

developments in other localities would be explored. It was also agreed that partnership working with healthcare colleagues as well as charities and volunteer bodies would be key in ensuring this opportunity was fully utilised to provide the best service to the borough's youth.

12. Cabinet approved the recommendations as set out in the report.

BURY HOMELESSNESS STRATEGY 2022 TO 2025

13. Councillor Clare Cummins, Cabinet Member for Housing Services, presented the report which set out the Homelessness strategy from 2022 to 2025, detailing how we will deliver services and meet homeless and rough sleeping demands over the next 3 years to provide the best support and accommodation within the Borough.
14. In response to Members' questions, it was noted that the website was being refreshed to be more user-friendly. In terms of Councillors' roles, this was an issue all should take ownership of. Councillor Cummins encouraged Members to reach out to rough sleepers and offered to talk with Councillors about what we were trying to achieve.
15. Cabinet approved the recommendations as set out in the report.

UPDATE ON THE ACCELERATED LAND AND PROPERTY DISPOSALS PROGRAMME

16. Councillor Eamonn O'Brien, the Leader of the Council and Cabinet Member for Finance and Growth, presented the report which set out the Council's disposals successes to date, identified property assets that require withdrawal from the ALPDP following community consultation (and one that has been subject to an objection through the Public Open Space advertising process), noted that some assets will be used for short term occupation under licence, and provided an overview of the reviewed 2018 Community Asset Transfer (CAT) policy and toolkit.
17. Members were happy Rye Croft had been withdrawn and queried the revised CAT toolkit and policy. It was noted that this had been made more accessible and user-friendly to encourage engagement and be more intelligible to the average person. Members noted issues with capacity prevented officers from dealing with CAT requests as quickly as we'd like, with the process being quite involved to ensure the sustainability of sites, and that the new policy and toolkit would also empower Ward Members to support their local communities.
18. Cabinet approved the recommendations.

PROPOSED REDEVELOPMENT OF FLETCHER FOLD BURY TO DELIVER AFFORDABLE LOW CARBON HOMES

19. Councillor Clare Cummins, Cabinet Member for Housing Services, presented the report which proposed arrangements for delivery of a housing scheme at Fletcher Fold, Bury in partnership with Six Town Housing. The scheme for 26 affordable homes was approved in principle by Cabinet on 11th November 2020. Since then, the Council had successfully bid for Brownfield Land Funding to undertake land remediation works at the site, which were now complete.
20. Cabinet approved the recommendations.

FINANCE RESTRUCTURE

21. Councillor Eamonn O'Brien, the Leader of the Council and Cabinet Member for Finance and Growth, presented the report which set out a new proposed staffing structure for the

finance team. Members noted the challenges to staff, and that this proposal sought to reduce the risk of redundancy to the absolute minimum. In response to Members' questions, it was noted that there were 15 agency staff included in the restructure; some of these were 'career agency' but some would apply for permanent positions.

22. Cabinet approved the recommendations.

COMMUNITY SAFETY PLAN 2022-25

23. Councillor Richard Gold, Cabinet Member for Communities, presented the report which set out the new Community Safety Plan for the borough. This had been designed through extensive consultation with our communities, partners and stakeholders and had been reviewed by the Council's Overview and Scrutiny Committee.

24. Cabinet approved the recommendations.

HIGH STREETS TASK FORCE SUPPORT FOR BURY

25. Councillor Eamonn O'Brien, the Leader of the Council and Cabinet Member for Finance and Growth, presented the report which advised that Bury, as one of 68 local authorities, has been selected for the newly announced support from the High Streets Task Force to provide a package of direct expert advice and support to local authorities, communities and businesses to deliver long-term transformation to towns and cities in England. It was proposed that Whitefield centre should be selected as the focus for this support but that this could be part of a wider project to support surrounding areas as well.

26. In response to Members' questions, it was noted that Ward Councillor engagement was crucial to bolster engagement with local businesses. Residents were passionate about Whitefield and lots could be done with the right strategy to address the identified issues around access etc. With regards to encompassing wider communities, it was noted that the Taskforce would be one aspect of the wider plan for Whitefield and Unsworth. The experience of the Taskforce could be used to build strategies tailored to other communities, and the next nine months would be used to identify how best to use this opportunity to regenerate the physical landscape and also improve people's quality of life and opportunities.

27. Cabinet approved the recommendations.

CHILDREN'S SERVICES IMPROVEMENT PROGRAMME

28. Geoff Little, Chief Executive of Bury Council, provided an update on the progress of the Children's Services Improvement Programme. Members noted that good progress was being made on developing the improvement plan which was due to be submitted by 31 March. The detail of this plan was currently being drafted and would be considered by the Children and Young People Scrutiny Committee at its meeting next week.

29. The plan was aligned to seven principles –listening to children and young people, supporting children to stay within their families when it's safe to do so, taking a whole family approach, building positive relationships, early intervention, taking a place-based approach, and striving to do 'with' children and families not 'to' them. The plan would also have three priorities to improve the quality of practice (improving how we identify and support children and families in need of help and protection, more purposeful and timely care planning, and better support for care leavers) and four underpinning conditions to support these: better partnership governance, more stable and effective management, skilled and experienced workforce, and improvement of performance management and quality assurance metrics.

30. With regards to the three areas identified for immediate action, it was noted that the Multi Agency Safeguarding Hub (MASH) had introduced monthly tracking and monitoring of cases feeding into performance monitoring meetings; a number of permanent management positions had been made to secure stability in the team and improve decision making; and the MASH steering group was working well and had started to refresh all policies.
31. With regards to quality assurance, independent auditors had been commissioned to undertake a baseline assessment of quality activity which would help us ensure quality assurance and auditing was focussed on issues raised by Ofsted. In addition, more moderation was being added into the process to lead to improvements in practice and give an evidence base for the next inspection.
32. With regards to workforce, management of initial response and safeguarding teams had been strengthened. Caseloads had reduced but this needed to go further. Rolling recruitment was being implemented to prevent vacancies, a recruitment taskforce was in place, and temporary support was being brought in to reduce caseloads in the immediate term.
33. Councillor O'Brien advised that he and Councillor Tariq had been for a walkaround with the teams to speak with them directly about the improvements and remaining challenges and advised that this had been enormously helpful in understanding the situation beyond the written reports. This experience was also being offered out to Members of the Children and Young People Scrutiny Committee.
34. Councillor Tariq advised the council was reaching out directly to schools and headteachers to ask for their views and to improve the relationship with the Council. He also advised that Social Work Week was coming up and advised Members to look out for communications around that.
35. Cabinet noted the update.

GENERAL REPORT OF THE MEETING HELD ON 22 MARCH 2022

APPROVAL OF TOWN CENTRE REGENERATION JV WITH BRUNTWOOD AND ACQUISITION OF THE MILL GATE ESTATE

36. Councillor Eamonn O'Brien, the Leader of the Council and Cabinet Member for Finance and Growth, presented the report which set out the detail for the proposed acquisition and development of the Mill Gate estate as part of the regeneration of Bury town centre. The full legal and financial details were contained in a Part B report and a number of Part B appendices.
37. Councillor O'Brien advised that this report followed on from a previous report to Cabinet in November 2021, and that this report and the accompanying Part B papers, set out the specialist advice the Council has received on the terms of the acquisition, the joint venture, and the results of due diligence on the asset and proposed commercial arrangements. Councillor O'Brien thanked the officers for their work in putting together this detailed report and commended the cross-party support for the deal.
38. Cabinet approved the recommendations as set out in the report.

GENERAL REPORT OF THE MEETING HELD ON 13 APRIL 2022

THE DEDICATED SCHOOLS GRANT DEFICIT RECOVERY AND SPECIAL EDUCATIONAL NEEDS AND/OR DISABILITY (SEND) TRANSFORMATION - PROGRAMME SAFETY VALVE

39. Councillor Tamoor Tariq, Cabinet Member for Children, Young People and Skills, presented the report which provided an update on the deficit on the Council's Dedicated Schools Grant (DSG) and the revised plan and progress on Project Safety Valve, including how Bury was addressing the financial challenge of eliminating the cumulative DSG deficit by the end of the financial year 2024/25.
40. In response to Members' questions, it was noted that working with the families and carers of young people was a key part of making improvements to the Education Health and Care Plan service, and feedback and proposals would be brought back to Children and Young People Scrutiny along with progress on priorities.
41. Members expressed their thanks to officers and DfE colleagues, as well as the network of schools and parents involved in these improvements.
42. Cabinet approved the recommendations as set out in the report.

BURY MARKET AND FLEXIHALL - ACQUISITIONS TO FACILITATE DELIVERY OF LEVELLING UP PROJECT

43. Councillor Eamonn O'Brien, Leader and Cabinet Member for Finance and Growth, presented the report which sought permission for the purchase of two properties as part of the Bury Market and Flexihall project. It was noted that the full financial detail was set out in the Part B report.
44. Cabinet approved the recommendations.

DISCRETIONARY GRANTS UPDATE REPORT

45. Councillor Tahir Rafiq, the Cabinet Member for Corporate Affairs and HR, presented the report which provided an update in relation to the Member's Discretionary Grants scheme, guidance issued to members, internal audit review, recipients, and plans going forward. Members commended the range of groups that benefitted from these grants, and thanked officers for their reminders and suggestion of the Mayor's charity for small amounts remaining at the end of the year.
46. Cabinet noted the contents of the report.

CHILDREN'S SERVICES IMPROVEMENT PROGRAMME

47. Geoff Little, Chief Executive of Bury Council, provided an update on the progress of the Children's Services Improvement Programme. Members noted that since the last meeting of Cabinet Jeanette Richards had been appointed as the permanent Executive Director for Children and Young People, a position she was filling on a fixed term basis previously. This would bring certainty and stability to the leadership of Children's Services, which was important in recruiting and retaining staff, and give confidence in the Council's capacity to improve. Regarding capacity, it was noted that recruitment was underway for the Assistant Director of Social Work.
48. The final version of the Improvement Plan had been submitted to the Department for Education (DfE) by the deadline of 31 March. Prior to submission there was widespread involvement in the drafting from young people (via the Children in Care Council), frontline staff, Children and Young People Scrutiny Committee, and the Children's Improvement

- Board. It was also subject to peer challenge by other NW Local Authorities. Feedback from the DfE was now awaited. A communication process was now being prepared for April and May to explain and embed understanding of the Improvement Plan with staff and partners.
49. The DfE advisor (who was also the Independent Chair of the Improvement Board), Linda Clegg, had submitted her first progress report. The next milestone would be an in-depth review to be submitted in May. Ms Clegg also provided feedback to the Board at their meeting in March, along with an update from the Executive Director, and the Board discussed priorities on the Multi Agency Safeguarding Hub, quality assurance, a new approach to performance management meetings, and improvements to the data dashboard used to track progress (though this was a work in progress).
50. Work had started on the review of the Bury Integrated Safeguarding Partnership by an external expert and a peer review had been conducted of the Multi Agency Safeguarding Team, the actions of which were being taken forward. Issues raised by frontline staff were being addressed and Bury was reaching out to other Local Authorities for their support in making improvements, including Hertfordshire and Essex County Councils. The focus of the next Improvement Board meeting will be the recruitment and retention of staff, which remained the highest priority.
51. In response to Members' questions, it was noted that more detail on the work with other Local Authorities would be brought to the Improvement Board, Children and Young People Scrutiny Committee, and to Cabinet if required. Apprenticeships would be part of the discussion regarding recruitment and retention of staff, including ensuring vacancies and incentives were in place to enable Bury-trained social workers to stay working for the borough. The Leader advised that this was being supported by wider GM work looking at reducing competition between Councils and encouraging cooperation, which would benefit councils, social workers and the young people and families involved. It was also noted that social work caseloads were reducing but work was ongoing to reduce these further. Finally, Councillor Tariq advised that work with schools around children's social care was progressing through existing primary and secondary networks to secure sustainable and long-term relationships for the future.
52. Cabinet noted the update.

GENERAL REPORT OF THE MEETING HELD ON 1 JUNE 2022

BURY MARKET AND FLEXIHALL - PROPERTY ACQUISITION - PART A:

53. Councillor Eamonn O'Brien, Leader and Cabinet Member for Strategic Growth and Skills, presented the report which sought approval of several property acquisitions required to facilitate the physical development of the scheme to regenerate Bury Market and deliver a new flexible events hall. These properties have been identified as critical to deliver the redevelopment plans for the market and the surrounding area.
54. Cabinet approved the recommendations as set out in the report.

REGENERATION SCHEMES - DECISION MAKING:

55. Councillor Eamonn O'Brien, Leader and Cabinet Member for Strategic Growth and Skills, presented the report which set out the governance arrangements of delivery of major, time limited, projects. It was noted that the paper not only set out how delivery could progress at pace, but also the checks and balances that would ensure accountability.

56. Cabinet approved the recommendations.

ACQUISITION OF DIOCESE FINANCE BOARD PROPERTY INTERESTS WITHIN THE MILL GATE ESTATE - PART A:

57. Councillor Eamonn O'Brien, Leader and Cabinet Member for Strategic Growth and Skills, presented the report which sought approval for the acquisition of the property interests within the Mill Gate Estate by the Council as part of the regeneration of Bury town centre.
58. Cabinet approved the recommendations as set out in the report.

RADCLIFFE PEOPLE AND COMMUNITIES PLAN:

59. Councillor Eamonn O'Brien, Leader and Cabinet Member for Strategic Growth and Skills, presented the report which presented the draft People and Communities Plan for Radcliffe. This set out the quality and detail behind the physical regeneration of the area, taking a people-led approach to addressing social issues. This represented a fundamental change in approach and it was hoped could provide a blueprint for other parts of the borough. In response to Members' questions it was noted that the performance measures would be developed further to ensure they were more meaningful. As changes were embedded, performance measures would grow in complexity and detail as time moved on.
60. Thanks were extended to all the people of Radcliffe for their feedback and understanding, along with community groups, officers, partner organisations, third sector bodies and everyone involved.
61. Cabinet approved the recommendations as set out in the report.

BURY ADULT SOCIAL CARE HOUSING FOR ADULT WITH ADDITIONAL NEEDS VISION, STRATEGY, MARKET POSITION STATEMENT AND PROGRAMME OF WORK:

62. Councillor Tamoor Tariq, Cabinet Member for Health and Wellbeing, presented the report which set out a suite of documents that defined the Bury Adult Social Care commitment to housing and the significant work programme underway to deliver our ambitious priorities, drive improvement across key outcomes and ensure the people of Bury with additional needs are supported to live as independently as possible, and when required, receive support in the right way, at the right time and in the right place.
63. Cabinet approved the recommendations as set out in the report.

SUBSTANCE MISUSE SERVICE CONTRACT AND SUPPLEMENTARY FUNDING PROPOSAL:

64. Councillor Tamoor Tariq, Cabinet Member for Health and Wellbeing, presented the report which proposed activating the first 'plus one' extension of the substance misuse contract, commissioned through Greater Manchester Mental Health (GMMH). In response to Members' questions it was noted that discussions regarding options for the future of the contract beyond this extension would be taking place soon, with involvement from other Councils.
65. Cabinet approved the recommendations as set out in the report.

EDUCATIONAL PSYCHOLOGY SERVICE - ESTABLISHMENT OF A JOINT RECENTLY QUALIFIED EDUCATIONAL PSYCHOLOGY TRAINING ACADEMY WITH SALFORD COUNCIL:

66. Councillor Tamoor Tariq presented the report on behalf of the Cabinet Member for Children and Young People, presented the report regarding a change of approach for recruitment to the Educational Psychology Service, seeking approval to build on the successful partnership

developed with Salford Council and extend this arrangement more formally to enable Salford to recruit additional staff to meet the needs of both Councils. In response to Members' questions regarding shared services, it was noted that there were lots of opportunities, particularly in Children's Services, for shared services and these would always be explored to see if better outcomes could be achieved.

67. Cabinet approved the recommendations as set out in the report.

CHANGES TO ADMISSION ARRANGEMENTS FOR SECONDARY SCHOOLS:

68. Councillor Tamoor Tariq presented the report on behalf of the Cabinet Member for Children and Young People which sought approval to consult on making changes to the admissions policy for maintained secondary schools. Members noted the proposal was to remove catchment areas and the associated oversubscription criterion giving pupils residing in a designated catchment area priority for admission to Community secondary schools in the borough. The changes, if adopted, would come into effect for applications for secondary school places for the academic year 2024/25 and would apply to all Community secondary schools in the borough.

69. In response to Members' questions it was noted that the detail of the consultation was still being developed, as it was crucial this was done right. With regards to Academy admissions, it was noted that the Council had good relationships with the Academies in the borough and an amicable position would be reached with them before consultation. It was also noted that the upcoming White Paper on schools might throw up some challenges.

70. Cabinet noted the update.

DEMOLITION OF THE ELMS, WHITEFIELD:

71. Councillor Clare Cummins, Cabinet Member for Housing Services and Skills, presented the report which sought approval for the demolition of The Elms in Whitefield, a long-term void property owned by the Council which was beyond repair at a reasonable cost. It was noted that local residents and Ward Councillors would be engaged in due course regarding potential options for the site.

72. Cabinet approved the recommendations as set out in the report.

BURY CORPORATE PLAN PERFORMANCE AND DELIVERY REPORT QUARTER FOUR 2021-22:

73. Councillor Tahir Rafiq, Cabinet Member for Corporate Affairs and HR, presented the report which provided a summary of key delivery and performance that occurred during quarter four 2021-22 aligned to the 3R priorities and provided a spotlight on Bury's State of the Borough report for 2021. In response to a Member's question it was noted that missed delivery was seeing continued improvement and 98% of waste was collected each day.

74. Cabinet approved the recommendations.

CHILDREN'S SERVICES IMPROVEMENT PROGRAMME:

75. Geoff Little, Chief Executive of Bury Council, provided an update on the progress of the Children's Services Improvement Programme and the three key challenges identified.

76. Leadership and Management

77. Progress was being made to strengthen and stabilise leadership and management. Linda Evans had been appointed as Interim Director of Children's Social Work Practice, and there was a strong field of candidates for the permanent position. It was also noted that the role

of Principal Social Worker was out to advert. This post would enable the continuous improvement of practice and a learning culture across the service.

78. Workforce

79. The Chief Executive advised we faced significant challenges in this area, firstly in recruitment and retention, given the competitiveness of the market and the need to increase the number of case workers to reduce their caseloads. In addition, Bury had a high proportion of agency staff which, combined with high turnover, risked the stability of the service. A workforce strategy for Children's Services had now been signed off, underpinned by benchmarking analysis of pay rates for social workers which showed we offered competitive rates. Attracting and retaining staff was about more than pay, however, and feedback from staff demonstrated a strong and healthy culture which would be promoted in order to address those wider considerations and attract social workers. In addition, free car parking had been agreed for social workers along with payment of professional fees, and recruitment on a continuous basis was in place. Work was also ongoing to persuade agency workers to take permanent positions in Bury. Finally, it was noted that a proposed restructure in Children's Services would be coming to Cabinet at its next meeting.

80. Quality and Practice

81. Ongoing quality assurance of practice had been strengthened, focusing on the core components of social work practice and signs of improvement were being seen. The relocation of the Multi Agency Safeguarding Hub and Complex Safeguarding team back into Bury Police station had been completed, ensuring a fully co-located team across the Council, Health Service and GMP. Finally, the review of the Bury Integrated Safeguarding Partnership was being finalised, with an executive group combining senior leadership across GMP, Health Service and the Council now in place, as well as ongoing independent scrutiny, and cross-service events for frontline staff to improve practice as partnership.
82. Finally, the Chief Executive reported on feedback from external scrutiny, noting that quality and practice observed was generally good, staff were highly engaged and motivated, and overall there was a committed workforce. It was also noted that leadership was stronger and more visible. Over-reliance on agency staff was still a problem, and further work was needed to strengthen partnership working.
83. It was noted that the next monitoring visit was expected later in June, and communication events were being held across the department to feedback on the improvement plan and engage staff in its delivery. Thanks were extended to staff for their positive response and resilient morale and commendable work so far.
84. In response to Members' questions it was noted that the market for agency staff had grown, offering greater flexibility and pay to social workers, which had led to higher turnover. A large population of the agency staff employed in Bury were stable but this arrangement was costly to the Council, hence the drive to promote the Bury offer and recruit permanent staff. It was noted that national review of Children's Social Care was taking place, with calls for the government to intervene in the social work market owing to the negative impacts on quality and practice.
85. Cabinet approved the recommendations as set out in the report.

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**(i) Urgent Cabinet Decision – 10 March 2022
Re. Business Rates Covid 19 Additional Relief Fund (CARF)**

Decision taken:

Having considered the attached report and reason for urgency the decision is made to:

- approve the proposed use of the COVID-19 Additional Relief Fund (CARF) scheme as detailed in the report in line with the government guidance and available funding; and
- delegate the final allocation of available funding to the Executive Director of Finance, in consultation with the Leader of the Council.
- ensure applications to the scheme to be open for the period 1st March 2022 to 15th April 2022
- ensure the available funding is divided out on a percentage basis across the resulting qualifying businesses.

The reason why this decision was urgent and could not be reasonably deferred was:

The scheme was announced by the Chancellor in his budget in March 2021 to help Businesses who had not been eligible to receive any discounts or grants introduced as a result of COVID-19. Guidance was provided by the Government at the end of December 2021 for Local Authority's to write their own discretionary scheme to support local businesses in line with the guidance. The policy needs urgent approval as payment of the reliefs must be done by September 2022 and no decisions on applications can be made until the end of the application process which is a period of 6 weeks. The discounts are to help offset the negative impact of COVID-19 for mainly manufacturing businesses who may be continuing to struggle financially and urgently need the help.

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	Party	Question
1	Conservative Cllr Shahbaz Arif	I have received a lot of complaints about the recent resurfacing in Bury West. The quality of the repairs has been poor in parts. Particular areas at the head of cul de sacs where vehicles regularly turn. What is being done to check on the quality of work and remedial action, where it is clear the repairs are unsatisfactory?
	Response: Cllr Quinn	<p>The work carried out at Church Lane is micro-asphalt surface treatment, which is intended to prolong the life of the existing carriageway. More information on this process is available on our website.</p> <p>The aesthetics of micro-asphalt surface treatments tend to improve over the first 6 months following application through bedding in as a result of vehicle movements.</p> <p>Under the terms of our contract for these works we withhold retention monies until we are satisfied that all work has been carried out to the specification, which will be confirmed by an inspection of the works carried out in the autumn.</p>
2	Labour Cllr Elliot Moss	<p>What progress has the council made on bringing Bury FC back to Gigg Lane?</p> <p>Supplementary: Would the Cabinet Member join me in encouraging all fans to support the proposed merger and bring all groups together behind the plans?</p>
	Response: Cllr Morris	<p>As the members of this Chamber will know, we took the momentous decision at cabinet last week to move another step closer to bringing football back to Gigg Lane. We approved the £450k we had already promised, which will also release funding from the Government to bring Gigg Lane back to use. Internally, Bury Council has created a Steering Group to bring together both the group who have taken community ownership of the Stadium and AFC Bury. We have done that because the work on the business plan shows that only a merged club will generate the levels of revenues to make Gigg Lane a sustainable facility.</p>
3	Labour Cllr Sean Thorpe	<p>Does the cabinet member agree with me that the impact of the cost of living crisis, particularly on the most vulnerable in our town, could be properly mitigated by government intervention and not to do so is a choice that the Conservative government is making that protects the assets of the few to the detriment of the many, and would he join me in calling on all councillors in this chamber as well as the MP for Bury North to support this councils efforts to help those who will be further impacted later on in the autumn and winter with adequate emergency funding, meaningful relief on energy bills, and economic policies at national level that sustain growth rather than plunge us into recession?</p> <p>Supplementary: What are the Council doing to support Bury</p>

	Party	Question
		residents and to address poverty across the borough?
	Response: Cllr Gold	Supplementary: Last Wednesday (13th) July 2022, Cabinet approved the Bury Cost of Living and Anti-Poverty Strategy. This sets out the approaches and activities taking place by the Council, with our partners and local communities to mitigate immediate cost of living pressures and tackle the medium-term drivers of poverty. This includes the targeted of support through the Household Support Fund to those individuals and families in greater socio-economic hardship and requiring immediate food/fuel support, alongside wrap-around guidance to increase their financial resilience. In addition, the strategy details local data against key priorities, to inform delivery of targeted, place-based activity to address different characteristics of poverty - from support to families with the cost of school uniforms; the further development of a food pantry model; the co-production of a Money Advice Referral Tool; cooking on a budget sessions; and a work to ensure the emerging Economic Strategy for the Borough creates inclusive employment opportunities that pay a fair wage.
4	Conservative Cllr Jo Lancaster	Can an update be provided as to when the building work will commence on the new High School for Radcliffe?
	Response: Cllr Smith	The Department for Education estimate that building works will commence in July next year. The work between now and then will be detailed design work, obtaining planning permission and procurement and appointment of contractors. As Councillor Lancaster will know Cabinet last Wednesday approved the funding for the costs that fall to the Council for the access road on the site and site remediation, including demolition of the existing buildings.
5	Radcliffe first Cllr Carol Birchmore	Is the Council able to provide full disclosure of data for all measurements of traffic pollution levels over the last five years. This should include the following information: <ul style="list-style-type: none"> • The calibration certificates, approvals (MCERTs) and service history for all electro chemiluminescent (ECL) analysers used to make measurements which are being used by Bury Council as evidence of pollution level measurements. This should include dates of service and the name and address of the company responsible for servicing the equipment. • Diffusion tube measurements – access to all the data recorded for each analysis giving time, date, exact location and duration of time period over which the measurements were made. This should also include details (name and address) of the laboratory where the samples were analysed. • Certification information for all laboratories used to analyse diffusion tube samples over the last 5 years.
	Response: Cllr Quinn	The real time data recorded at our 3 automatic monitoring sites is all available at: uk-air.defra.gov.uk/data .

	Party	Question
		<p>All our diffusion tube annual results are available at: https://cleanairm.com/data-hub/diffusion-tubes.</p> <p>All the other data and requested information can be supplied if a contact email address can be provided.</p>
6	<p>Labour</p> <p>Cllr Deborah Quinn</p>	<p>After Parklife, there were hundreds of taxis plying for trade, many of them illegally who were not from the GM area. If this was the case after Parklife, then it was the same for four nights of Ed Sheeran at the Ethiad, The Killers and Alicia Keys also both in Manchester. Does the cabinet member agree with me that we need government legislation so that only GM taxis could trade in Greater Manchester? This would complement the high standards we expect from our taxi trade and increase the safety of the public.</p>
	<p>Response: Cllr Morris</p>	<p>Enforcement officers from the Public Protection Service worked with event organisers prior and during Parklife which was held in Heaton Park over the weekend of the 11 and 12 June 2022. Officers witnessed many vehicles that were licensed outside of Greater Manchester dropping and picking up patrons of the event. During the event Officers noted one vehicle plying for hire this has been reported to the respective Authority and one unlicensed vehicle which was reported to GMP. In addition, a large number of out of area licensed vehicles were observed parked in the surrounding areas which resulted in Officers having to speak to them to request that they move on as they were causing obstructions of the Highway. Thanks to the efforts of our officers, a letter was received from the Hackney Carriage Association thanking us for the taxi rank for Bury Hackney carriage taxis and the well organised and facilitated pick-up area.</p> <p>Current legislation allows out- of – area operation of private Hire Drivers / Vehicles and a change in legislation is therefore needed to prevent this. GM have just submitted a revised Clean Air Plan to Government, and this has included a new 'ask' from Government to remove out-of-area operation by private hire drivers/vehicles, to support the implementation of the Clean Air Plan. GM Authorities are keen to work with the Department for Transport to consider an appropriate regulatory device. This would require that all private hire journeys within GM must be undertaken by a driver and vehicle which are both licensed by one of the ten GM local authorities.</p> <p>As it stands, out-of-area operation enables the evasion of fair, safe and democratically determined local licensing standards. In context of the GM Clean Air Plan, this measure would provide local authorities with stronger regulatory tools to improve the emission standards of all private hire fleets operating in GM.</p> <p>This will be alongside our continued funding ask to allow the trade to upgrade vehicles without damaging livelihoods, which would</p>

	Party	Question
		have been the case under the charging zone that the Government was requesting GM to implement.
7	Labour Cllr Charlotte Morris	<p>What progress has been made on assessing the potential for the Bury Town Centre Masterplan to provide more homes on brownfield sites to alleviate pressure on our green belt.</p> <p>Supplementary: Does this mean that the council will be adopting the Elton Labour councillors' position to Take Walshaw Out of Places for Everyone ahead of the examination in public later this summer?</p>
	Response: Cllr O'Brien	<p>As set out in the March 2022 Cabinet report, the Bury Town Centre masterplan identifies residential opportunities in Bury Town Centre beyond what had previously been envisaged. This is largely a reflection of the new opportunity for residential development that has arisen from the proposed redevelopment of the Mill Gate estate. I understand that Officers are currently in the process of updating the Strategic Housing Land Availability Assessment (SHLAA) to reflect these new opportunities in Bury Town Centre and elsewhere and expect to complete this work shortly. The expectation is that the identified additional capacity for housing on brownfield sites within the town centre will give some flexibility to help reduce the amount Green Belt land released in the Borough.</p> <p>Supplementary: Whilst all the proposed sites in the Places for Everyone Plan are considered to represent suitable, sustainable and deliverable opportunities for new housing, any proposal to remove or scale back the Bury Green Belt housing allocations would need to take account of the planning merits of each site and the huge volume of information that supports the Plan. Once the SHLAA is updated, Officers will be tasked with reviewing the current Places for Everyone sites and I expect that there will be a report presented to Cabinet in September for consideration.</p>
8	Conservative Cllr Khalid Hussain	At a time of ever-increasing demand for housing why is there more than 1000 properties in the Borough that have been left empty for more than 6 months?
	Response: Cllr Cummins	<p>There are approximately 1,683 properties in the Borough which have been empty for 6 months or more. Over 95% of these properties are privately owned.</p> <p>Reasons for why properties may be empty include the owner living abroad or being in residential care, inheritance issues, land-banking, or reluctance to sell.</p> <p>The Council is devoted to making the most of the current housing supply in the borough. Last year we adopted an Empty Property Strategy to help bring empty properties back into use and increase the supply of available housing to help meet housing</p>

	Party	Question
		<p>need. One of the key actions of this strategy was to charge a premium rate of council tax on properties left empty, meaning double the full Council Tax charge for properties empty between 2 and 5 years, 3 times the full Council Tax charge for those which have been empty between 5 and 10 years and 4 times the full Council Tax charge for those empty for more than 10 years. The strategy also allocated resources for a new Empty Homes Officer, a Private Rented Sector Development Coordinator, and £1 million from Section 106 contributions to tackle the problem of empty properties.</p> <p>Along with these actions we have taken a series of cabinet decisions to purchase properties and redevelop vacant sites, such as The Elms in Whitefield. As a result, in recent years, the Council and STH have acquired, refurbished, and brought 48 empty properties back into use.</p> <p>I am proud that the council is showing leadership on this issue and taking action to do our bit, but what we need to go even further is devolved powers and resources from Government to take this further. We also need private owners to take more responsibility as well for ensuring properties which could be occupied aren't left empty, for if they do, they will be hit with our Empty Property Premium, allowing us to invest further funding into this issue.</p>
9	Labour Cllr Nathan Boroda	Will the Leader congratulate all those involved in the very successful Whitefield Live programme last month, including members of the Whitefield Business Group and Councillor Lucy Smith?
	Response: Cllr Morris	<p>It was great to see Whitefield buzzing with creativity and entertainment this June and I'm pleased to pass on both thanks and congratulations to all those who developed the proposal and made Whitefield Live possible. With an element of financial support as a legacy of our time as the inaugural GM Town of Culture, the event was a partnership between Whitefield Business Group and Community Organisations to bring live entertainment back to the area, which saw a series of live entertainment events across Whitefield celebrating culture, heritage and future talent. I'd like to extend my appreciation to Councillor Lucy Smith for championing the event and facilitating the engagement of the local Business Group who pulled out the stops to deliver a fun filled programme of events including comedy, brass bands, poetry and DJ sets. I look forward to seeing further cultural activity across our Borough in the coming months.</p>
10	Labour Cllr Debra Green	The derelict buildings on Philips Park are being vandalised and are a magnet for anti-social behaviour. Park users are increasingly concerned that someone is going to get injured. What are the plans, if any for the park?

	Party	Question
		Supplementary: Are the council working with any stakeholders to secure the future of the park?
	Response: Cllr Quinn	In response to this issue, Parks and Countryside have undertaken some work to install some fencing and grills to prevent climbing and access. The council will review the security of the building via Property Services. Supplementary: Engagement is currently underway regarding the future development of the site including engaging key partners who include Friends of Phillips Park the National Cycling Academy, Lancashire Wildlife Trust regarding the longer term vision for the park which will include further consultation.
11	Conservative Cllr Nicholas Jones	Can the Cabinet Member for Environment, Climate Change and Operations provide an update on the frequency of tree pruning in the borough?
	Response: Cllr Quinn	Highway Tree Pruning is carried out 6 yearly cyclic rota. To maximise efficiency, we try not to deviate from this rota, unless there is a specific health and safety issue that needs to be addressed.
12	Radcliffe first Cllr Donald Berry	Can you please update us on the progress made to employ 2 addition waste and recycling officers? Do we have current figure on the number of FPN's issued, the sum amounts collected and the number of non payments and the amounts not yet collected and is there any data to show that the number of cases of fly tipping has reduced? Supplementary: Do you think that we are making residents aware that there are officers enforcing FPN's for fly tipping and littering, should more be done?
	Response: Cllr Quinn	We have been out to advert for 2 x Waste Prevention Officers and at the moment have not received an suitable candidates for the post. The Head of Waste is currently looking at other ways to advertise the posts. To date we have issued the following: 33 Fly tipping FPNs 17 have paid = £6,800 4 Have a court date for prosecution (not known what fine and cost retrieved will be) 1 prosecution complete awaiting court date 4- Prosecution files need to be prepared and submitted 5 – Void FPN's or simple cautions issued 2 – New FPN's are newly issued so have not reached 14-day payment period Littering 27 FPN's issued 15 paid = 750

	Party	Question
		<p>7 Have court dates for prosecution (not known what fine or costs retrieved will be)</p> <p>5- Void or Simple caution issued.</p> <p>Commercial DOC</p> <p>2 issued and 2 paid £480</p> <p>Total money collected thus far £8030.</p>
13	Labour Cllr Debra Green	The government has announced the Frequent Flooding Fund to deal with areas that have frequently flooded. Will the Leader, cabinet member, along with Christian Wakeford MP write to the Floods Minister to ask her to fund the work needed at Springwater Park in Whitefield?
	Response: Cllr Quinn	<p>During storm Ciara the River Irwell experienced very high and sustained water levels and rates of flow. Major movement occurred during storm Ciara in February 2020 and further movement has occurred following Storm Christoph on 26th January 2021. Site visits were then undertaken by council officers and engineers to assess the damage and mitigate any health and safety issues. Working closely with the appointed external engineer consultants the council was able to assess the underlaying cause of the landslip, risk of further movement and risk to adjoining properties. Work is ongoing with Atkins Engineers to develop a remedial plan. We are working closely with the GM Mayors office to arrange a site visit for the Mayor of Greater Manchester and raise awareness of the Springwater Project. It is our attention for the leader together with Christian Wakeford MP and Cllr Quinn and relevant officers to apply for the funding to help undertake the essential work.</p>
14	Labour Cllr Ummrana Farooq	In May, Bury Council was awarded a Silver award from the Ministry of Defence for actively supporting the armed forces community in its workplace. What has the Council done since to further strengthen this offer and how is the Council planning to celebrate the life of Private George Peachment?
	Response: Cllr Gold	<p>Health and wellbeing is of great importance to our Armed forces and Veteran community as shown by the ask for, and large take up of the free leisure pass. The focus of the coming months will therefore be further strengthening the health and wellbeing offer to our Armed Forces and Veteran community, including, further promoting the take up of the GP Veteran friendly accreditation scheme, producing a Veterans health needs assessment, then using this assessment as a training tool within GP surgeries to ensure our Armed Forces and Veteran community are being assessed and diagnosed correctly.</p> <p>A briefing session on the Anti-Poverty Strategy is being arranged with the armed forces covenant group for early next month</p> <p>Now that the council has been awarded the silver award, It is</p>

	Party	Question
		<p>intended to apply for the Gold award in January when the window opens for applications.</p> <p>In civic recognition of Private Peachment, the youngest army recipient of the VC in WW1, work has been taking place on activity in Tottington, given the Peachment family's connection to the town In conjunction with the Peachment family, Padre Hugh Bearn, the Borough of Bury Veterans Association and local Councillors. This has three main strands: firstly a mural has been commissioned and paid for by the Council on the perimeter wall of Town Meadow Park with Private Peachment VC at the centre, alongside images connected to his life and the Borough. An information board will go alongside this to inform people of Private Peachment's story. Secondly, following local consultation, the park itself is to be renamed Private Peachment VC Town Meadow Park and signage will be changed accordingly. On 25th September on the anniversary of Private Peachment's death, The Borough of Bury Veterans Association in partnership with the council are arranging a service of dedication in the park, as well as various family themed competitions and stalls.</p>
15	Conservative Cllr Iain Gartside	How many residents have still to receive the £150 council tax rebate?
	Response: Cllr Gold	As at 13/7/22 we had issued 51,302 payments via BACS, transferred funds for a further 18,207 through to the post office of which 12,854 had been cashed by residents, residents are cashing on average 350 per day. There were circa 3,600 payments which we are still working on because payments had been rejected, either due to changes to bank accounts details or the bank account name didn't match the Council tax account etc. These are having to be worked through on a 1 by 1 basis
16	Radcliffe first Cllr Mike Smith	<p>In January 2020 we produced a motion asking for travel costs to be met for Radcliffe pupils travelling out of Town for education which was amended by the Labour group and carried. In January 2022 we asked for the progress of the motion and were told the information was not to hand but would be provided.</p> <p>In May 2022 we asked again, at which time the Leader said the information was available and would be sent through.</p> <p>As of 10th July, this information is still not forthcoming, do we have it and can we share it?</p>
	Response: Cllr Smith	<p>The recommendation on the basis of the findings of the review, and given the opportunities provided to Radcliffe residents through the existing policy, is to retain the current arrangements at this time.</p> <p>This recommendation has taken into consideration that the</p>

	Party	Question
		<p>distance to school is already covered by legislation and current provision; changing criteria around living in Radcliffe does not have equity for all Bury residents and deprivation in the broadest sense is a better indicator when considering our commitments to narrow the gap in outcomes for our pupils and communities.</p> <p>Although the recommendation is to retain the current free transport policy, there is a commitment to review policy from an equality point of view and consider whether enough support is being given to families across the borough in the light of the cost of living crisis aligned to the anti-poverty strategy.</p>
17	Conservative Cllr Roger Brown	Can the Cabinet Member for Health and Wellbeing outline his priorities for tackling health inequalities?
	Response: Cllr Tariq	<p>I thank the member for the question. As we know health inequalities are long running and deeply entrenched and have been both highlighted and exacerbated by the COVID-19 Pandemic. The causes of health inequalities are complex and multi-faceted and therefore require a whole system, multi-faceted approach to tackle them. Our Bury LETS Do It Strategy has tackling inequalities at its heart and delivery of all the priorities within the strategy on the economy, housing and regeneration; education and skills, the environment and neighbourhood working will have a positive impact on health inequalities. The translation of the LETS DO IT Strategy into 'People & Community' Plans for every neighbourhood in Bury is critical to success. This is starting with Radcliffe, one of our most deprived areas. In the most immediate term, my priority is to support those people in our borough hit hardest by the current cost of living crisis through delivery of our new Anti-Poverty Strategy. In addition, through the Health and Wellbeing Board we are ensuring tackling inequalities in access, treatment and outcomes is embedded in all the Integrated Care Partnership transformation programmes and within all health improvement strategies such as physical activity, food & health, substance misuse and mental well-being. A particular emphasis is being put on long-term condition management starting with inequalities in premature mortality from Coronary Heart Disease as this is the biggest cause of ill health and premature mortality in the Borough. Finally, looking to longer term outcomes and breaking of intergenerational cycles, a key priority is making sure every child has the best start in life through delivery of the Family Hub model beginning in Bury East another of our most deprived areas.</p>
18	Lib Dem Cllr Cristina Tegolo	During the pandemic the Council took back the allowances paid to carers in Bury can the leader tell us how much this was and how has this money been reused to assist the essential work provided

	Party	Question
		by carers in Bury?
	Response: Cllr Tariq	Carers Personal Budgets are not personal income but a response to meet needs identified in a Carers Assessment which cannot be met otherwise. It provides carer choice and control over the way support is provided, to enable carers to achieve recognised quality of life outcomes, which they are unable to achieve due to their caring role. During the pandemic, the process for administering and returning unspent funds for personal budgets was not changed, however discretion was given for personal budgets to be utilised in a different way if required to support through lock down/shielding periods. The amount paid to Carers in the financial year: 20/21 - £194,901, 21/22- £193,586. Carers Personal Budget is just one form of support for carers. The Bury Carers' Hub is the primary resource for adult carers in Bury to provide information, advice, and a wide range of specialist support services. Designed to help adult carers caring for another adult to continue in their caring role for as long as they choose, helping to reduce the impact, the caring role can have on their own health and wellbeing. The model centres on the main themes identified from the 2018 Bury Carers Consultation and the engagement workshops undertaken during 2019. During Covid, the Council worked in partnership with the provider on solutions to ensure carer support remained operational, by switching to telephone, online and digital. Welfare calls were carried out by the Bury Carers' Hub, virtual coffee & chats, access to a 24/7 volunteer manned Carers Help and Talk (CHAT) line. The provider was successful in securing funding to provide counselling sessions for carers. The council worked with the provider to access funding to provide afternoon teas to carers who were struggling, from not having a break from caring, or who have not been able to access the digital offer. They also provided activity gift boxes delivered directly to carers in need. The close partnership also ensured a successful COVID vaccine roll-out to our Bury carers. We will continue to listen to and support carers in Bury in varying ways.
19	Ind Cllr Yvonne Wright	Over the past 2 months several residents in my Ward have had their bins stolen and burnt out. When evidence of vandalism is present , could consideration be given to replacement bins at no charge ? If not a 50 % reduction be considered ?
	Response: Cllr Quinn	I would need to look at the information further. However, vandalism of bins tends to be when residents don't return there bins back onto their property after collection. Over the next 12 months the service will be reviewing the Council's policies within the waste and recycling service where we can look at this in more detail.

	Party	Question

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Meeting:	The Council
Meeting date:	20 July 2022
Title of report:	Update on Greater Manchester Combined Authority Activity
Report by:	Leader of the Council
Decision type:	Non key decision
Ward(s) to which the report relates:	All
Summary:	This report provides an update on the activity of the Greater Manchester Combined Authority.

1 Background

- 1.1 This report provides an update on work of the Greater Manchester Combined Authority (GMCA) following an update to Council in March 2022.
- 1.2 Since the last update there have been three meetings of the Greater Manchester Combined Authority.

2 Greater Manchester Devolved Adult Education Budget (AEB) 2022/2023 Academic Year and National Skills Fund Level 3 Adult Offer (Key Decision)

- 2.1 At the [25th March 2022 meeting of GMCA](#), members decided:
- 2.2 That the closure and performance of the 2020/2021 academic year, as set out in Section 2 of the report, be noted.
- 2.3 That the planned approach for the commissioning of the extension and increase to National Skills Fund Adult Level 3 offer for GM from April/ May 2022 through to July 2023 be noted.
- 2.4 That authority be delegated to the GMCA Treasurer, in consultation with the Portfolio lead for Education, Skills, Work and Apprenticeship, to take forward the commissioning of the National Skills Fund Adult Level 3 offer, including contract awards, as set out in Section 3 of the report.
- 2.5 That the following be approved:

- 2.5.1 An increase of the GMCA management fee from 1.5% to 1.8% for 2022/2023 onwards.
- 2.5.2 The proposed indicative allocations and subsequent expenditure for the GM grant-funded further education institutions and contract for services skills providers.
- 2.5.3 To grant delegated authority to the GMCA Treasurer to agree any minor changes that arise during discussions between each institution and GMCA.
- 2.6 That the list of proposed indicative allocations including the current 2021/22 allocation by provider and the indicative allocation for 2022/2023, excluding funds applicable for continuing learners, as set out in Section 4 & Annex 1 of the report, be noted.
- 2.7 That the proposed approach for taking forward the new Multiply Scheme for the 2022/2023 academic year onwards be noted and that authority delegated to the GMCA Treasurer, in consultation with the Portfolio Lead for the Education, Skills, Work & Apprenticeships and Digital to agree relevant grant conditions, commissioning route and award of individual grants/contracts, as set out in Section 6 & Annex 3 & 4 of the report.
- 2.8 That the proposed approaches to allocating funding to key initiatives from April 2022 onwards, to increase participation in adult skills across GM, as set out in Section 7 of the report, be approved.
- 2.9 That the GM Mayor be recommended to:
 - 2.9.1 Approve the proposed 2022/2023 indicative allocations and subsequent expenditure for the GM grant-funded local authorities and to grant delegated authority to the GMCA Treasurer to approve any minor changes that arise in the course of discussions between each local authority and GMCA, as set out in Section 4 & Annex 2 of the report.
 - 2.9.2 Approve the continued £1.5m allocation to Local Authorities for the AEB LA Grant Programme supporting alleviating barriers to adult education, improving digital inclusion through skills, and continue the support of the GM ESOL Advice Service for 2022/2023, as set out in Section 5.

3 #BeeWell Survey Results (Key Decision)

- 3.1 At the 25th March 2022 meeting of GMCA, members decided:
- 3.2 That the key findings of the #BeeWell survey be noted.
- 3.3 That a system-wide response to the findings be encouraged, to ensure that young people's voices were leading the response to the survey findings.
- 3.4 That the existing good practice and strengths of Greater Manchester communities be celebrated during the launch of the survey findings.

4 Supporting the Delivery of the Greater Manchester Housing Strategy (Key Decision)

- 4.1 At the 25th March 2022 meeting of GMCA, members decided:
- 4.2 That the allocation of £4M from the GM Housing Investment Loan Fund Surpluses to fund the activity identified in the report, be approved.
- 4.3 That the proposal for the costs of Greater Manchester Delivery Team to be included within the Core Investment Team budget, be approved.
- 4.4 Delivering 30,000 Net Zero Carbon Social Rented Homes: Initial Implementation Plan (Key Decision)
- 4.5 That the initial implementation plan, as detailed in the report, be endorsed.
- 4.6 That the proposal for work with partners to be commissioned to coproduce a more detailed partnership implementation plan for approval at a future meeting be approved.
- 4.7 That the proposal the engagement with Government be a key element of the partnership required to achieve substantial and sustained progress, be approved.

5 Biodiversity Net Gain in Greater Manchester (Key Decision)

- 5.1 At the 25th March 2022 meeting of GMCA, members decided:
- 5.2 That the proposal for the GMCA to be named as the provisional responsible authority for developing a Local Nature Recovery Strategy for Greater Manchester, be approved.
- 5.3 That the work that has been delivered by GMCA to date to ensure Greater Manchester is prepared for mandatory BNG, be noted.
- 5.4 That the delivery of the Greater Manchester BNG 'Need and Supply Assessment' by GM Ecology Unit be supported.
- 5.5 That the pursuit of a range of offsetting options for Greater Manchester be supported and that GMCA works with key stakeholders, including landowners and developers, to continue to develop this understanding.
- 5.6 That the development of a Greater Manchester market for BNG Units including the work that is being delivered by the GM Environment Fund be supported.
- 5.7 That the development of a policy position on biodiversity offsetting as part of the scope of the forthcoming Greater Manchester Local Nature Recovery Strategy be supported.

- 5.8 That authority be delegated to the Portfolio Lead Chief Executive, Green City Region, to prepare and submit a response to the Government BNG consultation in line with the ambitions/issues raised in this paper.

6 The Edinburgh Declaration on Biodiversity and Declaring a Biodiversity Emergency (Key Decision)

- 6.1 At the 25th March 2022 meeting of GMCA, members decided:
- 6.2 That the signature of the GM Mayor to the Edinburgh Declaration on Biodiversity, on behalf of the GMCA, be approved.
- 6.3 That the declaration of a biodiversity emergency be approved.
- 6.4 Driving Social Value in GM Public Procurement (Key Decision)
- 6.5 That the appointment of Councillor Bev Craig (Manchester) and Senior Responsible Officer, to be confirmed, be designated to act as sponsors to work with each of the Greater Manchester Local Authorities to identify how working at a Greater Manchester level can add value to the shared objectives and declared Greater Manchester Strategy priorities; and to garner wider participation across Greater Manchester anchor institutions including Transport for Greater Manchester, Greater Manchester Police and the Health system.
- 6.6 That the successful progress in this policy area would require significant investment be acknowledged and that a further report would be submitted to the GMCA setting out the resourcing challenge and quantified options.
- 6.7 That the proposal to revise the GMCA Sustainability Decision Tool for use upstream as part of business case development (for potential adoption by others) be approved.
- 6.8 That the exploration of options for developing a Greater Manchester 'Brokerage' platform, with the ability to provide a live environment matching supplier offers with 'system' asks, be approved.
- 6.9 That the adoption of the following principles be approved and that this report be commended for approval and adoption by all Greater Manchester Councils in order to build on existing good work on social value and to significantly increase the collective Greater Manchester approach to social value, with the potential to make a real step change in the role of public procurement in supporting the delivery of GMS priorities:
- 6.9.1 Restate a strong presumption that social value forms part of the evaluation on all procurement over threshold.
- 6.9.2 Building on the Greater Manchester Social Value Framework, develop an approach which can be aggregated at a GM level for capturing bid offers as contractual commitments, providing contract management performance data and common standards for city region scale reporting.

- 6.9.3 Adopt definitions to allow development of plans for capturing consistent metrics (See Appendix 1) for a set of key Greater Manchester Priorities: 1. Real Living Wage 2. Principles of Greater Manchester Good Employment Charter 3. Carbon Reduction – net zero by 2038 (Greater Manchester) / 2050 (UK) 4. Tackling Inequality (protected characteristics) 5. Economic Diversity (Small Medium Enterprise and Voluntary Community Social Enterprise) 6. Local Spend (Greater Manchester based businesses)
- 6.9.4 Adopt a policy for all procurements over the regulated threshold (unless evidenced as legally and commercially unviable):
 - 6.9.4.1 By 2023 we will only contract with organisations who agree, themselves and for their 1st line sub-contractors, to pay Real Living Wage at date of contract or within 1 year of contracting.
 - 6.9.4.2 By 2023 we will only contract with organisations who have signed up to be supporters of the Good Employment Charter (or equivalent indicators) at date of contract or within 1 year of contracting.
 - 6.9.4.3 By 2023 we will only contract with organisations who have a credible plan to become carbon neutral by 2050 in place at date of contract or within 1 year of contracting.
- 6.9.5 Agree that the policy goal should be to increase our supplier diversity by:
 - 6.9.5.1 Reserving relevant 'below threshold' contracts for Voluntary Community Social Enterprise sector organisations or Greater Manchester based Small Medium Enterprises (unless the requirement cannot be fulfilled by these markets).
 - 6.9.5.2 Increasing the proportion of spend (with primary contractors and 1st line subcontractors) from Greater Manchester public procurement that is spent within Greater Manchester.
 - 6.9.5.3 Make plans to monitor and report on the diversity of the ownership or leadership of the organisations we work with.
- 6.10 That it be noted that small and medium enterprises would need to be supported to facilitate opportunities to bid for public service contracts.

7 Greater Manchester Night Time Economy Strategy

- 7.1 At the 25th March 2022 meeting of GMCA, members decided:
- 7.2 That the Night Time Economy Strategy be noted, and the Implementation Plan be reviewed on an annual basis.

8 High Speed Rail (Crewe - Manchester) Bill, Authorisation for GMCA to oppose the Bill at Parliament (Key Decision)

- 8.1 At the 25th March 2022 meeting of GMCA, members decided:
- 8.2 That the recommendation to oppose elements of the High Speed Rail (Crewe – Manchester) Bill, being satisfied that it is expedient to do so, pursuant to section 239(1), (2) and (4A) of the Local Government Act 1972, be approved.
- 8.3 That authority be delegated to the Chief Executive Officer, GMCA, in consultation with the Mayor of Greater Manchester, to take all such steps as may be incidental, necessary or expedient in connection with GMCA's opposition to the High Speed Rail (Crewe – Manchester) Bill, including all steps required for a petition to be submitted, maintained and if considered appropriate modified or withdrawn (in whole or in part) in the event that any petition points have been resolved satisfactorily with HS2 Ltd and/or DfT in respect of the Bill, and to negotiate and/or seek assurances, undertakings and/or agreements to the Bill as well as to appear at any Select Committee considering the Bill.
- 8.4 That authority be delegated to the GMCA Monitoring Officer to agree the final terms of any agreements and enter into and complete any necessary legal documentation.

9 High Speed Rail (Crewe - Manchester) Bill, Authorisation for Transport for Greater Manchester to oppose the Bill at Parliament (Key Decision)

- 9.1 At the 25th March 2022 meeting of GMCA, members decided:
- 9.2 That it be noted that at its meeting on the 24 March the GM Transport Committee considered the proposal by TfGM to oppose elements of the High Speed Rail (Crewe-Manchester) Bill and the reasons for that proposal and resolved to recommend to the GMCA that approval is granted for TfGM to oppose elements of the High Speed Rail (Crewe – Manchester) Bill, pursuant to s10(1)(xxix) of the Transport Act 1968.
- 9.3 That approval be granted for TfGM to oppose elements of the High Speed Rail (Crewe – Manchester) Bill, pursuant to s10(1)(xxix) of the Transport Act 1968.
- 9.4 That authority be delegated to the Chief Executive Officer, TfGM in consultation with the Mayor of Greater Manchester to take all such steps as may be incidental, necessary or expedient in connection with TfGM's opposition to the High Speed Rail (Crewe – Manchester) Bill, including all steps required for a petition to be submitted, maintained and if considered appropriate modified or withdrawn (in whole or in part) in the event that any petition points have been resolved satisfactorily with HS2 Ltd and/or DfT in respect of the Bill, and to negotiate and/or seek assurances, undertakings and/or agreements to the Bill as well as to appear at any Select Committee considering the Bill.

- 9.5 That TfGM and the GMCA would continue to work through addressing the wider impacts of proposals on individual Local Authority transport networks, recognising the significant impact on broader connectivity across the network and the economy of Greater Manchester.

10 Mayors Cycling and Walking Challenge Fund (MCF) (Key Decision)

- 10.1 At the 25th March 2022 meeting of GMCA, members decided:
- 10.2 That the release of up to £0.594 million of additional development cost funding for the 3 Salford City Council MCF schemes set out in section 2 of this report be approved.
- 10.3 That the release of up to £5.45 million of MCF funding for the Bury and Salford schemes, as set out in section 3 of this report, be approved, in order to secure full approval and enable continued scheme delivery through the signing of the necessary legal agreements, and in the case of Trafford Road, the drafting and signature of a legal deed of variation.
- 10.3.1 The Bury scheme related to the Fishpool area and would be split into two phases; Phase 1 involved the construction of a new bridge over the River Roch to enhance the links between Fishpool and Pilsworth. It was anticipated that this scheme would provide very high value for money.
- 10.3.2 Members reflected upon the impact that the schemes would have in Bury and Salford. In Bury, it was noted that the new bridge would enhance employment opportunities for residents by providing greater access to Pilsworth as an employment hub.

11 City Region Sustainable Transport Settlement Draft Programme Case Interim Award B (CRST) (Key Decision)

- 11.1 At the 25th March 2022 meeting of GMCA, members decided:
- 11.2 That it be noted that GMCA, as requested by Government on 20 July 2021, prepared and submitted to the Government's City Region Sustainable Transport Fund in early September, as part of the process to secure up to £1.19 billion of capital funding for the period 2022/23 to 2026/27.
- 11.3 That it be noted that on 22 November 2021, the Secretary of State wrote to the Mayor of Greater Manchester advising that GMCA had been awarded an indicative allocation of £1.07 billion of capital funding conditional on the submission of a programme business case by the end of January 2022.
- 11.4 That it be noted that GMCA subsequently submitted the draft CRSTS Programme Case to government on 31st January 2022.
- 11.5 That it be noted that GMCA have been informed by the Department for Transport that they intend to grant at least an interim award of CRSTS funding to GMCA in March 2022, in advance of finalising the full award.

- 11.6 That authority be delegated to the Chief Executive Officer, GMCA and TfGM, in consultation with the Mayor of Greater Manchester, the agreement and allocation of an interim award to ensure that those elements of the CRSTS programme that require funding from April 2022 were able to draw down funds.
- 12 That it be noted that the outcome of this process will be submitted to GMCA.**
- 12.1 At the 25th March 2022 meeting of GMCA, members decided:
- 12.2 Greater Manchester One Network Procurement (Key Decision)
- 12.3 That authority be delegated to the GMCA Treasurer and Greater Manchester Digital Portfolio Lead Chief Executive to enter into contract between GMCA and Cisco International for Greater Manchester One Network Integrator Services on behalf of the GMCA including GM Fire & Rescue and TFGM, and Bury, Stockport, Oldham and Rochdale Councils, as described in the report.
- 12.4 That authority be delegated to the GMCA Treasurer and Greater Manchester Digital Portfolio Lead Chief Executive to procure and enter into contracts to deliver BT Openreach Exchange Services and for ServiceNow capabilities as described in this report.
- 12.5 That authority be delegated to the GMCA Monitoring Officer for GMCA to enter into the Greater Manchester One Network Collaboration Agreement with TFGM and Bury, Stockport, Oldham and Rochdale Councils and to review and complete all necessary legal documentation and commend to those organisations that they sign their respective Collaboration Agreements.
- 12.6 That £5.67M of expenditure over 10 years against existing and planned GMCA Wide Area Networking budgets for GMCA(FRS) connectivity via Greater Manchester One Network be approved.
- 12.7 That an investment of £9.546M for Wide Area Networking services, implementation and operation for GMCA/ TFGM Urban Traffic Controls Signals and TFGM sites via Greater Manchester One Network to be funded from existing TfGM revenue budget of £4.890m and additional capital and revenue investment of £4.656m in line with the decision made by GMCA in January 2020, be approved.
- 12.8 That it be noted that this collaborative procurement had secured substantial value for money and social value commitments and creates a platform for future connectivity requirements.
- 12.9 That the progress towards completion of the Greater Manchester Local Full Network Programme and the efforts of officers and commercial partners in its delivery be noted.
- 13 Mayors Cycling and Walking Challenge Fund (Key Decision)**

- 13.1 At the [27th May 2022 meeting of GMCA](#), members decided:
- 13.2 That the release of £1,975,140 of MCF funding, and £2,200,000 of Active Travel (Tranche 3) funding for the Rochdale Castleton Phase 1 scheme be approved, in order to secure full approval and enable continued scheme delivery through the signing of the necessary legal agreement.
- 13.3 That the award of £13.07 million for the Active Travel (Tranche 3) Capital Grant and approve the addition to the 2022/2023 GMCA Capital Programme be noted.
- 13.4 That the award of £0.18 million of funding from Department for Transport with respect to the Mini Holland Feasibility grant and the Active Travel Social Prescribing Feasibility grant for financial year 2022-23 be noted, and that the inclusion of this funding and associated costs in the 2022/23 GMCA Transport Revenue Budget be approved.
- 13.5 That the updated position regarding the GM Capability Fund be noted, and that the inclusion of this expenditure and funding in the 2022/23 GMCA Transport Revenue Budget be approved.
- 13.6 That the release of up to £5.45 million of MCF funding for the Bury and Salford schemes, be approved, in order to secure full approval and enable continued scheme delivery through the signing of the necessary legal agreements, and in the case of Trafford Road, the drafting and signature of a legal deed of variation.

14 Homelessness Budget

- 14.1 At the 27th May 2022 meeting of GMCA, members decided:
- 14.2 That the funding allocations for the following programmes be noted:
 - 14.2.1 GM Community Accommodation Service Tier 3 - 2022/23-2026/27
 - 14.2.2 GM Rough Sleeper Accommodation Programme 2022/23-2024/25 Support Specification
 - 14.2.3 GM Rough Sleeper Initiative 2022/23-2024/25 (following final funding confirmation)
 - 14.2.4 GM Housing First Pilot extension 2022/23-2023/24
- 14.3 That authority be delegated to the GMCA Treasurer, in consultation with the Greater Manchester Mayor and Portfolio Lead for Housing, Homelessness and Infrastructure, to:
 - 14.3.1 Administer the grants through onward grant allocations and contract awards under standard procurement rules.

- 14.3.2 Revise the 2022/23 GMCA revenue budget and medium-term financial plan for future years budget plans.
- 14.4 That the GMCA records its thanks to Chris Edwards, Regional Probation Director for the Greater Manchester Probation Service or Devolution of Justice & Rehabilitation to Greater Manchester.

15 GMCA Provisional Capital Outturn 2021/22

- 15.1 At the [24th June 2022 meeting of GMCA](#), members decided:
- 15.2 That the 2021/22 provisional outturn capital expenditure of £499.275 million compared to the forecast position, presented to the GMCA on 11 February 2022 of £379.917 million, which was a variance of £19.358 million in spend compared to forecast, be noted.

16 GMCA Provisional Revenue Outturn 2021/22

- 16.1 At the 24th June 2022 meeting of GMCA, members decided:
- 16.2 That it be noted that the Mayoral General Budget provisional revenue outturn position for 2021/22 was breakeven after transfer to earmarked reserves.
- 16.3 That it be noted that the GMCA General Budget provisional revenue outturn position for 2021/22 was breakeven after transfer to earmarked reserves.
- 16.4 That it be noted that the Mayoral General – GM Fire & Rescue provisional revenue outturn position for 2021/22 was £1.970 million underspend after transfer to earmarked reserves which was planned to be transferred to the Fire & Rescue Capital Programme Reserve.
- 16.5 That it be noted that the Waste and Resourcing provisional revenue outturn position for 2021/22 was breakeven after transfers from earmarked reserves and agreed return of levy and reserves to Districts.
- 16.6 That it be noted that the GMCA Transport provisional revenue outturn position for 2021/22 was underspend of £11.9 million which was planned to be transferred to Transport Capital Programme Reserve.
- 16.7 That it be noted that TfGM provisional revenue outturn position for 2021/22 was breakeven.
- 16.8 That it be noted that the Government has extended the statutory deadline for the publication of the 2021/22 draft accounts by two months to 31st July 2022.
- 16.9 That it be noted that the final position was subject to the submission of the audited accounts to be finalised by 30 November 2022 and to be reported to the GMCA Audit Committee prior to the deadline.

17 City Region Sustainable Transport Settlement Final Scheme List

- 17.1 At the 24th June 2022 meeting of GMCA, members decided:
- 17.2 That it be noted that the GMCA, as requested by Government, prepared and submitted a Programme Case to the Government's City Region Sustainable Transport Fund in January 2022.
- 17.3 That it be noted that on 1 April 2022, the Secretary of State wrote to the GM Mayor to say that GMCA had been awarded an allocation of £1.07 billion of capital funding conditional on agreeing a final Scheme List.
- 17.4 That the consideration, approval and submission to Government of the final CRSTS Scheme List be delegated to the Chief Executive Officer, GMCA & TfGM, in consultation with the GM Mayor.

18 Towards The Bee Network - Network Review, Market Renewal And Bus Service Improvement Plan

- 18.1 At the 24th June 2022 meeting of GMCA, members decided:
- 18.2 That the challenges and opportunities facing the public transport network and the conditions and details for the Market Renewal programme of work, as set out in the report, be noted.
- 18.3 That the development of a Network Review as a condition of recovery funding from the Department for Transport be noted.
- 18.4 That approval for the submission of the draft Network Review to the Department for Transport by 30 June be delegated to the Chief Executive Officer, GMCA & TfGM, in consultation with the Mayor of Greater Manchester.
- 18.5 That the indicative award of £94.8 million for the Bus Service Improvement Plan and the proposal to initially use these funds for bus fare reductions in response to the cost of living crisis be noted.
- 18.6 That the plan for lower bus fares via maximum £2 single fares (£1 for children), with a maximum £5 day ticket, from September subject to agreement with Government and bus operators be noted.
- 18.7 That approval for the submission of the draft Bus Service Improvement Plan (BSIP) Delivery Plan to the Department for Transport by 30 June be delegated to the Chief Executive Officer, GMCA & TfGM, in consultation with the Mayor of Greater Manchester.
- 18.8 That it be agreed that the GMCA will receive regular reports on the Network Review and Market Renewal programme in future meetings, including the medium term funding strategy.

19 Levelling Up Fund: Large Transport Bid

- 19.1 At the 24th June 2022 meeting of GMCA, members decided:

- 19.2 That approval to approve and submit the GM Round 2 Levelling Up Fund large transport bid be delegated to the Chief Executive Officer, GMCA & TfGM, in consultation with the Mayor of Greater Manchester.
- 19.3 That it be noted that the Department for Transport encourage a 10% local contribution to be provided, which was being sought via the relevant Local Authorities.
- 19.4 That the GMCA would welcome the active support of each Local Authority to share the GM wide campaign to encourage people back onto the public transport network.

20 UK Shared Prosperity Fund - Multiply Scheme

- 20.1 At the 24th June 2022 meeting of GMCA, members decided:
- 20.2 That the proposed Multiply Scheme Investment Plan for Greater Manchester, which was funded through the UK Shared Prosperity Fund, for up to £14 million and covering the financial years from 1 April 2022 to 31 March 2025 as set out in section 2 of the report, be noted.
- 20.3 That the proposed UKSPF-funded Multiply Scheme Investment Plan for Greater Manchester with a maximum value of £14 million be approved and that formal approval of the final investment plan be delegated to the Chief Executive Officer, GMCA & TfGM.

21 Sustainable Consumption & Production Plan

- 21.1 That the SCP Plan be approved for publication.
- 21.2 GM Housing Investment Loans Fund - Investment Approval Recommendations
- 21.3 That the GM Housing Investment Loans Fund loan detailed in the table below and detailed further in this and the accompanying Part B report be approved:

BORROWER	SCHEME	DISTRICT	LOAN
Gingerbread Properties Ltd	Various	GM Wide	£1.000m

- 21.4
- 21.5 That authority be delegated to the GMCA Treasurer acting in conjunction with the GMCA Monitoring Officer to prepare and effect the necessary legal agreements.

22 GM Investment Framework, Conditional Project Approval

- 22.1 At the 24th June 2022 meeting of GMCA, members decided:
- 22.2 That the loan facility of up to £3 million to Romaco Limited be approved.

- 22.3 That the loan facility of up to £3.5 million to Evergreen House Limited be approved.
- 22.4 That the follow-on investment into Bankifi Limited of up to £350,000 be approved.
- 22.5 That authority be delegated to the GMCA Treasurer and GMCA Monitoring Officer to review due diligence information in respect of the above loans, and, subject to their satisfactory review and agreement of the due diligence information and the overall detailed commercial terms of the loans/investment, to sign off any outstanding conditions, issue final approvals and complete any necessary related documentation in respect of the loans/investment noted above.

23 GMCA Update on Waste and Resources Contract

23.1 Recycle for greater Manchester (R4GM) Community Fund

- 23.2 The R4GM Community fund closed for applications on the 31st May. R4GM have received a total of 60 applications covering each of the 9 districts including Bury, A total of £220,000 was available. Scoring of the applications is currently underway with recipients being notified of funding awarded in July 2022.

23.3 Education / Visitor Centre

- 23.4 R4GM have had 2 schools visit the Longley Lane visitors centre and one professional group. We have also held a virtual school assembly and a live Facebook session to give advice how to compost at home.
- 23.5 The R4GM education team will be attending the Bury School Eco Conference at the Met, Bury, and will be holding a number of workshops for students.

23.6 Paper and Cardboard Contamination Campaign

- 23.7 Our campaign aimed at tackling contamination in the paper and card bin has begun in Bury. R4GM officers are working in Whitefield and Radcliffe over the next few months, checking green bins for items such as nappies, clothes and bin bags of general waste.
- 23.8 The team will be out in these areas of high contamination on three consecutive collections. If contamination is identified, a member of the team will speak to residents on the doorstep and discuss the importance of recycling right as well as the financial and environmental impacts of contamination.

25 Recommendation

- 25.1 That Council note the updates from the Greater Manchester Combined Authority, Transport for Greater Manchester, and Recycle for Greater Manchester, with further updates to be presented to future Council meetings.

List of Background Papers:-

None identified

Contact Details:-

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Combined Authority Questions

1. What steps as Shareholders in MAG are we taking to protect our investment in light of the current challenges being faced at Manchester Airport?

Councillor Dean

Treasurers from all 10 GM Councils meet with the Finance Director of MAG on a quarterly basis to review financial performance but we don't get involved in operational delivery matters in terms of the running of the airport

Manchester City Council and the 9 Districts can appoint 2 directors in total to the Board. The appointed directors are Councillor John Blundell (from Rochdale) and Councillor Bev Craig (from Manchester). They can obviously raise issues of concern at Board meetings. Manchester City Council own 35.5% of the shares and the other 9 districts own 29% of the shares between them

The Directors of Finance also meet at least 3 times a year at which time financial projections, management accounts and annual accounts are presented and discussed. We recently discussed the expected timing of when dividends would start to be paid again and the expected timing of the cash flow for the loan interest. Whilst we don't discuss operational management issues at these meetings the financial projections are obviously based upon passenger numbers and the impacts that the pandemic and various outbreaks had on those projections.

2. Please could the Police and Crime Panel provide an update on the response times from GMFRS to callouts?

Councillor Rizvi

GM Fire and Rescue have set out priority activity in their Annual Delivery Plan for 2022/23, including the introduction of a new Response Strategy 2022-2025. This provides a framework to deliver continuous improvement in respect to providing a fast, safe and effective response.

Within this framework there is a response target to life risk incidents of 7 minutes and 30 seconds.

The table below details the response times over the past four quarters, for GMFRS as a whole, and specifically for Bury.

Quarter	Average response time to Life Risk emergencies (GMFRS)	Average response time to Life Risk emergencies (Bury)
Q2 2021/22	07:26	07:20
Q3 2021/22	07:32	08:05
Q4 2021/22	07:28	08:39
Q1 2022/23	07:15	07:34

The average 1st appliance response time to life risk emergencies for the borough of Bury was 7 mins 54 seconds for the period 01.07.21 - 30.06.22. There is some variation each quarter, attributable to a number of protracted incidents in Q3 and Q4 of last year which impacted on overall response times where there were multiple issues locating incidents due to conflicting address details provided by those calling in a response request.

GMFRS are a key member of our local Community Safety Partnership where the GMFRS annual plan is reviewed and to determine partnership responses to support improvements to local responses, particular in light of the Safe Spaces priority within our local CSP plan.

We are not satisfied with these figures and will be taking them up in the Community Safety Partnership and challenging the fire service to improve.

3. Can the Leader council on Andy Burnham's plans to introduce electric buses in GM?

Councillor McGill

GM has an objective to electrify one-third of GM's bus fleet by 2027.

As part of the transition to a franchised bus system, the GM Mayor has set a target of 50 new electric buses being in place at the start of each franchising sub-area, with the first fleet of 50 due to be in operation from 17 September 2023 in the Bolton and Wigan council areas as well as parts of Salford and Manchester. Bury, along with Rochdale and Oldham, is in the second sub-area, with franchised services set to be running in Spring 2024 (based on current timescales).

In addition, 170 zero emission buses - equivalent to 10 per cent of GM's overall fleet - will be delivered using £38.5m of funding (topped up with

£12.5m from GMCA) secured through the DfT's Zero Emission Buses Regional Area (ZEBRA) scheme, in partnership with Stagecoach and Stockport Council.

Supplementary: Can the Leader tell us when the brilliant £2 maximum fare for adults £1 for kids will be introduced?

In March 2022 the GM Mayor announced new bus fares under franchising of no more than £2 for an adult single and no more than £1 for a child single. Subsequently, in June, it was confirmed that these fares would be delivered one year earlier to help with the current cost-of-living crisis. The new £2 and £1 fares, plus a new £5 daily ticket for unlimited bus travel across all operators, will be in place in September 2022 (subject to agreement with bus operators and the Government). The fares will be implemented for 12 months initially and reviewed in September 2023.

4. Can an update be provided as to the changes in scrutiny arrangements within GMCA

Councillor Vernon

Thank you for your question.

A paper produced by the Centre for Governance and Scrutiny was presented at the Leader's Strategy meeting and subsequently agreed at the GMCA meeting on the 24th June.

A total of 18 recommendations were put forward with a plan to deliver them from autumn 2022.

The main change will be the establishment of one single overview and scrutiny committee with 20 members and 20 additional members reducing Scrutiny to one meeting and setting up multiple streams of sub-groups to deal with tasks that arise such as the Government's "levelling-up" agenda. The Centre for Governance and Scrutiny suggests that a single-committee model holds the best opportunity for long-term success.

The report also agreed to strengthen the role of Scrutiny, additional training and support for Members and the Committee Chair and Vice Chair, will be members of an opposition party to the GM Mayor. As well as the establishment of an Independent Remuneration Panel to review the appropriate level of allowances.

Members also agreed that the transition should be monitored and evaluated by scrutiny members to ensure the change is effective.

5. What steps is the Council representative on the Police, Fire and Crime Panel taking to ensure the Borough of Bury is receiving a fair allocation of police officers and PCSOs?

Councillor Jones

GMP has a Plan on a Page (POaP) which determines how the force will deliver its promise to respond to incidents; prevent and reduce crime deliver an outstanding service and build trust and confidence. Delivery of the Plan is overseen by a POaP board chaired by the dep Chief Constable and includes various senior representatives from GMP including all district commanders as well as mayor's office, programme managers and leads for thematic areas. Current priorities for the Board are the:

- **Partnership policing offer which includes resources (and shift pattern) profiles and partnership problem solving HUB including contact with communities from online to face to face PACT meetings**
- **24/7 Response offer which includes number of resources on each district**
- **Fleet which includes the number of vehicles each district is allocated**

To ensure that Bury's interests are considered fully within this process the Council's Community Safety Manager meets weekly with the Bury Command Team and I meet with the Chief Superintendent bi-monthly and hold him accountable for:

- **Response times to those contacting police on 999/101**
- **Crime management – numbers being reported**
- **Domestic Incidents- incidents reported, arrests and outcomes**
- **Hate Crimes**
- **Burglary and robbery, incidents, patterns. Hotspots and responses**
- **Outcomes – i.e. how many of those arrested are charged**
- **ASB – incidents and hotspots**
- **Theft of motor vehicle**
- **Knife enabled Crime including seizures**

To inform these discussions a comprehensive performance data set is now produced by GMP. The level of data that I have secured is significantly more detailed than information available previously in Bury and gives the basis for a structured challenge about priorities and the deployment of the full use of Force resources including police officers, PCSOs and force specials. In this context, I am assured that we are now

seeing the benefits of recent recruitment campaigns with new recruits arriving every 4 weeks.

I have asked the Chief Constable to meet with all councilors to talk through local police resourcing in more detail. Unfortunately it was necessary to postpone the first date arranged but I am happy to reschedule this event

6. Recent Home Office data shows GMP recorded 1461 homophobic and biphobic hate crimes. Bearing in mind the unreliability of GMP crime recording how confident can the people of Greater Manchester be that this figure is accurate?

Councillor Harris

Over the last twelve months significant work has been taking place to drive across Greater Manchester Police following previous findings by Her Majesty's Inspectorate of Constabulary and Fire & Rescue Services (HMICFRS) which recognised activity was not satisfactory and required improvement. This has involved the introduction of new senior leadership at Force level and increased senior capacity across districts, including Bury, and recasting of priorities through a forcewide plan on a page.

As of the latest PEEL assessment, GMP has been assessed to be adequate. The report's author outlines that "I am pleased to find that the force has improved its crime recording. It has introduced processes to make sure that crime recording is more accurate." (page 2). There are further areas for improvement and updates will continue to be sought through Bury's Community Safety Partnership.

In relation to data on sexual orientation related hate crime reporting, the figure for 2021/22 is 2,162 for the Greater Manchester region. This relates to the period through which the above improvements in recording have taken place. For Bury specifically the figure is 109, which represents 5.0% of the regional total. This forms part of a wider focus on local data and insight, which informs activity through the Community Safety Partnership (which next meets in September 2022) and subsequent sub-groups, in this case for the Community Cohesion group.

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First paragraph replace Council with Government

We are calling on the Government to formally adopt a Socio-Economic Duty Policy. This will mean that any decisions on policy, funding or disposal of assets will be mindful of the impact on residents from more socio-economic disadvantaged backgrounds. Through this policy the Government would aim for a more equal society where residents' access to quality education, health services, access to an equal standard of leisure services, public amenities and outdoor green spaces is not governed by their socio-economic status. The Government would introduce the requirement for observance of the guidelines derived from this policy into the formal decision making process.

Second paragraph delete from 'the proposal from' to the end of the sentence

This is a further extension of the proposal from the Overview & Scrutiny meeting that the Cabinet consider as part of its Antipoverty strategy adopting voluntarily the Socio-Economic Duty as details in Section 1 of the Equality Act 2010.

Second paragraph insert after of

Bury's Inclusion Strategy, updated following an independent review across Bury Council and Bury CCG, saw the additional of socio-economic vulnerability included as a local community of interest in addition to the protected characteristics set out in the Equality Act 2010. As such when decisions are being made in terms of policy development or reviews, and an Equality Impact Assessment is carried out then due regard is required to be given to the impact of any proposed change/decision in terms of the impact this would have on those experiencing economic vulnerability and the impact on inequality. As with considerations across protected characteristics this requires those conducting work to consider the impact of this, any potential positive or negative impact; mitigations to address any negative impact; and outline means of engagement and review. It forms a core principal of the 'Let's Do it Strategy' in the Equality Impact Analysis, which goes further and asks "What will the likely overall effect of your activity be on equality, including consideration of intersectionality"

Third paragraph insert after notes "that despite our best efforts to address issues of inequality"

This Council notes that despite our best efforts to address issues of inequality

- Despite currently being rated as the third most affluent borough in Greater Manchester, Bury MBC currently has extremes of differences in index of Multiple Deprivation ratings having several areas rated as being in the 10% most deprived while several other areas are in 10% least deprived.
- There is a difference of average life expectancy of 15 years for men and 12 years for women between the longest and shortest life expectancy MSOAs.
- The achievement of pupils in Maths and English GCSE in the lowest achieving MSOAs was 25.3% compared to the national average of 43.2% and the rest of the borough at 39.8% (2019 figures)

- Some areas of Bury MBC have seen significant under investment for many years which has led to a deterioration of the area in terms of the quality of the council owned amenities and infrastructure.

Insert before the start of the fourth paragraph

“However this Council recognises that inequality has vastly increased since the introduction of the austerity programme, cuts to welfare benefits, changes to public service funding which removes the recognition of the need to address inequality and tax cuts to the wealthy.

This council resolves to”

Delete ‘all residents’ in paragraph 1. and amend community to country

1. Call on the Government to write and adopt a Socio-Economic Duty Policy requiring all departments at the Government to consider the potential of any policy, project or material amendment on ~~all residents in~~ the ~~country community~~. In particular they should ensure that areas of high socio-economic disadvantage are not unfairly impacted.
2. Ask the Government for the inclusion of 'disadvantaged socio-economic status' as a protected characteristic in Government procedures. This should prevent anyone being subject to less favourable treatment in the exercise of their rights because of their inherited social status or economic situation.
3. Call on the Government to commit to more open consultation with residents on all projects going forward. They should endeavour to fully engage with residents, listen to feedback and act on the outputs of these on consultations.

Castle Armoury

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

The Labour Group, The Conservative Group, Radcliffe First and Councillors Tegolo and Y Wright.

This Council notes:

1. All activity at Castle Armoury has been suspended due to the building being unsafe
2. Castle Armoury as well as being an important part of the current identity history of Bury is home to W Company 5th Battalion of the Royal Regiment of Fusiliers, 207 Field Hospital Royal Army Medical Corp and The Lancashire Royal Regiment of Fusiliers volunteer Band.
3. It is also the base for our Army cadets, RAF cadets, a community Karate group, and the Armed Forces veterans breakfast club.
4. The building is owned by the Bury Castle Armoury Trust and is leased to NW RFCA through a formal agreement. Under the terms of the lease NW RFCA and in turn the Ministry of Defence assume full responsibility for repairs and maintenance.
5. The building is currently assessed as needing over £2m spending on it for urgent repairs and several million more to fully modernise it. The RFCA have not been able to obtain the funds needed.

Council further notes that:

There is an overwhelming desire to re-open Castle Armoury to all those that use it and a meeting was held last week for all the organisations that use it.


Council instructs:

That an open letter be written from the Council and concerned parties, urging the Ministry of Defence to provide the necessary funds to make it safe again and to modernise it.


That the council organise a meeting with the VCFA, the Armed Forces Champion, the Chair of Bury Castle Armoury Trust to look at what external funding may be available.


To inform all interested parties of progress on a regular basis and to convene another meeting to discuss further campaigning.

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	<p>Chair of the Local Government Association Culture, Tourism and Sport Board, asking them to support and work towards implementing Fair Game's manifesto and the findings of the fan-led review led by Tracey Crouch MP</p> <p>5 Ask the Council's representatives to encourage other Authorities to support Fair Game.</p>	<p>Group Leaders and Councillors to undertake when appropriate/relevant</p>	
<p>Cost of Living and Food insecurity</p>  <p>Labour Notice of Motion.docx</p>	<p>This Council resolves to:</p> <ul style="list-style-type: none"> • Write to the Government urging Ministers to set out a national strategy for food including how it intends to ensure access to high quality, sustainable, affordable food for all and meet the United Nations goal to end hunger by 2030. • Establish a Lead Member for Food Poverty to drive forward our 	<p>Chief Executive Office</p> <p>Democratic Services to facilitate</p>	<p>Letter sent</p> <p>Included within Annual Appointments as part of Cabinet Portfolio</p>

	<p>local efforts to end hunger in our borough.</p> <ul style="list-style-type: none"> • Further develop our Food Plan for Bury to identify local food insecurity challenges and put in place steps to tackle them. • Strengthen our work with the voluntary and community sector and statutory agencies to tackle food poverty through our Food Partnership and Food Network. • Continue our efforts to alleviate all forms of poverty and tackle the root causes by investing in our people and places; ensuring our residents have access to high quality education, training and lifelong learning; delivering the Real Living Wage for our staff and 	<p>Lesley Jones</p> <p>Chris Woodhouse</p> <p>All Directors and Cabinet Members</p>	<p>See attached, information supplied by the Director of Public Health.</p> <p>Ongoing engagement has taken place with the Bury Voluntary and Community Faith alliance and specifically through the Bury Community Support Network. This has included a joint session with the Food Network and BCSN meeting of 13th June 2022. Specifically included within Cost of living and anti-poverty strategy with joint theme leadership with the BCSN for the tackling food poverty theme/ delivery plan</p> <p><i>the Cost of living and anti poverty strategy, to be tabled at Cabinet on 13th July 2022, sets out the new local strategy as a framework to channel activity on this, as part off delivering on the activities and principles of Let's Do It!</i></p>
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	<p>contractors; regenerating our town centres and attracting businesses to create more well paid jobs; improving our housing stock and building more high quality affordable homes; and working with our partners in the NHS to tackle health inequalities.</p>		
<p>Greater Manchester Clean Zone</p>  <p>Labour Amendment V2.docx</p>	<p>Call on the Government to cooperate with the current review of future arrangements in Greater Manchester and seek to agree a fairer approach to cleaning up our air.</p> <p>Lobby the Government to ensure it provides full financial support to enable individuals and businesses to upgrade their vehicles, especially in light of the current supply-chain issues.</p> <p>To also call upon the Government to fully fund the Bus Service Improvement Plan and City Region Sustainable Transport Settlement to help us improve walking, cycling and clean public transport.</p>	<p>Letter from the Chief Executive Office incorporating all 3 points</p>	<p>Letter sent</p>

<p>Bury Stands with Ukraine</p>  <p>FINAL Bury Stands with Ukraine Motion</p>	<ol style="list-style-type: none"> 1 Reach out to the Ukrainian Community in Bury and the wider city region and offer the help and assistance they require during this heart-breaking period. 2 Note the commitments already made by the government to house displaced Ukraine families and making it clear that the Borough will go over and above to offer sanctuary and shelter to those that need it 3 Support, promote and work in partnership with local charitable, community and religious organisations who are working to provide resources and assistance for those affected and displaced by the conflict in Ukraine. 4 Work with our local school community to urgently find placement for any school age children seeking refuge in Bury. 5 Support the local Russian community who are opposed to the violence and terror being wrought on Ukraine by a regime they do not support. 	<p>Chris Woodhouse</p> <p>All Councillors</p> <p>All Councillors</p> <p>Isobel Booler</p> <p>All Councillors</p>	<p>Bury's Community Hub networks have been working with teams across the council and partnership colleagues, in particular with the Bury Voluntary and Community Faith alliance the VCFA to positively engage with the both the existing Ukrainian community and arrivals to Bury. This has included facilitating weekly (now fortnightly sessions at the Ukrainian Club in Bury; supporting a community-led network for Sponsors and Guests within Prestwich and Whitefield; engagement of Community Hub managers meeting new arrivals through the Homes for Ukraine scheme. Support has also been provided through a dedicated email – ukraine@bury.gov.uk and publication of information, advice and local support through The Bury Directory which includes translation functionality into Ukrainian – www.theburydirectory.co.uk/welcome</p>
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	<p>regime to fully block their access to financial operations in the UK.</p> <p>This Council also resolves to ask all Group Leaders sign a joint letter to the Prime Minister and Foreign Secretary calling on the UK Government to;</p> <ol style="list-style-type: none"> 1 Offer sanctuary to Ukrainian people in their hour of need and ensure there is a swift and efficient visa application process. 2 End our dependence on Russian energy and fast-track the transition to renewable energy sources. 3 Impose the severest economic, financial, technical and cultural sanctions on the Russian state. 	<p>Chief Executive Office</p> <p>Chief Executive Office and Group Leaders</p>	
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Motion Tracker Information for Lesley Jones (01.06.2022)

Further develop our Food Plan for Bury to identify local food insecurity challenges and put in place steps to tackle them.

Bury Council have fully endorsed the launch of the Bury Food Strategy (January 2021) and the work of the Bury Food Partnership, both of which are cited in the Let's Do It Strategy.

Within the scope of the **Bury Food Strategy, section 2: Bury's food plan – accessible to all**, key steps have been identified to tackle food insecurity including:

- Improving access to Healthy Start Vouchers among families that are eligible, through knowledge sharing of changes to the scheme (digital and eligibility)
- Promoting breakfast clubs and holiday camps in schools in more deprived areas
- Improvement in uptake of Free School Meals among eligible families, through developments to school catering offer
- Continue to support the work of the Bury Community Support Bury Network across all areas of activity including sustainability, funding, transition of foodbanks to the food pantry model, and the gathering data and information
- Ensure effective signposting linking welfare support to those accessing food banks as part of a trajectory towards food security

Healthy Start

In Bury there is 60% uptake of Healthy Start Vouchers, worth £442 per year to the average family. The national scheme digitised in March 2022, increasing the range of retailers where this entitlement can be used (local markets etc). Healthy Start developments are a standing item on the Bury Food Partnership agenda, and changes to the scheme are promoted via the early years networks to maximise uptake. We are also connected to the GM Healthy Start task force meetings.

Holiday Camps

Fit & Fed and HAF are delivered across Bury. Fit & Fed is a huge collaboration involving in 2021: 14 external providers, 4 internal providers (libraries, museums etc) 11 schools, and 3 companies. Fit & Fed involved directly inviting 3,346 families eligible for Free School Meals to fun sporting, creative and cooking activities, alongside providing nutritious lunches. A booklet was sent directly to families and added to the council page <https://www.bury.gov.uk/holiday-activities>. Thanks to multiple communications via the food banks/pantries/community centres/hubs, activities were fully booked.

Improvement in uptake of Free School Meals

The School Catering Service work hard building confidence and interest, encouraging families to take up this offer. The service has developed a digital portal to improve perceptions of school meals, reduce waste and support communication. The School Catering have committed to working towards the Food For Life accreditation.

Support the work of the Bury Community Support Bury Network

10% of Bury households are living in food insecurity. The Bury Community Support Network (B.C.S.N) chaired by the VCFA, regularly meet to focus on food insecurity, funding, resource-sharing and importantly supporting each other and their communities. There are 18 food banks/pantries within this network directly supporting people experiencing poverty. The B.C.S.N secured £40,000 funds (2021) for food, packaging, and training to be shared via this network.

All food banks/pantries within the network are listed on the Bury Directory, and help with financial hardship is listed on Bury Council pages.

The Bury Food Partnership provides direct opportunities to share inspiration, ideas and resources, working together on food initiatives. Representation from the B.C.S.N is a key element of the Partnership, and indicative our aim of inclusivity.

[The Bury Good Food Charter](#) encapsulates our food vision, principles, and ambitions. The charter asks individuals, businesses, and communities to commit to actions that will help to achieve good food for all, across the food system.

Lastly, Bury has been successful in our application for the Bronze Sustainable Food Places Award June 2022. This is a fantastic recognition of the all the work of the Bury Food Partnership in its first year and of all the stakeholders across Bury, with new award achievers invited to the Houses of Parliament this summer to promote their work at a national level.

Food Support and Security

Bury Food Partnership members proactively signpost to supporting services/activities such as cooking and growing skills.

Bury Adult Learning delivers education courses for parents within schools. Despite Covid challenges, these courses are now back in schools. The new Family Learning officer successfully runs What's Cooking - Healthy Eating on a Budget courses, accessed by 40 families. Many are low income and half are from BAME communities. Family budgeting courses are now being initiated in community food banks leading to additional cookery courses.

Health Improvement Funds (Dec 2021) were provided to assist with covid recovery, improve health behaviours and reduce inequalities. Grants enabled communities to deliver health and wellbeing projects to local people. £35,839 has been allocated to grass roots groups, including cultural cookery classes, community cookbooks, bee education, social prescribing of nature and food growing activities.

Bury Council launched a Community Climate Action Fund in December 2021. Bury is fortunate to have various green spaces that are utilised by local voluntary action groups. These groups engage the public through food growing, production and cooking. A quarter of the fund bids received were related to food action.

B.C.S.N members use multiple channels to source food from organisations such as FareShare and Neighbourly. They also redistribute surplus food from local supermarkets, or source vouchers for use in store. Produce is also purchased directly to supplement stocks.

Food is key in bringing communities together. The food pantry model is more sustainable than a food bank approach, with an increased fresh food offer, allowing for greater choice and dignity, as well as cooking, growing, budgeting skills and wider support.

Trust House are one of the first established pantries in the network who are keen to support others who wish to move towards this model. Katie Jenkinson is a trusted member of the network with a wealth of expertise on food pantries. Katie is exploring different forms of support; from a project action toolkit to peer mentoring, exploring the steps to enable the transition from food bank to food pantry. The action project looks to capture key learnings, reflections, and simple solutions within a local tool kit, which can be referenced by the whole network beyond the project timeline.

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**Greater Manchester
Pension Fund**

Administered by



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By email: julie.gallagher@bury.gov.uk

Julie Gallagher

Head of Democratic Services

Department of Legal and Democratic Services

Bury Town Hall

Knowsley Street

Bury

BL9 0SW

Sandra Stewart

Director of Pensions

Greater Manchester Pension Fund

Guardsman Tony Downes House

5 Manchester Road, Droylsden

Tameside, M43 6SF

Tel: 0161 301 7151

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Email: sandra.stewart@tameside.gov.uk

Website: www.gmpf.org.uk

Dear Ms Gallagher,

Thank you for your email of the 23 June 2022 seeking a response by the 7 July 2022 with the following resolved notice of motion:

Immediately request a report from the Greater Manchester Pensions Authority on the investments our Council's Pension Fund currently has in Russian companies. Where these investments still exist, Council calls on the Pension Fund to make immediate arrangements to divest any shares in Russian companies.

We provided the following statement to your representative on the Pension Fund on the 1 March 2022.

Email to Pension Fund Management Panel/Local Pension Board Members

Dear Management Panel/Advisory Panel and Local Board Members,

In light of the horrific events in Ukraine, we are receiving a few enquiries from members.

Please find below response provided, which we hope assists you with any enquires made to you.

Please do not hesitate to refer anyone to the Fund.

Thank you for your enquiry, which has been passed to me as the Director of the Fund to respond to you.

The Local Government Pension Scheme is what's called a 'defined benefit' pension. The benefits you receive are set out in the rules of the scheme and are determined by a set calculation. This means you have a defined pension promise regardless of the performance of GMPF investments.

Looking after your pension well and being a responsible investor is really important to us. We strive to make decisions and create policies that reflect our commitment to investing in the best interests of all our stakeholders and wider society. We know that many of you are interested in how we do this because poor performance can affect the employers who are part of our Fund, tax payers and the future pension promises of others. This responsibility is

known as stewardship.

Last year GMPF was one of the first funds to be approved as a signatory to the Financial Reporting Council's UK Stewardship Code 2020. This code sets high standards for those investing and looking after money on behalf of UK savers and pensioners. GMPF had to demonstrate how it applied the Stewardship Code's standards and underwent a rigorous review process that included submitting evidence of its stewardship activities. GMPF was one of only 23 asset owners to successfully complete this process and be approved as a signatory, which is a significant endorsement of its responsible investment and decision making processes

As we approach a funding level of £30 billion UK pounds, we are pleased to report that our work in this area goes from strength to strength. In November 2021, the 2021 RAAI Leaders List of the 30 most responsible asset allocators ranked GMPF as 35 in the world of most responsible investors. This was out of a group of the top 634 asset allocators across 98 countries with 36 trillion US dollars in assets. We scored an impressive 96 out of a potential 100 to achieve this rating, and we continue to strive to be a top leader in the area of pension fund stewardship.

Our aim is to ensure low cost, sustainable and responsible pensions.

Your Pension is regulated by Department for Levelling Up, Housing and Communities, formerly MHCLG with oversight by the Pensions Regulator, both are advised by the Local Government Pension Scheme Advisory Board (known as the SAB) set up under Section 7 of the Public Service Pensions Act 2013 which seeks to achieve best practice, increase transparency and coordinate technical and standards issues.

On the 28 February 2022, the Local Government Pension Scheme Advisory Board advised that in the light of events in Ukraine and resultant extant and potential sanctions by the UK government, any LGPS funds who are not already doing so are advised to consider the implications for their investment portfolios and discuss with their pools and asset managers what action should prudently be taken.

We were already doing that because even before Russia invaded Ukraine, the efforts involved in managing the ESG risks of companies in countries such as Russia were significant - with such markets often trailing in terms of corporate governance, human and worker rights, political stability and environmental concerns.

We believe in activist engagement but only where real world outcomes can be achieved in addition to our fiduciary obligation to achieve good pension returns, and the effort needed to properly engage companies in these markets is often too difficult and hence why the Fund has no direct Russian holdings.

It is clear that Russia has placed itself outside of all International norms and there is very little appetite for anyone to trade with Russia under these circumstances and in face of international sanctions therefore, in that context, it is very hard to see how Russian investments are a sound financial investment, which whilst completely ignores the moral case, which is utterly compelling, is not something, we can usually legally take into account when considering our Fiduciary duty.

The Fund has no direct Russian holdings although around 0.2% of the GMPF's portfolio is connected to Russian holdings.

The Fund's investment managers have frozen all existing indirect holdings in Russian-domiciled investments, recognising the current lack of market for selling these assets and the fiduciary duty to act in the best interests of the fund's members and the taxpayer.

We note that some funds are using the word divest themselves but unless and until the

current world markets and sanctions change they will only be able to freeze them.

GMPF will as always continue to comply with all economic sanctions in force and will continue to keep the matter under active review.

I hope this addresses your concerns, but please do not hesitate to contact me if I can assist further.

This is the position also set out on our website that same day:

<https://www.gmpf.org.uk/about/News/The-Russia-and-Ukraine-conflict?search=ukraine>

The Moscow stock exchange was closed on 28 February with no indication of when it might fully open again, and therefore such investments cannot be sold by anyone in the world.

Moreover, even if it was possible to sell there are UK sanctions in place to prevent selling the asset and advantaging people we do not want to advantage for causing the war. If the only buyers are, for example, wealthy Russians as they are likely to be, unless the war in Ukraine ends, the selling the assets at artificially depressed values would represent a huge transfer of wealth towards people the sanctions have been aimed at.

Therefore, in common with every pension fund or investor in the world, any Russian assets are frozen or written off but they cannot be sold at this time by anyone for reasons set out above.

I trust this answers your query.

Yours sincerely,



Sandra Stewart
Director of Pensions

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4 April 2022



Department for Corporate Core Services

Christian Wakeford MP
Bury South Constituency

Letter sent via email to: christian.wakeford.mp@parliament.uk

Dear Mr Wakeford,

Reference: Council Motion on Making Football a Fair Game

Bury Council at its Full Council meeting on 16 March 2022 debated a notice of motion in relation to making football a fair game.

The Council recognised that:

1. Football, the national game in the UK, is currently in crisis. COVID-19 has devastated the revenue of many lower-league clubs, with the loss of some notable names, and dozens more clubs teetering on the brink of survival.
2. Too frequently, bad management has gone unnoticed or ignored and clubs are run unsustainably, putting at risk all the history, heritage, and economic benefit they bring to an area – often in pursuit of short-term gain.
3. Football clubs are not ordinary businesses; they are historic sporting institutions that are both a civic and community asset, and a source of pride and unity, in their hometown or city.
4. Bury has its own experience at the forefront of this crisis, losing our 134 year-old league football club, and the efforts of fans, the Council and the Government to return league football to the town.

The Council resolved to:

1. Put on record its support for 'Fair Game', a national campaign that seeks radical reform of the way football is managed and run, specifically its call for an independent regulator for the sport, and a refocus on 'values' rather than profit.
2. Support Fair Game's calls for an establishment of a Sustainability Index, which will reallocate the payments made to clubs to reward those which are run well, respect equality standards and properly engage with their fans and their community.
3. Declare its support for the Fair Game manifesto, 'Solutions for our National Game', and call on other Councils to join us in our support.
4. Ask the Chief Executive to write to the Minister for Sport, our local Members of Parliament, and the Chair of the Local Government Association Culture, Tourism and Sport Board, asking them to support and work towards implementing Fair Game's manifesto and the findings of the fan-led review led by Tracey Crouch MP
5. Ask the Council's representatives to encourage other Authorities to support Fair Game.

Accordingly, I am writing to you in relation to this matter. I have written in similar terms to the Secretary of State for Digital, Culture, Media and Sport, the MP for Bury North and the Chair of the Local Government Association Culture, Tourism and Sport Board.

I look forward to your response so that an update can be provided to Members of Bury Council.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'G P Little'.

Geoff Little OBE
Chief Executive

4 April 2022



Department for Corporate Core Services

The Rt Hon Thérèse Coffey MP
Secretary of State for Work and Pensions
Department for Work and Pensions

Letter sent via email to : secretaryofstate@dwp.gov.uk

Dear Secretary of State,

Reference: Council Motion on the Cost-of-Living and Food Insecurity

Bury Council at its Full Council meeting on 16 March 2022 debated a notice of motion in relation to the Cost-of-Living and Food Insecurity.

The Council recognised that:

1. Households across our borough are bracing themselves for the biggest drop in living standards in thirty years.
2. The cost-of-living crisis includes steep price increases in everyday and essential food items, making the situation worse for the 10% of households already living in food insecurity across our borough and risking more people experiencing food insecurity
3. The incredible work done by food banks and pantries across our six towns to support those most in need and the dedication and hard work of the volunteers who run them.

The Council regrets that:

1. The Government is making the cost-of-living crisis worse through tax hikes, low growth, falling real wages, and a failure to tackle the energy crisis.

The Council resolves to:

1. Write to the Government urging Ministers to set out a national strategy for food including how it intends to ensure access to high quality, sustainable, affordable food for all and meet the United Nations goal to end hunger by 2030.
2. Establish a Lead Member for Food Poverty to drive forward our local efforts to end hunger in our borough.
3. Further develop our Food Plan for Bury to identify local food insecurity challenges and put in place steps to tackle them.
4. Strengthen our work with the voluntary and community sector and statutory agencies to tackle food poverty through our Food Partnership and Food Network.
5. Continue our efforts to alleviate all forms of poverty and tackle the root causes by investing in our people and places; ensuring our residents have access to high quality education, training and lifelong learning; delivering the Real Living Wage for our staff and contractors; regenerating our town centres and attracting businesses to create more well paid jobs; improving our housing stock and building more high quality affordable homes; and working with our partners in the NHS to tackle health inequalities.

I look forward to your response so that an update can be provided to Members of Bury Council.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'G P Little'.

Geoff Little OBE
Chief Executive

4 April 2022



Department for Corporate Core Services

The Rt Hon George Eustice MP
Secretary of State for Environment, Food and Rural Affairs
Department for Environment Food and Rural Affairs

Letter sent via email to : secretary.state@defra.gov.uk

Dear Secretary of State,

Reference: Council Motion on Greater Manchester Clean Air Zone

Bury Council at its Full Council meeting on 16 March 2022 debated a notice of motion in relation to the Greater Manchester Clean Air Zone.

The Council noted that:

1. Air pollution is linked to a wide range of serious illnesses and conditions. It contributes to approximately 1,200 deaths a year in Greater Manchester
2. The Government has previously rejected Greater Manchester's call for an additional hardship fund
3. The position of the 9 Labour Leaders and Greater Manchester Mayor, which support a non-charging zone
4. The Greater Manchester Clean Air Zone (CAZ) is 493sqm which includes every district in GM
5. TfGM in July 2021 stated a database sourced from The Society of Motor Manufacturers and Traders (SMMT) estimated that approximately at present 90% of non-compliant LGV's in GM, are not retrofittable
6. TfGM estimates that in 2023 there will be 75,000 non-compliant LGV's based in GM out of a total fleet of 136k LGV's
7. The Greater Manchester Clean Air Final Plan report was approved by all GM Districts and the Greater Manchester Combined Authority
8. The 8 Greater Manchester Conservative MPs and 1 Labour MP wrote to the Secretary of State for Environment and Rural Affairs urging a delay to the rollout of the CAZ for further consultation

The Council resolves to:

1. Call on the Government to cooperate with the current review of future arrangements in Greater Manchester and seek to agree a fairer approach to cleaning up our air.
2. Lobby the Government to ensure it provides full financial support to enable individuals and businesses to upgrade their vehicles, especially in light of the current supply-chain issues.
3. To also call upon the Government to fully fund the Bus Service Improvement Plan and City Region Sustainable Transport Settlement to help us improve walking, cycling and clean public transport.

I look forward to your response so that an update can be provided to Members of Bury Council.

Yours sincerely

A handwritten signature in blue ink that reads "G P Little".

Geoff Little OBE
Chief Executive

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4 April 2022



Department for Corporate Core Services

The Rt Hon Elizabeth Truss MP
Secretary of State for Foreign, Commonwealth and Development Affairs
Foreign, Commonwealth & Development Office

Letter sent via email to : private.office@fco.gov.uk

Dear Secretary of State,

Reference: Council Motion on Standing with Ukraine

Bury Council at its Full Council meeting on 16 March 2022 debated a notice of motion in relation to standing with Ukraine.

The Council resolved to:

1. Reach out to the Ukrainian Community in Bury and the wider city region and offer the help and assistance they require during this heart-breaking period.
2. Note the commitments already made by the government to house displaced Ukraine families and making it clear that the Borough will go over and above to offer sanctuary and shelter to those that need it
3. Support, promote and work in partnership with local charitable, community and religious organisations who are working to provide resources and assistance for those affected and displaced by the conflict in Ukraine.
4. Work with our local school community to urgently find placement for any school age children seeking refuge in Bury.
5. Support the local Russian community who are opposed to the violence and terror being wrought on Ukraine by a regime they do not support.
6. Promote opportunities to support other organisations working on the ground in Ukraine to provide humanitarian aid and shelter - these include but are not limited to the British Red Cross, UNICEF and the UN Refugee Council.
7. Ask the Chief Executive to raise with the Home Office the situation children without passports are experiencing at the UK Border.

The Council further resolved to:

1. Immediately request a report from the Greater Manchester Pensions Authority on the investments our Council's Pension Fund currently has in Russian companies. Where these investments still exist, Council calls on the Pension Fund to make immediate arrangements to divest any shares in Russian companies.
2. Write to the Home Office to give Bury's support to stricter sanctions on the Russian regime - and in particular to extend sanctions against Russian oligarchs with ties to Putin's regime to fully block their access to financial operations in the UK.

The Council further resolved ask all Group Leaders sign a joint letter to the Prime Minister and Foreign Secretary calling on the UK Government to:

1. Offer sanctuary to Ukrainian people in their hour of need and ensure there is a swift and efficient visa application process.

2. End our dependence on Russian energy and fast-track the transition to renewable energy sources.
3. Impose the severest economic, financial, technical, and cultural sanctions on the Russian state

We look forward to your response so that an update can be provided to Members of Bury Council. We have also written in similar terms to the Prime Minister. The Council's Chief Executive has also written to the Home Secretary regarding this matter.

Yours sincerely