

Lynne Ridsdale
Chief Executive

<i>Our Ref</i>	DS
<i>Your Ref</i>	C/DS
<i>Date</i>	8 July 2025
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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, R Brown, C Cummins, D Duncalfe, U Farooq, E FitzGerald, N Frith, I Gartside, R Gold, D Green, J Grimshaw, S Haroon, J Harris, M Hayes, J Hook, K Hussain, B Ibrahim, J Lancaster, G Marsden, L McBriar, G McGill, C Morris, E Moss, E O'Brien, T Pilkington, A Quinn, D Quinn, T Rafiq, M Rahimov, I Rizvi, M Rubinstein, J Rydeheard, L Ryder, K Simpson, L Smith, M Smith, J Southworth, G Staples-Jones, T Tariq, S Thorpe, D Vernon, S Walmsley, M Walsh and Y Wright

Dear Member/Colleague

Council

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

Date:	Wednesday, 16 July 2025
Place:	Council Chamber - Town Hall
Time:	7.00 pm
Briefing Facilities:	If 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

A handwritten signature in dark ink, appearing to read 'Widdale', is written on a light blue rectangular background.

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 - 12)

Minutes attached.

5 YOUTH CABINET NOTICE OF MOTION (Pages 13 - 14)

6 PUBLIC QUESTION TIME (Pages 15 - 18)

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.

7 RECOMMENDATIONS OF CABINET AND COUNCIL COMMITTEES

Committee/Date	Subject	Recommendation
Housing Advisory Board	Updated Terms of Reference	Council to approve updated Terms of Reference
Licensing and Safety Committee	Amendment of transitional arrangements for existing Hackney Carriage and Private Hire vehicles in respect of emissions standards and a review of Council Age Policy.	For existing vehicle licence proprietors with a non-complaint vehicle: 1. A vehicle proprietor of a hackney carriage and private hire vehicle licence that is due for renewal after the 1 January 2026 which is non-compliant with emission standards (EURO 4 Petrol vehicles and EURO 6 diesel vehicles) is permitted to make an application to renew the vehicle licence and provided the

		<p>vehicle passes its compliance test it will be issued with a 12-month vehicle licence. The vehicle licence would be granted subject to a condition that the non-compliant vehicle is removed from the fleet and replaced with a Euro 4 or 6 compliant vehicle by the 31 December 2026.</p> <ol style="list-style-type: none"> 2. Allow existing vehicle licence holders to continue to renew their vehicle licence with the same non-emissions compliant vehicle until the age limit of that vehicle in accordance with the vehicle age policy. 3. Extend the upper age limit for purpose-built Hackneys and wheelchair accessible Private Hire vehicles from 15 years to 17 years. 4. Extend the upper age limit for non-wheelchair accessible Private Hire vehicles to 12 years. 5. To delegate powers to the Head of Public Protection/Licensing Unit Manager and/or the Deputy Licensing Officer to suspend any vehicle licence that has been issued after the 1 January 2027 where the vehicle proprietor(s) have not complied with the condition to replace the non-compliant vehicle with a compliant vehicle by the 31 December 2026.
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Cabinet	Greater Manchester Joint Minerals and Waste Plan: Decision Making Process	<p>1. Subject to the Cabinet agreeing to delegate to AGMA Executive Board the formulating and preparing of the joint development plan document to cover planning for minerals and waste across Greater Manchester insofar as such matters are executive functions, Council is recommended to:</p> <p>a) Agree to the principle of the making of a joint development plan document with the other 9 Greater Manchester councils (Bolton, Manchester, Oldham, Rochdale, Salford, Stockport, Tameside, Trafford and Wigan), to cover planning for minerals and waste across Greater Manchester.</p> <p>b) Note that Cabinet agreed, subject to the above recommendation, to delegate the formulating and preparing of the draft joint development plan document to AGMA Executive Board.</p> <p>c) Note that there will be further reports to the Council in respect of, matters, which are within the remit of the Council including adoption of the joint development plan document.</p>
Cabinet	Review of Corporate Core Senior Structure	Approve the Voluntary Early Retirement of the Head of HR, support payment of the Voluntary

		Early Retirement and capital costs associated and commend this proposal to Council for their agreement.
Bury Local Bee Network Forum	Updated Terms of Reference	Council to approve updated Terms of Reference

a **Housing Advisory Board Terms of Reference** (Pages 19 - 22)

b **Amendment of transitional arrangements for existing Hackney Carriage and Private Hire vehicles in respect of emissions standards and a review of Council Age Policy** (Pages 23 - 40)

c **Greater Manchester Joint Minerals and Waste Plan** (Pages 41 - 54)

d **Corporate Core Senior Structure** (Pages 55 - 60)

e **Terms of Reference: Bury Local Bee Network Forum** (Pages 61 - 64)

8 **INDEPENDENT REMUNERATION PANEL REPORT** (Pages 65 - 114)

9 **LEADER' STATEMENT AND CABINET QUESTION TIME** (Pages 115 - 148)

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)

10 **COMBINED AUTHORITY REPORT AND QUESTIONS TO THE COUNCIL'S COMBINED AUTHORITY REPRESENTATIVES** (Pages 149 - 166)

(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 accordance with Council Procedure Rules.

11 **NOTICES OF MOTION** (Pages 167 - 172)

12 **FOR INFORMATION ONLY - COUNCIL MOTION TRACKER** (Pages 173 - 174)

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

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

14 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: 21 May 2025

Present: The Worshipful the Mayor (Councillor Hussain, in the Chair)
Councillors A Arif, S Arif, N Bayley, R Bernstein, D Berry,
C Birchmore, C Boles, A Booth, C Cummins, D Duncalfe,
U Farooq, E FitzGerald, N Frith, I Gartside, R Gold, D Green,
J Grimshaw, S Haroon, J Harris, M Hayes, J Hook, K Hussain,
B Ibrahim, J Lancaster, G Marsden, G McGill, C Morris,
E Moss, E O'Brien, T Pilkington, A Quinn, D Quinn, T Rafiq,
M Rahimov, I Rizvi, M Rubinstein, J Rydeheard, L Ryder,
K Simpson, L Smith, M Smith, J Southworth, G Staples-Jones,
T Tariq, S Thorpe, D Vernon, S Walmsley, M Walsh and
Y Wright

**Apologies for
Absence** R Brown and L McBriar

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

C. 63 ANNUAL MEETING OF THE COUNCIL PART ONE
C. 64 DECLARATIONS OF INTEREST

There were no declarations of interest.

C. 65 MINUTES

That the minutes of the Council meeting held on 19th March 2025 be approved as a correct record and signed by the Mayor.

C. 66 ANNUAL CONSTITUTION UPDATE REPORT

It was moved by Councillor Rafiq, and seconded by Councillor O'Brien and Council agreed to:

Members of Council are asked to -

1. Adopt the proposed changes at appendix 1 to the Officer Scheme of Delegation.
2. Ask the Standards Committee to review the proposed changes to the Corporate Governance Code as detailed at Appendix 2.
3. Adopt the proposed changes to the Probity in Planning Guidance at Appendix 3.
4. Approve the establishment of a Joint Planning Committee with Rochdale Council and approve the Terms of Reference at Appendix 4.
5. Note the selections reviewed during the 2024/25 municipal year; and
6. Note the selections proposed for review during the 2025/26 municipal year.

C. 67 ANNUAL APPOINTMENTS REPORT

It was moved by Councillor O'Brien and Seconded by Councillor L Smith and Council agreed:

1. That the Strong Leader arrangements adopted by the Council in 2011/12, be confirmed for 2025/2026.

2. That the appointments of the Political Groups' Leaders and Deputy Leaders as set out in Appendix A to this report be received.
3. That the appointment of the Cabinet Members and Deputy Cabinet Members for the 2025/2026 Municipal Year, as set out in Appendix B to this report be noted.
4. That the appointment of the Regulatory Committees, Overview and Scrutiny Committees and other bodies covered by the Political Balance Rules, including the appointment of Chairs, where stated, for the 2025/2026 Municipal Year, as set out in Appendix C to this report, be approved.
5. That the appointment of other bodies not covered by or exempted from the Political Balance Rules, including the appointment of Chairs, where stated, for the 2025/2026 Municipal Year, as set out in Appendix D to the report, be approved.
6. That the appointments to the Combined Authority and Greater Manchester Joint Authorities for the 2025/2026 Municipal Year, as set out in Appendix E to the report, be approved.
7. That the appointments to the various other internal bodies, including the appointment of Chairs, where stated, for the 2025/2026 Municipal Year, set out in Appendix F to the report, be approved.
8. That the appointments to outside bodies for the 2025/2026 Municipal Year as set out in Appendix G to the report, be approved.
9. That the Member Allowance as agreed in 2022 be noted.
10. That the Chief Executive, in consultation with the Leaders of the political groups on the Council, be authorised to determine any appointments to bodies which remain to be filled and any changes in appointments or any new appointments to be made during the 2025/2026 Municipal Year and that any such appointments be reported to the Cabinet for information.
11. That the Monitoring Officer be authorised to make consequential changes to the Constitution.
12. Council agrees to the updates to the Meetings timetable, appendix H.

C. 68 OVERVIEW AND SCRUTINY ANNUAL REPORT

It was moved by Councillor Vernon and seconded by Councillor Fitz Gerald, supported by Councillor Boles and it was agreed, that Council:

Notes the contents of the report and progress made by the Council's Scrutiny Committees over the municipal year 2024.25.

C. 69 STATE OF THE BOROUGH DEBATE

Councillor Eamonn O'Brien, Leader of Bury Council, delivered a comprehensive statement on the **State of the Borough for 2024/2025**, highlighting both the achievements and the ongoing challenges faced by the Council.

C. 70 ANNUAL MEETING OF THE COUNCIL PART 2

THE WORSHIPFUL THE MAYOR

Notes: Part 1 of the meeting started at 2pm and ended at 2.50 pm

Minutes of: COUNCIL

Date of Meeting: 21 May 2025

Present: The Worshipful the Mayor (Councillor Khalid Hussain, in the Chair)
Councillors S Arif, N Bayley, R Bernstein, D Berry, C Birchmore, C Boles, A Booth, R Brown, C Cummins, D Duncalfe, U Farooq, E FitzGerald, D Green, J Grimshaw, S Haroon, J Harris, M Hayes, J Hook, K Hussain, B Ibrahim, J Lancaster, G Marsden, G McGill, C Morris, E Moss, E O'Brien, T Pilkington, A Quinn, D Quinn, T Rafiq, M Rahimov, I Rizvi, M Rubinstein, J Rydeheard, L Ryder, K Simpson, L Smith, M Smith, J Southworth, G Staples-Jones, T Tariq, S Thorpe, D Vernon, S Walmsley, M Walsh and Y Wright

Apologies for Absence A Arif, N Frith, I Gartside, R Gold and L McBriar

Public Attendance: 100 members of the public attended Part 2 of the meeting.

C.1 PART TWO MAYOR MAKING

Councillor Russell Bernstein moved that Councillor Noel Bayley be elected to the office of Mayor of the Metropolitan Borough of Bury for the Municipal Year 2025/2026, with Gill Campbell as Mayoress and Councillor Elliot Moss as Consort. Councillor Sandra Walmsley seconded the nomination. Councillors Mike Smith, Debra Green and Michael Rubinstein spoke in support of the nomination. Councillor Khalid Hussain, after calling for and not receiving any other nominations, declared the nomination carried and it was:

RESOLVED:

That Councillor Noel Bayley be duly elected Mayor of the Metropolitan Borough of Bury for the Municipal Year 2025/2026, with Gill Campbell as Mayoress and Councillor Elliot Moss as Consort.

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 Tom Pilkington, seconded by Councillor Jo Lancaster and supported by Councillor Mike Smith and it was:

RESOLVED:

That this Council hereby expresses its thanks to Councillor Khalid Hussain and Mrs Carol Bernstein for the diligent manner in which they have undertaken the duties of Mayor and Mayoress 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 Mayoress.

APPOINTMENT OF DEPUTY MAYOR 2025/2026

It was moved by Councillor Dene Vernon, seconded by Councillor Alan Quinn and supported by Councillor Joan Grimshaw and it was:-

RESOLVED:

That Councillor Tahir Rafiq be appointed as Deputy Mayor of the Metropolitan Borough of Bury for the Municipal Year 2025/2026, with Mrs Manzoor Bibi and Ms Nisa Rafiq as Deputy Mayoresses.

The newly-elected Deputy 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 him in electing him Deputy Mayor of the Metropolitan Borough of Bury.

THE WORSHIPFUL THE MAYOR

(Notes: Part 2 of the meeting started at 4.00pm and ended at 5.30pm)

Youth Cabinet Motion – July 2025

Presented by Youth Cabinet Mayor, Violet Eadington and supported by Laraib Malik (deputy youth mayor).

At our most recent Circles of Influence conference, it was identified that not all high schools within the borough have a School Council. Additionally, some existing councils lack a structured framework. To ensure comprehensive representation of young people across Bury, the Youth Cabinet proposes that Bury Council offer support to every high school to establish a School Council with appointed representatives. These representatives would participate in full Youth Cabinet meetings and a quarterly School Council Forum. To support this initiative, formal training will be offered to all schools, promoting a consistent and effective model.

Rationale:

- Every student should have a platform to voice concerns, share ideas, and provide feedback on school life, contributing to positive change.
- Leadership skills such as communication, collaboration, and decision-making are essential for young people but are often underdeveloped.
- It is crucial to educate students about democracy, responsibility, and active citizenship.
- Schools that engage with student perspectives can better identify areas for improvement and implement meaningful changes.
- Empowering students fosters a sense of value, inclusion, and engagement in their school community.
- Strengthening communication and collaboration between students and staff enhances the overall school environment.
- The Bury Youth Cabinet acknowledges that the academisation of local schools presents challenges in maintaining consistent School Council standards.

This Council Notes:

- Not all schools currently have functioning School Councils.

This Council Resolves To:

- Encourage schools to participate in the provided training and forums.
- Promote the benefits of School Councils to encourage widespread adoption.
- Support full Youth Cabinet meetings and student representation initiatives.

By implementing these measures, we aim to create a more inclusive, democratic, and student-focused education system across Bury.

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Public Questions

	Questioner/ Respondent	Question
1	Michaela Altman	<p>I would like to raise an issue that is close to my heart and see if you would be willing to ask a question on my behalf at Bury Council's next meeting on 21st May. The issue is the primate trade that flows through Manchester Airport, of which you are a shareholder. Thousands of endangered Long-Tailed Macaque monkeys are imported for toxicity testing via Manchester Airport each year. A trade rife with suffering as reported in the Independent and Mirror late last year: https://www.mirror.co.uk/news/uk-news/monkeys-travelling-uk-labs-medical-34226401 https://www.independent.co.uk/news/uk/home-news/monkeys-import-lab-animal-tests-blood-b2652835.html</p> <p>And a "cargo" that staff at the airport find distressing and upsetting to unload as reported in the Manchester Mill in 2023: https://manchestermill.co.uk/p/the-secret-flights-manchester-animal-testing</p> <p>I firmly believe, and hope you do too, that this kind of trade should have no place at our regional airport and should not be profiting off monkeys' misery. In October 2023, fellow shareholding council Stockport declared the primate trade as "deplorable" and wants to work with other shareholding councils to get the monkey flights stopped from landing at Manchester Airport. The question I put to Bury Council is: Will Bury Council commit to working with Stockport Council and any other shareholding Council to find a way to stop the endangered Long-Tailed Macaque shipments landing at Manchester Airport?</p>
	Councillor Eamonn O'Brien	
2	Andrew Luxton	<p>Can the council work with residents of Tottington to improve the road safety of Chapel Street in Tottington after another injury road traffic accident. The last accident left people injured and a car in flames, weeks before a lady without a car and post office vehicle badly damaged.</p>

		<p>Can the worn-out road markings be re-done with long lasting markings?</p> <p>Can we work to enhance or improve the existing provision to raise safety awareness?</p> <p>Can we work towards an Interactive Safety Sign that has seen success on Turton Road?</p> <p>If the council can work with Tfgm, ITB and CRSTS and other departments to enhanced road safety in this area?</p> <p>Please add any background information that may assist with your question: Stolen Car incident that left a car in flames on the pavement, hit another car written off and on opposite pavement.</p> <p>Car spun out and left on pavement demolished whitehead park wall.</p> <p>Car hit by post office vehicle leaving royds st, all airbags deployed in both.</p> <p>Van hit lamppost on pavement outside St Anne's Church</p> <p>Supplementary question (if applicable): will attend meeting</p>
	Councillor Alan Quinn	<p><i>Funding for new safety schemes in Bury is currently provided by Transport for Greater Manchester (TfGM) through the Integrated Transport Block (ITB), part of the City Regional Transport Settlement (CRSTS) from central government.</i></p> <p><i>This funding must be used at known injury collision hotspots, near schools, or for new pedestrian facilities. For 2025/26, all ITB funding has already been allocated to approved schemes, which are now progressing.</i></p> <p><i>A review of the most recent three-year injury collision data (01/10/2021 – 31/10/2024) for Chapel Street shows no recorded injury collisions.</i></p> <p><i>As a result, it would be difficult to justify the use of TfGM's ITB funding for safety improvements in this area.</i></p> <p><i>Although Chapel Street has no recorded injury collisions during this 3 year period, it remains on our list of sites for potential safety improvements.</i></p> <p><i>It will be considered for an interactive safety sign in the 2026/27 ITB funding round. Additionally, future funding streams may become available that focus on perceived</i></p>

		<i>road safety concerns rather than solely on injury collision data.</i>
3	Andy Hay	Can the leader of the council, please update me on the progression of Prestwich regeneration?
	Councillor Eamonn O'Brien	<p>The delivery of the Prestwich Village regeneration project is on track with the first major milestone on site - the construction of a £14 million multi-storey travel hub.</p> <p>Construction is in its 19th week and is on track to be practically complete July 2026. This phase is a key enabler for unlocking the delivery of future phases of the scheme by laying the groundwork for wider transformation across the village centre.</p> <p>The new multi-million-pound travel hub is being funded by the government's City Region Sustainable Transport Settlement (CRSTS) to support the delivery and continuous improvement of the Bee Network, Greater Manchester's ambition for a joined-up travel network.</p> <p>Site preparation, ground clearance and piling works are all already complete, as are the Vinci site offices and welfare compound. Drainage works are ongoing and works to create the foundations for the new building are ahead of schedule, with the first and second concrete pour now finished. In the coming weeks, during August, installation of the steel building frame will begin.</p> <p>The four-storey travel hub has been carefully designed to maximise efficiency while minimising the environmental impact of construction materials. The design allows contractor Vinci to source materials from UK-based suppliers, further reducing the project's carbon footprint. In addition, the construction methodology has been thoughtfully developed to limit disruption to neighbours and residents by ensuring work is carried out as quietly and swiftly as possible. Once the structure is in place, cladding and masonry will be installed, followed by internal fit-out works. The travel hub is expected to be fully completed by the end of July</p>

		<p>2026</p> <p>This modern-day multi-storey Prestwich Travel Hub will provide a quality, long-term parking solution for the village with 301 spaces, electric vehicle charging points, cycle storage, and car club vehicles. It's the first phase of the once-in-a-generation plans to reboot the village centre and create a thriving destination for shopping, dining and community events.</p>
4	Ian Strachan	Do the Council have any information on the number businesses in Bury that are yet to repay Covid bounce back loans?
	Councillor Eamonn O'Brien	The Covid Bounce Back Loan Scheme was administered via central government and so this is not information the local authority would be party to. Any information on non-payment would need to be directed to the Insolvency Service.
5	Carol Bernstein	Could the Cabinet member confirm which roads will be re-surfaced in Bury West over the remainder of this financial year?
	Councillor Alan Quinn	<p>No additional roads in Bury West are scheduled for resurfacing before the end of the current financial year.</p> <p>However, council officers are currently developing proposals for further resurfacing projects, supported by the recently announced additional highway maintenance funding from the Department for Transport. Bury is set to receive an extra £1.8 million, and while plans are not yet finalised, it is likely that a portion of this funding will be allocated to resurfacing work in Bury West.</p>

HOUSING ADVISORY BOARD TERMS OF REFERENCE

1. Introduction

The role of the Housing Advisory Board (HAB), is to monitor the performance of the Housing Service, ensuring the voice of the tenant is clearly heard and acted upon. The HAB helps to inform the Cabinet Member for Housing

The HAB is a non-decision, non-political board focused on providing the advice and guidance in the best interests of:

1. All Social Housing tenants, leaseholders of Bury Council and Six Town Housing Ltd, ensuring the vision for the service is delivered.
2. Those seeking a home.

The Housing Advisory Board (HAB)

2. Membership

Membership of the Board will be as follows:

Core voting members:

- 5 Elected Members (to include 2 opposition members to sit on the Board)
- Cabinet member for Housing to Chair the Board – this would ensure that the Board would be assured that there is a clear connection between it and Cabinet.
- 4 Tenant advisory appointments at least two of which should be members of the tenant voice panel
- 2 Independent Members – one of who should bring skills and experience related to housing, tenancy management and customer service and the other to bring skills and experience related to asset management, repairs and building safety.
- Officers attending on an ex officio basis (Director of Housing Operations, any Council officer as the HAB may require.)

The Board may also decide to co-opt/invite by invitation additional members to advise in respect of particular issues.

The Board can, once the board is established, in agreement with full Council, appoint additional members to the Housing Advisory Board.

3. Function and Key Responsibilities

The Housing Advisory Board will be a strategic forum, incorporating the tenants voice to help determine and shape housing key priorities.

The HAB would advise on such matters as:

1. Monitor performance and delivery of the Housing Regulatory Standards.
2. Monitor the delivery of the housing services within the neighbourhood hub model.
3. Monitor the delivery of the capital programme.
4. Receive finance reports
5. Advise on the Housing Strategy and approach to the prevention of homelessness.

4. Meetings

The Housing Advisory Board will meet every 2 months.

The **date and timings** of the meetings will be fixed in advance by the Council, as part of the agreed schedule of meetings.

Additional meetings may be convened at the request of the Chair, and with the agreement of the Council Leader.

The meeting will be Chaired by the Cabinet Member for Housing. **In the absence of the Chair** - A replacement Chair will be elected for the duration of the meeting from the Core Membership.

A **quorum** of three will apply for meetings of the Housing Advisory Board including at least one elected member and one other.

Members will adhere to the agreed principles of the Council's Code of Conduct.

Declarations of Interest – Any personal, prejudicial or pecuniary interests held by members should be declared in accordance with the Councils Code of Conduct on any item of business at a meeting, either before it is discussed or as soon as it becomes apparent. Interests which appear in the Council Register of Interests should still be declared at meetings, where appropriate.

Decisions are to be taken by **consensus**. Where it is not possible to reach consensus, a decision will be reached by a simple majority of those present at

the meeting. Where there are equal votes the Chair of the meeting will have the casting vote, there will be no restriction on how the Chair chooses to exercise his/her casting vote.

The Director of Housing Operations will act as the **lead officer**.

Workload – Work Programme to be determined annually by the Board.

The agenda and supporting **papers** shall be in a standard format and circulated at least five clear working days in advance of meetings.

The work of the HAB will be shared with all Councillors and, tenant organisations and placed on the Councils web site, minutes of the meetings will be shared with all members.

Non members of the Board may be co-opted onto the Board as a non voting member, with speaking rights, with the agreement of the Chair.

Meetings will be **clerked** by a representative of Democratic Services.

The Board may decide to establish short term task and finish groups to undertake specific pieces of work.

Members of the Board will be required to attend training to assist in undertaking the role as an advisory Board member.

5. Reporting Structures

The Portfolio lead has a direct reporting link to Council and Cabinet. Decisions will be made in accordance with the Council's constitution
Audit reports would be received by the Council's audit committee.

Quarterly performance data on the housing function would be received by Cabinet as part of the Council's quarterly performance reporting arrangements.
The Council's Overview and Scrutiny Committee will provide oversight of the Board.



Classification	Item No.
Open / Closed	

Meeting:	Council
Meeting date:	5 June 2025 - Licensing and Safety Committee 16 July 2025 - Full Council
Title of report:	Amendment of transitional arrangements for existing Hackney Carriage and Private Hire vehicles in respect of emissions standards and a review of Council Age Policy.
Report by:	Executive Director (Corporate Core)
Decision Type:	Council
Ward(s) to which report relates	All

Executive Summary

This report outlines the proposal to amend the Council's current policy relating to the transitional arrangements to enable vehicle proprietors of non-compliant hackney carriage and private hire vehicles to make a renewal application after the 1 January 2026. The rationale for this relates to the recent agreement between the 10 GM Authorities, GMCA and Transport for Greater Manchester to permit non-compliant vehicles to remain on fleet until 31 December 2026

Recommended Options

It is recommended that following the Licensing and Safety Committee held on the 5th June 2025 which considered and adopted the following amendments (2,3,4,5 and 6) to the existing emission standard, the Licensing and Safety Committee recommends to Full Council that amendment (2,3,4,5 and 6) be approved:

For existing vehicle licence proprietors with a non-complaint vehicle:

1. Note the update in the report regarding the Clean Air Plan, related Clean Taxi Fund and the engagement programme and campaign launched across GM.
2. A vehicle proprietor of a hackney carriage and private hire vehicle licence that is due for renewal after the 1 January 2026 which is non-compliant with emission standards (EURO 4 Petrol vehicles and EURO 6 diesel vehicles) is permitted to make an application to renew the vehicle licence and provided the vehicle passes its compliance test it will be issued with a 12-month vehicle licence. The vehicle licence would be granted subject to a condition that the non-compliant vehicle is removed from the fleet and replaced with a Euro 4 or 6 compliant vehicle by the 31 December 2026.

3. Allow existing vehicle licence holders to continue to renew their vehicle licence with the same non-emissions compliant vehicle until the age limit of that vehicle in accordance with the vehicle age policy.
 4. Extend the upper age limit for purpose-built Hackneys and wheelchair accessible Private Hire vehicles from 15 years to 17 years.
 5. Extend the upper age limit for non-wheelchair accessible Private Hire vehicles to 12 years.
 6. To delegate powers to the Head of Public Protection/Licensing Unit Manager and/or the Deputy Licensing Officer to suspend any vehicle licence that has been issued after the 1 January 2027 where the vehicle proprietor(s) have not complied with the condition to replace the non-compliant vehicle with a compliant vehicle by the 31 December 2026.
-

Key considerations

This is a Council Function that is delegated to the Licensing and Safety Committee by the Council's Constitution.

This paper is in the public domain.

Community impact / Contribution to the Bury 2030 Strategy

The changes put forward in this report will facilitate more rapid improvement with clean air through facilitating the replacement of non-compliant (emission standard) vehicles for both hackney carriage and private hire vehicles. This could potentially help reduce the time it takes for these vehicles to be upgraded and become compliant with existing emissions standard leading to less carbon emissions and less tailpipe emissions. It will also enable access to the potential linked funding related to the revised GM Clean Air Plan submissions to Government which will assist licence holders with vehicle upgrade costs.

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 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.

The Licensing Service have considered the Equality Act 2010 and due to each application being dealt with on its own merits there is no positive or negative on any of the protected characteristics.

An Equality Impact Assessment (EIA) was undertaken when the existing policy was implemented through a full governance process. This report seeks to permit those vehicle proprietors who currently own a non-compliant vehicle to submit a renewal application for a hackney carriage and private hire vehicle and subject to the vehicle passing its compliance test, it will be granted a 12-month licence. The renewed vehicle licence will be granted subject to a condition that the non-compliant vehicle will be replaced with a compliant Euro 4 Petrol or Euro 6 diesel by the 31 December 2026. By making the proposed amendments to Council Policy, vehicle proprietors who currently have a non-compliant vehicle will be able to access any potential financial support available in relation to the GM Clean Air Plan. Conversely, if no change is made to the existing transitional arrangements this could be detrimental and financially disadvantage affected vehicle proprietors who are currently must have a emissions compliant vehicle by 1 January .

Assessment of Risk:

The following risks apply to the decision:

Risk / opportunity	Mitigation
<p>Opportunity: The adoption of the recommended amendments to existing transitional arrangements will enable the hackney carriage and private hire trade in Bury to access any potential GM funding linked to the approved GM Clean Air Plan.</p> <p>Risk: Maintaining existing transitional arrangements may prevent the hackney carriage and private hire trade in Bury accessing any linked funding opportunities.</p>	<p>The current market for emissions compliant Hackney Carriage Vehicles is limited and requires significant financial investment. An £8m Clean Taxi Fund is due to be opened later this year (2025). It is no longer feasible to require non-emissions licensed vehicles to become compliant by 31 December 2025. The proposed amendments to the emissions policy seek to help ensure Bury licensed trade(s) can transition to cleaner, emissions compliant vehicles.</p>

Consultation:

Not applicable

Legal Implications:

Under the legislation the Council is required to determine representations. The report is in accordance with the appropriate legislation.

The costs of the licensing function are funded through the fees and charges levied by the Council. There may be additional costs if appeals are lodged with the Magistrates and Crown Courts.

Members are advised that Licences are regarded as possessions within the terms of the Human Rights Act 1998. Under the Act everyone is entitled to the peaceful enjoyment of one's possessions and so actions interfering with those possessions must be lawful, reasonable and proportionate. It is lawful to impose reasonable conditions as a way of protecting the safety of the travelling public, so long as it is not out of proportion. It is a balancing act between the public interest and the individual's rights.

The policy changes recommended, if agreed by the Council, will be implemented and form the basis on which decisions are made on applications for vehicle licences received by the Council.

Financial Implications:

Revenue and Capital: The Licensing Regime is a self-funded service through the licensing fees. There are no financial implications as a result of this report as the changes do not have any cost implications to the Council.

Report Author and Contact Details:

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Background papers:

Licensing and Safety Committee report and minutes – 22 February 2024
Full Council Minutes – 20 March 2024
Licensing and Safety Committee report and minutes –5 September 2024
Full Council Minutes –11 September 2024

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

Term	Meaning
CAZ	Clean Air Zone
CTF	Clean Taxi Fund
DfT	Department for Transport
EIA	Equality Impact Assessment
GM	Greater Manchester

GM CAP	Greater Manchester Clean Air Plan
HCV	Hackney Carriage
MLS	Minimum Licensing Standards
PHV	Private Hire Vehicle
NO2	Nitrogen Dioxide
SOS	Secretary of State

1.0 Introduction

- 1.1 The Council's vehicle emissions and age policies are critical factors for our vehicle licence proprietors in considering their business investment options and viability.
- 1.2 The emissions policy compliance date has been amended 3 times by the Committee in recent years because it became inextricably linked to the Clean Air Plan (CAP) for Greater Manchester, and this plan has been subject to numerous changes and delays since work began in 2018. The Committee has sought to ensure our vehicle licence holders were not adversely affected by those delays.
- 1.3 As Taxis and Private Hire vehicles have continuously been affected by the legal directives issued to all 10 Greater Manchester (GM) authorities, GM submissions have always included an ask of Government for grant funding to support our licensed trades.
- 1.4 In order to support the case for funding support and provide assurance that it would deliver the changes required, GM offered commitments to government that emissions policies would mandate the transition to cleaner vehicles and prevent non-emissions compliant vehicles from being licensed in the future.
- 1.5 This report outlines how the CAP evolved and the subsequent changes to our emissions policy; explains the final outcome of the negotiations with Government in relation to the investment-led CAP, and explains how this affects the deliverability of our current emissions policy. In recognising the wider impact of these issues on our licensed trade, and in response to approaches from the trade in our engagement meetings, this report also outlines proposals for amendments to the emissions and vehicle age policies.

2.0 Background

- 2.1 In 2017, all 10 authorities were issued with a legal directive by the Secretary of State (SoS) for Environment, Food and Rural Affairs issuing Directions under the Environment Act 1995 requiring them to undertake feasibility studies to identify measures for reducing NO2 concentrations to within legal limit values in the "shortest possible time".
- 2.2 In March 2020, a new legal Direction was issued by government to the 10 Greater Manchester (GM) local authorities to implement a Class C charging clean air zone. Taxis and Private Hire vehicles are included as a vehicle type in every category of a designated clean air zone.

- 2.3 Concurrent to the Clean Air work, the effects of out of area working and licence shopping were really beginning to impact on all GM Authorities. The Department for Transport also issued Statutory Taxi and Private Hire vehicle standards and proposed Best Practice Guidance for Taxi and Private Hire licensing.
- 2.4 This wider context was taken into consideration by the Committee and Full Council in November 2021, alongside the impacts of the pandemic and subsequent cost of living crisis, when it considered changes to the emissions and age policies as part of the Stage 2 (vehicles) MLS report. The committee and Full Council at that time amended the policies to:

	Hackney Carriage Vehicle	Private Hire Vehicle
Age Policy	Upper age limit 15 yrs Removed the Beyond the Age Limit policy	Upper age limit 10 years Upper age limit 15 years if wheelchair accessible Removed the Exceptional Condition Test
Emissions Policy	All new to licence vehicles must be Euro 4 (petrol) or Euro 6 (diesel) emissions standard All existing licences must transition to have emissions compliant vehicles attached to them by 1 April 2024	

- 2.4 In February 2022, a new Direction was issued by the SoS which confirmed that the March 2020 Direction to implement a Class C charging Clean Air Zone (CAZ) had been revoked and required that a new plan be submitted to the SoS by 1st July 2022. The Clean Taxi Fund was paused.
- 2.5 In April 2023, a further delay was applied by the Government when they asked GM authorities to pause all work on the CAP and issued revised guidance on producing CAPs nationwide which affected the modelling for retrofitted vehicle performance.
- 2.6 As a result of the continues delays it became apparent that the emissions compliance date of 1 April 2024 was not achievable
- 2.7 Members will recall that on the 22 February 2024, a report was considered by Licensing and Safety Committee regarding a review of emissions standard transitional implementation date for existing Hackney Carriage and Private Hire vehicles to compliant vehicle in respect of proposed GM Clean Air Plan, Members resolved:
- 2.8 It was agreed by the Licensing and Safety Committee to adopt the following amendment (1) to the existing emission standard and recommended to Full Council that the amendment (1) be approved:
- 2.9 For existing vehicle licence proprietors:
- That the transitional arrangements amended by Full Council on the 22 March 2023, in relation to age and emissions, previously extended from the 1 April 2024 to the 1 April 2026, are amended again and to be in effect from the 1 January 2026. This will enable hackney carriage and private hire vehicle owners to meet the agreed GM emissions standard outlined in the revised GM Clean Air Plan submissions. The amended policy will state that from the 31 December 2024 a vehicle licence will not be renewed if the vehicle does not meet the current emission standard.
- 2.10 On the 20 March 2024, Full Council ratified the above recommendation from the Licensing and Safety Committee.

- 2.11 In November 2023, the DfT issued its final Best Practice Guidance for Licensing Authorities (for Taxi and Private Hire Licensing). The guidance states the following in relation to emissions standards:

Licensing teams should work with council colleagues with air quality and climate responsibilities to ensure taxi and private hire vehicle fleets play their part in work to tackle local emissions.

Taxis and private hire vehicles that operate predominantly in urban areas can be significant contributors to poor local air quality, if not properly maintained and regularly checked, due to their higher usage.

Licensing authorities should carefully and thoroughly assess the impact of vehicle emission requirements to enable the sector to plan for the future. The short-term objective should be to mitigate the harm from internal combustion engines through the setting of high EURO emission standards for example, EURO 6 but, in the long-term, the trade will need to be fully prepared for the end of the sale of new petrol and diesel cars and the need to transition to zero emission vehicles. Licensing authorities should set out their own long-term plan in good time.

- 2.12 The guidance states the following in relation to age policies:

The frequency of testing required to ensure the ongoing safety of vehicles is a separate issue to the setting of maximum age limits at first licensing, or maximum age limits beyond which an authority will not licence a vehicle.

The setting of an arbitrary age limit may be inappropriate, counterproductive and result in higher costs to the trade and ultimately passengers. For example, a maximum age for first licensing may have adverse unintended consequences.

A 5-year-old used electric vehicle will produce less emissions than a new Euro 6 diesel or petrol car – enabling the trade to make use of previously owned vehicles will assist it to transition more rapidly to zero emission vehicles and improve air quality.

Licensing authorities should not impose age limits for the licensing of vehicles instead they should consider more targeted requirements to meet their policy objectives on emissions, safety rating and increasing wheelchair accessible provision where this is low.

- 2.15 As the CAP work and modelling of overall compliance with the legal directive progressed within GM, policy advisors on the CAP project team outlined that it was apparent that the emissions policy compliance date needed to be brought forward in order to support the final business case for the investment-led Clean Air Plan for GM.

- 2.16 Members will recall that on the 5 September 2024, a further report was considered by the Licensing and Safety Committee regarding Review of transitional arrangements for existing Hackney Carriage and Private Hire vehicles in respect of emissions standards.

It was agreed by the Licensing and Safety Committee to adopt the following It was agreed that the Licensing and Safety Committee considered and adopted the following amendment (1, 2 and 3) to the existing emission standard and recommended to Full Council that amendment (1, 2 and 3) be approved. Amendment 3 was slightly amended as to what had been proposed in the Licensing and Safety Committee report included in the agenda packs:-

For existing vehicle licence proprietors with a non-complaint vehicle:

1. A vehicle proprietor of a hackney carriage and private hire vehicle licence that is due for renewal after the 1 January 2025 which is non-compliant with emission standards (EURO 4 Petrol vehicles and EURO 6 diesel vehicles) is permitted to make an application to renew the vehicle licence and provided the vehicle passes its compliance test it will be issued with a 12-month vehicle licence. The vehicle licence would be granted subject to a condition that the non-compliant vehicle is removed from the fleet and replaced with a Euro 4 or 6 compliant vehicle by the 31 December 2025.
2. To delegate powers to the Head of Public Protection/Licensing Unit Manager and/or the Deputy Licensing Officer to suspend any vehicle licence that has been issued after the 1 January 2025 where the vehicle proprietor(s) have not complied with the condition to replace the non-compliant vehicle with a compliant vehicle by the 31 December 2025.
3. In the event that a scheduled committee meeting of the Licensing & Safety Committee & Full Council would not permit a change. Delegation to the Assistant Director of Operations, Head of Public Protection/Licensing Unit Manager in written agreement with the Chair of the Licensing and Safety Committee to make amendments to Council Policy that relates to the transitional arrangements for existing vehicle proprietors who own non-compliant (emission standard) vehicles to enable expedient access to the clean taxi fund if it becomes available. Any decisions made would be reported in the Operational Report at the next meeting of the Licensing and Safety Committee.

2.17 On the 11 September 2024, Full Council ratified the above recommendation from the Licensing and Safety Committee.

2.18 In October 2024, the final CAP submission was made by GM to Government, and this was finally accepted in January 2025. However, the Government did not agree that all grant funding requested was required to support the taxi and private hire vehicle owner to transition to emissions compliant vehicles. It did not consider that the evidence supported the ask for £30.5m. The fact that the private hire fleet had achieved around 90% emissions compliance across GM without funding support was a likely factor in this decision. However, in relation to Hackney Carriages, it considered that financial support was required and therefore provided £8m to support the Hackney trade transition its fleet. The fact that Hackneys can only ply their trade within the borough it is licensed, also provides a more direct evidential link to the impact of these vehicles on emissions output.

2.19 Based on the grant levels set out in the Clean Taxi Fund that formed part of the final submission to Government, £8m may not be enough to support every single non-emissions compliant Hackney within GM (it is difficult to predict and model the grant uptake), as there remains around 31 Hackney Carriages that are not compliant with the emissions standard.

3.0 Clean Air Plan & GM - Latest position

3.1 Following the settlement from Government, the Leaders of the 10 GM authorities have considered how best to move forward in the circumstances.

- 3.2 Whilst many districts already had emissions policies in place prior to the work with the CAP, the compliance date of 31 December 2025 was approved by all in support of the Clean Air Plan submission. Although Government have not provided sufficient funding as part of the CAP to support each non-compliant licence holder, it is still important that we continue transitioning our fleets to euro emissions compliant vehicles to:
- provide resilience within our clean air plan
 - achieve our individual district objectives for cleaner vehicles in support with our wider carbon reduction objectives
 - ensure licensing authorities are operating in line with DfT Best Practice Guidance which outlines that LAs should implement emissions policies for licensed vehicles
 - provides a better foundation for a pathway to transitioning to zero emissions capable vehicles in the future
- 3.3 Leaders recognise that Taxis and Private Hire vehicles are an important part of the transport network, providing crucial services for many sectors and groups, including some of the most vulnerable and poorer groups in our society. Leaders have expressed a desire to support the industry as much as possible so that it can continue to provide these essential services whilst aligning with clean air objectives.
- 3.4 On 16 December 2024, the Government also announced their intention to consult on a proposal to make all Local Transport Authorities responsible for taxi and private hire licensing. This was proposed as a way of helping to deal with the issue of large scale out of area working and for local authorities to 'take back control'. Whilst there may be some benefits to such a proposal, it would not prevent licence shopping and so there is a recognition that supporting our trade and the principles of local licensing regimes need to come in the form of significant legislative reform beyond that proposed in the Devolution White Paper. It is understood that this consultation is currently on hold, however it would be pertinent for all GM authorities to consider their response to this proposal in readiness to respond.
- 3.5 It is in this context that Leaders consider that the best way forward at this point in time is not to make any final decisions with regards to the £8m Hackney funding and any support for the private hire trade without further engagement to ensure that funds are spent as effectively as possible. This also presents a timely opportunity to also engage with the trades with regards to the Governments White Paper proposal and to better understand the issues and motivations surrounding out of area working / licence shopping.

4.0 Bury Trade Comments

- 4.1 On the 22 May 2025, the Licensing Service hosted a trade engagement meeting with trade representatives from the hackney carriage and private hire trades in Bury regarding the content of this report. The trade representatives were in support of the proposed amendments to Council Policy.
- 4.2 The following concerns raised by the trade representatives. The general theme was around concerns about financial stability, timing, and the broader impact on trade.

1. **Funding Uncertainty** – If proposed funding does not become available, they desire a reversion to previous policies.
2. **Clear Timeline for Funding** – Trade are eager for a specific date when the funding will be accessible.
3. **Potential Trade Impact** – Some vehicle proprietors may choose to retire due to the policy changes.
4. **Deadline Date Concerns** – The proposed emissions compliance deadline (31 December 2026) falls on a busy night for the taxi trade, potentially causing operational challenges.
5. **Funding Allocation Risks** – Concerns raised that a first-come, first-served funding process could disadvantage some vehicle proprietors.

5.0 Recommended way forward as endorsed by Leaders

5.1 It is in the context set out above that Leaders discussed a potential way forward, driven by a strong intention that all 10 authorities retain a consistent position with regards to the emissions policy. This would ensure that access to any funds is fair and equitable, and to mitigate against an increased risk of licence shopping between the GM authorities. Taking advice from lead officers in GM, Leaders endorsed the following proposals for consideration in turn by the relevant decision makers in each authority:

1. To deliver a 12-week engagement programme (independently carried out by Arup/Aecom) with the trade, officers and Members across Greater Manchester to inform:
 - How best to allocate the £8m Hackney funding
 - What financial assistance to offer PHV licence holders
 - Why do individuals living within GM choose to licence elsewhere
 - What can be done (if anything) to make being licensed within GM more attractive
2. Launch a campaign, led by GM Mayor Andy Burnham as Chair of the GMCA, to call on the government to take legislative action to stop the out of area issue and allow local authorities to retain control of licensing policy in its own area
3. Extend the emissions compliance date to 31 December 2026
4. Allow exemptions to the emissions policy as follows:
 - Where a district age policy is in effect: To permit the non-emissions compliant vehicle licence holder to have the current maximum age limit on that vehicle. Bury Council currently has transitional arrangements in place for those vehicles that are not compliant.
 - Where a district age policy is not in effect; to permit non-emissions compliant vehicles up to 31 August 2030 to transition to an emissions compliant vehicle. Bury Council does have an age policy as outlined above therefore this is not relevant.

5.2 On 16 April 2025, trade representatives from across Greater Manchester were invited to a round table event hosted by the GMCA Chair to communicate the position that all 10 Leaders had discussed and to officially launch the campaign; 'Backing Our Taxis: Local. Licensed. Trusted' Many representatives from the Bury were in attendance and the proposals were generally well received.

5.3 An officer working group has been established led by Sara Todd, Chief Executive of Trafford Council and GM portfolio lead for Taxi and Private Hire Licensing. Danielle Doyle, as Chair of the GM Licensing Manager's Group will attend this meeting.

5.4 A Trade representative working group is to be established in May 2025 to help inform the wider review, and engagement with the wider trade will be in via:

- An online survey
- In person surveys
- In depth interviews

6.0 Bury Position and Officer comments

6.1 A campaign for legislative change has been supported by Bury with Cabinet Member for Culture and Economy writing to the transport Minister. It is welcomed as it is the only way to address the negative impacts of the changes brought about by the Deregulation Act. The engagement programme to ensure funding is applied in the most effective way, and to help inform how licensing authorities across GM develop and deliver its policies and services, is also welcomed.

6.2 The current vehicle emissions non-compliant vehicles that we have for Bury Council is as follows:

Non-compliant Hackney Carriages	Non-Compliant Private hire
31 – this is a decrease of 2	125 this is a decrease of 48

6.2 Officers support the extension of the emissions compliance deadline to 31 December 2026 and consider this allows our licence holders additional time to take part in the engagement programme and await the outcome of those discussions that may result in amendments to the funding offer/criteria. It is also unclear what the offer will be for the Private Hire trade at present.

6.3 During a GM trade engagement session, trade representatives have asked for consideration of permitting vehicles to be licensed up to their age policy limit. The flexibility within the final CAP settlement means this is now feasible when it wasn't previously. Officers support this as an alternative option for licence holders to upgrading by 31 December 2026. Individual licence holders must consider whether this option is preferable for their business model, rather than applying to the Clean Taxi Fund (once the final fund details are announced) noting that the CTF will only be accessible for a limited time and may only be available on first come, first served basis.

In addition to the emissions policy amendment, the committee are asked to consider the following amendments to the vehicle age policies:

- Extend the upper age limit for purpose-built Hackneys and wheelchair accessible Private Hire vehicles from 15 years to 17 years
- Extend the upper age limit for non-wheelchair accessible Private Hire vehicles to 12 years

- 6.4 These proposed amendments are made in recognition of the level of financial investment required for purpose-built Hackneys and to encourage investment in wheelchair accessible PHVs to increase the provision available to our residents and visitors.
- 6.5 Members may be concerned about the condition of vehicles that are older, and it is important to note that any extension to the vehicle age limit would not affect the requirement to pass the vehicle compliance test carried out by our authorised vehicle examiners, and to comply with the following vehicle licence conditions:

- The Licensee shall ensure that the vehicle is always maintained in a good mechanical and structural condition and be capable of satisfying the Council's mechanical and structural inspection at any time during the period of the licence.
- The interior and exterior of the Hackney Carriage shall be kept in a clean condition by the Proprietor

The Licensee of the vehicle shall: -

- ensure fittings and furniture of the vehicle are kept in a clean condition and well maintained and in every way fit and safe for public use;
- 6.6 As referenced at 2.11 above, the DfT are not generally supportive of vehicle age limits, however most authorities do still impose them at present to help mitigate against a very old licensed fleet or the issues currently found in authorities without any age limits. An age policy also helps supports our strategic objectives for a higher quality licensed fleet.
- 6.7 Seven other boroughs within GM adopted the age and emissions policy as outlined in MLS currently consistent with Bury these proposed easements on the vehicle age policies and transitional arrangements are due to be considered by other authorities within GM over the coming weeks.
- 6.8 The Licensing Service have reviewed the data on the 15 May 2025 in respect of Hackney Carriages and Private hire vehicles which highlighted the number of vehicles currently over the Council's Age Policy this is due to the transitional arrangements that have been put in place due to the potential CTF:-

Hackney Carriages – Breakdown of the fleet

Age of Vehicle	Number of vehicles
0-5 Years	1
5-10 Years	9
Over 10 years	26

Hackney Carriages further breakdown - vehicle age over 10 years

Age of Vehicle	Number of vehicles
11	2
12	5
14	4
15	4

16	2
17	1
18	4
19	1
20	2
23	1

Private Hire Vehicles – Breakdown of fleet

Age of Vehicle	Number of vehicles
0-5 Years	255
5-10 Years	373
Over 10 years	89

Private Hire Vehicles further breakdown - vehicle age over 10 years

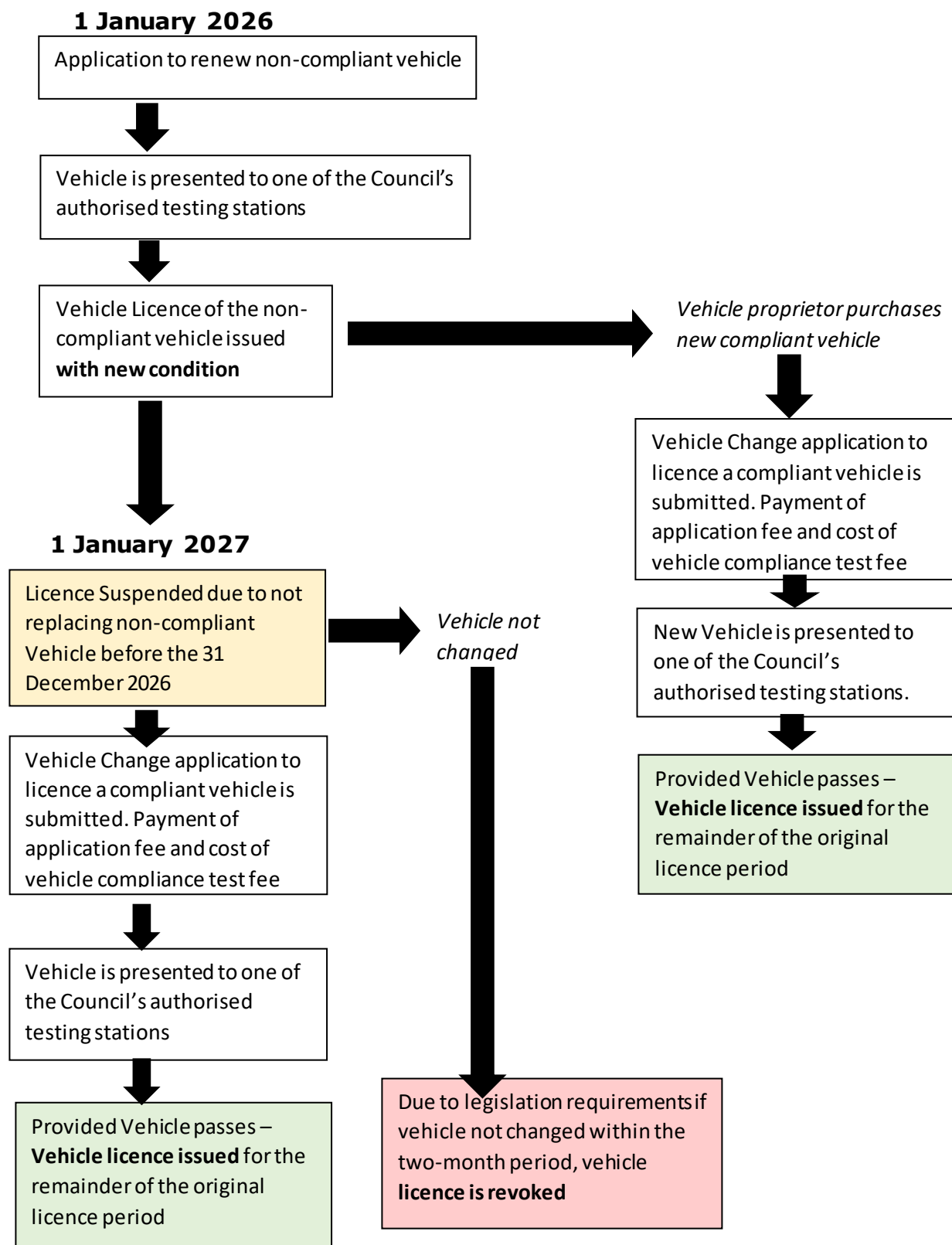
Age of Vehicle	Number of vehicles
11	43
12	28
13	11
14	6
15	1

- 6.9 For reference, it may also assist the Committee to know that other current comparable policies are:

Authority	Hackney Vehicle age limit	Private Hire Vehicle age limit
Greater London - TfL	15 years Exceptional circumstance exemptions considered on case-by-case basis	10 years as standard with all newly licensed PHVs having to be ZEC from 1 Jan 2023 Number of conditions that permit exemptions for vehicle to be licensed up to 15 years (i.e. WAV, alternative fuel)
Wolverhampton	15 years Exceptional condition policy in place for 16yrs+ No limit for ULEV	12 years No limit for ULEV
Birmingham	15 years 18 years for ULEV and EV TX	12 years
Leeds	None	None
Liverpool	None	None

7.0 Proposal to deal to deal with non-compliant vehicles

7.1 Flowchart for the issuing of a licence and vehicle change



8.0 Conclusion

- 8.1 This report seeks approval to amend the current policy by permitting existing vehicle proprietors of current non complaint hackney carriage and private hire vehicles to make a renewal application after the 1 January 2026. The non-compliant vehicle would be subject to a compliance test at either of the Council's approved testing stations. Provided the vehicle passes the compliance test it will be issued with a 12-month licence vehicle licence. The vehicle licence would be granted for a twelve-month period and subject to an additional condition that the non-compliant vehicle is removed from the fleet and replaced with a compliant vehicle no later than the 31 December 2026.
- 8.2 The Licensing Service are also requesting delegation to the Head of Public Protection/Licensing Unit Manager and/or the Deputy Licensing Officer in conjunction with the Chair of Licensing & Safety Committee to suspend any vehicle licence that has been issued to a non-complaint vehicle after the 1 January 2027 where the vehicle proprietor(s) have not complied with the condition of the vehicle licence to replace the non-compliant vehicle with a compliant vehicle by the 31 December 2026.
- 8.3 A further request of delegation to the Head of Public Protection/Licensing Unit Manager to amend Council Policy that relates to the transitional arrangements for existing vehicle proprietors who own non-compliant vehicles to enable access to any funding opportunities linked to the GM CAP. Any decisions made would be reported in the Operational Report at a meeting of the Licensing and Safety Committee.

9.0 Recommendations

- 9.1 It is recommended that following the decision taken by the Licensing and Safety Committee, Council considers and adopts the following amendment (2,3,4,5 and 6) to the existing emission standard and recommends to Full Council that amendment (2,3,4,5 and 6) be approved:
- 9.2 For existing vehicle licence proprietors with a non-complaint vehicle:
2. A vehicle proprietor of a hackney carriage and private hire vehicle licence that is due for renewal after the 1 January 2026 which is non-compliant with emission standards (EURO 4 Petrol vehicles and EURO 6 diesel vehicles) is permitted to make an application to renew the vehicle licence and provided the vehicle passes its compliance test it will be issued with a 12-month vehicle licence. The vehicle licence would be granted subject to a condition that the non-compliant vehicle is removed from the fleet and replaced with a Euro 4 or 6 compliant vehicle by the 31 December 2026.
 3. Allow existing vehicle licence holders to continue to renew their vehicle licence with the same non-emissions compliant vehicle until the age limit of that vehicle in accordance with the vehicle age policy.
 4. Extend the upper age limit for purpose-built Hackneys and wheelchair accessible Private Hire vehicles from 15 years to 17 years.
 5. Extend the upper age limit for non-wheelchair accessible Private Hire vehicles to 12 years.
 6. To delegate powers to the Head of Public Protection/Licensing Unit Manager and/or the Deputy Licensing Officer to suspend any vehicle licence that has been issued after the 1 January 2027 where the vehicle proprietor(s) have not

complied with the condition to replace the non-compliant vehicle with a compliant vehicle by the 31 December 2026.

Appendix

Minutes of: LICENSING AND SAFETY COMMITTEE

Date of Meeting: 5th June 2025

Present: Councillor T Rafiq (in the Chair)
Councillors A Booth, R Brown, D Green, S Haroon, J Hook, K Hussain,
B Ibrahim, I Rizvi, G Staples-Jones and M Walsh

Also in attendance: M Bridge- Licensing Unit Manager
M Cunliffe – Democratic Services
B Thomson- Assistant Director of Operations Strategy
R Thorpe– Legal Advisor

Public Attendance: 2 members of the public were present at the meeting.

AMENDMENT OF TRANSITIONAL ARRANGEMENTS FOR EXISTING HACKNEY CARRIAGE AND PRIVATE HIRE VEHICLES IN RESPECT OF EMISSIONS STANDARDS AND A REVIEW OF COUNCIL AGE POLICY

The Executive Director (Operations) submitted a report outlining the proposal to amend the Council's current policy relating to the transitional arrangements to enable vehicle proprietors of non-compliant hackney carriage and private hire vehicles to make a renewal application after the 1st January 2026. The rationale for this relates to the recent agreement between the 10 GM Authorities, GMCA and Transport for Greater Manchester to permit non-compliant vehicles to remain on fleet until the 31st December 2026.

The Assistant Director (Public Protection & Resilience) presented the report and provided a summary to the Committee.

Delegated decision:

It was agreed that the Licensing and Safety Committee adopted the following amendment (2,3,4,5 and 6) to the existing emission standard and recommends to Full Council that amendment (2,3,4,5 and 6) be approved:

For existing vehicle licence proprietors with a non-complaint vehicle:

2. A vehicle proprietor of a hackney carriage and private hire vehicle licence that is due for renewal after the 1 January 2026 which is non-compliant with emission standards (EURO 4 Petrol vehicles and EURO 6 diesel vehicles) is permitted to make an application to renew the vehicle licence and provided the vehicle passes its compliance test it will be issued with a 12-month vehicle licence. The vehicle licence would be granted subject to a condition that the

non-compliant vehicle is removed from the fleet and replaced with a Euro 4 or 6 compliant vehicle by the 31 December 2026.

3. Allow existing vehicle licence holders to continue to renew their vehicle licence with the same non-emissions compliant vehicle until the age limit of that vehicle in accordance with the vehicle age policy.
4. Extend the upper age limit for purpose-built Hackneys and wheelchair accessible Private Hire vehicles from 15 years to 17 years.
5. Extend the upper age limit for non-wheelchair accessible Private Hire vehicles to 12 years.
6. To delegate powers to the Head of Public Protection/Licensing Unit Manager and/or the Deputy Licensing Officer to suspend any vehicle licence that has been issued after the 1 January 2027 where the vehicle proprietor(s) have not complied with the condition to replace the non-compliant vehicle with a compliant vehicle by the 31 December 2026.

In addition to the above, Members of the Licensing and Safety Committee agreed delegation to the Head of Public Protection/Licensing Unit Manager and/or the Deputy Licensing Officer in conjunction with the Chair of Licensing & Safety Committee to suspend any vehicle licence that has been issued to a non-complaint vehicle after the 1st January 2027 where the vehicle proprietor(s) have not complied with the condition of the vehicle licence to replace the non-compliant vehicle with a compliant vehicle by the 4th January 2027.

The Licensing and Safety Committee also agreed delegation to the Head of Public Protection/Licensing Unit Manager in conjunction with the Chair of Licensing & Safety Committee to amend Council Policy that relates to the transitional arrangements for existing vehicle proprietors who own non-compliant vehicles to enable access to any funding opportunities linked to the GM CAP. Any decisions made would be reported in the Operational Report at a future meeting of the Licensing and Safety Committee.

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Classification:	Decision Type:
Open	Key

Report to:	Cabinet	Date: 09 July 2025
Subject:	Greater Manchester Joint Minerals and Waste Plan: Decision Making Process	
Report of	Leader and Cabinet Member for Strategic Growth	

Summary

1. Greater Manchester leaders at the Association of Greater Manchester Authorities (AGMA) Executive Board meeting on 28th March 2025 agreed to the production of a statutory Greater Manchester Joint Minerals and Waste Plan (GMJMW) for Greater Manchester. This report considers the necessary resultant steps required in relation to the decision-making process.
2. The existing Greater Manchester Minerals and Waste Plans require updating in full because they are out of date having been adopted over a decade ago. Their replacement with a single, joint minerals and waste plan will ensure efficient compliance with national planning policy.

Recommendation(s)

3. Subject to Council approving, in principle, to the making of a joint development plan document with the other 9 Greater Manchester Councils (Bolton, Manchester, Oldham, Rochdale, Salford, Stockport, Tameside, Trafford and Wigan), to cover planning for minerals and waste across Greater Manchester, Cabinet is recommended to:
 - a) Delegate to AGMA Executive Board the formulating and preparing of the joint development plan document to cover planning for minerals and waste across Greater Manchester insofar as such matters are executive functions.
 - b) Note that the following are the sole responsibility of the Council:

- i. Responsibility for giving of instructions to the Executive to reconsider the draft plan submitted by the Executive for the authority's consideration.
- ii. The amendment of the draft joint development plan document submitted by the Executive for the Council's consideration.
- iii. The approval of the joint development plan document for the purposes of submission to the Secretary of State for independent examination.
- iv. The adoption of the joint development plan document.

Reasons for recommendation(s)

4. The existing Greater Manchester Minerals and Waste Plans require updating in full because they are out of date having been adopted over a decade ago. Planning for both minerals and waste at the same time, and jointly across Greater Manchester, represents an efficient way to deliver updates to the planning policy framework. There are resource efficiencies (economy of scale) at each stage of plan preparation and will mean that up-to-date minerals and waste policies will be in place at the earliest possible time scale.

Alternative options considered and rejected

5. To produce two separate joint plans, one for waste and one for Minerals. This approach would require more resources than a single, joint plan due to duplication of work and could result in delay.
6. To produce a joint Waste Plan and incorporate minerals policies into each authority's Local Plan. Some authorities are already advanced in preparing a Local Plan and therefore cannot incorporate minerals within their plan timetable. Therefore, some GM authorities would continue to have outdated minerals policies, contrary to national policy.
7. Do not update the current plans – 'do nothing' scenario. This approach would be contrary to national policy and legislation and risks unplanned proposals coming forward.

Report Author and Contact Details:

Name: David Wiggins

Position: Service Manager: Strategic Planning and Infrastructure

Department: Place

E-mail: d.i.wiggins@bury.gov.uk

Background

8. The ten Local Authorities in Greater Manchester are the waste and minerals planning authorities for their respective area. Each authority is responsible for land use planning matters for waste and minerals development. The 10 Greater Manchester authorities worked together to produce a Greater Manchester Joint Waste Development Plan Document (the Waste Plan), adopted in 2012, and a Greater Manchester Joint Minerals Development Plan Document (the Minerals Plan) which was adopted in 2013.
9. The Waste Plan and the Minerals Plan form part of the development plan for each of the 10 authorities, and planning applications for minerals and waste development are determined in accordance with these plans.
10. The Waste Plan considers all types of waste arisings, including: construction, demolition and excavation waste; commercial and industrial waste; hazardous waste; and Local Authority Collected Waste. It allocates sites and areas to provide sufficient opportunities for waste management facilities across Greater Manchester and provides a policy framework for determining planning applications for new waste management facilities.
11. In terms of household waste collected by the authorities, Wigan manages its own waste whilst GMCA manages waste collected by the other nine authorities. The sites needed to deliver household waste management strategies and individual waste management streams e.g. recovery, recycling, are identified and then safeguarded in the Waste Plan.
12. The Minerals Plan provides a guide to operators and the public about where mineral extraction may take place in future and safeguards mineral resources from other forms of development.
13. The Waste Plan and Minerals Plan are required by law to be reviewed at least once every five years, starting from the date of adoption. Such a review is focused on deciding whether plan policies remain relevant and effective in addressing local needs. Where policies are no longer considered to be relevant or effective, the plan should be updated in whole or part.
14. A review of the Waste and Minerals Plans found that there have been numerous national policy and legislative changes since their adoption, including the publication of the Greater Manchester Sustainable Consumption and Production Plan 2022-2025. The policies in the plans are no longer effective in addressing specific local issues. The review concluded that both plans should be updated in whole.
15. The AGMA Executive Board considered options on how to update the two plans and concluded that their replacement with a single, joint plan covering both minerals and waste matters offers benefits in terms of resource efficiencies (economy of scale) and will ensure that Greater Manchester can

continue to deliver housing and infrastructure and ensure that recent policy changes relating to the environment and climate change are considered.

16. Although the document will be produced collaboratively across GM, with the AGMA Executive Board (Joint Committee) responsible for formulating and preparing the joint development plan document (insofar as such matters are executive functions), the responsibility for agreeing the submission of the GMJMWP for independent examination and its ultimate Adoption, will remain the responsibility of each individual Greater Manchester Council. This will ensure the timely production of the plan, but also importantly the ability of each individual Council to retain control over the contents of the GMJMWP.

District Arrangements

17. In order for the GMJMWP to be progressed in this way, each Council is requested to agree to prepare a new joint plan with the other 9 local authorities.
18. Approval from each authority is also requested to delegate the preparation of the GMJMWP as a joint plan to the AGMA Executive Board. The delegation to the AGMA Executive Board to prepare the GMJMWP (insofar as such matters are executive functions), will help to ensure timely progress in developing the GMJMWP, whilst retaining the Councils' approval at key stages.
19. Council approval by all 10 GM authorities will be required prior to the submission of the draft plan to the secretary of state for independent examination and to adopt the final plan, once it has been through the examination in public.

Resources

20. Work is underway to identify the level of resource required to undertake this work and further reports will be presented to the AGMA Executive once more details are known.
21. As with previous joint plans, there are significant budgetary savings in preparing the plan jointly across GM.
22. There will be a requirement to procure external capacity for specific pieces of work, such as background evidence and supporting documents as well as a sustainability appraisal. There will also be costs associated with the consultation and examination stages.
23. Additionally, each of the ten GM local authorities will provide officer support to the small central planning team, based in the GMCA. This support will provide valuable knowledge, steering and guidance in relation to individual local authority priorities and individual site appraisal work, as well as ensuring that the leadership within the authority is kept up to date with plan progress. The local authority officer support will be required throughout the preparation of the

plan, including assistance at early scoping, public consultation and examination stages.

Timescale

24. The Government is in the process of reforming the plan-making system and the GMJMWPs will need to be taken forward under this new plan-making system. It is anticipated that regulations for the new plan-making system will be published in the autumn. Following publication of the regulations, a detailed timetable will be taken to a meeting of the AGMA Executive and, once approved, will need to be incorporated into each authority's Local Development Scheme (LDS).
25. Whilst it is not possible to set out a detailed plan timetable at this stage, based on recent government publications (most recently the outcome of the plan-making consultation, published in February 2025), it is anticipated that plans made under the new plan-making system will be expected to take no more 30-months from commencement to adoption and will include two mandatory/formal public consultations. It is also expected a new system of 'gateway' assessments, with Planning Inspectors, will be introduced, to ensure compliance and track progress. Plan timetables will be expected to set dates for the various "Gateway" stages, the mandatory consultation stages, submission for independent examination and the anticipated date for adoption.

Links with the Corporate Priorities:

26. This Cabinet report seeks approval to delegate responsibility for the preparation of a new Joint Minerals and Waste Plan for Greater Manchester to the AGMA Executive Board. As such, there are no direct links between the decision and the Let's Do It! Strategy.

Equality Impact and Considerations:

27. An EIA is not required at this stage as Cabinet are being asked to consider and decide on a GM joint approach. A full EIA will be required as part of the development of a GM Joint Minerals and Waste Plan in the future.

Environmental Impact and Considerations:

28. None. This decision is to delegate responsibility for the preparation of the Plan to the AGMA Executive Board. The approval of the Plan itself will be subject to further reports and any environmental impacts will be considered at that stage.

Assessment and Mitigation of Risk:

Risk / opportunity	Mitigation

Legal Implications:

29. Local Authorities have a duty to prepare and maintain an up-to-date plan for the sustainable management of waste and minerals. These plans form part of the development plan and planning applications for waste and minerals developments are considered in accordance with them.
30. The Council may delegate authority for the preparation of the GMJMWP to the GMCA but the responsibility for agreeing the submission of the GMJMWP for independent examination and its ultimate adoption, will remain the responsibility of each individual Greater Manchester authority. Progress will therefore be reported back to each GM Council at appropriate stages and further legal considerations will be provided at each stage.

Financial Implications:

To be completed by the Council's Section 151 Officer.

31. There are no financial implications arising directly from the report.

Appendices:

Background papers:

Please list any background documents to this report and include a hyperlink where possible.

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

Term	Meaning
GMJMWP	Greater Manchester Joint Minerals and Waste Plan

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Equality Impact Analysis

This equality impact analysis establishes the likely effects both positive and negative and potential unintended consequences that decisions, policies, projects and practices can have on people at risk of discrimination, harassment and victimisation. The analysis considers documentary evidence, data and information from stakeholder engagement/consultation to manage risk and to understand the actual or potential effect of activity, including both positive and adverse impacts, on those affected by the activity being considered.

To support completion of this analysis tool, please refer to the equality impact analysis guidance.

Section 1 – Analysis Details (Page 5 of the guidance document)

Name of Policy/Project/Decision	Greater Manchester Joint Minerals and Waste Plan – Decision-Making Process
Lead Officer (SRO or Assistant Director/Director)	Cris Logue
Department/Team	Place
Proposed Implementation Date	9 July 2025
Author of the EqlA	David Wiggins
Date of the EqlA	27 May 2025

1.1 What is the main purpose of the proposed policy/project/decision and intended outcomes?
To delegate to AGMA Executive Board the formulating and preparing of the joint development plan document to cover planning for minerals and waste across Greater Manchester.

Section 2 – Impact Assessment (Pages 6 to 10 of the guidance document)

2.1 Who could the proposed policy/project/decision likely have an impact on?
<p>Employees: No</p> <p>Community/Residents: No</p> <p>Third parties such as suppliers, providers and voluntary organisations: No</p> <p>This decision is to delegate responsibility for the preparation of the Plan to the AGMA Executive Board. The approval of the Plan itself will be subject to further reports and any impacts on the above will be considered at that stage.</p>

If the answer to all three questions is 'no' there is no need to continue with this analysis.

2.2 Evidence to support the analysis. Include documentary evidence, data and stakeholder information/consultation

Documentary Evidence:

Data:

Stakeholder information/consultation:

2.3 Consider the following questions in terms of who the policy/project/decision could potentially have an impact on. Detail these in the impact assessment table (2.4) and the potential impact this could have.

- Could the proposal prevent the promotion of equality of opportunity or good relations between different equality groups?
- Could the proposal create barriers to accessing a service or obtaining employment because of a protected characteristic?
- Could the proposal affect the usage or experience of a service because of a protected characteristic?
- Could a protected characteristic be disproportionately advantaged or disadvantaged by the proposal?
- Could the proposal make it more or less likely that a protected characteristic will be at risk of harassment or victimisation?
- Could the proposal affect public attitudes towards a protected characteristic (e.g. by increasing or reducing their presence in the community)?
- Could the proposal prevent or limit a protected characteristic contributing to the democratic running of the council?

2.4 Characteristic	Potential Impacts	Evidence (from 2.2) to demonstrate this impact	Mitigations to reduce negative impact	Impact level with mitigations Positive, Neutral, Negative
Age				
Disability				

Gender Reassignment				
Marriage and Civil Partnership				
Pregnancy and Maternity				
Race				
Religion and Belief				
Sex				
Sexual Orientation				
Carers				
Care Experienced Children and Care Leavers				
Socio-economically vulnerable				
Veterans				

Actions required to mitigate/reduce/eliminate negative impacts or to complete the analysis

2.5 Characteristics	Action	Action Owner	Completion Date

Section 3 - Impact Risk

Establish the level of risk to people and organisations arising from identified impacts, with additional actions completed to mitigate/reduce/eliminate negative impacts.

3.1 Identifying risk level (Pages 10 - 12 of the guidance document)

Impact x Likelihood = Score			Likelihood			
			1	2	3	4
			Unlikely	Possible	Likely	Very likely
Impact	4	Very High	4	8	12	16
	3	High	3	6	9	12
	2	Medium	2	4	6	8
	1	Low	1	2	3	4
	0	Positive / No impact	0	0	0	0

Risk Level	No Risk = 0	Low Risk = 1 - 4	Medium Risk = 5 – 7	High Risk = 8 - 16
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3.2 Level of risk identified	
3.3 Reasons for risk level calculation	

Section 4 - Analysis Decision (Page 11 of the guidance document)

4.1 Analysis Decision	X	Reasons for This Decision
There is no negative impact therefore the activity will proceed		
There are low impacts or risks identified which can be mitigated or managed to reduce the risks and activity will proceed		
There are medium to high risks identified which cannot be mitigated following careful and thorough consideration. The activity will proceed with caution and this risk recorded on the risk register, ensuring continual review		

Section 5 – Sign Off and Revisions (Page 11 of the guidance document)

5.1 Sign Off	Name	Date	Comments
Lead Officer/SRO/Project Manager	David Wiggins	27/05/25	
Responsible Asst. Director/Director	Cris Logue	27/05/25	
EDI			

EqIA Revision Log

5.2 Revision Date	Revision By	Revision Details

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Classification: Open	Decision Type: Non-Key
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Report to:	Cabinet	Date: 09 July 2025
Subject:	Review of Corporate Core Senior Structure	
Report of	Cabinet Member, Customer Service, Communications and Corporate Affairs	

Summary

1. This report sets out the actions which have resulted from a series of staffing changes within the Corporate Core during 2024/25.
2. Within these changes this report seeks approval for a Voluntary Exit application which must be constitutionally approved by the Cabinet and/or where costs exceed £100,000 and must therefore also be approved by Council.
3. The Report also includes the creation of two new Chief Officer Posts which must also be approved by Cabinet.

Recommendation(s)

4. Agree to the deletion of the post of Director of People & Inclusion following the post-holders resignation.
5. Agree to deletion of the post of Head of Human Resources.
6. Approve the Voluntary Early Retirement of the Head of HR, support payment of the Voluntary Early Retirement and capital costs associated and commend this proposal to Council for their agreement.
7. Thank the Head of Human Resources for his contribution to the Council during his time with the authority.
8. Agree to the creation of two new Chief Officer posts: Assistant Director People & Inclusion and Head of Communications.
9. Delegate authority to the Executive Director (Strategy & Transformation) and Monitoring Officer to consider responses received from the consultation and produce a final version of the structure for implementation.

Reasons for recommendation(s)

10. The proposals in this report make a budget saving with support the Council's financial position in 2025/26 and will create a permanent leadership structure within two important areas of the Corporate Core.

Alternative options considered and rejected

11. None

Report Author and Contact Details:

Name: Kate Waterhouse

Position: Executive Director (Strategy & Transformation)

Department: Corporate Core

E-mail: k.waterhouse@bury.gov.uk

Background

12. The Corporate Core has gone through significant change over the last five years in strengthening its role in supporting the Council and facilitating the delivery of organisational objectives. This transition was recognised by the Local Government Association (LGA) in its Corporate Peer Challenge Progress Review in 2024 and can be seen through the delivery of the Enabling Actions monitored within the Council's Corporate Plan.
13. The Progress Review by the LGA noted that to better enable the delivery of the Council's transformation programme there was a recommendation to further develop Finance, HR and ICT services. Following this, the Council has integrated finance within the Corporate Core, under a single executive director, thereby demonstrating a commitment to finding efficiencies within the department and ensuring consistency of approach across corporate services.
14. The Corporate Core has also lead on the integration of Housing Services back into the Council, integrating teams across corporate functions and managing the transition to 'safely land' the management and maintenance of the local social housing stock within the Council.
15. However, there remains work to be done to improve corporate services and to ensure the directorate is fit for purpose to support the Council to deliver against challenging objectives and increasingly complex demand.
16. This report outlines the need for a series of staffing changes within the Corporate Core following the departure of two members of the Senior Management Team and the vacant post of Head of Communications. As it is recognised that the Council continues to face a challenging budget situation, the proposals included within this report make savings through increased spans of management control and a reduction in tiers of leadership as per our organisation design principles.

The Context for Change

17. The development to of Workforce Strategy for the Council continues to be a key priority, as does the focus on organisational development and inclusion to ensure that the Council has the strongest workforce to deliver its objectives. Following the departure of the Director of People and Inclusion at the end of March 2025 a review of the role has been undertaken, alongside the production of a service plan for Human Resources (HR) and Organisational Development (OD) to consider the current demands on the function and capacity to deliver.
18. The HR and OD service provides comprehensive management and employee support for Bury Council. The main functions of the service include managing the recruitment and selection process, employee relations, performance management, payroll and pensions, managing attendance, operational and consultation support, and occupational health and safety, as well as providing a training, development, reward and wellbeing offer.
19. In reviewing the performance over the last couple of years, the HR Service has delivered a wide range of improvements and a significant volume of activity through building relationships with managers, supporting large scale organisational change, improving recruitment processes, developing more sophisticated workforce reporting and increasing wellbeing support.

20. The OD function has continued to deliver core training and development activities over the past 12 months, supporting leadership and management development, increasing apprenticeship uptake and achieving our highest employee review and mandatory training compliance to date. However, further work is needed over the next 12 months to support the organisational culture, engagement, management development and behaviour work, to be further supported by a strengthened internal comms and engagement offer.
21. In 2020 Greater Manchester established a Tackling Inequalities commission, to address the entrenched inequalities across our communities which were exposed and worsened by the Covid pandemic. The Council has established a programme of work in response, under the leadership of the Director of People and Inclusion, to give voice to minoritised communities; improve cohesion and increase the representativeness and inclusion of its workforce and culture. The importance of this work to driving outcomes for local people is increasingly important in the context of current socio-economic pressures and will continue to be an area of future leadership, in conjunction with the Community Safety Partnership manager and the partnership of the Voluntary Community & Faith Alliance (VCFA).
22. Despite these improvements, stakeholder feedback from stakeholder has made clear that there are several areas where performance needs to be reshaped and improved, including:
 - Employee Relations, to operate in an increasingly litigious national environment and continue to drive workforce improvements in the Council's regulated services which are currently subject to inspection.
 - HR Operations, including responding to the Improvement Plan across basic systems and processes being overseen by the Audit committee.
 - Health & Safety, learning from some serious accidents in recent years and recognising the high-risk environment in which the Council operates.
 - Organisation Development, to respond to the recommendation for a comprehensive transformation plan from the LGA in the Council's recent Peer Review.
23. The Communication, Engagement & Marketing function is currently without permanent leadership following the departure of the postholder at the end of March 2025. The Head of Service role has been filled on an interim basis since that time, but a substantive appointment is required. The Council has a longstanding objective to improve the quality of its internal and external communications, to ensure congruency of messaging with corporate strategy and reinforce the "LET'S Do It!" call to action. Communications leadership is also required to corral the whole system, particularly the NHS GM function which until recently operated joint communication arrangements with the Council.

Proposed Structure

24. The opportunity has been taken to review the HR/OD leadership structure to achieve efficiencies whilst building on the professional strengths described. This report recommends streamlining the senior management roles to ensure focus on the delivery of core operational requirements of the HR/OD service. The current structure includes both a Director and Head of Service for HR which, previously, provided capacity for the HR service to be managed and wider leadership of workforce-related functions to be discharged, including across Greater Manchester and in other services such as a review of the procurement function. The additional responsibilities

previously discharged by the Director post are now concluded and leadership requirements absorbed into substantive structures elsewhere in the Core.

25. On this basis the report proposes the deletion of the vacant post of Director of People & Inclusion and to agree to the Voluntary Early Retirement of the Head of HR post, with effect from the 1st August 2025, in order that a new Chief Officer post of Assistant Director of People & inclusion may be created (Chief Officer Band D). The Cabinet is asked to recognise the contribution of the departing Head of HR who spent his career at Bury Council and leaves us after over 36 years of public service, having overseen many of the improvements listed in this report and built a strong legacy for the future.
26. The reduction of leadership capacity in the HR Service will deliver a full-year saving of c£120k. Some of this saving will be reserved to address the costs of the structure change however it is proposed that a proportion is re-invested in the delivery team including Health & Safety.
27. The total costs of agreeing the release of this postholder are £39,604 in severance. Funding for this payment will be drawn from the savings made by the proposals contained within this report whilst still allowing for investment in the leadership required for HR/OD and Communications, and the creation of an additional role within the service to provide additional focus on Health & Safety. There is a requirement through the Voluntary Exits policy that the costs associated with the release are paid back within three years.
28. In line with the Council's Constitution and the Localism Act, applications under the Voluntary Exit Policy which exceed £100,000 must be agreed by Council. The £233,088 capital cost related to the early release of pension benefits which will be met through a combination of the remaining pension strain allowance available to the council this financial year and utilisation of capital receipt flexibilities that can support redundancy costs where service transformation and financial savings are achieved. There will be no further direct impact on the Council's general fund budget from this decision.
29. It is proposed that a new Head of Communications is established (COA) to lead and manage the Council's function on a permanent basis. This role will be required to lead the Council service only but must work across the system including in partnership with NHS GM; the Combined Authority and Team Bury partners to manage system-wide messaging, particularly across statutory partnerships including the Community Safety Partnership; Children's Strategic Partnership Board and in conjunction with the private sector, particularly the Council's two Joint Venture development partners.
30. This post holder will also be expected to work closely with the Assistant Director of People & Inclusion to ensure alignment of strategy and the co-delivery of high-quality internal campaigns to ensure the recruitment, retention and development of staff within the Council. The post holder will also be expected to complete a review of the team structure to ensure that the service is fully aligned to the priorities agreed within the Communications Strategy.

Conclusions

31. The proposals above support the delivery of the Council's Corporate Plan for 2025/26 by strengthening the leadership arrangements in the Corporate Core

through providing for permanent appointments to senior posts in Human Resources and Communications.

32. These changes are shaped around continuous improvement within the Corporate Core as recommended by the Local Government Association in their Corporate Peer Challenge and are directed at fulfilling the objectives within the Council's 2025/26 Corporate Plan.

Recommendations

33. The recommendations from this proposal are as follows:
- Agree to the deletion of the post of Director of People & Inclusion following the post-holders resignation.
 - Approve the Voluntary Early Retirement the Head of HR, supports payment of the Voluntary Early Retirement and capital costs associated and commends this proposal to Council for their agreement.
 - Thank the Head of Human Resources for his contribution to the Council during his time with the authority.
 - Agree to the creation of two new Chief Officer posts: Assistant Director People & Inclusion and Head of Communications.
 - Delegate authority to the Executive Director (Strategy & Transformation) and Monitoring Officer to consider responses received from the consultation and produce a final version of the structure for implementation.

Links with the Corporate Priorities:

Please summarise how this links to the Let's Do It Strategy.

34. These proposals seek to support the delivery of the Council's Corporate Plan by ensuring that the Council has the right structure and capacity in place to deliver against published priorities and performance indicators and the wider commitments of the LET'S Do It! Strategy.

Equality Impact and Considerations:

*Please provide an explanation of the outcome(s) of an initial or full EIA and make **specific reference regarding the protected characteristic of Looked After Children**. There must be a signed off EIA template appended with a full analysis or explanation as to why an analysis is not needed for the report to be put forward to cabinet.*

Intranet link to EIA documents is [here](#).

Sign off to be completed by the Council's Equality, Diversity and Inclusion (EDI) Manager (contact l.cawley@bury.gov.uk for advice).

35. The proposals do not effect Council policy and are delivered within the scope of the agreed Voluntary Exits Policy which has been subject to a full Equality Impact Assessment.

Environmental Impact and Considerations:

*Please provide an explanation of the Environmental impact of this decision. Please include the impact on both **Carbon emissions** (contact climate@bury.gov.uk for advice) and **Biodiversity** (contact c.m.wilkinson@bury.gov.uk for advice)*

36. No negative impacts identified.

Assessment and Mitigation of Risk:

Risk / opportunity	Mitigation
The proposed changes remove capacity and experience necessary to organisational delivery.	The proposed departure dates and future structural arrangements have been designed to mitigate this risk.

Legal Implications:

To be completed by the Council's Monitoring Officer.

37. The Supplementary Guidance (Openness and Accountability in Local Pay) supplements the existing pay accountability guidance published in February 2012 which requires Local authorities to present details of any package paid to an officer where the value of the package exceeds £100,000. In accordance with the Council constitution approval of the Voluntary Early Retirement package is subject to agreement by Council.

Financial Implications:

To be completed by the Council's Section 151 Officer.

38. The severance cost of £39,604 will be funded from savings arising from the net reduction in posts detailed in the report. The capital costs of £233,088 will be funded from a combination of the remaining pension strain allowance available to the council this financial year (c£81k) with balance via utilisation of capital receipt flexibilities that can support redundancy costs where service transformation and financial savings are achieved. There will be no further direct impact on the Council's general fund budget from this decision. There is an ongoing revenue saving of c£40k resulting from the proposals.

Appendices:

None

Background papers:

Please list any background documents to this report and include a hyperlink where possible. Please include a glossary of terms, abbreviations and acronyms used in this report.

Term	Meaning

Terms of Reference: Bury Local Bee Network Forum

APPENDIX 1

Title	Bury Local Bee Network Forum
Function/Purpose	<ul style="list-style-type: none"> • Accountability: To be accountable to residents and the Bee Network Committee for transport matters in their local area and vice versa. • Feedback: To actively monitor the delivery and performance of services linked to the Bee Network and as appropriate recommend change/improvement to the Bee Network Committee through the local Transport Lead Member/Representative. • Participation: Provide robust mechanisms for elected members and service users to feedback through regular participation at local Bee Network forums. This will include Public Questions being included as a standard agenda item (For a duration of 30 minutes only). • Local Co-ordination: Identify how issues arising at the Bee Network Committee might impact and be mitigated or responded to in the local area. • Policy Development: Support and contribute to policy development and strategy delivery linked to the Bee Network. • Cross Cutting Analysis: Analyse cross-cutting issues that may affect GM's ability to deliver an efficient service. For instance, through improved co-ordination of roadworks to ensure disruption are kept to a minimum.
Statutory/Decision Making/Informal	The Bury Local Bee Network Forum will be a formal non-decision making body.
Core Membership	The Bury Local Bee Network Forum will have a core membership of 5 elected members and be politically balanced. Forum Members will be:

	<ul style="list-style-type: none"> • Labour x3 • Conservative x1 • Radcliffe First x1 <p>Core members of the Forum will be required to attend training to assist in undertaking the role of a Forum member.</p>
Additional membership	<p>All elected members will have a standing invite to Forum meetings.</p> <p>The following officers will also be invited attend the Forum:</p> <ul style="list-style-type: none"> • Bury Council's GM Transport Strategy Group Representatives (Joanne Betts / Natalie Blackston) • Lee Buggie, Public Health Specialist, Bury Council. • Council officers – As required <p>Membership may also be extended in future to include other stakeholders, such as representatives from local groups or organisations, particularly groups that represent those who may experience barriers to using Bee Network services, or to advise on specific issues.</p> <p>A young person representative selected from the Youth Council will also be invited to meetings and able to address the forum.</p>
Chair	<p>Forum meetings will be chaired by Cllr Gareth Staples Jones.</p> <p>The Chair may choose to appoint a Vice Chair.</p> <p>In the absence of the Chair or the Vice-Chair, a replacement Chair will be elected for the duration of the meeting.</p>

Meeting arrangements	<p>The Forum will meet quarterly.</p> <p>Forum meetings will be held in person and in public.</p> <p>The agenda and supporting papers will be in a standard format and circulated at least five clear working days in advance of meetings.</p>
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Classification	Item No.
Open / Closed	

Meeting:	Council
Meeting date:	17 th July 2025
Title of report:	Independent Remuneration Panel – Recommendations
Report by:	Director of Law & Governance
Decision Type:	Council/Key Decision/Non Key Decision (delete as appropriate)
Ward(s) to which report relates	All

Executive Summary:

1. This report is a synopsis of the deliberations and recommendations made by the Independent Remuneration Panel (the IRP or Panel) for Bury Council to advise the Council on its Members' Allowances scheme.
2. The IRP was convened under The Local Authorities' (Members' Allowances) (England) Regulations 2003 (SI 1021) ("the 2003 Regulations"). These regulations, which arise out of the relevant provisions contained in the Local Government Act 2000, require all local authorities to establish and maintain an advisory Independent [Members] Remuneration Panel to review and provide advice on Members' allowances on a periodic basis.
3. All Councils are required to convene their IRP and seek its advice before they make any changes or amendments to their Members' Allowances Scheme. They must 'pay regard' to their IRPs recommendations before setting a new or amended Members' Allowances Scheme. On this particular occasion, the IRP has been reconvened in accordance with a decision of the Standards Committee (27 November 2024) which agreed to the review of allowances and the membership of the IRP.

4. Members will note the IRP has recommended that basic Members allowances the majority of Special responsibility allowance remain at current levels.

Recommendation(s)

That:

1. That Council notes the report of the Independent Remuneration Panel dated November 2025 (Appendix 1)
2. Following consultation with the Group Leaders, the Mayor and the Standards Committee Council consider the recommendations 1 – 26.
 1. The IRP recommends that the Basic Allowance remains at £11,954, subject to indexation going forward.
 2. The IRP recommends that the SRA for the Leader remains at £35,862 for 2025/26.
 3. The IRP recommends that the SRA for the two Deputy Leaders is reset at £19,724, which is 55 per cent of the Leader's recommended SRA (£35,862).
 - 3 The IRP recommends that the SRA for the six other Members of the Cabinet is maintained at £16,138, which has been set at 45% of the Leader's recommended SRA.
 - 4 The IRP recommends that the SRA for the nine Deputy Cabinet Members is maintained at £2,421, which is 15 per of the recommended SRA (£16,138) for the other Cabinet Members.
 - 5 The IRP recommends that the SRA for the Chairs of the six main Committees is maintained at £8,965, which is 25 per cent of the recommended SRA (£35,862) for the Leader.
 - 6 The IRP recommends that the SRA for Members who sit on Licensing Hearings Sub Committees is maintained as follows:
 - Meetings over 4 hours: £106
 - Meetings up to 4 hours: £53
 - 7 Furthermore, it recommends that the threshold for this SRA to be payable should be reset at over four Hearings attended in a year.
 - 8 Also, as per current practice this SRA should only be paid to Members who are not otherwise in receipt of an SRA.
 - 9 The IRP recommends that the SRA for the Leader of the Main Opposition Group is maintained at £11,834, which is 33% of the Leader's recommended SRA of (£35,862).

- 10 The IRP recommends that the SRA for the Deputy Leader of the Main Opposition Group is maintained at £4,734, which is 40 per cent of the recommended SRA for the Leader of the Main Opposition Group (£11,834). Furthermore the IRP recommends that the threshold for this SRA to be payable is reset at five Main Opposition Group Members.
- 11 The IRP recommends that the SRA for Leader(s) of Other Opposition Groups is maintained at £5,917, which has been set at 16.5 per cent of the recommended SRA for the Leader.
- 12 The IRP recommends that where there are two Main Opposition Groups of equal size their respective Leaders and Deputy Leaders are paid an SRA as follows:
 - Main Opposition Group Leaders £8,876
 - Main Opposition Group Deputy Leaders £3,255
- 13 The IRP further recommends that the SRA for the Deputy Leaders of two Main Opposition Groups of equal size is only payable if each Main Opposition Group reaches the qualifying threshold of five Group Members.
- 14 The IRP recommends that the SRA paid to the Leader as a Member/Portfolio Holder on the GMCA under the 2011 Order is reset at £9,000.
- 15 The IRP recommends that the SRA for the Bury Member appointed to the GM Bee Network Committee is maintained at £3,000, which is one third of the recommended SRA (£9,000) for Leader appointed to the GMCA.
- 16 The IRP recommends that the SRA for the Bury Council Members appointed to the GM Waste and Recycling Committee is maintained at £1,500, which is 16.5 per cent of the recommended SRA (£9,000) for the Leader appointed to the GMCA.
- 17 The IRP is not making a recommendation for an SRA regarding the Council's appointment to the GM Joint Health Scrutiny Committee.
- 18 The IRP recommends that the 1-SRA only rule is maintained with the exception of the additional SRAs paid under the 2011 GMCA Order.
- 19 The IRP recommends that the two Audit Committee Co-optees be paid a Co-optees' Allowance that has two elements maintained as follows:
 - Standard element £500 per year
 - Meetings element
 - Meetings over four hours £106 per meeting
 - Meetings up to four hours £53 per meeting
- 20 The IRP is not recommending any change to the Mayoral Civic Allowance (£18,567) and Deputy Mayor Civic Allowance (£4,642).
- 21 The IRP recommends that the remuneration of the Independent Persons is reset as follows:
 - Standard element £1,000 per year

22 The IRP recommends that the rates at which the DCA can be claimed are maintained as follows:

- Child care: maximum hourly rate paid at real living wage
(Currently £12.60)
- Elderly/disabled care: maximum rate paid at the hourly rate charged By Bury Council Social Services (Persona) for a Home Help

23 The IRP further recommends that the DCA is amended as follows:

- That the DCA may be claimed an hour before an approved duty starts and an hour after an approved duty ends
- That the annual cap on the total amount that can be claimed under each category is increased as follows:
 - Child care: £4,000 per year
 - Elderly/disabled care: £8,000 per year

24 The IRP recommends that the current terms and conditions and rates at which Members can claim travel and subsistence outwith the Council are maintained.

25 The IRP recommends that the following indices are applied to the allowances paid to Members and appointees of Bury Council:

- Basic Allowance, SRAs (including those paid in accordance with the GMCA 2011 Order), Co-optees' Allowance, within Council Travel Allowance, Civic (Mayoral) Allowances and the remuneration for the Independent Persons:
 - Indexed to the annual percentage salary increase for local government staff (at spinal column 43) as agreed each year by the National Joint Council for Local Government Services and applicable to the same year it applies to Officers but with an implementation date from the start of the municipal rather than financial year.
- Mileage Allowance (Outwith only):
 - Members' mileage allowances rates indexed to HMRC Approved Mileage Allowance Payment rates.
- Subsistence Allowances (Outwith only):
 - Subsistence allowances should continue to be indexed to the same rates that are applicable to Officers.
- The Dependants' Carers' Allowance:
 - Child care: maximum rate indexed to the real living wage
 - Elderly/disabled care: maximum rate indexed to the hourly rate charged by Bury Council Social Services (Persona) for a Home Help

26 The IRP also recommends that indexation should run for four years (2025/26 – 2028/29), which is the maximum length of time permitted by the 2003 Regulations. For authority for indexation to be extended beyond the fourth anniversary of the establishment of the new scheme of allowances the Council is required to first seek advice from the IRP.

- 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

Background

5. The terms of reference provided to the IRP for this review were as follows:

In accordance with the 2003 Members' Allowances Regulations the IRP shall make recommendations to be considered by the Council at Full Council on 21 May 2025 for a proposed implementation from that date regarding:-

- i. The amount of basic allowance that should be payable to its elected members
 - ii. The responsibilities or duties which should lead to the payment of a special responsibility allowance (SRA) and as to the amount of such an allowance
 - iii. About other allowances including an allowance in respect of the expenses of arranging for the care of children and dependants and if it does make such a recommendation, the amount of this allowance, travel and subsistence allowances
 - iv. The level of allowances paid to co-opted members of the Council's Audit Committee and the Independent Persons appointed under the 2011 Localism Act
 - v. The level of allowance paid to the Mayor and Deputy Mayor for the purpose of meeting the expenses of those offices (i.e., the Civic Allowances)
 - vi. The payment of member(s) appointed to the Greater Manchester Combined Authority (GMCA) in respect of duties and responsibilities undertaken as a member of the GMCA, and if so to specify the amount of any such allowance (in accordance with the Greater Manchester Combined Authority Order 2011 Schedule 1 - Constitution (Remuneration page 18)
 - vii. Whether annual adjustments of allowance levels may be made by reference to an index, and, if so, for how long such a measure should run
6. In arriving at its recommendations the IRP shall also take into account:
 - A. The views of Members both written and oral, with an opportunity for selected Members to meet with the IRP
 - B. Factual Briefings from Officers
 - C. The Statutory Guidance on Regulation for Local Authority Allowances 2006.
 - D. The 2003 Members Allowances Regulations (SI 2003/1021)
 - E. Roles and Responsibilities as contained with the Council's Constitution

- F. That the recommendations should confirm to existing legislation and anticipate likely future legislation as far as possible
 - G. The requirement for their report and recommended changes to the scheme of allowances to be easy to understand and adequately justifiable to the electorate
 - H. Allowances paid in comparable councils, namely the other Greater Manchester Metropolitan Councils
7. In accordance with the decision of Bury Council Standards Committee on 27 November 2024 the IRP was reconvened consisting of the following appointees:
- Dr Declan Hall (Chair): an independent consultant specialising in members' allowances and support and a former lecturer in local government and politics at the Institute of Local Government, The University of Birmingham.
 - Dr Andrew Roberts: A local businessman and MD of a local IT Company; Chair of Bury Business Leaders Group and a Governor of the University of Greater Manchester
 - John Thomson: UNISON Bury Branch Secretary (Local Government)
8. The IRP met in person at Bury Council Offices on 30 April and 1 May 2025 to consider all the written evidence and data and receive factual briefings on the Council and how it operates from relevant Officers. It was during this time that a representative range of Members met with the IRP to discuss their roles and responsibilities and to raise any issues of concern. Any Member not invited but who wanted to meet with the IRP was accommodated.
9. In addition, every Member was sent a short questionnaire through which they could make their views known and raise any concerns directly with the IRP, of which 12 were received. The questionnaire also had the methodological advantage of ensuring all Members were being asked a common set of questions during the interviews, the main point being that all Members had at least one opportunity to exercise their voice during the review.
10. In compliance with the terms of reference and for benchmarking purposes the IRP also took into account the range and levels of allowances paid in comparable local authorities, namely the other Greater Manchester Councils. Benchmarking information is set out in the report of the IRP which is annexed to this report.
11. The full range of interviewees and written information received and considered by the IRP was as follows:

- List of information and evidence that was included in the Information Pack for IRP Members
- Elected Members who met with the IRP
- Officers who provided a factual briefing to the IRP
- Summary of benchmarking of Bury Council Allowances against other Greater Manchester Councils

Community impact/links with Community Strategy

An up to date Member Allowance Scheme will ensure decision are taken lawfully and in an open and transparent manner.

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>
An up to date Member Allowance Scheme will ensure decisions 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.	

Assessment of Risk:

The following risks apply to the decision:

Risk / opportunity	Mitigation
Ensure compliance with the Under the Local Authorities (Members' Allowances) (England) Regulations 2003	. Independent panel establish and report to Members for consideration

Consultation:

Group Leaders and the Mayor at the Democratic Arrangements Forum and Members of the Standards Committee. The terms of reference set out members would be interviewed by the IRP and a Member survey was sent to all Members to obtain their views.

Legal Implications:

To be completed by the Council's Monitoring Officer

Legal comments are contained within the body of the report

Financial Implications:

To be completed by the Council's Section 151 Officer

The proposals can be met from existing budget provision.

Report Author and Contact Details:

Jacqui Dennis – Monitoring Officer Director of Law and Governance

Background papers:

Appendix 1 – Report of the Independent Remuneration Panel 2025

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

Term	Meaning
IRP	Independent Remuneration Panel

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**A Review
Of
Members' Allowances
For
Bury Council**

**A Report by the
Independent
Remuneration Panel**

**Declan Hall PhD (Chair)
Dr Andrew Roberts
John Thomson**

May 2025

Executive Summary – Recommendations

The Table below sets out the Panel's recommendations for the Basic Allowance and SRAs (2025/26), including total number of SRAs and maximum amounts payable. In reality the total paid out in SRAs is likely to be less due to the 1-SRA only rule.

Bury May 2025 Review		Recommended Maximum Payable 2025/26		
POSITION	Nos Paid	Basic Allowance	Total P/Mbr (BA+SRA)	Sub Total Per Category
BASIC ALLOWANCE	51	£11,954		£609,654
SPECIAL RESPONSIBILITY ALLOWANCES		SRA annual		
EXECUTIVE				
Leader	1	£35,862	£47,816	£35,862
Deputy Leaders	2	£19,724	£31,678	£39,448
Other Cabinet Members	6	£16,138	£28,092	£96,828
Deputy Cabinet Members	9	£2,421	£14,375	£21,789
OVERVIEW AND SCRUTINY (O&S)				
Chairs O&S Committees	3	£9,192	£21,146	£27,576
REGULATORY				
Chair Audit Committee	1	£9,192	£21,146	£9,192
Chair Planning Control Committee	1	£9,192	£21,146	£9,192
Chair Licensing & Safety Committee	1	£9,192	£21,146	£9,192
OPPOSITION POSTS				
Leader Main Opposition Group	1	£11,834	£23,788	£11,834
Deputy Leader Main Opposition Group (where Group has reached threshold of 5 members)	1	£4,734	£16,688	£4,734
Leader(s) Other Opposition Groups	1	£5,917	£17,871	£5,917
Deputy Leader(s) Other Opposition Groups (Where Group has reached threshold of 5 Members)	1	£2,072	£14,026	£2,072
Sub Total - Basic Allowance	51			£609,654
Sub Total - SRAs	25			£273,636
Total (BA+SRAs)				£883,290
SRA for appointees to Bee Network	1	£3,000	NA	£3,000
SRA for appointees to GM Waste & Recycling Committee	1	£1,500	NA	£1,500
If Bury Member is Chair of GM Waste & Recycling Committee	1	£3,000	NA	£3,000
Leader's SRA under GMCA Order	1	£9,000	£56,816	£9,000
Total BA+SRAs + GMCA SRAs				£899,790

The IRP also recommends that:

Members who sit on Licensing Hearings Sub Committees

Members who sit on Licensing Hearings Sub Committees who attend more than four 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.

Opposition SRAs – Deputy Leader of Main Opposition Group

The threshold for recommended SRA (£4,374) for the Deputy Leader of the Main Opposition to be payable is reset at five Main Opposition Group Members

Where there are two Main Opposition Groups of equal size

Where there are two Main Opposition Groups of equal size their respective Leaders and Deputy Leaders are paid an SRA as follows:

- Main Opposition Group Leaders £8,876
- Main Opposition Group Deputy Leaders £3,403

The IRP further recommends that the SRA for the Deputy Leaders of two Main Opposition Groups of equal size is only payable if each Main Opposition Group reaches the qualifying threshold of five Group Members.

SRAs paid under the GMCA 2011 Order

That the following appointees to the GMCA are paid as follows:

- GM Bee Network £3,000
- GM Waste & Recycling Committee £1,500
- If Bury Member chairs GM Waste & Recycling Committee £3,000
- Leader appointed to GMCA £9,000

Other SRAs considered but not recommended

The following posts are not paid an SRA

- Bury Member appointed to the GM Pension Management Panel
- Bury Member appointed to GM Joint Health Scrutiny Committee
- Bury Member appointed to Bee Network as Chair

Maintaining the 1-SRA Only Rule and Exceptions

The 1-SRA only rule is maintained with the exception of the additional SRAs paid under the 2011 GMCA Order.

The Co-optees' Allowance

The IRP recommends that the two Audit Committee Co-optees be paid a Co-optees' Allowance that has two elements maintained as follows:

- Standard element £500 per year
- Meetings element
 - Meetings over four hours £106 per meeting
 - Meetings up to four hours £53 per meeting

The Civic (Mayoral) Allowances

There is no change to the Mayoral Civic Allowance (£18,567) and Deputy Mayor Civic Allowance (£4,642).

The remuneration for the Independent Persons appointed under the Local Act 2011

The remuneration of the Independent Persons is reset as follows:

- Standard element £1,000 per year

The Dependants' Carers' Allowance (DCA)

The rates at which the DCA can be claimed are maintained as follows:

- Child care: maximum hourly rate paid at real living wage
(Currently £12.60)
- Elderly/disabled care: maximum rate paid at the hourly rate charged By Bury Council Social Services (Persona) for a Home Help

The IRP further recommends that the DCA is amended as follows:

- That the DCA may be claimed an hour before an approved duty starts and an hour after an approved duty ends
- That the annual cap on the total amount that can be claimed under each category is increased as follows:
 - Child care: £4,000 per year
 - Elderly/disabled care: £8,000 per year

Travel and Subsistence Allowances - Within the Council

The current Basic Allowance is deemed to include in-Borough travel and subsistence costs.

Travel and Subsistence Allowances - Outwith the Council

The current terms and conditions and rates at which Members can claim travel and subsistence outwith the Council are maintained.

Indexation

The following indices are applied to the allowances paid to Members and appointees of Bury Council:

- **Basic Allowance, SRAs (including those paid in accordance with the GMCA 2011 Order), Co-optees' Allowance, Civic (Mayoral) Allowances and the remuneration for the Independent Persons:**
 - Indexed to the annual percentage salary increase for local government staff (at spinal column 43) as agreed each year by the National Joint Council for Local Government Services and applicable to the same year it applies to Officers but with an implementation date from the start of the municipal rather than financial year.
- **Mileage Allowance (Outwith only):**

- Members' mileage allowances rates indexed to HMRC Approved Mileage Allowance Payment rates.
- **Subsistence Allowances (Outwith only):**
 - Subsistence allowances should continue to be indexed to the same rates that are applicable to Officers.
- **The Dependants' Carers' Allowance:**
 - **Child care:** maximum rate indexed to the real living wage
 - **Elderly/disabled care:** maximum rate indexed to the hourly rate charged by Bury Council Social Services (Persona) for a Home Help

The IRP also recommends that indexation should run for four years (2025/26 – 2028/29), which is the maximum length of time permitted by the 2003 Regulations.

Implementation

The new scheme of allowances based on the recommendations contained in this report is adopted from the date of the Council's Annual Meeting 21 May 2025.

A Review
Of
Members' Allowances for Bury Council
By the
Independent Remuneration Panel
May 2025

Regulatory context

1. This report is a synopsis of the deliberations and recommendations made by the Independent Remuneration Panel (the IRP or Panel) for Bury Council to advise the Council on its Members' Allowances scheme.
2. The IRP was convened under The Local Authorities' (Members' Allowances) (England) Regulations 2003 (SI 1021) ("the 2003 Regulations"). These regulations, which arise out of the relevant provisions contained in the Local Government Act 2000, require all local authorities to establish and maintain an advisory Independent [Members] Remuneration Panel to review and provide advice on Members' allowances on a periodic basis.
3. All Councils are required to convene their IRP and seek its advice before they make any changes or amendments to their Members' Allowances Scheme. They must 'pay regard' to their IRPs recommendations before setting a new or amended Members' Allowances Scheme. On this particular occasion, the IRP has been reconvened in accordance with a decision of the Standards Committee (27 November 2024) which agreed to the review of allowances and the membership of the IRP.

Terms of Reference

4. The terms of reference provided to the IRP for this review were as follows:

In accordance with the 2003 Members' Allowances Regulations the IRP shall make recommendations to be considered by the Council at Full Council on 21 May 2025 for a proposed implementation from that date regarding:-

- i. The amount of basic allowance that should be payable to its elected members
- ii. The responsibilities or duties which should lead to the payment of a special responsibility allowance (SRA) and as to the amount of such an allowance

- iii. About other allowances including an allowance in respect of the expenses of arranging for the care of children and dependants and if it does make such a recommendation, the amount of this allowance, travel and subsistence allowances
 - iv. The level of allowances paid to co-opted members of the Council's Audit Committee and the Independent Persons appointed under the 2011 Localism Act
 - v. The level of allowance paid to the Mayor and Deputy Mayor for the purpose of meeting the expenses of those offices (i.e., the Civic Allowances)
 - vi. The payment of member(s) appointed to the Greater Manchester Combined Authority (GMCA) in respect of duties and responsibilities undertaken as a member of the GMCA, and if so to specify the amount of any such allowance (in accordance with the Greater Manchester Combined Authority Order 2011 Schedule 1 - Constitution (Remuneration page 18)
 - vii. Whether annual adjustments of allowance levels may be made by reference to an index, and, if so, for how long such a measure should run
5. In arriving at its recommendations the IRP shall also take into account:
- A. The views of Members both written and oral, with an opportunity for selected Members to meet with the IRP
 - B. Factual Briefings from Officers
 - C. The Statutory Guidance on Regulation for Local Authority Allowances 2006.
 - D. The 2003 Members Allowances Regulations (SI 2003/1021)
 - E. Roles and Responsibilities as contained with the Council's Constitution
 - F. That the recommendations should confirm to existing legislation and anticipate likely future legislation as far as possible
 - G. The requirement for their report and recommended changes to the scheme of allowances to be easy to understand and adequately justifiable to the electorate
 - H. Allowances paid in comparable councils, namely the other Greater Manchester Metropolitan Councils

Membership of the Independent Remuneration Panel

6. In accordance with the decision of Bury Council Standards Committee on 27 November 2024 the IRP was reconvened consisting of the following appointees:
- Dr Declan Hall (Chair): an independent consultant specialising in members' allowances and support and a former lecturer in local government and politics at the Institute of Local Government, The University of Birmingham.

- Dr Andrew Roberts: A local businessman and MD of a local IT Company; Chair of Bury Business Leaders Group and a Governor of the University of Greater Manchester
 - John Thomson: UNISON Bury Branch Secretary (Local Government)
7. The IRP was supported by Julie Gallagher Head of Governance and Josh Ashworth, Scrutiny Officer, Democratic Services, who were the organisational leads in facilitating and supporting the work of the IRP.

The Review Process and Methodology

8. The IRP met in person at Bury Council Offices on 30 April and 1 May 2025 to consider all the written evidence and data and receive factual briefings on the Council and how it operates from relevant Officers. It was during this time that a representative range of Members met with the IRP to discuss their roles and responsibilities and to raise any issues of concern. Any Member not invited but who wanted to meet with the IRP was accommodated.
9. In addition, every Member was sent a short questionnaire through which they could make their views known and raise any concerns directly with the IRP, of which 12 were received. The questionnaire also had the methodological advantage of ensuring all Members were being asked a common set of questions during the interviews, the main point being that all Members had at least one opportunity to exercise their voice during the review.
10. In compliance with the terms of reference and for benchmarking purposes the IRP also took into account the range and levels of allowances paid in comparable local authorities, namely the other Greater Manchester Councils.
11. The full range of interviewees and written information received and considered by the IRP is set out in the appendices as follows:
- Appendix 1: List of information and evidence that was included in the Information Pack for IRP Members
 - Appendix 2: Elected Members who met with the IRP
 - Appendix 3: Officers who provided a factual briefing to the IRP
 - Appendix 4: Summary of benchmarking of Bury Council Allowances against other Greater Manchester Councils

Key Messages – Function of Allowances – An Enabler

12. Representations were made to the IRP that argued that the current Basic Allowance and some SRAs were on the low side. In particular, the Basic Allowance was not at a level to 'attract' a wider range of people to stand for Council.

13. The IRP recognises that where a Member is in full time employment they either have to have a very understanding and flexible employer or work reduced hours. The Basic Allowance is not a substitute for a full time salary. The prime function of an allowances scheme is to provide support to Members (current and prospective) to enable them to fulfil their roles and responsibilities. In English local government backbench Members are not designed to be full time roles. The Basic Allowance should allow those who are in employment to compensate for most of the unpaid time off work they have to take to fulfil their Councillor duties, although it is recognised that it does impact on future pension provision and in most cases career progression in an employed role. For leading Members the Basic Allowance and SRAs payable should enable them to serve as more or less full time Members without necessarily being financially attractive.
14. Nor does the IRP accept that allowances should be at such a level that they "attract" candidates for Council. Aside from the ethical issue of whether it is appropriate to attract people to be Members of the Council for the money, the reality is that if allowances did 'attract' people to stand and remain on the Council they would be at such a level that not only would they be difficult for the public to accept, but for Members themselves to accept.
15. In the main, the evidence and representation received indicated that the current level of allowance are not a barrier and enable most people to be a Councillor.

A more complex Local Government Environment

16. A key theme that emerged from the representation received and the Officer factual briefings on the nature of the Council and the roles of Members was that the operating environment for local government is becoming more complex. Increasingly, the GMCA is impacting on the work of Members, particularly at the senior Member level but the wider membership not only now regularly sits on GMCA Committees and Panels but they also are feeling the impact of the GMCA at a local level as the GMCA continues to evolve. Devolution continues apace, which will also impact on the working relationships of all Members. Local government reorganisation will in all likelihood add to this complexity.
17. It is particularly noticeable that the new Labour national government has led to an enhanced dialogue with local government that particularly impacts on the work of leading Members. But all Members now need to engage in wider stakeholders and partners. Local government is no longer simply about the direct delivery of local services, there are a wider set of stakeholders involved.
18. Another development that makes the working environment more complex is the rise and ubiquity of social media. It means that Members are more contactable and are contacted in many different ways as well as 24 hours per day. Unlike traditional contact with constituents, via letter and at Councillor Surgeries, contact by social media inherently requires almost an immediate response, or at the very least a prompt response. It also means that Members are more exposed to personal abuse and criticism.
19. The main observation drawn from the above discussion is that Members are doing more, in a more complex environment. In the representation received

there was a strong view that the current level of allowances payable may not recognise these new realities.

Function of this Review – to address anomalies

20. A case can be made to increase the allowances, particularly the Basic Allowance. Regardless, even those representations received arguing that there was a case to increase the Basic Allowance and some SRAs also acknowledged that now was not the appropriate time to do so, with the economic pressures on the citizens of the Borough. It was simply not appropriate for the Members to receive increased allowances across the board at this juncture.
21. Furthermore, it was recognised that the wider local government environment will continue to evolve. The full effects of continuing Devolution and local government reorganisation and its impact on increasing demands on Members are yet to be fully realised. Consequently, despite the codicils, the majority of the representations and other evidence received supported the view that the current level and scope of allowances paid to Members of Bury Council do not require fundamental revision at this juncture. However, they will in all likelihood need a fundamental revision in the near future.
22. Thus, the main function of this review has been to address anomalies arising rather than undertake a fundamental revision of the allowances scheme. Consequently, the financial impact of the recommendations if accepted in full will be marginal.

The evidence considered: The Basic Allowance

23. As a checking mechanism the IRP undertook a triangulation process to test out the current Basic Allowance (£11,954) that consists of three points, namely:
 - Recalibrating the Basic Allowance in accordance with the methodology set out in the 2006 Statutory Guidance
 - Benchmarking the current Basic Allowance against all the Greater Manchester Metropolitan Councils
 - Taking into account the representation received

The IRPs Recommendations – recalibrating the Basic Allowance

24. In arriving at recommendations the IRP is required to pay regard to the 2006 Statutory Guidance. In considering the Basic Allowance the 2006 Statutory Guidance (paragraph 67) states:

Having established what local councillors do, and the hours which are devoted to these tasks the local authorities will need to take a view on the rate at which, and the number of hours for which, councillors ought to be remunerated.

24. The Statutory Guidance (paragraphs 68-69) expands on the above statement by breaking it down to three variables, namely
- Time required to fulfil the role of the ordinary Member
 - Recognising public service principle
 - The rate of remuneration

Time to fulfil duties for which the Basic Allowance is paid

25. The Basic Allowance is primarily a time-based payment (see 2006 Statutory Guidance paragraph 10). It is paid to compensate for workload, with an element designed to cover marginal expenses. Obviously Members work in different ways and have varying commitments and the time spent on council duties varies. Yet, the Basic Allowance is a flat rate allowance that must be paid equally to all Members. So the time assessment is typically taken as the average time required carrying out all those duties for which the Basic Allowance is paid.
26. The most up to date information available on what is a reasonable time expectation for which the Basic Allowance is paid comes from the 2022 Councillors Census. In data supplied to the Chair of the IRP from the Local Government Association, it showed that Councillors in metropolitan councils who held "no positions" of responsibility put in on average 23.4 hours per week "on council business"¹. The LGA includes within "council business"
- Council/committee meetings, including reading, preparation and research and any required meetings/contact with Chairs and/or relevant Officers
 - Working with community groups
 - Engaging with constituents, etc.
 - Any outside bodies they may be appointed to
27. However, for the purposes of recalibrating the Basic Allowance in line with the 2006 Statutory Guidance the IRP has not accepted this figure for two reasons.
- I. The reported average of 23.4 hours per week will include those Members who have the capacity and wherewithal to put in more than necessary, so the average figure is somewhat greater than what is necessarily required
 - II. The reported average of 23.4 hours per week required to be an effective backbench Member is slightly above that reported by Members in the representation received
28. In the representation received both oral and written Members reported that the time required to be an effective backbench Member ranged from 8 to 30 hours per week. However, these two lower and upper figures were very much outliers. In the main Members reported that a backbench Member is required to put in between 20-25 hours per week. Consequently for the purposes of recalibrating the Basic Allowance has adopted the midpoint figure between 20-25 hours per

¹ Information based on National Census of Local Authority Councillors 2022 (LGA), breakdown of mean weekly hours put in on council business by councillors by number of positions held and type of council, in email from S. Richards, LGA 17 May 2023.

week, which equates to 22.5 hours. Based on a 52 week working year this equates to 1,170 hours per year or 146.3 days per year on an 8 hour working day.

29. The IRP recognises that based on the representation received some Members who hold no positions do put in more than the equivalent of 3 days per week. But that is through choice and capacity rather than requirement.

Recognising the Voluntary Principle – A Public Service Discount (PSD)

30. The 2006 Statutory Guidance (paragraph 67) says that it is necessary to establish out of the time required to do the work of the ordinary Member how many of those hours “ought to be remunerated.” What is meant by this is explained further in the Statutory Guidance (paragraph 68) which goes on to state

It is important that some element of the work of [elected] members continues to be voluntary – that some hours are not remunerated.

31. The element of unremunerated time often known as the ‘Public Service Discount’ (PSD) recognises the principle of public service. Thus, the voluntary principle is realised by discounting an element of the expected time inputs associated with the Basic Allowance. The typical range for this public service discount is between 30% - 40%, largely on the basis that is broadly in line with the proportion of time backbenchers spend on

- Dealing with constituents
- Attending surgeries
- General enquiries from citizens and
- Other constituent/ward related activities.

32. Historically, the IRP has opted for voluntary discount of 35 per cent as it is the mid-point between the typical range of 30-40 per cent that most IRPs utilise as the size of the voluntary discount. It is also the most common size of voluntary discount used by IRPs in principal councils. The IRP received no evidence to alter the voluntary discount of 35 per cent.

33. Thus, by applying a voluntary discount of 35 per cent to the expected time input of 146.3 days per year it produces a voluntary element of 51.2 days per year. These are the hours that are ‘not remunerated’, deemed to be public service, leaving 95.1 remunerated days per year, which the IRP has rounded down to 95 remunerated days per year.

34. In the representation received it became clear that many Members did not appreciate that a public service discount, or voluntarily element, is built into the Basic Allowance. Many Members simply looked at their current Basic Allowance and divided it by the average hours they were putting in and saw that their Basic Allowance was less than minimum wage. Seen like this it is less than minimum wage but ignores the fact the 35 per cent of the time associated with duties for which the Basic Allowance is in accordance with the 2006 Statutory Guidance given as unpaid time.

The rate for remuneration

35. Historically, in settling on the appropriate rate of remuneration to utilise in arriving at the recommended Basic Allowance IRPs primarily relied upon an advisory day rate published by the LGA each year to assist IRPs in setting a rate of remuneration, which by 2010 had reached £152.77 per day.²
36. However, the LGA has since stopped issuing this advice as IRPs switched to a more locally based rate of remuneration as it more closely reflects the typical earnings of elected Members' constituents. A reason for the switch was one of data availability: the Office of National Statistics started to collect and publish data on average earnings on a council by council basis about 13 years ago in its Annual Survey of Hours & Earnings (ASHE). A second reason for the switch is that by using a rate of remuneration that is based on average earnings of Members constituents it has robustness and is readily defensible.
37. In 2024, the median gross daily salary for all full time employee jobs within the area of the Bury Council was £138 as published by the Office of National Statistics (ONS).³ Thus, for the purposes of recalibrating the Basic Allowance the IRP has adopted a rate for remuneration at £138 per day.
38. If the IRP updated the variables to arrive at a recalibrated Basic Allowance to take into account the most recent data available it gives the following values:
 - Time required for backbencher: 146.3 days per year (2.8 days per week)
 - Public Service Discount: 51.2 days per year (35 per cent)
 - Rate for Remuneration: £138 per day
39. By following the methodology as set out in the 2006 Statutory Guidance with the updated variables it produces the following recalibrated Basic Allowance:
 - 146.3 days per year input minus 35% PSD (51.2 days)
= 95 remunerated days per year multiplied by £128 per day
= £13,110
40. By recalibrating the Basic Allowance (£13,110), a case can be made to increase the Basic Allowance by following the approach as set out in the 2006 Statutory Guidance. It is above the current Basic Allowance of £11,954.

Benchmarking

41. Benchmarking⁴ shows a more mixed picture, in that the current Bury Council Basic Allowance (£11,954), is below the average paid in peer Councils across Greater Manchester on one measure (mean) but in line on another measure (median):

² See LGA alert 62/10, Members' Allowances, 23 June 2010

³ See ASHE, 2024, Table 7.1a - Median weekly pay - gross - for full time employee jobs in area of Bury Council, which is £690.70 and divided by 5 working days equals £138.14 per day, which the IRP rounded down to £138 per day. See

<https://www.ons.gov.uk/employmentandlabourmarket/peopleinwork/earningsandworkinghours/datasets/placeofworkbylocalauthorityashtable7>

⁴ See Appendix Four BM1

• Benchmarking group mean Basic Allowance	£13,384
• Benchmarking group median Basic Allowance	£12,083
• Bury Council 2024/25 Basic Allowance	£11,954

Representation received by the IRP

42. Finally, the third ‘corner’ of the triangulation process was the representation received from elected Members. While there was some representation arguing for an increase in the Basic Allowance, particularly setting it in line with the average paid across the GM Councils, the overwhelming view was that the Basic Allowance should not be altered at this time, now was not the right time to increase the Basic Allowance.

Recommending the Basic Allowance – No Change

43. Despite the case that can be made to increase the Basic Allowance, the IRP took cognisance of the representation received and concluded that for 2025/26 the Basic Allowance should remain unaltered.
44. **The IRP recommends that the Basic Allowance remains at £11,954, subject to indexation going forward.⁵**

Special Responsibility Allowances - The Leader's (Bury Council) SRA

45. The last review (2021) to look at the SRA for the Leader reset it at £32,373, which through indexation is now £35,862.
46. The role of Leader has undergone significant change and it is clear that it requires a full time commitment, and certainly precludes any meaningful paid employment in the normal sense. In addition, the role of Leader had grown in responsibility with the passage of The Localism Act 2011. This Act enhanced the powers of all Leaders by requiring all Councils operating the executive model of governance to adopt the strong Leader model. Consequently the Leader now has all executive powers vested in the post and is responsible for the discharge of all executive functions, although much is delegated through the appointment of a Cabinet. The Leader also holds the portfolio for Strategic Growth, as well as currently being the Leader of the Labour Group.
47. The IRP received representation that the role of Leader continues to develop, particularly at the sub-regional level, namely at the Greater Manchester Combined Authority (GMCA). Although the Leader's responsibilities at the GMCA are addressed below, the reality is that regardless of whether there was a GMCA or not, the Leader of Bury Council would have a sub-regional and regional, and indeed national, dimension to their role. This latter aspect has become more prominent with the election of a national Labour government which now engages in a more engaging dialogue with local government, particularly regarding local government reorganisation and devolution. It is also

⁵ All recommendations relate to 2025/26, subject to any indexation that may be applicable

the case as the Leader represents Bury at relevant forums regionally and nationally, such as the Association of Greater Manchester Authorities (AGMA) and the Local Government Association (LGA).

48. Insofar there was representation received by the IRP regarding the role and SRA for the Leader it was generally of the view that the current SRA received by the Bury Council Leader was on the low side. It demands a full time role and the responsibilities have increased dramatically over the years. Once again, when pressed the oral representation (partially backed up the written representation) suggested that the SRA for the Leader should be on a par with the average SRA paid to Leaders of GM Councils. However, this view was counterbalance by a more general view that there should be no across the board increase in SRAs, except where there was a compelling case to do so.

49. Benchmarking shows that the SRA for the Bury Council Leader is low, as set out below.

• Benchmarking group mean Leader's SRA	£40,455
• Benchmarking group median Leader's SRA	£37,725
• Bury Council 2024/25 Leader's SRA	£35,862

50. While the Leader's SRA is below the GM average it is line with the methodological average. In arriving at the Leader's recommended SRA the IRP was been mindful of the 2006 Statutory Guidance (paragraph 76) which states:

One way of calculating special responsibility allowances may be to take the agreed level of basic allowance and recommend a multiple of this allowance as an appropriate special responsibility allowance for either the elected mayor or the leader.

51. This is known as the factor approach and is commonly deployed by IRPs in arriving at the recommended SRA for Leaders on the basis that it is easy to understand, simple and transparent. A factor from a range of 2.75 – 3.25 is the commonly acceptable multiple of the Basic Allowances regardless of type of council. Currently, the Leader's SRA is three times the Basic Allowance. This in line with the benchmarking that shows the mean Leaders'/elected Mayor's SRA is three times the mean Basic Allowance across the GM Councils.

52. Regardless of the benchmarking (actual level payable) the IRP has concluded that there is not a compelling case to revise the Leader's SRA at this time, based on the broader representation received, the benchmarking on a methodological level and the fact that the IRP will address the enhanced role at the GMCA through the remuneration payable under the GMCA 2011 Order – see below.

53. **The IRP recommends that the SRA for the Leader remains at £35,862 for 2025/26.**

The Deputy Leaders of the Council (x 2)

54. In recommending other SRAs the IRP has in the main followed the approach laid out in the 2006 Statutory Guidance (paragraph 76) which states:

A good starting point in determining special responsibility allowances may be to agree the allowance which should be attached to the most time consuming post on the Council (this maybe the elected mayor or the leader) and pro rata downwards for the other roles which it has agreed ought to receive an extra allowance.

55. This is known as the 'pro rata' approach in that the other remunerated posts are assessed as a ratio or percentage of the Leader's role. By definition the size of the Leader's roles is 100% and other SRAs are set as a proportion of 100%. Again it has the advantage of being simple, transparent and easy to understand. The IRP has chosen to maintain this approach and only adjusted the current ratio for SRAs where there is a demonstrable case to do so.
56. Originally, the SRA for the Deputy Leader was set at 60 per cent of the Leader's SRA, which would now be £21,517. However, since then the Leader has appointed two Deputy Leader and each was paid an SRA reset 52.5 per cent of the Leader's SRA, currently £18,828.
57. The IRP received some representation about the need for two Deputy Leaders. However, it is not the role to query the decision of the Leader; its role is to assess the remuneration of the roles that are in place. The only comment the IRP is making in this regard is that it is not unknown for a Leader to appoint two Deputy Leaders, for instance it occurs in Manchester, Rochdale and Salford (Deputy Mayors).
58. It is noted that both Deputy Leaders have a portfolio – Children and Young People and Health and Well Being. The Deputy Leaders undertake the traditional roles of attending briefings with the Leader, acting as a sounding board and stepping in for the Leader in the Leader's absence. Moreover, as the Leader is required to be more involved with the GMCA there is a greater requirement to deputise in the Leaders absence. Also as demands at the GMCA increase the Deputy Leaders have a role at this level, both in their own right as to deputise for the Leader when necessary. As such, the IRP is content that there are meaningful roles for the two Deputy Leaders.
59. The issue for the IRP was whether there was case to reset their SRA at the original ratio of 60 per cent of the Leader's SRA or some other ratio. The IRP has not decided to reset their SRA at 60 per cent of the Leader's SRA, a view that was largely backed up in the representation received. By definition the role of each of the two Deputy Leader is not as large as that of a single Deputy Leader, there is an element of sharing their duties. The IRP decided to split the difference and reset their SRA at 55 per cent of the Leader's SRA (£35,862), which equates to £19,724. It is noted that this is still below the mean SRA paid to Deputy Leaders of GM Councils, which is £22,078 and median SRA of £21,074, which the IRP felt was appropriate in the context of having two Deputy Leaders. Moreover, 55 per cent is in line with the mean ratio for other GM Deputy Leaders, which is 54.6 per cent.
60. **The IRP recommends that the SRA for the two Deputy Leaders is reset at £19,724, which is 55 per cent of the Leader's recommended SRA (£35,862).**

Other Cabinet Members (x 6)

61. Currently, the Leader appoints six other Cabinet Members (Portfolio Holders), who each receive an SRA of £16,138, which has been set at 45 per cent of the Leader's SRA. The IRP did receive some representation that questioned the need for six other Cabinet Members. Again, it is beyond the remit of the IRP to comment on how the Council decides to organise itself. However, the IRP does note that the Local Government Act 2000 places a legal maximum of 10 Executive Members (including Leader and Deputy Leaders) and Bury has at present nine Executive Members in total. The IRP was also informed that the average number of Executive Members across the GM Councils was nine; Bury is in line with common practice.
62. The only other (albeit limited) representation the IRP received regarding the SRAs for the other Cabinet Members was that it should be on a par with that of other Cabinet Members across the GM Councils. Benchmarking shows that the current SRA paid to other Cabinet Members in Bury Council is somewhat below the mean (£17,389) but broadly in line with the median (£16,387). Moreover, methodologically it is more or less on a par with a mean ratio of 43 per cent.
63. The IRP received no evidence or sustained representation to revise the current ratio of 45 per cent of the Leader's recommended SRA in arriving at the recommended SRA for the other Cabinet Members, which equates to £16,138.
64. **The IRP recommends that the SRA for the six other Members of the Cabinet is maintained at £16,138, which has been set at 45% of the Leader's recommended SRA.**

The Deputy Cabinet Members (x 9)

65. The Leader also appoints (from date of Annual Council 21 May 2025) nine Deputy Cabinet Members, who are currently paid an SRA of £2,421, which has been set at 15 per cent of the SRA paid to their respective Cabinet Members. Again, the IRP received representation questioning the necessity of this non-statutory role and whether it should be remunerated. Without commenting on the requirement of the role itself as that is beyond the IRP's remit, the IRP's remit is to decide on whether the roles it has in front of it merit remuneration or not.
66. On balance the IRP is content that there is a significant enough responsibility to merit an SRA. They do attend all Cabinet weekly briefing meetings, chair relevant other meetings when asked by their Portfolio Holder and take the lead on relevant issues when directed. Much of their work is also carried out during the day. Moreover, an equivalent post is remunerated in eight out of the 10 GM Councils. However, benchmarking shows that the Deputy Cabinet Members are paid well below the GM average SRA for equivalent posts, with a mean SRA of £7,375 and a median SRA of £8,269. Methodologically, it is also low with a mean ratio of 42.2 per cent (of the mean SRA paid to GM Council Cabinet Members).

67. On the other hand, they are not formal deputies to Cabinet Members and are not executive members under the Local Government Act 2000. Thus they cannot operate as formal substitutes for the Portfolio Holders, exercise any executive powers nor have assigned to them any delegated decision making. In law, they cannot vote at Cabinet meetings or make decisions on behalf of their respective Cabinet Member. There is also an element of succession planning in the role, so as to identify and train up future Executive Members. Moreover, there was no representation received that argued that the current SRA for the Deputy Cabinet Members should be revised.
68. **The IRP recommends that the SRA for the nine Deputy Cabinet Members is maintained at £2,421, which is 15 per cent of the recommended SRA (£16,138) for the other Cabinet Members.**

Chairs of the main Committees (x 6)

- **Overview & Scrutiny Committee**
 - **Children's & Young People's Scrutiny Committee**
 - **Health Scrutiny Committee**
 - **Planning Control Committee**
 - **Licensing & Safety Committee**
 - **Audit Committee**
69. Currently, all the main Committee Chairs are paid the same SRA (£9,192), which has been set at 25 per cent of the Leader's SRA. The IRP did receive some representation that there was a case to differentiate the SRA between those who chaired the larger committees. Indeed, a case can be made as some committees, such as Planning Control, meet more often than all other committees. In addition, the Chair of the Licensing Committee is expected to Chair Licensing Hearings Committees which can push their chairing of committees slightly above that of the Chair of the Planning Control Committee.
70. Also, benchmarking shows that the mean SRA paid to Planning Chairs (£10,544) and Licensing Chairs (£10,003) is above the mean SRA paid to Scrutiny Chairs (£9,192) and Audit Chairs (£8,965). On the other hand, methodologically, benchmarking shows that a 25 per cent ratio of the Leader's SRAs is in line with practice across the GM Councils; with the exception of Chairs of Audit, with a mean ratio of 19.2 per cent.
71. However, the IRP has decided to maintain the flat rate model for the SRA for main Committee Chairs as there was greater support in the representation received to do so. Moreover, the flat rate SRA model for the majority of main Committee Chairs occurs in most of the GM Councils, so there is a GM preference for such a model. It is not simply about the number of meetings chaired, there is the responsibility they hold. Consequently, the IRP has decided that in arriving at the recommended SRA for the main Committee Chairs to keep it at 25 per cent of the Leader's recommended SRA (£35,862), which equates to £8,965.
72. **The IRP recommends that the SRA for the Chairs of the six main Committees is maintained at £8,965, which is 25 per cent of the recommended SRA (£35,862) for the Leader.**

Attendance at meetings of Licensing Hearing Sub Committees

73. Currently the scheme contains provision for Members who attend more than six Licensing Hearing Sub Committees per year an SRA as follows:
- £106 for meetings over 4 hours
 - £53 for meeting up to 4 hours
74. It is a difficult SRA to benchmark largely because only one other GM Council, Manchester, pays a similar SRA, £635 to all Members who sit on Licensing Appeals Panels. However, it is noted that in Bury due to the importance of its night time economy has on average about 12-13 Licensing Hearing Sub Committee meeting per year. Consequently, a Licensing and Safety Panel Member can reach the threshold of over six Hearings attended for this SRA to be payable.
75. In the representation received, insofar there was any in this respect; there was universal support for this SRA to be continued. There were no issues received regarding the actual levels payable but there was some regarding the current threshold of over six Hearings attended before the SRA was payable. In particular, it was felt that the threshold was on the high side.
76. The IRP felt that this view had merit and the threshold should be reset at over four hearings per year attended for this SRA to be payable. Once a Licensing Member has attended five Licensing Hearings when added to nine Licensing and Safety Committee meetings per year they are in excess of 12 meetings per year for the Planning Control Committee (the Committee that meets most frequently), thus the commitment of the Licensing Members in this context is above that expected from all other Members.
77. **The IRP recommends that the SRA for Members who sit on Licensing Hearings Sub Committees is maintained as follows:**
- **Meetings over 4 hours: £106**
 - **Meetings up to 4 hours: £53**
78. **Furthermore, it recommends that the threshold for this SRA to be payable should be reset at over four Hearings attended in a year.**
79. **Also, as per current practice this SRA should only be paid to Members who are not otherwise in receipt of an SRA.**

Opposition SRAs – Leader of Main Opposition Group

80. The 2003 Regulations require that where the Council is controlled by one or more political groups (defined as having a minimum of two Members) then at least one SRA must be paid to an Opposition Member. The current Bury Council allowances scheme fulfils this requirement by appointing an Opposition

Member to a Chair of a Scrutiny Committee. Nonetheless, it is typical to remunerate the Leaders of the Main Opposition Groups at least.

81. Currently, the Leader of the Main Opposition (Ratcliffe First) Group is paid an SRA of £11,834, which has been set at 33 per cent of the Leader's SRA, which is in line with the mean ratio (30 per cent) in the benchmarking group. Benchmarking also shows that the mean SRA paid to Leaders of Main Opposition Groups across the GM Councils is £11,925, with a median SRA of £11,544, thus it is in line with the actual average levels paid to equivalent posts.
82. The IRP received no evidence or representation to suggest the current ratio (33 per cent) utilised in arriving at the SRA for the Leader of the Main Opposition Group required revision. The Leader of the Main Opposition Group has the prime responsibility to present alternative views to the majority group and provide critical challenge to the Leadership. They also by virtue of holding their post gain access to meetings with Officers and are appointed to a number of Council and external bodies.
83. **The IRP recommends that the SRA for the Leader of the Main Opposition Group is maintained at £11,834, which is 33% of the Leader's recommended SRA of (£35,862).**

Opposition SRAs – Deputy Leader of Main Opposition Group

84. Currently the allowances scheme contains provision for the Deputy Leader of the Main Opposition Group to receive an SRA of £4,734, which has been set at 40 per cent of their Group Leader's SRA, on the condition that the Main Opposition Group reaches a size of 11 Group Members. It is not currently payable as the Main Opposition Group has 10 Members at present. It has created the anomalous situation where the Deputy Leader of the Minority Opposition (third largest) Group receives an SRA with fewer Members (8 – see below for further discussion), while the Deputy Leader of the Main Opposition Group does not.
85. As a result, the IRP decided to reset the threshold for the SRA for the Deputy Leader of the Main Opposition Group to be payable at 10 per cent of the Council Membership, which equates to five Group Members. Setting a threshold for this SRA is not uncommon; it is done in Manchester, Trafford and Wigan.
86. Benchmarking shows that this role is not always remunerated elsewhere, often this SRA is only paid where there is a substantial Main Opposition Group which is the case in Bury and it is a paid post in five of the ten GM Councils, with a mean SRA of £5,072 and median SRA of £4,833. Thus in terms of the level of SRA payable the SRA for the Deputy Leader of the Main Opposition is broadly on a par with equivalent posts in peer councils. Methodologically, it is broadly in line with a benchmarked mean ratio of 43 per cent (of the mean SRA paid to their respective Group Leaders). Moreover, no representation was received that the SRA for the Deputy Leader of the Main Opposition Group required revision.
87. **The IRP recommends that the SRA for the Deputy Leader of the Main Opposition Group is maintained at £4,734, which is 40 per cent of the**

recommended SRA for the Leader of the Main Opposition Group (£11,834). Furthermore the IRP recommends that the threshold for this SRA to be payable is reset at five Main Opposition Group Members.

Opposition SRAs – Leader[s] of Other (Third Largest) Opposition Group

88. Currently, the Leader of the Minority (Third Largest) Opposition (Conservative) Group receives an SRA of £5,917, which is 16.5 per cent of the Leader's SRA, or half that paid to the Leader of the Main Opposition Group. Benchmarking shows this post is normally paid in other GM Councils although it not uncommon for a size threshold to be imposed before this post receives an SRA, such as in Bolton, Manchester, Oldham, Salford and Trafford.
89. The IRP has decided not to set a size threshold for this SRA to be paid, the Opposition Leader of the Minority Opposition Group does have a role to undertake, apart from leading their group they can attend Cabinet meetings and can request meetings/briefings with Officers as well as providing challenge to the ruling group – although in the latter role the expectation on the Minority Opposition Group Leader to provide challenge to the administration is not to the same extent as it is on the Leader of the Main Opposition Group Leader.
90. Benchmarking also shows that the SRA for this role in Bury is above the mean (£4,344) and median SRA (£3,264) paid to Leaders of Minority Opposition Groups across the GM Councils. Methodologically, it is also above the mean ratio which is 10.7 per cent. However, this discrepancy with the benchmarking will have a lot to do with other GM Councils having smaller Minority Opposition Groups. Moreover, there was no representation received to argue that this SRA required revision.
91. As such, the IRP is content to keep the current ratio in arriving at the recommended SRA for the Leader of the Other Opposition (third largest) Group. Thus, the recommended Leader's SRA (£35,862) multiplied by 16.5 per cent equates to £5,917.
92. **The IRP recommends that the SRA for Leader(s) of Other Opposition Groups is maintained at £5,917, which has been set at 16.5 per cent of the recommended SRA for the Leader.**

Opposition SRAs – Deputy Leader[s] of Other (Third Largest) Opposition Group

93. Currently, the Deputy Leader[s] of the Other (Minority) Opposition Group receives an SRA of £2,072, which has been set at 35 per cent of the SRA for their respective Group Leader. This SRA is only payable once the Minority Opposition Group has reached a qualifying threshold of five Group Members, which is currently the case – as the Minority Opposition Group (Conservative) has six Members.
94. Benchmarking this SRA cannot be done as no other GM Council specifically remunerates an equivalent post. Deputy Leaders of Minority Opposition Groups are not normally in receipt of an SRA. This led the IRP to consider whether to

discontinue this SRA. However, on balance the IRP concluded that this post merited an SRA – once the threshold is reached there is a group management role to undertake and to stand in for their Group Leader when required.

95. Moreover, the IRP received no evidence or representation to alter the current ratio (35 per cent of Group Leader's SRA – 5,917) utilised in setting this SRA, which is £2,072, and to be continued to be only paid if the Other Minority Opposition Group attains 10 per cent of the seats on Council, which is five seats. On the current political configuration this SRA would continue to be payable.
96. **The IRP recommends that the SRA for the Deputy Leader(s) of Minority (Third Largest) Other Opposition Group[s] is maintained at 35 per cent of the recommended SRA for Leader(s) of Other Minority Opposition Groups and paid at £2,072. The IRP also recommends it is only paid when an Other Opposition Group attains 10 per cent of seats (five) on Council.**

Where there are two Main Opposition Groups of equal size

97. To future proof the allowances scheme the IRP has made a recommendation in the scenario where there are two Main Opposition Groups of equal size. The IRP considered whether in this situation if there was a case to simply pay both the Leaders and Deputy Leaders of two Main Opposition Groups the full SRA for when there is a single Main Opposition Group, i.e., £11,834 and £4,734 respectively.
98. However, the IRP concluded that where there are two Main Opposition Groups of equal size the role of their respective Leaders and Deputy Leader was not the same as when there is a sole Main Opposition Group. By definition the function of providing prime challenge the administration is shared.
99. Therefore if this situation arose the IRP decided to aggregate the SRAs paid to the Leaders and Deputy Leaders of the Main and Minority Opposition Groups and divide equally between the two posts as follows:

• SRA for Leader of Main Opposition Group	= £11,834
• SRA for Leader of Minority Opposition Group	= £5,917
• Aggregate both SRAs	= £17,751
• Divide the aggregate SRAs by two	= £8,876
• SRA for Deputy Leader of Main Opposition Group	= £4,734
• SRA for Deputy Leader of Minority Opposition Group	= £2,072
• Aggregate both SRAs	= £6,806
• Divide the aggregate SRAs by two	= £3,403
100. **The IRP recommends that where there are two Main Opposition Groups of equal size their respective Leaders and Deputy Leaders are paid an SRA as follows:**

- | | |
|----------------------------------------|---------------|
| • Main Opposition Group Leaders | £8,876 |
| • Main Opposition Group Deputy Leaders | £3,255 |

101. **The IRP further recommends that the SRA for the Deputy Leaders of two Main Opposition Groups of equal size is only payable if each Main Opposition Group reaches the qualifying threshold of five Group Members.**

Recommended SRAs in accordance with the GMCA Order 2011

102. The IRP has been asked to consider whether a SRA should be paid to Bury Members appointed by the Council to the Greater Manchester Combined Authority (GMCA) in respect of duties and responsibilities undertaken as a member of the GMCA and any of its committees, and if so to specify the amount of any such allowance. The GMCA is prohibited from paying allowances to any of its Members or appointees to its committees – except its Overview and Scrutiny and Audit Committees. This point was made specifically in the 2015 amendment to the GMCA 2011 Order, and any remuneration in this regard has to be paid through the schemes of the constituent councils.
103. The IRP notes that there is very little consistency in the scope and level of SRAs paid to Members across the Greater Manchester Councils who are appointed to the GMCA and its committees. However, this is largely a function of the GMCA constitutional set up and historical factors.

Bury Leader appointed to the GMCA

104. The rolling implementation of devolution since the previous review has created a different set of challenges for all GM Council Leaders/elected Mayor and the Bury Leader in particular. All GM Leaders/elected Mayor are full Members of the GMCA. Each Leader on the GMCA has a particular policy lead; the Leader of Bury is the GMCA portfolio lead for Technical Education and Skills plus Clean Air. The latter role also leads to be appointed to the Greater Manchester Air Quality Administration Committee as Chair. The Leader is also Vice Chair of the Bee Network.
105. The GM region is the only region thus far to take control of its combined health and social care budgets, which is more than £6 billion. More recently, through the GMCA Devolution Agreement with the Government, there has been a further significant devolution of powers and responsibilities to GMCA designed to drive economic growth and reform of public services. There was general agreement that the GMCA-related work of the Leader had increased significantly since the last time the remuneration for the Leader was reviewed in 2021. As such, the IRP has decided to continue to recognise this aspect of the Leader's workload and responsibilities by recommending a separate SRA payable under the GMCA 2011 Order.
106. Currently, Leader receives an SRA of £6,000 for their role on the GMCA under the 2011 Order. It was set with reference to the lower end of the handful of other GM Councils that paid a similar SRA to their Leader a separate SRA for being on the GMCA. It was set very much on an interim basis.

107. The IRP notes that currently four of the 10 GM Councils make separate SRA provision for their Leader on the GMCA. The fact that it is not paid in the six other GM Councils is partly due to the fact that their respective IRPs have not had the opportunity to review the role recently rather than being a conscious decision and partly due to the SRA for the Leaders at Manchester and Oldham Council being specifically set to include an unidentified element for being on the GMCA.
108. Although the benchmarking is limited (as only four out of the 10 GM Councils pay their Leader a GMCA SRA under the 2011 Order) it does show the following:
- Bury Leader's GMCA SRA: £6,000
 - Rochdale Leaders GMCA SRA: £5,879
 - Trafford Leader's GMCA SRA: £10,687
 - Wigan Leader's GMCA SRA: £11,687
109. Although it is on very limited data, it produces a GMCA Leader's mean SRA of £8,550 and a median figure of £8,317.
110. Due to the fact that the role of the Leader at the GMCA has become more enhanced since the last review the IRP has eschewed the relatively cautious approach it took previously and has chosen to be guided by the mean SRA paid to Leaders for their GMCA related duties, and rounded that indicative figure of £8,550 up to £9,000.
111. **The IRP recommends that the SRA paid to the Leader as a Member/Portfolio Holder on the GMCA under the 2011 Order is reset at £9,000.**

Bury Members appointed to the GM Bee Network Committee (x 1)

112. Currently, the Bury allowances scheme contains provision to pay the Member it appoints to the Greater Manchester Transport Committee an SRA of £3,000. However, the GM Transport Committee with the acquisition of powers by the GMCA over Bus franchising has been superseded by the Bee Network and the elected Mayor of the GMCA now holds all transport powers for GM.
113. The Bee Network Oversees the delivery of Greater Manchester's Local Transport Plan as set by the GMCA and is responsible for monitoring the performance of Greater Manchester's transport network, and the performance of Transport for Greater Manchester (TfGM) - the local government body responsible for delivering Greater Manchester's transport strategy and commitments. It is primarily an advisory committee with all Transport related powers vested in the GMCA elected Mayor.
114. The IRP accepts that there is a role at the GM Bee Network for Bury Members to undertake. It is responsible for driving the delivery of 'Our Network' - the city region's vision for an integrated, efficient and reliable transport system. It has ten scheduled meetings per year.

115. Benchmarking this SRA is problematic as only five GM Councils make provision for a SRA to their appointee to the Bee Network Committee. But it does show a mean SRA of £4,249 and median SRA of £4,182. However, this level is primarily a legacy SRA, being set in a different context. Namely, when all GM Councils were required to appoint a Member to the GM Integrated Passenger Transport Authority which had the powers to determine its own allowances. Moreover, if the IRP was to be guided by the average SRA paid to Bee Network Committee Members it would equate to over 35 per cent of the Bury Basic Allowance, which the IRP concluded cannot be definition be the case. Thus the IRP has not been guided by the benchmarking in this instance. As the SRA for the Bury appointee to the Bee Network Committee stands (£3,000) it represents just over 25 per cent of the current Basic Allowance (£11,954). The IRP received no evidence or representation that this SRA required revision. Another way of looking at it is that as this SRA currently stands it represents one third of the SRA that the IRP is recommending for the Leader at the GMCA, which the IRP felt was an appropriate differential.
116. **The IRP recommends that the SRA for the Bury Member appointed to the GM Bee Network Committee is maintained at £3,000, which is one third of the recommended SRA (£9,000) for Leader appointed to the GMCA.**

If a Bury Member is appointed as Chair of the GM Bee Network Committee

117. In response to representation received the IRP considered whether there was a case to recommend an SRA lest a Bury Member was appointed Chair of the GM Bee Network Committee. However, this situation will never arise as by virtue of having all GMCA related transport powers vested in the office of GMCA elected Mayor, the Mayor will always be the Chair of the GM Bee Network Committee, thus any provision in this regards would be redundant. Consequently, the IRP is making no recommendation in this respect.

Bury Members appointed to the GM Recycling and Waste Committee (x 2)

118. Similarly the allowances scheme contains provision for an SRA (£1,500) payable to Bury Council Members appointed to the GM Recycling and Waste Committee. Again, this is a legacy SRA that was payable when waste was the responsibility of a separated Waste Disposal Authority, which no longer exists with responsibility for waste and recycling transferred to the GMCA. Bury appoints two Members to the GM Recycling and Waste Committee.
119. The GM Waste and Recycling Committee consider matters relation to the establishment and implementation of waste disposal strategies of the GMCA and oversee matters relating to the effective management of waste disposal operations including contracts and the behavioural change programme.
120. The IRP received representation that questioned why the SRA for the Bury appointees to the GM Bee Network and Waste and Recycling Committees were not the same. The IRP has not accepted this view. The GM Bee Network Committee meets 10 times per year while the Waste and Recycling Committee meets four times per year. Moreover, GM transport related issues are a much larger part of the work of the GMCA.

121. The IRP notes that only two other GM Council remunerate their Members appointed to the GM Recycling and Waste Committee, Rochdale at £4,162 and Tameside at £2,100. Again the IRP takes the view that this level of SRA reflects the role in a different time and context going back to the GM Waste Disposal Authority and these levels are a legacy of that. As such the IRP has concluded that the current SRA did not merit revision, this was also the majority view in the representation received.
122. **The IRP recommends that the SRA for the Bury Council Members appointed to the GM Waste and Recycling Committee is maintained at £1,500, which is 16.5 per cent of the recommended SRA (£9,000) for the Leader appointed to the GMCA.**

If a Bury Member is appointed as Chair of the GM Waste and Recycling Committee

123. The IRP noted that currently the Chair of GM Recycling and Waste Committee is a Bury appointee. As things stand this raises the anomalous situation whereby both the Bury appointees, one as Chair of the GM Recycling and Waste Committee and one as a regular Member of the Committee both receive the same SRA. By definition this is not justified or equitable.
124. The IRP simply took the view that when a Bury Member is Chair of the GM Recycling and Waste Committee that they should receive double the recommended SRA (£1,500) for an ordinary appointee to the Committee. The IRP will revisit this recommendation at the time of the next review where it will have an opportunity to hear representation on this issue.
125. **The IRP recommends that when a Bury appointed to the GM Waste and Recycling Committee is also appointed Chair of that Committee then their SRA should be payable at £3,000, which is double the SRA recommended (£1,500) for ordinary Bury appointees to the Committee.**

Bury Member appointed to the GM Pension Management Panel

126. The IRP received some representation that consideration is given to pay an SRA to the Council's representative on the GM Pension Fund. Only two other GM Councils pay such an SRA (Bolton and Tameside at £1,460 and £1,486 respectively). Actually the GM Councils do not appoint to the Pension Fund but the Pension Fund Management Panel which makes recommendations to the Pension Fund.
127. Nonetheless, the IRP is not making a recommendation in this regard. It was informed that there is an agreement across the GM Councils to appoint their relevant Cabinet Member to the GM Pension Management Panel, the type of role which their SRA is deemed to cover.
128. **The IRP is not making a recommendation for an SRA regarding the Council's appointment to the GM Pension Management Panel.**

Bury Member appointed to the GM Joint Health Scrutiny Committee

129. The IRP also received representation that an SRA should be paid to the Bury appointee to the GM Joint Health Scrutiny Committee. Again, the IRP is not making a recommendation in this regard. The GMCA now has the powers to pay an SRA directly to Members of its Scrutiny Committees. Moreover, the current Bury appointee to this committee is Chair of the Bury Health Scrutiny Committee; their SRA covers such an appointment to the GM Joint Health Scrutiny Committee.
130. **The IRP is not making a recommendation for an SRA regarding the Council's appointment to the GM Joint Health Scrutiny Committee.**

Maintaining the 1-SRA Only Rule and Exceptions

131. In common with all GM Councils Bury Council has adopted what is known as the 1-SRA only rule; in that regardless of the number of remunerated posts held by an elected Member they can be paid 'one SRA only', excluding those SRAs paid for GM posts. No evidence was received to change this practice.
132. **The IRP recommends that the 1-SRA only rule is maintained with the exception of the additional SRAs paid under the 2011 GMCA Order.**

The Co-optees' Allowance

133. Currently, the allowances scheme contains provision for the two Co-optees sitting on the Audit Committee a Co-optees' Allowance as follows:
- Standard element £500 per year
 - Meetings element
 - Meetings over four hours £106 per meeting
 - Meetings up to four hours £53 per meeting
134. The IRP received no representation that this allowance required revision. It is now common practice to remunerate Co-opted Members on Audit Committees.
135. **The IRP recommends that the two Audit Committee Co-optees be paid a Co-optees' Allowance that has two elements maintained as follows:**
- Standard element £500 per year
 - Meetings element
 - Meetings over four hours £106 per meeting
 - Meetings up to four hours £53 per meeting

The Civic (Mayoral) Allowances

136. Currently, the allowances scheme contains provision for mayoral allowances as follows:

- Mayor £18,567
- Deputy Mayor £4,642

137. This allowance is paid under the provisions of the Local Government Act 1972 (s3(5) and s5(4), which permits principal councils to pay the Chair and Vice Chair an allowance which it thinks reasonable for the purpose of meeting the expenses of those offices. It is also known as the Civic Allowance. The Council publishes these allowances in the allowances scheme for transparency purposes.
138. These allowances are outside the remit of the IRP and the 2003 Regulations. However, in the absence of any other means of external validation the Council has asked the IRP to provide view on the Civic Allowance payable. It is fairly common for Councils to ask their IRPs for such advice.
139. The IRP received representation questioning the rationale for paying the Civic Allowances, i.e., it should not be paid at all. However, it is universal practice to pay such allowances. The Council is required to appoint a Mayor and Deputy Mayor and they will have on-going expenses to meet out of this allowance that are not met elsewhere such as new clothes befitting the representatives of the Borough, including that for their consorts, hosting dinners, making donations and buying raffle tickets for the numerous events they are required to attend.
140. The issue for the IRP was whether the current levels of the Civic Allowance left the post holders out of pocket and that is met the bulk of the expenses of holding the offices of Mayor and Deputy Mayor. No representation was received to suggest that the Civic Allowance did not meet its objective.
141. **The IRP is not recommending any change to the Mayoral Civic Allowance (£18,567) and Deputy Mayor Civic Allowance (£4,642).**

The remuneration for the Independent Persons appointed under the Local Act 2011

142. Similarly, the remuneration of the Independent Persons for Standards appointed under the Localism Act 2011 is outside the remit of the IRP. However, in the absence of any other means of external validation the Council has been asked to look at their current remuneration.
143. Currently, the Independent Persons are remunerated on the same basis as the Co-optees' Allowance as follows:
- Standard element £500 per year
 - Meetings element
 - Meetings over four hours £106 per meeting
 - Meetings up to four hours £53 per meeting
144. Two issues emerged regarding the remuneration of the Independent Persons. First, there have been difficulties regarding recruitment. Independent Persons are recruited on the basis that they have a requisite set of skills and knowledge

regarding standards in public life. Secondly, there is a limited requirement for Independent Persons to attend Standards related meetings so the remuneration per meetings basis is not particularly relevant. Most of the work of the Independent Persons is done outside of formal meetings, giving views on any complaints against Members, consulting with the Monitoring Officer and discussing any potential resolution of a complaint with the Monitoring Officer and the Member concerned.

145. Consequently, the IRP concluded that the current remuneration of the Independent Persons required rebalancing. As the per meetings element does not reflect the majority of the work that the Independent Persons undertake the IRP decided to discontinue it. Conversely, the IRP decided that an increase in the flat rate element should be increased, reset at £1,000 per year, to recognise the wider work of the Independent Persons.

146. **The IRP recommends that the remuneration of the Independent Persons is reset as follows:**

- **Standard element** **£1,000 per year**

The Dependants' Carers' Allowance (DCA)

147. The 2003 Regulations give specific authority for Members to claim an allowance for care of any dependants they may have while undertaking approved duties (that are defined by statute). It was specifically introduced to enable a wider range of Members to stand and be on Council. It is known as the Dependants' Carers' Allowance (DCA). The DCA is now also commonplace across all English Councils.

148. The Council has provision for a DCA that is paid as follows:

- Child care: maximum hourly rate paid at real living wage (Currently £12.60)
- Elderly/disabled care: maximum rate paid at the hourly rate charged by Bury Council Social Services (Persona) for a Home Help
- A total annual cap: £2,000

149. Although it is rarely claimed the IRP received almost universal support in the representation received to maintain this allowance on the principle that it helped reduce a barrier to public service from traditionally underrepresented sections of the population. Moreover, all the GM Councils now make the DCA available.

150. The IRP understands that there may be reluctance on the part of eligible Members to claim the DCA as it appears as a published expense against a Members' name in the annual statutory publication of remuneration and reimbursements received by each Member. The IRP takes this opportunity to point out that this allowance was given recognition in statute and is specifically designed to reduce a potential barrier to being an elected Member for those with caring responsibilities. The IRP suggests that if it is known that

a Member has caring responsibilities then the DCA is specifically brought to their attention. It should be also pointed out that the approved duties for which this allowance may be claimed is governed by statute.

151. Some issues were raised regarding the DCA, namely that it did not cover informal care and that the maximum hourly rates were unrealistic in that they did not reflect actual costs of providing care.
152. However, the IRP was assured that as long as a claimant of the DCAs provides a receipt that it can be claimed for informal care, which normally involves babysitting. So this is not an actual issue. Providing receipts is simply good practice, the Council could be open to criticism by an external Audit if receipts were not provided.
153. In relation to the current maximum hourly rates claimable under the DCA it is again good practice to specify maximum rates. To not specify maximum rates for claiming the DCA would leave it open ended and again that could leave the Council open to criticism. The IRP recognises that the DCA may not always fully reimburse all caring costs that a Member may incur while undertaking approved duties however it should cover the vast majority of such costs.
154. Nonetheless, the IRP felt some amendments to the DCA might at least partially address making it more realistic in terms of covering actual costs. The first adjustment is that the allowances scheme should be amended to state that where a Member claims the DCA that they can claim from one hour before their approved duty started and one hour after their approved duty finished, thus allowing for a care transitory period and travel time. In addition, the IRP felt that the current annual cap on the DCA of £2,000 should be uplifted to £4,000 per year for childcare and £8,000 per year for elderly/disabled care. By making these amendments it is also hoped that the DCA should be more accessible.
155. **The IRP recommends that the rates at which the DCA can be claimed are maintained as follows:**
 - **Child care:** maximum hourly rate paid at real living wage
(Currently £12.60)
 - **Elderly/disabled care:** maximum rate paid at the hourly rate charged By Bury Council Social Services (Persona) for a Home Help
156. **The IRP further recommends that the DCA is amended as follows:**
 - **That the DCA may be claimed an hour before an approved duty starts and an hour after an approved duty ends**
 - **That the annual cap on the total amount that can be claimed under each category is increased as follows:**
 - **Child care:** £4,000 per year
 - **Elderly/disabled care:** £8,000 per year

Travel and Subsistence Allowances - Within the Council

157. Currently the Basic Allowance is deemed to include all travel and subsistence expenses incurred by Members while carrying out council related duties within the Council area.
158. There was some representation made to the IRP that argued all travel and subsistence related expenses incurred while carrying out council related duties should be reimbursed whether they are within or outside the Council area. However, it is pointed out that most of the duties which were quoted for which in-Council travel and subsistence allowances should be paid, such as undertaking ward duties or informal meetings, would not meet the standard definition of approved duties. It is common practice across the other GM Councils to include all within authority travel and subsistence expenses in the Basic Allowance. Moreover, to restore a claims based in-Borough travel allowance incurs a cost in term of Officer time to administer such an allowance. Consequently, the IRP concluded that the current situation should be maintained.
159. **The IRP recommends that current Basic Allowance is deemed to include in-Borough travel and subsistence costs.**

Travel and Subsistence Allowances - Outwith the Council

160. Currently Members can claim out of Council Travel and Subsistence Allowances. Travel can be claimed at HMRC rates for mileage and actual cost for public transport, subject to standard class of travel. Subsistence can be claimed at the same rate that is applicable to Officers. Keeping these allowances is only equitable as Members can incur not insubstantial travel and subsistence costs for attending such things as Conference, training events and meetings in London. It is also appropriate to keep these allowances claims based as they do not occur very often, thus the administration of these allowances is not overly burdensome. The IRP received no representation regarding the travel and subsistence allowances for attending approved duties outwith the Council.
161. **The IRP recommends that the current terms and conditions and rates at which Members can claim travel and subsistence outwith the Council are maintained.**

Indexation

162. The 2003 Regulations (10 (4) permit “for an annual adjustment of allowances by reference to such index as may be specified by the authority” The 2003 Regulations 21 (1)(e) also require IRPs to make recommendations

as to whether adjustments to the level of allowances may be determined according to an index and if so which index and how long that index should apply, subject to a maximum of four years, before its application is reviewed;

163. There was overwhelming support in the representation received that the allowances continue to be indexed. Typically uplifting the allowances by an annual cost of living index means that they do not lose relative value which in turn requires substantial periodic uplifts just to maintain their relative value. Moreover, the indexation of allowances is in place in almost all of the other GM Councils.
164. The main index that has historically been utilised by Bury Council (and most other Councils) is the annual percentage increase in the salary of staff as agreed each year by the National Council for Local Government Staff, known as the NJC index. It has the advantage of being nationally agreed and ensures that Members and Officers are treated equally each year in their annual cost of living remuneration increase. The IRP received no evidence to change the current practice.
165. However, the IRP noted that in recent years the NJC has agreed a flat rate across the board salary increase for all job grades. This has resulted in differential percentage uplifts depending on the particular Spinal Column Point (SCP) assigned to a specific job grade. The Council has addressed this in the past three years by specifically linking the indexation of allowances to SCP 43 (the highest grade). In the context of an across the board flat rate increase the percentage uplift at SCP 43 will always be the lowest. As such, utilising SCP 43 as the reference point for indexation it will ensure that Members are not getting a higher uplift than any member of staff and as the lowest percentage uplift it is robust as it cannot be seen as excessive.
166. It is also noted that all the GM Councils index their allowances to the NJC index, with six of them specifying that the relevant reference points is SCP 43. Consequently, although it may not necessarily be the case going forward that a flat rate across the board cost of living salary increase will always occur, to future proof the scheme and for clarity purposes, the IRP has decided that for the NJC index the annual uplift should be specifically linked to the percentage increase in staff salaries at SCP 43.
167. **The IRP recommends that the following indices are applied to the allowances paid to Members and appointees of Bury Council:**
- **Basic Allowance, SRAs (including those paid in accordance with the GMCA 2011 Order), Co-optees' Allowance, Civic (Mayoral) Allowances and the remuneration for the Independent Persons:**
 - Indexed to the annual percentage salary increase for local government staff (at spinal column 43) as agreed each year by the National Joint Council for Local Government Services and applicable to the same year it applies to Officers but with an implementation date from the start of the municipal rather than financial year.
 - **Mileage Allowance (Outwith only):**
 - Members' mileage allowances rates indexed to HMRC Approved Mileage Allowance Payment rates.
 - **Subsistence Allowances (Outwith only):**

- Subsistence allowances should continue to be indexed to the same rates that are applicable to Officers.
 - **The Dependants' Carers' Allowance:**
 - **Child care:** maximum rate indexed to the real living wage
 - **Elderly/disabled care:** maximum rate indexed to the hourly rate charged by Bury Council Social Services (Persona) for a Home Help
168. The IRP also recommends that indexation should run for four years (2025/26 – 2028/29), which is the maximum length of time permitted by the 2003 Regulations. For authority for indexation to be extended beyond the fourth anniversary of the establishment of the new scheme of allowances the Council is required to first seek advice from the IRP.

Implementation

169. The IRP recommends that the new scheme of allowances based on the recommendations contained in this report is adopted from the date of the Council's Annual Meeting 21 May 2025.

APPENDIX ONE - Information reviewed by the IRP

1. IRP Terms of Reference
2. Report to Standards Committee, 27 November 2024, "Members' Allowances Scheme", noting appointment of IRP and providing authority for the review
3. Bury Council Members' Allowances Scheme 2024/25 including full schedule of SRAs payable, travel and subsistence rates and approved duties, including the support provided to Members
4. Bury Council annual statutory publication of Members' allowances and expenses received by each Member including category sub-totals, 2023/24
5. Report to Bury Council, IRP Members' Allowances Review Report, November 2021
6. Report to Bury Council IRP Members' Allowances Review Report, considering the IRP Report, 25 May 2022
7. Bury Council, flow diagram of Council Committees
8. Bury Council Constitution: Part 2 Articles
 - Article 1 – The Council and the Constitution
 - Article 2 – Councillors
 - Article 5 – The Leader and the Cabinet
 - Article 6 – Council Committee Structure
9. Bury Council Constitution: Part 3 – The Functions Scheme
 - Section 1 – Council Functions
 - Section 2 – Local Choice Functions
 - Section 3 – Committee Functions
 - Section 4 – Cabinet Arrangements
 - Section 5 – Scrutiny Functions
 - Section 6 – Additional Arrangements
10. Bury Council, meetings timetable for Council, Committee, Boards and Panels
11. Local Government Association, summary of hours worked (mean per week/by type of Council/by positions held) by Councillors (Census of Councillors 2022)
12. New Council Constitutions: (Statutory) Guidance on Regulation for Local Authority Allowances, May 2006
13. The Local Authorities (Members' Allowances) (England) Regulations 2003, SI 2003/1021
14. National Employers for Local Government Services, Local Government Pay Offer for 2025/26, 22 April 2025
15. The Greater Manchester Combined Authority Order 2011, Schedule 1,

SI2011/908

18. Annual Survey of Hours and Earnings (ASHE), Table 7.1a, average earnings (gross) for all full time employee jobs within the District of Bury Council, November 2024
19. Copy of questionnaire sent to all Councillors, including replies
20. Benchmarking - summary of allowances paid across the GM Councils 2024/25 or the latest data available
21. PowerPoint training/briefing presentation to Bury Council IRP, Reviewing Allowances: Context and the Bury Remuneration Model – Patterns, Options and Issues

APPENDIX TWO - Member Interviewees**Members who met the IRP (30 April – 1 May 2025)**

1. Cllr R. Bernstein: Leader of Main (Conservative) Opposition Group
2. Cllr C. Birchmore: Deputy Leader, Radcliffe First
3. Cllr I. Gartside: Backbench Member (Conservative)
4. Cllr J. Lancaster: Deputy Leader of Main (Conservative) Opposition Group
5. Cllr G. McGill: Chair Planning Development Committee (Labour)
6. Cllr E. O'Brien: Leader of the Council and Labour Group, Cabinet Member for Strategic Growth, Member Greater Manchester Combined Authority – Portfolio Holder for Technical Education and Skills and Clean Air, and Vice Chair GMCA Bee Network
7. Cllr A. Quinn: Cabinet Member for Environment, Climate Change & Operations and Bury representative (Chair) on GMCA Recycling & Waste Committee and Member of GMCA Bee Network (Labour)
8. Cllr D. Quinn: Backbench Member (Labour)
9. Cllr L. Smith: Deputy Leader and Cabinet Member for Children and Young People (Labour)
10. Cllr T. Tariq: Deputy Leader and Cabinet Member for Health and Wellbeing (Labour)
11. S. Thorpe: Cabinet Member for Finance and Transformation, Council Appointee to GM Pensions Fund Management Panel (Labour)
12. Cllr D. Vernon: Chair of Overview and Scrutiny Committee (Conservative)

APPENDIX THREE - Officer Factual Briefings


Lynne Ridsdale:	Chief Executive
Neil Kissock:	Section 151 (Treasurer) Officer
Jacqui Denis:	Monitoring Officer
Julie Gallagher:	Head of Governance

APPENDIX FOUR – Benchmarking Allowances paid across the Greater Manchester Councils

BM1 Bury BM Group - 10 GM Mets: BA + Exec + Scrutiny SRAs (2024/25 unless indicated)									
Comparator Council	Basic Allowance	Leader or Elected Mayor	Leader Total	Deputy Leader(s)	Executive Members	Assistant or Deputy Execs	Chair Main O&S	Chairs/Lead Scrutiny	V/Chairs Scrutiny
Bolton (23/24)	£11,848	£31,989	£43,837	£19,104	£8,665			£6,089	
Manchester	£20,061	£50,061	£70,122	£21,056	£21,056	£8,426		£12,646	
Oldham	£12,212	£43,188	£55,400	£25,645	£21,982	£9,159		£10,991	
Rochdale (21/22)	£11,349	£33,516	£44,865	£16,758	£15,082	£3,016		£8,379	
Salford (23/24)	£12,478	£61,276	£73,754	£25,897	£16,550	£12,078		£10,068	£3,263
Stockport (23/24)	£10,717	£32,151	£42,868	£17,683	£16,075			£6,430	
Tameside	£17,927	£39,588	£57,515	£25,812	£22,081	£9,176	£11,577	£10,526	£3,509
Trafford (23/24)	£10,467	£32,448	£42,915	£21,091	£16,224	£8,112		£8,923	£2,677
Wigan	£14,822	£44,466	£59,288	£28,905	£20,037	£6,612		£8,905	
Bury	£11,954	£35,862	£47,816	£18,828	£16,138	£2,421	£8,965	£8,965	
Mean	£13,384	£40,455	£53,838	£22,078	£17,389	£7,375		£9,192	£3,150
Median	£12,083	£37,725	£51,608	£21,074	£16,387	£8,269		£8,944	£3,263
Highest	£20,061	£61,276	£73,754	£28,905	£22,081	£12,078		£12,646	£3,509
Lowest	£10,467	£31,989	£42,868	£16,758	£8,665	£2,421		£6,089	£2,677
Mean Ratios	Leader = 3 X BA	100%		54.6%	43.0%	42.4%		22.7%	34.3%
Bury Ratios	Leader = 3 X BA	100%		52.5%	45%	15%	25%	25%	

BM2 Bury BM Group - 10 GM Mets: Regulatory SRAs (24/25 unless indicated)								
Comparator Council	Chair of Planning	V/Chair of Planning	Chair of Licensing	V/Chair Licensing	Chairs Liquor Licensing Panels/Subs	Chair of Audit &/or Governance	V/Chair Audit	Chair Standards
Bolton (23/24)	£8,321		£7,875	£2,565				
Manchester	£12,646	£4,218	£12,646	£4,218				
Oldham	£10,991		£10,991			£2,415		£762
Rochdale (21/22)	£11,172		Incin Planning	£2,521		£8,379		
Salford (23/24)	£10,068	£3,263	£10,068	£3,263		£10,068	£3,263	
Stockport (23/24)	£8,038		£4,823		£3,858	£3,858		
Tameside	£10,526	£3,509	£6,809	£2,536	£6,809	£10,526	£3,509	
Trafford (23/24)	£11,357	£3,407	£11,357	£3,407		£8,923	£2,677	£2,434
Wigan	£13,355	£3,476	£16,494	£4,123		£8,905		Inc in Audit
Bury	£8,965		£8,965			£8,965		
Mean	£10,544	£3,575	£10,003	£3,233	£5,334	£7,755	£3,150	
Median	£10,759	£3,476	£10,068	£3,263	£5,334	£8,914	£3,263	
Highest	£13,355	£4,218	£16,494	£4,218	£6,809	£10,526	£3,509	
Lowest	£8,038	£3,263	£4,823	£2,521	£3,858	£2,415	£2,677	
Mean Ratios	26.1%	33.9%	24.7%	32.3%		19.2%	40.6%	
Bury ratios	25.0%		25.0%			25.0%		

BM3 Wigan BM Group - 10 GM Mets: Opposition & Other & GMCA SRAs (2024/25 unless indicated)								
Comparator Council	Main Opposition Leader	Main Opposition Deputy Leader	Other Opposition Group Leaders	Area Chairs	CA Leader's SRA	CA Bee Network	CA SRA - Other	Other SRAs/Comments
Bolton (23/24)	£10,741	£4,833	£2,991				GM Pension Fund Mbr £1,460	Chair Bolton Cares Steering Committee £85,494
Manchester	£17,706	£5,060	£5,060		Incin SRA			Mbr on Adoption Panel £6,785, City Centre Spokesperson + Mbr on Fostering Panel £8,426, Mbrs Licensing £635
Oldham	£18,318	£7,327	£5,495	£7,327	Incin SRA	£4,392		Chairs H&WB + Oldham Care & Support Company £10,991, Deputy Area Chair £1,465
Rochdale (21/22)	£11,731		£1,676	£8,379	£5,879	£4,182	Mbrs WDA £4,162	Chair Employment Committee £8,379, Mbrs Adoption & Fostering Panels £1,676
Salford (23/24)	£10,068		£10,068	£3,240		£5,847		
Stockport (23/24)	£9,645		£2,093	£4,823				Chairs Scrutiny W/Gs £1,286, ICT Allowance £338
Tameside	£12,381		£2,536	£10,526		£3,825	Mbr GM WDA £2,100, GM Pension Fund Mbr £1,486	Chair Council Business £12,382, V/Chairs Licensing Subs £2,536, Area V/Chairs £3,509, Standards Committee £110 p/meeting > 5 attended, ICT allowance £250,
Trafford (23/24)	£11,357	£3,407	£3,264		£10,634			Chair + V/Chair Employment Committee £8,112/£2,434, Opposition Shadow Exec Mbrs £2,272, DCC Mbr Travel Allowance £499
Wigan	£5,466				£11,687			
Bury	£11,834	£4,734	£5,917		£6,000	£3,000	GM WDA Mbr £1,500	Deputy Leader Main Opposition Group £4,734 if have 11 Members, Deputy Leader Other Opposition Group gets £2,072, Licensing Mbrs £106/£53 p/meeting if > 6 meetings
Mean	£11,925	£5,072	£4,344	£6,859	£8,550	£4,249		
Median	£11,544	£4,833	£3,264	£7,327	£8,317	£4,182		
Highest	£18,318	£7,327	£10,068	£10,526	£11,687	£5,847		
Lowest	£5,466	£3,407	£1,676	£3,240	£5,879	£3,000		
Mean Ratios	29.5%	43%	10.7%	17.0%	21.1%	49.7%		
Bury Ratios	33%	40%	16.5%		17%	50%		

Meeting:	The Council
Meeting date:	16th July 2025
Title of report:	Leader's Report 
Report by:	Leader of the Council
Decision type:	Non key decision
Ward(s) to which the report relates:	All
Summary:	To provide a summary of the work of the Cabinet and update on progress against the corporate plan.

Executive Summary

To provide a summary of the work of the Cabinet and update on progress against the corporate plan.

Recommendations:

Members of Council are asked to note the content of the report.



I would like to welcome you all back to council, and I trust you have been loving or loathing the warm weather we have been experiencing recently, it is also my pleasure to welcome the Mayor of Greater Manchester – Andy Burnham, to this month's council.

I would also like to take the time to welcome Councillor Thorpe to his new role as Deputy Leader, and welcome Councillor Gold's reappointment to the cabinet, as well as congratulating our newly appointed Mayor and Mayoress, in Councillor Noel Bayley, and Ms Gill Campbell.

This report highlights our achievements, the progress made against our strategic priorities, and the areas where we must continue to improve. From regenerating town centres to enhancing social care, tackling inequalities, and driving economic growth, our commitment to the "LET'S Do It!" strategy remains at the heart of everything we do.

As we progress through this year, we remain ambitious, determined, and focused on delivering the best possible outcomes for the people of Bury. Thank you to all our residents, businesses, partners, and staff who continue to support and contribute to our shared vision for the Borough

News:

Before updating Members on the work undertaken since the May Council meeting on the three Council priority areas, I wanted to update Members on some of our key successes and good news stories: including:

Community Cleanups see great successes

Community cleanups have been taking place across the Borough and delivered in partnership with the Operations team, and being joined by volunteers from across the council, community groups and residents.



I was very pleased to attend a number of these sessions myself and see the great work that has gone on by all to clean up our Borough, and work locally to deliver on our aims.

I've been informed that over 200 members of staff have signed up, or taken part in a community cleanup, and just last week we had 28 volunteers out in Whitefield, balsam bashing, litter picking and planting trees.

Together we have removed 6 tonnes of waste and committed over 550 volunteer hours in just the first handful of sessions.

A big well done for all the teams organising, and my heartfelt thanks to all community members and volunteers who have turned out to help keep Bury Tidy.

£40m Radcliffe Hub marks Golden Bolt Milestone

I was delighted to join with staff and the chief executive to tour the Radcliffe Hub site, where we held a 'golden bolt' ceremony to mark the near completion of the building's framework.



Since construction started in 2024, over 12,400 bolts have been installed into over 1,730 steel pieces. When completed, the hub will be a transformative part of the regeneration of Radcliffe, providing a home for leisure, a brand new library, a learning hub, community space and support for health and wellbeing.

The £40m hub will serve as just one part of the wider regeneration of the town, with a redevelopment of the market chambers, the basement at Radcliffe market and a new building to join them together.

I'm delighted with the process we are making to deliver for communities in Radcliffe, and I would like to extend my thanks to everyone who has worked on making this ambitious project a reality.

Bury's first ever Queer Fest

I was very pleased to see the launch of our first Queer Fest right here in Bury with the Art Museum hosting a day of free events to celebrate LGBTQI+ Literature, arts and culture.

I joined with Councillor Morris, Councillor Walmsley, James Frith MP and the organisers of the event to show our support.

This was just one part of our pride month celebrations, which saw hundreds of resident's turnout to show their support and enjoy the celebrations on Bury Pride which took place on the 7th of June.

It makes me very proud to lead a diverse and active borough that recognises the contributions of all faiths, communities and backgrounds. Well done to all for organising such an excellent set of events.



10 Years of the Purple Flag

I was very pleased to accept the Purple Flag accreditation for the 10th year in a row alongside Councillor Walmsley, staff, local businesses and GMP, marking a decade of Bury being recognised as having a dynamic, secure and vibrant night-time economy.



I know that Councillor Morris has worked tirelessly to support our night-time economy, with Bury being the first town in Greater Manchester to receive the award and now one of the longest standing recipients

However we are not standing still, and we are investing heavily in our town centre with a new interchange, new flexi-hall, market improvements and the forthcoming regeneration of the Millgate.

Congratulations to all involved who helped make our town centre a decennium holder of the Purple Flag!

Works in the council

I'm pleased to recognise a number of ongoing internal works across council that continue to strengthen our organisation.

- We relaunched our refreshed LET's Do It! Strategy, moving us closer to delivering on our key goals and outcomes for Bury by 2030
- We've continued to deliver our housing action days, strengthening our multi-agency partnership working and better tenant engagement
- Supported work placements graduation took place with 3 young people recruited into permanent posts
- Launched our new Bury Shakers staff network group talking about future transformation, staff awards and improving communication
- As part of learning disability week, on Thursday the 19th of June, we proudly celebrated the achievements of our young people who successfully completed supported internship work placements. We held our first-ever Supported Internship Graduation at the Town Hall to mark this milestone.



- Our supported internships are designed to improve the life chances of young people with SEND by helping them transition into sustained, paid employment. These placements also support young people with Education, Health and Care (EHC) plans to:
 - Develop skills valued by employers
 - Demonstrate their value in the workplace
 - Build confidence in their ability to succeed at work
- Our next programme of supported internships begins in September, and we're once again calling on our teams to help create opportunities for those who are often furthest from the job market.

Finally I'd also like to **congratulate and thank the four outstanding individuals from Bury who have been recognised in the King's Birthday Honours List 2025** for their remarkable contributions to the community.

- Debra Ann Batchelor, a dedicated fundraiser and volunteer at the Margaret Haes Riding Centre in Holcombe, has been awarded the British Empire Medal (BEM) for her services to people with disabilities in Bury.
- Jo Allen, Chief Executive of The Counselling and Family Centre, also receives a BEM for her transformative leadership. Under her guidance, the organisation has grown from a small volunteer-led service into a vital community anchor.
- Dr Marcel De Matas former Chair of Bury Football Club, has been appointed a Member of the Order of the British Empire (MBE) for services to football.
- Captain John Joseph William Thornhill, National Parade Marshal at the Royal British Legion, is also to receive an MBE for his service to the ex-service community and his role in national commemorative events.

Work of the Council's Cabinet in addressing the three key Priority areas for the Council:

The Council's Corporate Plan for 2024/25 set out nine priorities, with three key objectives to reflect the ambition of the organisation and acknowledgement of the targeted work required to continue to deliver the Council's contribution to the LET's vision. The three key priorities are:

- Sustainable Inclusive Growth
- Improving Children's Lives
- Tackling Inequalities

Progress against the Top Three Priorities:

1. TACKLING INEQUALITIES:

In June cabinet Councillor Tariq brought forward our plan to support our care providers across the Borough

Using a portion of Bury's Markets Sustainability Improvement Fund, the Council have **worked alongside providers to develop a suite of innovate workforce solutions to support their workforce** challenges.

Up to now, the support programme has been made up of three main components.

- a. A centralised recruitment team that would support providers with their recruitment and retention processes as well as advertise, screen and signpost relevant candidates. This lessened the burden on small providers especially who were working without dedicated HR and Workforce functions.
- b. Bury Flex; our shared workforce initiative where providers were given access to a "ready to work" bank of flexible workers; saving them huge sums of agency staff costs.
- c. And a targeted leadership development programme for those new and aspiring registered managers, supporting succession planning across the sector.

The report details the achievements that have been made over the last 12 months but to summarise, since the introduction of the Support Programme there has been:

- a) **Decrease in vacancy rate**
- b) **Decrease in staff leaver rate**
- c) **Increase in number of staff working in Adult Social Care in Bury**

And we are seeing the improvement in quality of services too, with **Bury being Tenth in the whole country for percentage of beds in Good and Outstanding CQC rated Care Homes.**

The paper sees another 3 years of this support commissioned to be provided by Persona the councils care company who have a proven record is good employment delivery having won a number of Greater Manchester Good employment awards

I'm also pleased to report the advancement of our **Bury Food Strategy**, which has gone from strength to strength since being launched in 2021.

This year I'm pleased to say that that auto-enrolment for free school meals has seen an 18.1% uptake in the number of children, meaning another 232 children are receiving free school meals.

I was very happy to see the launch of our **Right to Grow Scheme** which will empower communities to grow fresh food in public places, which can result in reduced food inequalities, improved mental health, engaged citizens connecting to their greenspaces and improved access to fresh food.

The scheme has been codesigned by many internal and external partners, and my thanks go to all of our staff and associates that have made this happen, and to Councillor Quinn, whom I know is very pleased with this novel and unique approach to food inequalities.

Keeping with the health theme, I was very interested to see the launch of the **Bury Fast Food Index**, which allows for the tracking of fast food outlets across the borough and enables teams to better evaluate where food inequalities are occurring.

d. IMPROVING CHILDREN'S LIVES

Bury prides itself on the way that we care for children across our borough, and how we can better their lives at every step of the way.

We recently had our Ofsted inspection, and I would like to take a moment to thank our lead member for Children's Services, Councillor Smith for her tireless work to place the wellbeing of children at the heart of the everything this council does.

And of course, my thanks to everyone in the Children's Department, you represent the best work this council can achieve, looking out for those children who need our help. I would like to personally thank each of you for your contribution over these last years, no matter how big or small, you have all contributed to our success.

It was my pleasure to sign our new **promise to Care Experienced Young people**, this promise signed by myself, the Chief Executive Lynne Ridsdale, Councillor Smith and Jeanette Richards, covers a wide range of topics, and outlines how we as a council will deliver for Care Experienced Young People.



This places their voices, feelings and lived experiences at the heart of our promise, and ensures we remain committed to their progression and wellbeing.

I was delighted to put my name to this endeavour, and I look forward to watching it progress.

I'm also very happy to report that **89%** of students progressing to Bury Secondary Schools this year achieved their first choice, whilst **94.7%** of Primary School Children began their education at their top-choice school.

This means that Bury is the **highest performing local authority in Greater Manchester**, but also means that Bury surpasses the national averages, a huge well done to our admission teams for this achievement.

e. ACHIEVING INCLUSIVE ECONOMIC GROWTH

It continues to be busy in our place department and across the council, as we work to delivering sustainable economic growth across the borough.



Major works are ongoing in Whitefield, Bury, Radcliffe and Prestwich to deliver on the regeneration ambitions for our towns.

In Prestwich, we're pressing on with our ambitious £100m regeneration, with the first major milestone being reached, as the construction of the £14m travelhub is now well underway.

I visited the site recently, joined by our partners Muse and Vinci, and saw the huge amount of effort that's gone into creating what will be a state-of-the-art hub for all things travel in Prestwich.

I'm pleased to report that ground clearing and piling works are complete, as well as the site offices, work is presently ahead schedule, with the first and second concrete pours now completed.

Next, we'll move onto the Longfield centre, creating a new multifunctional village centre for Prestwich, with a new library, new retail units, new markets, new homes and new greenspace.

I also had the pleasure to attend the Bury Means Business Networking event, which was a fantastic event, which showcased many of the fantastic businesses we have here in Bury.



I am delighted to see **vegetation clearance at Pyramid Park has commenced** in early July in readiness for the main remediation works starting later this month. The Council secured £1.73m to unlock the site, including a major new access road.

In other news, the Council's William Kemp Heaton site has now been sold to Great Places Housing Group who have started on site and will deliver **43 new social** rented homes including bungalows and supported accommodation for people with additional needs. This will greatly reduce out of borough housing costs and enable our vulnerable adults to reside in the borough, close to family and friends.

A further 39 social rented homes for people over the age of 55 are being delivered at the Fletcher Fold site via Bolton at Home who have now started on site. I am delighted to see another affordable housing scheme coming forwards enabling older people and those with long term conditions to be housed.

The Council is working on a new pipeline of sites which will all come forward in 2025/26, including Humphrey House in Bury Town Centre (c. 74 units), The Elms in Whitefield (c.24 units) and our exciting plans for the Former Fire Station site which I will update on next time.

Our ambitious plans to **revitalise Radcliffe** are continuing at pace, with the progress made on our transformational regeneration programme clear for all to see.

At **Stand Lane, the final touches are being made to the new 'pocket park'**, which has enhanced and improved the existing Riverside Gardens space adjacent to the River Irwell. Here, new accessible routes, low-maintenance planting, new benches and play equipment have been installed to make the area a more open and visible place to enjoy. The new pocket park has been supported through £253,000 of funding, which includes grant from the UK Shared Prosperity Fund, section 106 contributions and investment from Bury Council. The transformation of this riverside space, located at a key gateway to the town centre, complements the wider town centre regeneration that is taking place, such as the new Hub and Radcliffe Enterprise Centre, both nearby.

Meanwhile, in Bury town centre, **our bold regeneration plans to enhance and futureproof our famous market, through £33 million of funding**, continue to make headway, with the two new oversailing canopies that will protect the existing market stalls, now reaching full structural steel completion. In addition, the buildings that occupied the area that will hold the new Bury Flexi Hall have also now been cleared and the foundation formation works for the new building are now taking place.

Mayoral Development Corporation (MDC):

- Following analysis of a range of delivery vehicles, an MDC was identified as the preferred vehicle for Northern Gateway. In March of this year Cabinet endorsed the MDC as the appropriate delivery vehicle to drive forward Northern Gateway, and provided support for the proposed name and

boundary, in addition to approval to undertake a public consultation on the implementation of the MDC. Since March's Cabinet meeting, the public consultation has been held and governance and operational arrangements have progressed; the MDC will determine the final arrangements.

- The MDC will maximise benefits to new and existing residents and businesses in a location that has been amongst the most economically deprived in GM, including encouraging high-quality jobs, skills, and social value, through delivery of strategic leadership to secure the physical and social infrastructure required to support the delivery of the project.

Planning Application:

- Planning application, for up to 6.5m sq ft, has been submitted by the Northern Gateway Delivery Vehicle (NGDV);
- As part of this application, a Transport Assessment has been submitted, which is currently subject to review by key stakeholders, including National Highways, TfGM and the two highway authorities.
- The Northern Gateway masterplan, which was approved by Cabinet in March of this year, will be used as a key consideration in the determination of the planning application.

Highway and Sustainable Travel Infrastructure:

- Work is continuing to develop a number of infrastructure projects, including the Western Access scheme, which will facilitate the unlocking of the initial phases of the site. The Western Access scheme is being led by Bury Council, working closely with key stakeholders including Rochdale Council, National Highways and TfGM. Optioneering is currently underway to determine a preferred scheme as an integral part of the development of the Outline Business Case;
- In addition, **work has also progressed on the development of a Northern Gateway Transport Framework Document**, which outlines the transport vision, transport issues and opportunities for the site as well as identifying what transport interventions will be needed to truly unlock the full potential of the Northern Gateway development, and lead to a phased transport programme of interventions.
- **Bury's new Local Plan has taken an important step forward with an eight-week period of public consultation ending in May.** All comments received will be given thorough consideration and, where necessary, changes will be fed into a revised version of the plan which will be subject to a further period of consultation. The Local Plan will then be submitted to the Government before being subject to an independent examination. The Local Plan will be an extremely important document that will provide a strong policy basis to assess and manage future development in the Borough, including the strategic sites that are identified in the Places for Everyone Plan. The plan sets out key policy requirements including securing much needed affordable homes and education infrastructure, whilst protecting our most important green spaces.

- Following the adoption of the Places for Everyone Plan last year, work has also progressed on the preparation of **masterplans for each of the strategic housing and employment sites identified in the plan**. The masterplans will set out a high-level framework for the development of these sites, including identifying where and when key supporting infrastructure should be delivered. The approved masterplans will then be used as a key consideration in the determination of any planning applications within these sites. In March this year, the masterplan for the employment-led development of the Northern Gateway was the first to be approved.

Reinstatement of the Milltown Street Bridge

- Work has begun on a scheme to reinstate the Milltown Street Bridge in Radcliffe, which was destroyed in 2015 during the Boxing Day floods. This £3.2 million project will restore a long missing link in Radcliffe's local infrastructure and significantly improve walking and cycling access to and from Radcliffe town centre and neighbouring communities. The scheme is funded from the government's City Region Sustainable Transport Settlement (CRSTS1) and the Mayor's Challenge Fund.

Prestwich Travel Hub

- Last month, GM Leaders agreed to redirect some CRSTS1 funding to projects linked to delivering housing and employment growth, and I am pleased to say that £14m has been earmarked to cover the full cost of the Prestwich Travel Hub, construction of which is underway as part of the wider Prestwich Village Centre regeneration scheme.

Bury Interchange Redevelopment

- Plans to redevelop Bury Interchange are moving forward rapidly. TfGM has submitted planning applications for a new permanent southern access and a bridge, which will connect Union Square and Pyramid Park with an upgraded platform. A temporary northern access is also proposed, ensuring Metrolink services can continue operating throughout the main construction phase.

Transport for City Regions funding announcement

Last month, the Chancellor announced £2.5 billion in devolved 'Transport for City Regions' funding for Greater Manchester, part of a £15.6 billion national fund covering 2027 to 2032.

I am committed to securing maximum benefit from this funding for Bury, working in partnership with Transport for Greater Manchester to deliver key priorities, including:

- Completing the new Interchange in Bury town centre
- Upgrading all Metrolink stops on the Bury line, with Heaton Park as a priority

- Delivering a new Metrolink stop and Park & Ride at Elton to support 3,500 new homes
- Introducing cutting-edge tram-train services linking Bury with Heywood, Rochdale, and Oldham.
- Work with TfGM to explore extending Metrolink to Middleton and Northern Gateway, helping connect residents to future job opportunities.

Additional funding will support highways maintenance, regeneration of our town centres, safer streets through VisionZero measures, and improved bus services and infrastructure—enhancing access to opportunities across and beyond the borough.

Development work is already underway to ensure our borough makes the most of this transformative investment.

In Conclusion, Members of Council, Bury Council has achieved several notable milestones since the last Council meeting, these achievements reflect Bury Council's dedication to supporting its community through economic, social and infrastructure initiatives.

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GENERAL REPORT OF THE MEETING HELD ON 11 JUNE 2025

ADULT SOCIAL CARE PERFORMANCE Q4 REPORT 2024/25

1. Councillor Tariq, Cabinet Member for Adult Care, Health and Public Service Reform presented the report which reviewed performance against the Adult Social Care Strategic Plan and preparations for the new CQC assessment regime. In response to a member question regarding the 4.9% rise in residential care costs, members were advised the increase was due to NHS discharge pathway changes and highlighted efforts to reduce patient deconditioning and improve intermediate care.
2. Cabinet approved the recommendations as set out in the report.

BURY FLEXI HALL – OPERATOR PROCUREMENT

3. Councillor O'Brien, Leader and Cabinet Member for Strategic Growth set out the report which sought approval to begin formal procurement of a third-party operator for the Flexi Hall. In response to Member concerns raised about Radcliffe Market's slower progress, the Leader acknowledged delays and committed to updates.
4. Cabinet approved the recommendations as set out in the report.

PARKING STANDARDS SPD – FINAL ADOPTION

5. Councillor O'Brien, Leader and Cabinet Member for Strategic Growth presented the final version of the Parking Standards Supplementary Planning Document (SPD11) following public consultation. In response to concerns about parking at the Radcliffe Hub an officer confirmed ongoing modelling and data analysis will be taking place.
6. Cabinet approved the recommendations as set out in the report.

ADULT SOCIAL CARE WORKFORCE SUPPORT PROGRAMME

7. Councillor Tariq, Cabinet Member for Adult Care, Health and Public Service Reform proposed awarding a 3-year contract to Persona under a vertical procurement arrangement. In response to a member query about funding reductions, Councillor Tariq confirmed funding would decrease over time and praised Persona's performance.
8. Cabinet approved the recommendations as set out in the report.

YEAR-END CORPORATE PLAN PERFORMANCE & 2025/26 LAUNCH

9. Councillor Thorpe, Deputy Leader and Cabinet Member for Finance and Transformation presented the reviewed 2024/25 performance and the 2025/26 Corporate Plan aligned with the LET'S Do It! Strategy. Members welcomed the report but suggested adding a priority on community cohesion and reviving multifaith engagement.
10. Cabinet approved the recommendations as set out in the report.

EOTAS (EDUCATION OTHER THAN AT SCHOOL) POLICY

11. Councillor Smith, Deputy Leader and Cabinet Member for Children and Young People introduced the EOTAS policy and noted the SEND Inspection Report and Priority Impact Plan.
12. Cabinet approved the recommendations as set out in the report.

LOCAL GROWTH AND PLACE FLEXIBLE GRANT (LGPF)

13. Councillor O'Brien, Leader and Cabinet Member for Strategic Growth provided an update on the UKSPF extension and Bury's £1.7 million allocation under the LGPF programme. Members raised concerns about rising event costs for local communities. A member asked about Radcliffe Enterprise Centre funding, which was confirmed.
14. Cabinet approved the recommendations as set out in the report.

RADCLIFFE ENTERPRISE CENTRE – OPERATOR PROCUREMENT

15. Councillor O'Brien, Leader and Cabinet Member for Strategic Growth presented the report which sought approval to procure an operator for the new Enterprise Centre at Radcliffe Library. In response to a question about long-term viability, the Leader expressed confidence in the project's civic and economic value.
16. Cabinet approved the recommendations as set out in the report.

HOUSING SERVICES PROPERTY RESTRUCTURE

17. Councillor Cummins, Cabinet Member for Housing Services presented the report that proposed structural changes to housing services to improve safety, compliance, and service delivery. In response to a member question about financial implications, an officer confirmed a review was underway to ensure value for money.
18. Cabinet approved the recommendations as set out in the report.

BURY TOWN HALL REFURBISHMENT – ARCHITECT APPOINTMENT

19. Councillor O'Brien, Leader and Cabinet Member for Strategic Growth presented the report which sought approval for architect appointment and budget to begin phased refurbishment of the Town Hall. Councillor Thorpe praised the architect's social value commitment. The Leader emphasised the importance of modern, high-quality workspaces and heritage preservation.
20. Cabinet approved the recommendations as set out in the report.

	Party	Question	Questioner
1	Labour	With at least £50m being generated by Oasis ticket sales for their Heaton Park gigs, does the Leader agree that the rumoured £25,000 for the Prestwich Community Fund is an insult?	Cllr Moss
	Cllr O'Brien		
2	Labour	Can the Cabinet Member for Communities and Inclusion update the Council on work being done to continue to support Veterans and their families in our borough?	Cllr Arif
	Cllr Walmsley	<p>Support to Bury's Armed Forces Communities, including Veterans, is overseen through the local Armed Forces Covenant Steering Group, bringing together public services, armed forces representatives and local veterans' groups.</p> <p>During Armed Forces week at the end of June this support was showcased through highlighting the key support offers – from priority banding in housing allocations; ongoing work to increase awareness and access to mental health, first aid and peer support opportunities; activity through health and care colleagues on increasing the number of Veteran friendly care homes in the Borough; to tying employment and skills guidance into the Neighbourhub in the Millgate.</p> <p>The Council continues to support connectivity of Veterans groups with front line services to increase mutual awareness and connectivity, alongside that with the Bury VCFA as infrastructure support for the sector.</p> <p>The Council is actively involved in Greater Manchester Armed Forces Covenant meetings to maximise local opportunities through regional activity, including the region being identified as a pilot site for the national VALOUR programme and in delivering on a recommendation from a previous Council motion, an event is being planned for September which will focus on the emerging Greater Manchester Live Well model specifically through the lens of Armed Forces personnel, their families and Veterans.</p>	
3	Radcliffe first	Over the last few months, we have seen several road works in Radcliffe with temporary traffic	Cllr Donald Berry

	Party	Question	Questioner
		<p>lights. There have been a number of incidents of anti social and aggressive driving when these lights have failed. It is also to be noted that several of the normal traffic lights have failed during this time. This is causing lengthy delays and dangerous driving.</p> <p>It has been observed that many of the road works with temporary traffic lights have been left for several days with no work being carried out. Some of the road works could have been capped with cast iron plates to avoid partial closures of the roads. In some areas it appears that roads have been fenced off, just to allow works vehicles to park close by.</p> <p>Are work permits being given for such road works and what actions are taken to limit inconveniencing road users. Have any penalty notices been issued for such road works in Bury?</p>	
	Cllr Alan Quinn	<p>As you will no doubt be aware, some of the recent works affecting roads in Radcliffe are linked to the new school project.</p> <p>All roadworks require GMRAPS permits which helps to prevent overlap and reduce disruption. We do not approve all permit applications for requested dates. We impose conditions such as manual traffic light control during peak hours and restricted working times to help ease congestion.</p> <p>Over the past 6 months, 190 fixed penalty notices have been issued across the borough - 18 in Radcliffe - for offences such as overstays, late starts, and working without a permit.</p> <p>And I look forward to the debate later tonight about how we can take more control over what happens on our highways and better hold utility companies, in particular, to account.</p>	
4	Conservative	Residents living in Harrogate Square in Bury West ward, several of whom are elderly and disabled, have difficulties parking their cars due to the close proximity of a school and two busy pubs.	Cllr Jackie Harris

	Party	Question	Questioner
		Would the Cabinet Member consider introducing an enforceable residents' parking only area adjacent to Harrogate Square?	
	Cllr Alan Quinn	<p>The situation at Harrogate Square is typical of being near to other schools in the borough where there is a short stay parking demand at the start and end of the school day.</p> <p>As has been the case for a number of years now, the Council is not accepting any applications for new residents parking schemes across the Borough.</p> <p>Implementing and enforcing resident parking schemes is costly and would only be considered when other alternatives have been considered.</p> <p>Should this situation change where applications are being accepted there is a prescribed process which is detailed on the Councils website. The process usually takes around 12 months to complete.</p>	
5	Ind Group	Please could an urgent update be provided as to when the repairs will be undertaken and the temporary traffic lights will be removed on Turton Road?	Cllr Luis McBriar
	Cllr Alan Quinn	<p>Detailed site investigations including boreholes and trial excavations were required to determine the exact cause of the issue and map the existing utilities that might impact any works.</p> <p>The investigations have confirmed a substantial land slip has occurred which will require significant works to rectify.</p> <p>The preferred design option will involve a substantial retaining wall constructed on the private land to stabilise the slip. Negotiations with landowners and affected utilities are on-going to confirm viability of the preferred solution before completing detailed design.</p> <p>Due to the complexities of both the design and the third-party interactions it is not currently possible to set a timeline until all appropriate agreements are in place.</p>	

	Party	Question	Questioner
6	Labour	<p>At the moment Heaton Park Metrolink station cannot be used for egress when large concerts take place in Heaton Park. This is due to safety reasons.</p> <p>Therefore, can the Leader bring council up to date with plans to improve Heaton Park Metrolink station?</p> <p>Supplementary:</p> <p>Can the Leader bring council up to date with other improvements on the Bury Line?</p>	Cllr Rizvi
	Cllr O'Brien	<p>GM's City Region Sustainable Transport Settlement (CRSTS1) programme includes a scheme to improve Metrolink stops across the region. An assessment carried out under the Metrolink Stop Improvements Programme has identified several stops along the Bury and Altrincham lines as priorities for enhancement, with Heaton Park emerging as the stop in greatest need of improvement.</p> <p>Given the limited funding secured through CRSTS 1, investment during this period will be focused on Heaton Park only. Planned works include the demolition of the existing canopies and their replacement with modern shelters, similar to those installed on newer lines such as the Trafford Park Line and be carried by 2027.</p> <p>In parallel, the programme has developed a long list of more substantial improvements for consideration in the next Transport for City Regions (TCR) funding period (formerly known as "CRSTS 2").</p> <p>As part of this forward planning, options were explored for implementing a safe queuing system at Heaton Park during major events to enable the stop to remain operational. However, following discussions with TfGM's Metrolink Engineering and Service Delivery teams, it was concluded that the space required to safely accommodate queues for large-scale events is not available at the stop.</p> <p><i>Supplementary:</i></p> <p>The biggest proposal is to redevelop Bury Interchange which is progressing at pace, with a planning application submitted by TfGM for tram platform improvements along with a new step free permanent southern access and</p>	

	Party	Question	Questioner
		<p>bridge linking Union Square and Pyramid Park with the tram stop. In addition, an application for a temporary stepped northern access has been submitted, which will make access for customers easier during these works. Disruption to tram services will be minimised as far as possible during the Bury Interchange works.</p> <p>There are also plans for an additional stop between Radcliffe and Bury, confirmed by Chancellor Rachel Reeves last month.</p> <p>I am also keen to see further existing stops earmarked for improvement as part of the TCR funding, also announced last month by the Chancellor.</p>	
7	Labour	During large events in Heaton Park the roads of Prestwich are jammed with private hire taxis, many of them are registered outside of GM. Can the Council be brought up to date with measures to ensure that only GM licensed taxis can work in GM?	Cllr Lynn Ryder
	Cllr Morris	<p>Bury Council is aware of the ongoing concerns regarding the influx of private hire vehicles, particularly those licensed outside Greater Manchester, during large-scale events at Heaton Park. While current national legislation permits out-of-area working, local authorities currently have no legal powers to restrict this practice.</p> <p>However, the Council is actively supporting the Greater Manchester-wide #BackingOurTaxis campaign, which calls on Government to amend this regulation and give local areas greater control over taxi and private hire licensing. Encouragingly, the Department for Transport has acknowledged this issue and, following the Casey Report, has committed to reviewing the legislation. This includes considering national licensing standards, enforcement powers, and potentially giving local transport authorities responsibility for licensing.</p> <p>In the meantime, Bury Council is taking proactive steps to manage the situation. Licensing enforcement officers will be deployed on each night of the event to monitor compliance and address any issues, working in partnership with other Greater Manchester authorities to ensure a</p>	

	Party	Question	Questioner
		<p>consistent and coordinated approach to public safety and regulatory enforcement.</p> <p><i>Background: Central Government have recently indicated that they intend to review this matter following the Casey report (recommendation 11) stating:-</i></p> <p><i>The Department for Transport will legislate to address the important issues raised in the report, tackling the inconsistent standards of taxi and private hire vehicle driver licensing:</i></p> <ul style="list-style-type: none"> <i>We will work as quickly as possible and consider all options – including out of area working, national standards and enforcement – seeking the best overall outcomes for passenger safety.</i> <i>In the interim we will act urgently to make improvements, including consulting on making local transport authorities responsible for taxi and private hire vehicle licensing, and determining how existing statutory guidance can be strengthened to further protect the public.</i> <i>We are also reviewing authorities' compliance with existing guidance and will hold those who do not follow it to account.</i> 	
8	Radcliffe first	<p>Over the last several months I have tried to get an answer via emails, and speaking with council officers to the following question. Why does the council not stick to it's own rules when allocating S106 money's to a ward organisation or project? To quote the written information on this subject "ward councillors are to be consulted before S106 money is allocated on their ward" I have polled two of the political groups on the council and have had it confirmed by multiple members that this does not happen. Is this a matter that needs to go before O.S. before a straight answer is given.</p>	Cllr Desmond Duncalfe
	Cllr O'Brien	<p>Ward Councillors are consulted where Section 106 monies relate to off-site recreation payments. By way of an example, in Radcliffe, Ward Councillors were consulted regarding the proposed allocation of S106 monies paid in relation to the new development on School Street in Radcliffe where several projects in the Radcliffe area benefitted from the S106 allocation.</p>	

	Party	Question	Questioner
		<p>The planning and operations teams work closely to identify opportunities for recreation and draw up a provisional list based on evidence of local needs as identified through projects and strategies such as plans for play area improvement, the green space strategy and the playing pitch strategy as well as other known information, including that highlighted by Ward Councillors.</p> <p><i>Further background for Cllr Quinn / Leader</i></p> <p>Members are only consulted where there are off-site contributions. In Radcliffe, whilst there have been approvals, provision has been made on site. There has only been one application where there has been off site contributions (circa £240k from School St). Ward members were consulted before the final details were agreed and as a result, the initial proposal was amended to reflect their suggestions.</p> <p>This includes, as I have been told, an actual on-site meeting with Neil Long and Cllr Quinn and Cllr Duncalfe on Cams Lane (where part of the proposed spend was earmarked). There were also amendments as a result of comments made by Cllr Birchmore.</p> <p>A further point is that Ward members may not believe they are being consulted due to the fact that applications either provide on-site or fact that no applications in their areas.</p>	
9	Conservative	Can the relevant Cabinet Member please give an update as to the current number of empty properties in the borough?	Cllr Iain Gartside
	Cllr Cummins	<p>The latest published government data from October 2024 shows that there are 2,658 vacant dwellings in Bury. This amounts to 3.1% of the Borough's total stock of housing. Of these, 1,085 (or 1.3% of the Borough's total housing stock) have been vacant for more than 6 months.</p> <p>These figures are roughly consistent with the position across England and the North West.</p>	
10	Labour	What additional money will Bury receive for our roads, as a result of the announcements from the Labour Government and Combined Authority?	Cllr Hayes

	Party	Question	Questioner
		<p>Supplementary:</p> <p>Over the past decade this Labour Administration has successfully delivered an extra £30m for our roads through additional borrowing. What impact has this had?</p>	
	Cllr A Quinn	<p>Bury Council is to receive £5.5m in 25/26 from the DfT via the Combined Authority. This funding is mainly for Highway Maintenance but includes £500k for minor road safety measures.</p> <p><i>Supplementary</i></p> <p>The extra £30m investment in our roads has been essential to stop the condition of our network from declining.</p> <p>It has allowed us to put extra money into road markings, dealing with Ash die back in our highway trees, pothole repairs, extra resurfacing of roads and footways, and allowed us to set up a surface dressing and micro asphalt programme, which is something we haven't had for many years prior to this investment.</p> <p>Since 2017 this extra money has funded over 70,000 pothole repairs and 60km of resurfacing and preventative maintenance on our roads and footways.</p>	
11	Labour	<p>Can the Cabinet Member for Children's Services outline what housing support we are giving to Care Leavers in our borough?</p> <p>Supplementary:</p> <p>What more can elected members do to support our children and young people, in our role as Corporate Parents?</p>	Cllr Grimshaw
	Cllr Smith	<p>There is a joint Housing Protocol between Children's Services, Adult Services and Housing Services that sets out the support we are giving to Care Leavers in our Borough and which recognises the importance of working together to ensure our care leaving young people are well supported and able to access a range of housing and accommodation options and to prevent homelessness.</p>	

	Party	Question	Questioner
		<p>The housing needs of care leavers are tracked by a monthly Joint Housing Meeting</p> <p>Care leavers up to the age of 25 have Band 1 housing priority, care leavers can register for housing and bid on properties from 17 years and 6 months, if they secure a property before 18, Children's services will cover the rent.</p> <p>If a young person needs to move before a property is secured, their personal housing advisor will support them to complete a housing application form.</p> <p>If a young person has care and support needs under the Care Act 2014, their housing need can be met Adult Social Care.</p> <p>(Best thing we can do) However the best thing we can do is build more homes for young people, which we are currently doing, with plans to create 50 new homes over the next few years ring-fenced for young people.</p> <p>These homes will be allocated via direct let, allowing the transition to be made into independent living quickly and easily.</p>	
12	Radcliffe First	Given the pressures the problems with the CONTRAC system have put on the MTFS, what risks exist around the delivery of deferred savings to 2025/26	Cllr Mike Smith
	Cllr Sean Thorpe	<p>As reported in the 24/25 Outturn report considered at Cabinet last week, £5.957m of the £6.345m agreed savings were delivered in the last year which represents delivery of almost 94% of the target.</p> <p>This was a significant achievement with only 3 of the 18 individual savings plans not being fully delivered in 2024/25 but all expected to be fully delivered in the current financial year.</p> <p>Governance across the council, including financial governance, has been strengthened as part of the Council's improvement plan and the Finance Board which is chaired by the S151 officer is reviewing the forecast delivery of agreed savings each month and holding responsible officers to account with the position then being discussed at the Members Assurance Group.</p>	

	Party	Question	Questioner
		<p>The 2025/26 budget includes £8.260m of new approved savings with an additional £4m to be identified and delivered across Adult Social Care to address the recurrent additional pressures with the Adult Social Care work being supported by an external partner with specialist expertise in this area.</p> <p>Delivery of a savings programme of this scale always comes with inherent risks, particularly where the savings plans are in relation to volatile, demand-led budgets, however the robust governance in place will ensure that any issues are identified at the earliest opportunity and mitigations are identified to address any in-year financial pressures caused by any unavoidable delayed or under-delivery of agreed savings.</p> <p>The forecast position on agreed savings will form part of the quarterly financial updates to Cabinet.</p>	
13	Conservative	Can the Leader or relevant Cabinet Member please provide an update as to the future of Summerseat House?	Cllr Roger Brown
	Cllr Eamonn O'Brien	<p>I can confirm that the property sold at auction on the 26th June.</p> <p>The Sale bid was £1.57m, which is more than was envisaged.</p> <p>Work is continuing on the disposal, with legal agreements due to complete on 24th July 2025.</p> <p>It is too early to say what the proposed purchaser will do with the site and buildings, but the expectation is that they will invest in the property to help and protect and enhance its listed building status. Future proposals will require planning permission in due course, which will provide more details and certainty of the sites use.</p>	
14	Labour	Following the announcements from the Chancellor of significant extra investment into local infrastructure projects, can the Leader set out how this will benefit Bury?	Cllr Farooq
	Cllr O'Brien	We will work tirelessly to maximise investment in Bury from the £2.5 billion Transport for City Regions funding awarded to Greater Manchester, bringing forward major	

	Party	Question	Questioner
		<p>projects such as:</p> <ul style="list-style-type: none"> • completion of the new Interchange in Bury town centre; • improvements to all Metrolink stops along the Bury line to bring them up to modern standards, including Heaton Park as a priority; • a new Metrolink stop and Park and Ride at Elton to support delivery of 3,500 homes; • state of the art tram-train services connecting Bury with Heywood, Rochdale and Oldham. <p>We are working with TfGM to investigate the potential to extend Metrolink to Middleton and Northern Gateway as part of the plan to ensure Bury residents can benefit from new employment opportunities.</p> <p>There will be money for highways maintenance and for improvements to support the regeneration of our town centres, to make our streets safer through Vision Zero interventions such as school streets and crossings, and for bus priority measures and service improvements to provide residents with better public transport access to opportunities both within the borough and beyond.</p>	
15	Labour	Since launching the weekly community clean up programme, can the Cabinet Member for Operations provide an update on the impact this has had and what more is to come?	Cllr Ibrahim
	Cllr Quinn	<p>As part of the <i>Let's Do It for Local</i> strategy, we are currently undertaking a series of 16 community clean-ups across Bury between June and September.</p> <p>These sessions have been a great success so far, with hundreds of staff members joining with community groups, local residents and council staff.</p> <p>Through our combined efforts we have cleared some 286 bags of rubbish from around the borough, clearing nearly 6 tonnes of fly tipping.</p> <p>I'm very proud of the visible efforts these sessions are making in our communities, and I look forward to continuing this programme through September.</p> <p>Background:</p>	

	Party	Question	Questioner																								
		<table><tr><th>Location</th><th>Litter Bags</th><th>Fly Tipping (tonnes)</th></tr><tr><td>Mosses Centre</td><td>70</td><td>3</td></tr><tr><td>Welly Community Café</td><td>43</td><td>0</td></tr><tr><td>Ulundi Street</td><td>63</td><td>2.9</td></tr><tr><td>King's Road Play Area</td><td>30</td><td>0</td></tr><tr><td>Boz Park</td><td>37</td><td>0</td></tr><tr><td>Clarence Park</td><td>43</td><td>0</td></tr><tr><td>Total</td><td>286</td><td>5.9</td></tr></table>	Location	Litter Bags	Fly Tipping (tonnes)	Mosses Centre	70	3	Welly Community Café	43	0	Ulundi Street	63	2.9	King's Road Play Area	30	0	Boz Park	37	0	Clarence Park	43	0	Total	286	5.9	
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16	Conservative	Semi-rural areas, such as Nangreaves, Hawkshaw, Summerseat and Holcombe Brook in North Manor ward, need access to reliable and affordable broadband, as digital connectivity is often crucial for the residents of these villages. Can the relevant Cabinet Member confirm how the Council is working with providers to improve access?	Cllr Khalid Hussain																								
	Cllr Eammon O'Brien	<p><i>Over the past decade, Bury Council has made significant efforts and financial investments to enhance digital connectivity across the borough. This progress has been driven by a combination of Government and local match funding.</i></p> <p><i>As a result of this investment, full fibre coverage in Bury has increased dramatically—from just 4% to 66%, reflecting a direct outcome of successful infrastructure funding bids.</i></p> <p><i>The Council actively contributes to and supports the Greater Manchester Digital Blueprint. We fully endorse the collective efforts of Greater Manchester in lobbying the Government to secure further funding for the rollout of superfast broadband.</i></p> <p><i>We recognise that there are still connectivity challenges in some of our semi-rural settlements, such as Affetside and Hawkshaw and we will continue to promote digital infrastructure and investment in these communities.</i></p> <p><i>We are continuing to work closely with broadband providers to make it as easy and cost-effective as possible</i></p>																									

	Party	Question	Questioner
		<i>for them to invest in their networks, by reducing barriers and streamlining processes, we aim to accelerate the delivery of next-generation connectivity across the borough.</i>	
17	Conservative	Please can an update be provided as to events being held to commemorate the 80th Anniversary of VJ Day on 15 th August?	Cllr Shahbaz Arif
	Cllr Walmsley	<p>To mark the 80th anniversary of VJ Day there will be a civic ceremony of commemoration and remembrance which is being planned to take place on the morning of Friday 15th August.</p> <p>Plans are being finalised in conjunction with the Bury Armed Forces Covenant Steering Group and engagement with Youth Cabinet</p> <p>The ceremony will include elements of wreath laying, stories from the people of Bury of August 1945, and a proclamation for peace around the world.</p> <p>There is to be a new exhibition in the Fusiliers Museum, telling the personal stories of Fusiliers, particularly those involved in the Chindits campaign, and a display of two films including one produced by Museum Development North specifically for VJ Day.</p> <p>There will be VJ themed craft activities and an object handling session as part of a broader family fun day at the Museum.</p> <p>Activity is also being developed with The Met theatre as part of and Future Arts Centre funded project on Our Freedom Then and Now on joint work with the veterans that are part of the Military Mondays network which takes place at the Two Tubs in Bury.</p>	
18	Conservative	Many residents have raised concerns with me about the increasing number of HMOs across the borough. Can the relevant Cabinet Member please provide an update as to the number of HMOs in the Borough of Bury, and the number of HMOs which have been present in each of the last five years?	Cllr Jack Rydeheard
	Cllr Cummins	At present, licences are only required for HMOs in excess of 4 beds and our records show that in 2021 there were 78	

	Party	Question	Questioner
		licenced HMOs across the Borough. This rose to 91 in 2022, 111 in 2023, 112 in 2024 and currently stands at 146.	
19	Conservative	Please may the Council confirm the adoption status of Hartford Drive, in Elton ward, and kindly confirm whether there is a work plan in place to properly maintain the grassed areas, tables and benches and trees in the area?	Cllr Jack Rydeheard
	Cllr Alan Quinn	<p>Hartford Drive and Garside Hey Road are both adopted highways. The green spaces alongside Hartford Drive and Garside Hey Road – which includes the picnic tables – were transferred across to the Council as part of the planning permission for the housing development.</p> <p>The verges are designed to provide sufficient space to allow for emergency vehicles to access the site.</p> <p>The land has been maintained over the years by a private management company but, given that it is part of the Council's wider portfolio of open space, Officer's will ensure that it is included in its programme of maintenance works going forward'.</p>	
20	Conservative	Two explosions were recently reported to have happened at an electricity substation in Ainsworth, in Radcliffe North and Ainsworth ward, causing power outages to residents and businesses alike. Please may the relevant Cabinet Member provide an update as to the Council's reaction to this, and their efforts in working with organisations like Electricity North West to restore normal function to the area?	Cllr Shahbaz Arif
	Cllr O'Brien	<p>A small fire broke out after fuses inside an electricity substation caught fire. This was not treated as malicious, and the fire was extinguished quickly, with the only damage being a fence panel.</p> <p>Whilst a number of properties were affected with no power, Electricity North West (ENW) worked to reinstate the power as quickly as possible and they issued updates on their website as to when electricity was likely to be reinstated. They sought to identify and liaised with listed vulnerable residents in the affected area.</p> <p>As in this occasion, ENW will always notify Bury Council's Emergency Response if there is a risk to the public or when</p>	

	Party	Question	Questioner
		<p>the threshold for the number of affected properties or timescales for outage is reached.</p> <p>Council Officer's work with ENW regularly on a range of matters and will continue to work with them to help minimise any future risks.</p>	

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Meeting:	The Council
Meeting date:	16 July 2025
Title of report:	Update on Greater Manchester Joint Authorities 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

This report provides an update on work of the Greater Manchester Combined Authority (GMCA) and other Greater Manchester joint authorities following an update to Council in March 2025.

The council has agreed a specific area of focus for each update, however due to the presence of the Greater Manchester Mayor at the council on the 16th July, there is no focused update on this occasion.

Recycle for Greater Manchester Update

#CottonOn

- We recently brought our ‘#CottonOn to recycling your clothes’ campaign to Bury’s Mill Gate Shopping Centre. Featuring a washing line of damaged clothing, our installation reminded residents in Bury that they can recycle clothing regardless of their condition. The washing line was fitted in The Mall, a busy thoroughfare of the shopping centre and was active for five weeks from Monday 17th March.
- Whether ripped, stained or damaged, clothes and shoes can all be recycled. Residents can take damaged clothing and shoes to the large network of textile banks across Greater Manchester including at Every Steet and Cemetery Road recycling centres and

in supermarket car parks and some large shops. Damaged clothing is given a new lease of life by being turned into animal bedding, carpet underlay or even car seats.

- The campaign originally launched in Stockport's Merseyway Shopping Centre in the Autumn, and Bury is the second council area in Greater Manchester to host the installation. There were lots of additional advertising activities in and around Mill Gate to create an immersive experience for visitors; floor graphics gave residents information on local spots to recycle their clothing, posters were featured at prominent points around the shopping centre including at The Rock and a 30 second radio advert was broadcast on Greatest Hits Radio to reiterate the key campaign messages.
- Removing clothing and textiles from the general waste bin is a key priority. Based on GMCA's waste composition analysis from 23/24, 17,000 tonnes of clothing are disposed of in the general waste bin every year.

Cultural Activity

- We've had a busy few months supporting residents of different faiths manage their waste over key festival dates.
- First up we provided information to Jewish residents of Bury to help manage their waste around the spring festival of Passover. We wrote a blog for the R4GM website and created social media assets which was shared with colleagues at Bury Council. With a focus of spring cleaning, we encouraged residents to dispose of excess waste at their local recycling centres. We also focused on food waste, including common foods associated with the Seder. We published adverts in the Jewish Advertiser newspaper to residents in Bury and across Greater Manchester.
- We also supported Muslim residents celebrating Ramadan and Eid. With such a focus on food, our messaging included key information on preventing and managing food waste. We gave information on storing key ingredients to make them last longer, recipes you can make from leftovers as well as specific information on popular food types like dates. As well as publishing on our social media channels, we advertised in Asian Leader newspaper. We also ran a radio advert on Crescent Radio and Heritage Radio. This was broadcast in both English and Urdu.
- Finally, at Easter, we focused on Easter egg packaging messages. The coinciding bank holiday weekend is one of the busiest times at our recycling centres and we ran adverts in The Bury Times to remind residents that centres at Every Street and Cemetery Road were open all over the holiday weekend.

The Bury Times

- Over the last few years, we've taken out an annual advertising package with The Bury Times. This involves a half-page in the printed newspaper every month and digital advertising through the publication's website and social media channels. This ensures key waste messages and R4GM campaigns are promoted to residents of Bury on a monthly basis. The readership of the paper is 22,700 readers per edition and around 270,000 unique monthly browsers on the website.
- In the last year we've promoted diverse messages including food waste, batteries and the new guidance on pots, tubs and trays. In addition, we recently promoted our compost

campaign in a special Mother's Day supplement of The Bury Times. We reminded residents in Bury that they are entitled to get £10 off a compost bin, as well as free postage and packaging through our subsidised offer.

Education

- The last year has been another busy one for our Education team across their three sites. Schools, community groups and members of the public have enjoyed tours at either our purpose-built education centre at the Materials Recovery Facility (MRF) at Longley Lane, our Renew Hub in Trafford Park and our solar farm in Bolton.
- 93 Bury residents attended a session last year including groups from St Andrew's Primary School, Tottington & Bury West Rotary Club and Radcliffe Townswomen's Guild. This is a slightly lower number of visits than from other districts, and we'd like to remind everyone that our Education team are available to do outreach sessions to schools and other groups that find it hard to visit. You can find out more about tours, including upcoming open days here: [Education & Learning | Learn to Waste Less & Recycle More](#)

Recycling Centre Rates:

Site	Feb 25	Year to date
Cemetery Rd, Radcliffe	60.75%	63
Every St, Fernhill	60.87%	62

Contact the RFGM Team:

<https://recycleforgreatermanchester.com/>

Email: recycle4gm@greatermanchester-ca.gov.uk

Michelle Whitfield

Head of Communications & Behavioural Change

Michelle.whitfield@greatermanchester-ca.gov.uk

Transport for Greater Manchester Update

Strategic Activity

- Greater Manchester is set to deliver the UK's first fully integrated, zero-emission public transport system by 2030 thanks to a government funding boost at the Spending Review. The Chancellor visited Rochdale to announce details of the Transport for the City Regions funding, with Greater Manchester awarded £2.5 billion. This is set to support Greater Manchester to:
 - **Create an all-electric local public transport network:** A thousand new EV buses will form a 100% electric fleet serving its communities. Alongside trams powered by renewable energy and e-bikes for hire, it will deliver an emission-free network. This will build on progress already made to cut CO2 emissions and improve air quality.
 - **Bring rail into the Bee Network:** Local rail lines will be integrated with the Bee Network, with Greater Manchester communities the first outside London to be served by fully joined-up bike, bus, tram and train travel by the end of the decade. The move will see major improvements to stations, including making more fully accessible, as well as capped fares.

- **Deliver major projects to drive green growth:** A pipeline of transport projects – including a tram line to Stockport and tram-train services connecting Oldham, Rochdale, Heywood and Bury, new Metrolink stops and modern new interchanges which will support the delivery of thousands of new homes, skilled jobs and green growth.
- **Regional leaders went to Westminster to set out proposals for a new Liverpool-Manchester Railway** that would deliver jobs, growth and regeneration across the North West, while offering a new, more effective model for building big projects: led locally, delivered faster, and designed around communities. A report published in May outlines the case for the new line, which would run from Liverpool Lime Street to Manchester Piccadilly, with stops at a new Liverpool Gateway station, Warrington Bank Quay and Manchester Airport. It estimates that construction of the railway could deliver a £15bn boost to the economy and create 22,000 jobs – and kickstart a £90bn economic transformation across the North. You can find out more and read the full press release [here](#). At the Spending Review, the Chancellor committed to setting out the Government's northern rail ambitions – including for Northern Powerhouse Rail – in the 'coming weeks'.
- **The Mayor of Greater Manchester has launched a new campaign - “Backing Our Taxis: Local. Licensed. Trusted.”** - calling for new powers to tackle 'out of area' licensing of taxis and private hire vehicles (PHVs). In Greater Manchester, nearly half (49%) of private hire vehicles are now licensed by authorities outside of its ten councils. Further information can be found in the press release, as well as at the campaign's landing page (www.backingourtaxis.com).
- **£1.3m of active travel funding has been allocated for the delivery of new and enhanced School Streets in Greater Manchester.** The programme has had a strong response across the city-region so far, with all 10 Local Authorities requesting funding to deliver new schemes, with the number of schemes in operation set to increase from 37 to 60 in the next year.
- In collaboration with GMCA, TfGM, the police and fire services, the UK's three biggest food delivery companies - Deliveroo, Just Eat and Uber Eats – all signed the new Greater Manchester Food Delivery Charter to improve the safety and conditions of food deliveries in GM. The charter positively reinforces how couriers should always ride safely and legally – on roadworthy bikes – with delivery schedules that are realistic and do not incentivize them to break the law. Under the charter, couriers are also encouraged to report collisions involving injury to the police to help identify hotspots and reduce incidents.
- Greater Manchester has expanded its free bus travel initiative for care leavers, now including those aged 18 to 25, up from the previous limit of 21. This expansion aims to support care leavers in their transition to independence by offering free anytime bus travel within GM. Additionally, half-price off-peak day travel and weekend travel on Bee Network trams will be introduced later this year following feedback from care leavers.
- TfGM has published the most recent edition of our Inclusion & Equalities Annual Report, covering activity in 2023-2024. This year's report shows how we have delivered against our equality objectives, the progress we are making and what still needs to be done to ensure the Bee Network works for everyone.

- A Licence for Greater Manchester (LfGM) scheme has been launched to make becoming a Bee Network bus driver a more attractive and flexible career. This initiative, agreed upon by TfGM, bus operators, and Unite the Union, allows drivers to move between operators without starting at entry-level pay, recognising their years of experience. The scheme builds on previous efforts to improve terms and conditions, including the adoption of the Greater Manchester Good Employers Charter by operators. Read more in the press release [here](#).
- Following a ten-week consultation between November 2024 and January 2025, the Greater Manchester School Travel Strategy went to May's Bee Network Committee and GMCA meetings for endorsement and adoption. The Strategy outlines our vision of more young people choosing to walk, wheel, scoot, cycle or use public transport to get to school and access further education. To help achieve this, TfGM have proposed eight overarching activities;
 1. Create safe street around schools;
 2. Continue to deliver walking, wheeling and cycling infrastructure;
 3. Increase access to cycles and cycle storage;
 4. Support young people to become travel champions;
 5. Improve the customer experience on public transport;
 6. Make our network safe and secure;
 7. Create an integrated network; and
 8. Engage schools and community groups.

Network Updates

- Punctuality of the first buses to come under local control (Tranche 1) is now consistently above 80% (up from c.69% on the pre-franchised network). Reliability in Tranche 2 and Tranche 3 is also better than before franchising (both tranches consistently above 70% since the beginning of March), with work ongoing to improve performance across the whole network. The latest punctuality report (published weekly [here](#)) during the period 8-14 June shows the following:
 - Tranche 1 punctuality: 84.4%
 - Tranche 2 punctuality: 77.7%
- The launch of Contactless PayGo in Spring 2025 has been a huge step forward in how people can travel across our city-region, enabling contactless 'tap in' payments across buses and trams – making travel easier and guaranteeing passengers pay the lowest possible fare for their journey. Since its launch this payment method has already amassed over 5 million journeys.
- It has not been possible to complete the full beam replacement works at Whitefield Tunnel (initially targeted for the end of June 2025) due to the discovery of a bat during the works. Bats and their roosts are protected under UK law, and as such a change to the works programme is necessary to protect the roost. This means that a further closure

of the line will be required at a later date to complete the works once relevant processes have been followed in relation to surveys and ecological licenses.

- Work on the Metrolink network in Manchester City Centre will mean that no services will be running between Bury and Picadilly or Piccadilly Gardens, services from Bury to Altrincham will continue to run via Market Street. These works will be taking place from Tuesday 3 June to Sunday 10 August.
- Aimed at delivering joined-up, reliable services, a programme of local bus network reviews continues. Network Reviews will explore how buses can better serve communities, making improvements that would not have been possible before franchising. Work on the Bury network progressed through initial engagement in late 2024, and we have now undertaken a detailed GM-wide connectivity assessment, identifying gaps and opportunities in the current provision. An overview of the assessment as well as a revised process for taking forward changes is due to be considered by the GM Bee Network Committee in June. Subject to approval, further engagement will follow later in 2025.

Wider local updates

- Bury Interchange – Ministerial approval for the OBC was received in March 2025. The planning application for the Phase 1 early enabling works package to create a new southern access to Metrolink was submitted to Bury Council on 2 April 2025 and has been validated. TfGM are continuing to develop the design for the main interchange in partnership with Bury Council and other stakeholders. The opportunity to include residential development alongside the interchange is in development in partnership with GMCA, with a RIBA 2 design and OBC shift statement ongoing. TfGM anticipate that a decision will be made in summer 2025.
- Elton Reservoir New Stop – TfGM are continuing development work on proposals for a new Metrolink stop, Travel Hub and Park & Ride, to be delivered as part of the strategic allocation for around 3500 homes and supporting infrastructure, identified in Places for Everyone. TfGM will continue to work with Bury Council, the site developers and other stakeholders to develop these proposals as part of the wider masterplan for the site.
- Metrolink Stop Improvements Programme – Heaton Park Phase 1 has now received “Programme Entry”, and the team will begin preparing a combined OBC/FBC and engagement with contractors. Additional work is required to refine the prioritisation for the wider stop improvements programme and secure funding.

Greater Manchester Combined Authority Meeting (May)

A link to the papers are available here:

[GMCA - Friday 30th May, 2025](#)

Items considered and agreed included:

Greater Manchester Fire Plan 2025-29: Participation Approach & Outcomes	Safer Transport Review
Greater Manchester's Integrated Pipeline	Greater Manchester AI Demonstrator City Region
Integrated Water Management	Greater Manchester Post-16 Sufficiency Fund
Community Accommodation Service (Tier 3) Budget	Greater Manchester School Travel Strategy
Bus Franchising Re-Procurement Strategy	Mayoral Development Corporation for Middleton Town Centre – In Principle Decision
GM Brownfield Housing Fund Reallocations: Approvals Made Under Delegation	GM Investment Framework Recommendations

GM Investment Framework Recommendations	
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Greater Manchester Combined Authority Meeting (June)

A link to the papers are available here:

[Greater Manchester Combined Authority - Friday, 29th November, 2024 10.30 am](#)

Items considered and agreed included:

Adopting a new Greater Manchester Strategy	Greater Manchester Voluntary, Community, Faith and Social Enterprise Accord: Update and Forward Strategy
Race Equity Framework: Implementation Update and Future Areas of Focus	Delivering Better Bus Services for Greater Manchester
City Region Sustainable Transport Settlement Reprioritisation Strategy	Re-Commissioning Our Pass Exclusives: Eliminating Cost Barriers for Young People to Access Cultural, Leisure and Social Activities
Improving Renting Standards and Enforcement across Greater Manchester	Healthy Homes Services in Greater Manchester: Supporting Local Authorities and the First Falls Prevention Pilot
GM Brownfield Housing Fund: Original Brownfield Housing Fund Review, 2025/26 Programme and Prioritisation Methodology	Stockport Mayoral Development Corporation (MDC) Delivery Plan 2025-2030
Western Gateway: Proposed Mayoral Development Zone	Proposed Old Trafford Regeneration Area Mayoral Development Corporation (MDC)
Greater Manchester Investment Framework: Conditional Project Approval	GMCA Capital Outturn 2024/25
GMCA Revenue Outturn 2024/25	Greater Manchester Investment Framework: Conditional Project Approval
Stockport Mayoral Development Corporation (MDC) Annual Action Plan 2025 - 2026	

2. Recommendation(s)

- 2.1. 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:-

Minutes of GMCA meetings linked throughout.

Contact Details:-

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Leaders Executive Officer

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	Party	Question	Questioner
1	Labour	<p>What level of resource did GMP have to use to adequately police the large events in Heaton Park over the summer?</p> <p>Supplementary: Will the Cabinet Member thank our GM Mayor and especially thank his deputy, Kate Green, for ensuring that extra police were available for the 5 Oasis concerts?</p>	Cllr Ryder
	Councillor Sandra Walmsley	<p>GMP has dedicated a significant level of resources for the large events taking place this summer in Heaton Park, particularly Oasis concerts and the Parklife music festival. Those numbers are not shared publicly for operational reasons, but for instance for Parklife several hundred GMP staff were deployed each day, in more than 50 distinct policing roles.</p> <p>GMP's response in terms of resourcing, and command and control, is very much shaped by the National Police Chiefs' Council events guidance, and also College of Policing approved professional practice; the latter clearly sets out the role for the police in discharging its core responsibilities at events:</p> <ul style="list-style-type: none"> • Preventing and detecting crime • Preventing or stopping a Breach of the Peace • Traffic regulation (only under statutory powers relating to events) • Activating contingency plans where there is an immediate threat to life • Coordinating emergency responses in the event of a major incident. <p>GMP resourcing including specialist deployments are also partly shaped by the Counter Terrorism Security Coordinator recommendations which are made to the Gold Commander, e.g. Taser and armed response contingencies, high visibility patrols in high footfall areas, drone and search response capability.</p> <p>Work has been undertaken with event organisers under Special Police Services to ensure that wherever appropriate, services provided by GMP are not subsidised from the public purse. For Parklife for example, SPS was requested and agreed for a significant number of policing</p>	

	Party	Question	Questioner
		<p>resources dedicated to the event site, surrounding streets and key transport hubs (including nearby Metrolink stations and the Pick Up Drop Off Point at Sainsburys, Middleton Road.) SPS was also requested by Manchester City Council for additional roads policing support, given the criticality of the wider transport and highways network. Similar arrangements are in place for the Oasis concerts.</p> <p>Supplementary: Thanks go to Andy Burnham as Greater Manchester Mayor, and Kate Green, Deputy Mayor of the region and lead for Safer and Stronger Communities, for their support and input in assuring appropriate policing attention and resourcing to events, especially given this requires force, ie regional, co-ordination.</p>	
2	Labour	Can TfGM outline the timeline for when bus services in Bury will be subject to our first Network Review since being franchised?	Cllr Haroon
	Cllr Alan Quinn	<p>Network reviews</p> <ul style="list-style-type: none"> Following the completion of franchising, Greater Manchester is undertaking a rolling programme of Network Reviews to ensure that local bus services meet the needs of communities, support local priorities, and align with Bee Network ambitions. Reviews are being completed in consultation with local stakeholders and informed by passenger feedback and data. Every review will be evidence-based, using all the information available to us, including community feedback. By speaking to local communities, we can learn where the network can be improved, gaps can be filled and opportunities developed. The Bury Network Review is part of the second wave of reviews, along with the wider Central Growth Cluster and North-East Growth corridor. Early engagement and evidence gathering will continue later in the year, including with Bury Council officers, elected members and community forums. Stakeholders will have the opportunity to feedback on the review through online surveys, in-person meetings or via direct communication, with formal 	

	Party	Question	Questioner
		<p>consultation planned for summer next year – with any proposed changes implemented in 2027.</p> <p>Connectivity Assessment</p> <ul style="list-style-type: none"> TfGM has undertaken a GM-wide ‘Connectivity Assessment’ to assess what proportion of the network is currently within the Greater Manchester Bus Strategy’s (July 2023) target of 90% of the GM population to be within 400m (c. 5 mins walk) of a daytime, weekday bus or tram service that comes at least every 30 minutes. This analysis has found that the current network sees 83.9% of the GM population meeting the Bus Strategy target, up from 78% overall in November 2022. For most of these areas, the assessment found that immediate changes to the network are not required, primarily due to the small number of people living in the areas or the relative lack of socio-economic need. To help identify the areas which do need the most immediate attention, TfGM applied a prioritization weighting based on population density and demographic data. At the Bee Network Committee in June, members endorsed this approach and the proposed next steps for work to continue on plans to implement connectivity improvements during 2025 and 2026 in areas where earlier intervention has been prioritized. This may not always be a bus solution: additional infrastructure and active travel is also being considered. At the same Committee, TfGM also committed to continue to engage with members and officers to understand districts’ perspectives on their priorities for bus connectivity. 	
3	Conservative	<p>The Renaker group has been awarded more than £400 million in finance from the Greater Manchester Combined Authority (GMCA), which is controlled by the Labour mayor, since 2016 to fund a series of high-end developments around the city centre. However, the Times recently reported that two of the awards are now facing a challenge in the courts over claims that the loans were concluded on “non-market terms” and “distorted” competition among developers in the city centre. The GMCA is defending the case and said it rejects “any suggestion that the loans have been given at less than market rate or on preferential terms.” It is worth noting that there is no suggestion of improper behaviour by Renaker.</p>	<p>Cllr Rydeheard</p>

	Party	Question	Questioner
		<p>I understand that no comment is able to be given on an ongoing legal case, however the loans were approved even though the developments failed to contain any affordable housing. More than 60 per cent of the total funding allocated under the scheme was given to Renaker to build luxury flats in Manchester city centre. These included The Blade, a 51-storey residential tower, which boasts a yoga studio, infra-red sauna and 24-hour concierge service. A penthouse flat in the block was recently, and may still be, on sale for £1.7 million.</p> <p>Please may the relevant Cabinet Member confirm why taxpayer backed loans are being used to build luxury apartments for multimillionaires, rather than affordable housing which our residents so desperately need?</p>	
	Councillor Eamonn O'Brien	<p>The Greater Manchester's Housing Investment Loan Fund was set up in 2015 with £300m of Government funding to encourage, accelerate, and unlock the building of new homes and the lending criteria for the Fund were based on parameters set by central Government and were developed with external financial experts to reflect due diligence standards in the private sector.</p> <p>Over the past nine years the GMCA has not turned down a single viable scheme which met the established criteria. To date the Fund has helped unlock around 11,000 new homes across the city-region, supported a wide variety of developers and projects – including through 38 small loans offered to SME developers – and has enabled the regeneration of brownfield sites at no cost to the taxpayer.</p> <p>Since 2015, the £300m funding pot has been loaned and repaid twice over. The interest earned is shared between Greater Manchester and central Government. The GMCA has reinvested its share of the interest in supporting GM's housing priorities – including work to bring forward the country's first Good Landlord Charter to boost standards in the rental sector, and training new housing enforcement officers across the city-region.</p> <p>Alongside this, with the £175m Brownfield Housing Fund GMCA has allocated funding for more than 12,000 new homes across Greater Manchester, including 4,000 affordable homes.</p> <p>In 2023 2,243 affordable homes were completed in Greater Manchester – the most in a single year since 1998.</p> <p>The GMCA refutes any suggestion that the loans from the Housing Investment Loans Fund have been given at less than</p>	

	Party	Question	Questioner
		<p>market rate or on preferential terms, and was confident in the case presented to the Competition Appeal Tribunal at the end of May.</p> <p>Background guidance</p> <ul style="list-style-type: none"> Any suggestion that the GMCA is giving subsidies or loans at less than market rate from the Housing Investment Loans Fund, distorting the property market, giving Renaker preferential treatment etc. were allegations made by Mr Weis in his claim and should in no way be stated as being fact. The GMCA is refuting these claims through the proper legal processes. Decisions taken on the granting of loans from the Housing Investment Loans Fund were taken by the Greater Manchester Combined Authority, and are not reserved to the Mayor. The Mayor chairs the GMCA but decisions of the GMCA are taken by all 11 members, each of whom has an equal vote. The GMCA has taken the same approach in relation to any and all loans made from the Housing Investment Loans Fund, regardless of the developer concerned. The GMCA is open about the loans it proposes to make. It does not publish the specific details of any of its commercial loan arrangements due to commercial sensitivity, as is normal practice. The Housing Investment Loans Fund was open to all developers. All viable schemes are considered for funding through the Greater Manchester Housing Investment Loans Fund, including any proposals from affordable housing providers. Of the 103 loans given from the Housing Investment Loans Fund, only 29 were based just in the city centre. 	
4	Conservative	Can an update please be provided as to the usage of the Bee Network, across buses and trams?	Cllr Roger Brown
	Councillor Alan Quinn	<p>Bus</p> <ul style="list-style-type: none"> There were 17 million more bus journeys in 2024 compared to 2023 and we now carry over 170m passenger a year. The number of Bee Network bus journeys has increased by 14% year on year in the first two 	

	Party	Question	Questioner
		<p>franchising areas, with strong signs of growth in the final tranche (launched in Jan 2025).</p> <p>Metrolink</p> <ul style="list-style-type: none"> • Metrolink journeys are up 7% year on year. • There has been a steady return of patronage following the pandemic and passenger numbers are now around pre-pandemic levels (in some locations and times of the day, the network is busier than before the pandemic). 2024 included the busiest month in the history of Metrolink. • Patronage during May 2025 was marginally down (-0.3%) on May 2024 but was 4.6% up on May 2019. • Between January and April 2025, journeys on the Bury Line were up by 5% compared to the same period in 2024. 	
5	Conservative	His Majesty's Inspectorate of Constabulary and Fire & Rescue Services (HMICFRS) reviewed Greater Manchester Police's (GMP) current and ongoing approach to investigating child sexual and criminal exploitation. The report found that the force have live investigations into "multi-victim, multi-offender" child sexual exploitation inquiries, involving 714 victims and survivors, and 1,099 suspects. Can an update be provided as to how the GMCA and the Council are supporting this investigation, with a view to how we can achieve the justice which survivors of these horrific crimes deserve?	Cllr Jackie Harris
	Councillor Sandra Walmsley	<p>Tackling CSE offending and supporting victims affected by these crimes is a priority for GMP and is one of the stated priorities within the Bury Community Safety Partnership Plan.</p> <p>The Greater Manchester Police force Child Sexual Exploitation Major Investigation Team (CSE MIT) and locally based Complex Safeguarding Teams (CST) work closely with partners across Greater Manchester to ensure victims of these appalling crimes are provided with the best possible service. The investigative work of these teams is strengthened further by the work of the GMCA Complex Safeguarding Executive who provide a peer review process, highlighted as innovative practice within the recent HMICFRS report.</p>	

	Party	Question	Questioner
		<p>At any given time there are a significant number of CSE investigations ongoing across the force. These investigations include multi-victim, multi-offender cases and both recent and non-recent reports. The total number of victims and offenders involved in these cases fluctuates as investigations develop over time. CSE investigations often involve the consideration of significant volumes of material resulting in individuals being identified whose status in an investigation remains unclear pending further assessment. It is important to note that these people are distinct from those who have been categorised as known offenders where evidence of criminality exists and is being investigated. The figure for suspects contained in the HMICFRS report includes both known suspects and those whose status remains unclear.</p> <p>The Casey Review, published in June 2025, provides a clearer picture of the number of known suspects under investigation. The report confirmed that there were 269 known and confirmed recent and non-recent CSE suspects actively under investigation across GMP.</p> <p>GMP and its multi-agency partners are committed to delivering a victim centric approach across all of these investigations. CSE MIT and CSTs work together with Local Authorities through established partnership structures to assess and manage the risk posed by offenders and to enable victims to access the support services they may need. The focus of this multi-agency working is to improve enforcement action to tackle exploitation that is happening now but also to build on lessons learned from the past and increase the work in the areas of prevention and education.</p>	
6	Ind Group	In light of the recent GMCA Overview and Scrutiny Task and Finish Group report on the safety of women and girls on public transport, which highlights concerns such	Councillor Vernon

	Party	Question	Questioner
		as poor lighting, lack of staff presence, and the need for enhanced safety measures at transport interchanges, what steps are being taken to ensure that the redesign of Bury Town Centre's Transport interchange incorporates these findings?	
	Councillor Eamonn O'Brien	<p>As part of the redesign of Bury Interchange, the design team are seeking to address concerns related to the safety of women and girls on public transport. TfGM are incorporating best practice and learning from other TfGM interchanges in the design process, and this will continue through further planning and detailed design stages.</p> <p>The ongoing design development process, which includes consultation with Greater Manchester Police, ensures as far as practicable that the new interchange is designed to be safe and secure for everyone, and engagement with local user groups will help TfGM to ensure it complies with best practice accessibility standards and guidance.</p> <p>The design for the scheme addresses issues with the current interchange and incorporates a variety of features including those listed below.</p> <p>Interchange</p> <ul style="list-style-type: none"> • Enclosed single concourse design providing open sight lines and views across the interchange • Full concourse-wide CCTV coverage – live monitored from TfGM's Control Centre which is staffed 24 hours a day. Real time passenger information will be provided at each bus stand indicating to passengers when the next service is due to depart • Opportunities for a retail convenience store and coffee shop within the interchange building bringing regular foot traffic to the site and additional natural surveillance • Modern LED lighting kept on during un-staffed hours • Concourse's west façade includes glazing (bus boarding side), creating an open feel to the concourse and allowing natural light to enter • Multiple points of entry/exit to the concourse • Central station manager's office with windows open to the concourse providing a degree of natural surveillance • Bus station manager's office with windows overlooking the concourse providing a secondary element of passive surveillance • Emergency Call Help Points on the concourse. Once called, these direct CCTV cameras to view the call point and callers go through to the 24/7 TfGM Control Centre . 	

	Party	Question	Questioner
		<ul style="list-style-type: none"> Active Travel Hub integrated into the interchange building with a glazed internal wall so activity at ground level of the Hub is visible from the interchange concourse <p>Metrolink platforms and new Southern Access/Bridge</p> <ul style="list-style-type: none"> Full CCTV coverage on the Metrolink platform and across the bridge/public realm areas – live monitored from the Metrolink operator's control room and shared with TfGM's Control Centre Real-time passenger information on the Metrolink platform Modern LED lighting kept on during un-staffed hours Emergency call points across the platform. Once called these direct CCTV cameras to view the call point and callers go through to the Network Management Centre which is operational 24/7. Passenger lifts also have three call points (1 on each landing and 1 within the lift car). Canopies on Metrolink platforms to be partially glazed to allow natural light to reach the platforms Perforated panels on the pedestrian footbridge to allow an element of permeability through the structure and visibility around corners Glazed areas to enable passive surveillance of the platforms from the interchange concourse Glazed doors to external lift for inter-visibility. 	
7	Ind Group	Has policing recent high profile events at Heaton Park had any impact on neighbourhood policing in Bury?	Councillor Lancaster
	Councillor Sandra Walmsley	<p>Given the impact of large events on those that live and work in the vicinity of Heaton Park and surrounding communities it is right that GMP's Neighbourhood Policing Teams are actively involved in the planning and operational phases of those large events. To simply parachute in GMP Public Order Public Safety officers and commanders from other Districts for these events, with an inward looking and short-term focus, would be foolish in terms of understanding and mitigating the obvious impacts on those surrounding communities.</p> <p>Neighbourhood Policing Teams in the City of Manchester (North and City Centre), Bury, Rochdale and Salford (Broughton) are all actively involved in the pre-event</p>	

	Party	Question	Questioner
		<p>engagement and wider community patrols for both Parklife and Oasis. Those teams are also closely working with the event organisers Community Impact Team, who deploy resources into the community and staff a hotline and 'hub' in the Maccabi Centre.</p> <p>GMP Bury's Neighborhood Inspector continues to play a key role in the planning and delivery of neighbourhood policing support for Heaton Park large events. The reality is that most of the Districts Neighbourhood Policing Team staff will be involved in some way over those busy weekends, but a number of staff volunteer to work on their weekends off for time back elsewhere, so this allows neighbourhood policing resilience to continue in other parts of Bury.</p> <p>The events are subject to crime, arrest and anti-social behaviour analysis work, undertaken by District Intelligence Units and GMP's Force Intelligence Branch. Those comprehensive documents very much inform our work going forward (and lessons learnt from the recent Parklife event have already been incorporated in Oasis planning.) Events are also subject to 'hot' debrief (during the weekend) and structured debriefing several weeks later. These feed into a partnership debrief and Safety Advisory Group session at the end of the summer. The feedback from involvement of GMP neighbourhood policing teams form a s key part of those processes, giving a voice to any concerns raised by local communities, and also the GMP staff supporting those events.</p>	

The Design of Future Active Travel Schemes

Councillors Carol Birchmore, Cllr Donald Berry, Cllr Andrea Booth, Cllr Des Duncalfe, Cllr Glyn Marsden, Cllr Ken Simpson, Cllr Mike Smith and Cllr Mary Walsh

This council acknowledges the importance of active travel schemes in promoting walking, cycling, and the use of public transport, which help to reduce congestion and improve public health.

However, we need to also recognise the role that motor vehicles play in supporting local economies, facilitating daily commutes, helping parents with the struggle of balancing work and family responsibilities due to a lack of time and ensuring personal mobility for residents.

Recent plans from Transport for Greater Manchester have resulted in concerns from local councillors, residents and businesses that the proposed active travel schemes will potentially negatively impact road capacity, parking availability, and journey times. Therefore, it is essential when planning such schemes to accommodate all road users, including pedestrians, cyclists and motorists.

Future active travel schemes and junction upgrades should be designed to minimise unnecessary disruption to motorists while still achieving their intended benefits. Additionally, proper consultation with motorists, businesses, and public transport users should take place before implementing significant future changes to road layouts.

This council resolves to:

- Ensure that all future active travel schemes include a formal assessment of their impact on motorists, including consideration given to congestion, journey times, and parking availability.
- Require that active travel proposals are carried out using a clearly structured, well-defined formats and include a transparent public consultation process. This should be designed to ensure the views of all road users are sought and considered.
- Press TFGM to allow councillors to participate in active, direct consultation with their highway engineers regarding design proposals to ensure councillors local knowledge can help shape the designs.
- Commit to reviewing existing active travel schemes where concerns have been raised and, where necessary, consider modifications to improve traffic flow.
- Advocate for a fair and proportionate allocation of road space that reflects the needs of all users, avoiding excessive restrictions on motor vehicles where no alternative solution is available.
- Where schemes are deemed to have a significant detrimental impact on motor vehicle journey times or parking, consider not proceeding with a proposal, especially when this would be against the wishes of residents and businesses.

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Motion in the names of **COUNCILLORS; A Arif, Bayley, Boles, Cummins, Farooq, Fitzgerald, Frith, Gold, Green, Grimshaw, Haroon, Hayes, Hook, Ibrahim, McGill, Morris, Moss, O'Brien, Pilkington, A Quinn, D Quinn, Rafiq, Rahimov, Rizvi, Rubinstein, Ryder, L Smith, Southworth, Staples-Jones, Tariq, Thorpe, Walmsley**

Take Back Control of Our Highways

This Council notes that:

Bury contains 660km of Highways and 1300km of Pavements.

Chronic underfunding during the 14 years of Conservative Government has left Councils like ours with significant backlogs in maintenance, with a nearly £17 billion backlog nationally.

Despite the historic underfunding, Bury's Labour Council has invested an additional £30m over the past decade into road repairs and resurfacing, and welcomes the additional money announced by the Labour Government and Combined Authority on top of this.

Alongside the challenges around funding, we also face problems with Utility companies digging up newly resurfaced highways, inadequately repairing our highways and pavements following works, inconsiderately setting up roadworks and causing unnecessary congestion on our roads.

Further to this, that the current standard for repairs following works by utility companies is often inadequate and frequently results in the rapid deterioration of the highway or pavement.

The result of this is the public having to pick up the costs for the failings of private utility companies, meaning money must be spent on repairing their damages rather than improving the highways for residents.

Finally, on several occasions, local projects have faced delays and additional costs due to a lack of accurate information from utility companies and an unwillingness to work in partnership to resolve such issues.

This Council resolves to:

Welcome the additional money for our roads and pavements and continue calling for more to address the £17 billion backlog.

Support the introduction of a "lane rental scheme" across Bury and Greater

Manchester, to hold utility companies to a higher standard and reduce unnecessary disruption.

Write to the Government calling for the introduction of legislation that requires utility companies to carry out full carriageway reinstatement of local highways after the completion of works.

Work with partner local authorities and the GMCA to call on the Government to make utility companies accountable for when their failures delay and add extra costs to growth and regeneration projects.

Motion in the names of Councillors Bernstein, Lancaster, McBriar & Vernon.

This Council notes that:

1. The Nolan Principles – also known as the Seven Principles of Public Life – were established in 1995 by the Committee on Standards in Public Life to provide a framework for ethical conduct by all who serve the public.
2. The principles are:
 - Selflessness
 - Integrity
 - Objectivity
 - Accountability
 - Openness
 - Honesty
 - Leadership
3. These principles underpin the standards expected of all elected members, public servants, and those involved in public life, regardless of political affiliation.
4. Recent concerns, nationally and locally, regarding the erosion of public trust in politics underscore the importance of these principles being upheld and visibly reinforced by political parties and elected representatives at all levels.

This Council believes that:

1. The political parties and elected representatives have a duty to set an example in adhering to the highest ethical standards.
2. That the Nolan Principles must not merely be referenced in codes of conduct, but actively demonstrated in political behaviour, candidate selection, internal governance, and public discourse.
3. That trust in local democracy is damaged when any group, party, or individual is seen to act in a way that undermines these fundamental principles.

This Council resolves to:

1. Reaffirm this council's commitment to the Nolan Principles of Public Life and expect all councillors, officers, and parties represented in Bury Council to uphold them at all times.
2. Call on all political parties operating within Bury to publicly commit to the Nolan Principles, to incorporate them clearly into their selection and disciplinary processes, and to take active steps to promote standards in public life.
3. Request that the Chief Executive writes to the leaders of all political groups represented on Bury Council and to local constituency party chairs, enclosing

a copy of this motion and inviting them to make a public statement reaffirming their commitment to the Nolan Principles.

4. Publish this motion on the Council's website and share it with local media to demonstrate the Council's united stance on integrity in public life.

Labour NOM	<p>This Council resolves to:</p> <p>1) Consult with businesses across Borough of Bury to seek views on the creation of BIDs in their respective towns.</p> <p>2) To prioritise and align the future work of any BIDs with the significant financial investment being made into town centres and local infrastructure by Bury Council.</p>	<p>BID development is covered by legislation and follows a set process which includes early analysis of the voter database (potential levy payers) in the proposed BID area to consider number, size and type of business/organisation and the level of revenue that could be raised For a BID to be considered viable, the following needs to be in place:</p> <ul style="list-style-type: none"> • A sufficient number of levy payers within the BID area (above threshold/by sector) to avoid the costs falling on a smaller number of businesses/stakeholders. • The funds generated need to be sufficient to cover the annual administration/management costs and deliver the BID business plan. <p>The possibility of a BID in both Ramsbottom and Radcliffe was considered at the same time as the Bury BID but both were unsuccessful as the fund managers (British BIDs) did not feel that a BID would be feasible based on potential levy collected versus administration costs.</p> <p>Officers will look again at BIDs for other town centres within the borough by considering the latest business rates database to understand the composition of each town centre and will seek input from an external BID advisor to see if a BID in any of the other Bury Towns would be financially viable. In parallel, officers will continue to work with all stakeholders, including businesses, in the delivery of the agreed actions within the Town Centre Plans for Whitefield and Ramsbottom, and the regeneration programmes for Radcliffe and Prestwich.</p>
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