

COMBINED AUTHORITY QUESTIONS

- **Question One:**

Cllr. Russell Bernstein

Will a privately owned non-commercial use car-derived van used solely for social, domestic and leisure purposes be subject to the ULEZ charges?

Councillor Quinn to respond

LGVs with Euro VI or cleaner emission standards would be compliant and not be charged in the Clean Air Zone. It is proposed that all LGVs would have a temporary exemption to 31 May 2023. From 1 June 2023, there would be a daily charge of £10 for all non-compliant LGVs, no matter their purpose. However, there is a permanent exemption for LGVs and minibuses adapted for a disabled user. Owners / registered keepers of these vehicles will be able to apply for this permanent exemption from January 2022.

It is expected that, from November 2021, local businesses, organisations and individuals with non-compliant vehicles will be able to apply for funding to support them to upgrade or retrofit their vehicles. You can sign up to the newsletter here:

<https://cleanairgm.com/#newsletter> to find out when applications for financial support are open.

An Ultra-Low Emission Zone (ULEZ) is usually defined as an area within which all vehicles have to meet strict emission standards or make a daily payment to travel. However, GM is not introducing a ULEZ, the government has directed the 10 GM local authorities to introduce a Category C Clean Air Zone. The Zone is anticipated to be introduced on Monday 30 May 2022. Vans, buses, coaches, taxis, private hire vehicles, minibuses and heavy goods vehicles that do not meet emission standards would pay a daily charge to travel in the Zone. Private cars, motorbikes and mopeds are not included.

- **Question Two:**

Cllr. Nick Jones

What steps are taken to ensure that advice regarding the use of public transport always reflects the most up-to-date public health information? and can an update be shared from Transport for Greater Manchester (TfGM) on the mechanisms for communicating this advice to commuters and those using Greater Manchester's transport networks?

Councillor Peel to respond

TfGM has maintained a close working relationship with regional partners including Greater Manchester Health and Social Care Partnership, NHS trusts, Local authorities and GMCA and national partners including Public Health England, the NHS, the Department for Transport and Cabinet Office throughout the pandemic to ensure we are aware of the latest position as regards travel messaging.

These updates are focused on communications and take place on a weekly basis. In addition to these communications focused meetings, a range of other meetings are attended by TfGM officers looking at other aspects of our response and potential implications including compliance and operations.

Given the unpredictable nature and short deadlines for some of the changes which have been implemented, this has been a priority for the organisation since the start of the pandemic, and any changes are communicated in a number of ways to passengers and travellers in Greater Manchester who may be affected.

Channels commonly used to inform people of the latest position include: TfGM.com – for regular web updates, TfGM and Metrolink social media channels including Twitter and Facebook, media releases and interviews, advertising on digital channels and where necessary out of home, posters displayed on TfGM's estate, roadside digital display signs and on stop public announcements and digital display updates for customers. In addition, our latest messaging is shared with GM partners so the latest travel advice can be amplified across their networks e.g., local authority comms channels and business partner networks.

In addition to the communications channels being used transport staff and the Travelsafe unit are also engaging directly with passengers on the transport network to educate and inform them about ways in which they can travel safely and the use of face coverings – including handing out face coverings to anyone who wants one. Business organisations are also being engaged directly to help keep both employers and employees updated with the latest advice.

The messaging we use across all networks is refreshed in line with Government changes and regularly reviewed to ensure it remains current.

- **Question Three:**

Cllr. Jordan Lewis

What was the annual bus usage for every year since 2012?

Councillor Peel to respond

Below is a table of GM bus journeys from the year 2012/13 to 2019/20, the latest year for which data is available.

Year	GM Bus Patronage (in millions)
2012 / 2013	219.7
2013 / 2014	216.7
2014 / 2015	210.9
2015 / 2016	209.0
2016 / 2017	201.3
2017 / 2018	194.6
2018 / 2019	189.2

2019 / 2020	177.3
2020 / 2021	Data not yet available

- **Question Four:**

Cllr. Jack Rydeheard -

There are plans for a new Metrolink station on the Bury line part of the Places for Everyone scheme. What research has been carried out to project on traffic reduction in the Borough?

Councillor Peel to respond

The approach for the Places for Everyone plan has been to ensure that allocations have the potential to come forward without "severe" impact on the network. Although the new stop is considered to be necessary for the site to come forward, a precautionary approach has been taken with the highways traffic assessments so that they have not included any presumed traffic reductions (from the provision of the new station) in the testing of road junctions. Therefore, we can be confident that there won't be severe traffic impact because, even without traffic reduction effects of the Metrolink stop, the impact of the Elton Reservoir development on the highway network has the potential to be adequately mitigated.

- **Question Five:**

Cllr. Jackie Harris

How much will the bus franchise cost the taxpayers of our borough, over what time scale, what benefit will we receive, and which bus depots will we be purchasing as part of this scheme?

Councillor Peel to respond

It was agreed at the October 2019 GMCA meeting to approve the preferred funding scenario for the Proposed Franchising Scheme as set out in that report and the Assessment. In brief that consisted of:

- i) **£78.0 million, in total, of Mayoral 'earn back' funds provided by central government as part of Greater Manchester's Devolution Agreement. It should be noted that in terms of this funding including 'earn-back' for this purpose would mean that it would not be available for other (as yet unidentified) projects. However, the funding was originally provided for projects that are now complete or substantially complete;**
- ii) **£11.0 million, in total, raised by the existing precept as part of the Mayor's 2019/20 budget for bus reform purposes (equating to £2.2 million per annum applied each year from 2020/21);**
- iii) **£17.8 million, in total, of contributions by Local Authorities as a proposed one-off increase in the statutory contribution in 2020/21;**
- iv) **£5 million, in total, of existing and forecast business rates pooling receipts held by the GMCA; and**

- v) **£22.7 million, in total, of Mayoral precept required from future years' budgets'.**

This was summarised in Table 1 of the November 2020 GMCA Report as:

Table 1							
Uses	FY 19/20 £ms	FY 20/21 £ms	FY 21/22 £ms	FY 22/23 £ms	FY 23/24 £ms	FY 24/25 £ms	TOTAL £ms
Revenue cashflow	(2.9)	(15.0)	(21.3)	(25.0)	(18.2)	(9.9)	(92.3)
Capital cashflow	(0.7)	(8.0)	(14.8)	(7.7)	(10.8)	(0.2)	(42.2)
Total cashflow spend	(3.6)	(23.0)	(36.1)	(32.7)	(29.0)	(10.1)	(134.5)
Funding Requirement	(3.6)	(23.0)	(21.3)	(28.0)	(33.5)	(25.1)	(134.5)
Funding							
Local Authority contribution - statutory charge	-	17.8	-	-	-	-	17.8
Business rates pooling receipts	2.5	2.5	-	-	-	-	5.0
Existing 2019/20 precept for bus reform	-	2.2	2.2	2.2	2.2	2.2	11.0
Future years' precept	-	-	2.6	2.6	6.3	11.2	22.7
Earn back	1.1	0.5	16.5	23.2	25.0	11.7	78.0
Total sources	3.6	23.0	21.3	28.0	33.5	25.1	134.5

In November 2020 it was approved to defer the local authorities' proposed one off contribution to the end of any transition period (from 20/21 previously to 2025/26, assuming a one year deferral of any implementation period). The deferral of this contribution could be accommodated through 2020/21 earn back funding which is of similar quantum.

The costs to the taxpayers in Bury will therefore be a proportion of the Local Authority Contribution of £17.8m, this has been split based on population weights and £1.2m will be funded from Bury.

In addition to the local Authority contribution Bury taxpayers will provide funding through the Mayoral precept. Table 1 above reflects progressive requirements of a precept per Band D property up to approximately £18.20 in total, phased over a four-year period commencing in 2021/22. Whilst the precept is expressed per Band D property, approximately 82% of properties in Greater Manchester are below Band D and would pay less than the sums set out above.

What benefit will we receive?

Franchising will bring many benefits to bus travel across all of Greater Manchester, which includes the bus services within Bury. A summary of these benefits include:

- Improved reach and stability of the network, as GMCA will have control over the design and reach of the network and any changes that are to be made.**
- Improved integration and efficiency, both of the bus network in itself and with other transport modes, as there will only be one owner of the network (GMCA) as opposed to the current model of independent operators planning their services individually.**
- Improved reliability of services, as operators will be bound to provide the services as part of the Franchise contracts.**

- **Reduced harmful emissions from the bus fleet, as GMCA will be able to stipulate the type and age of buses being used to deliver all franchised services.**
- **Integrated and simpler fares, as GMCA will have control over fares for all services as opposed to the current model of each operator setting their own fares and not accepting other operator tickets on their services.**
- **Better value for money fares, as GMCA will be able to set the fares themselves, so under the Franchising Scheme the GMCA would introduce a framework approach to looking at fare discounts to take account of different factor including increasing patronage overall.**
- **Improved safety on buses, for example GMCA will be requiring CCTV on all buses under franchising.**
- **Improved on-bus experience, for example cleaning regimes and the level of cleanliness would be specified in franchise contracts and driver training would be standardised across all franchise operators and the level specified in franchise contracts to ensure consistent on-bus experience.**

Which bus depots will we be purchasing as part of this scheme?

Work is ongoing to see to either purchase current strategic depots from operators or acquire sites to build new depots. This includes looking at potential sites in Bury, noting that there is currently no strategic bus depot in Bury, as FirstGroup disposed of their depot a number of years ago.

• **Question Six:**

Cllr. Roger Brown

Why is it thought fair to re-impose the annual tram charge on concessionary travel card holders bearing in mind holders are unlikely to have used a tram since March 2020 and still have fear of infection because of lack compliance with an inadequate enforcement of mask wearing requirements

Councillor Peel to respond

Pension-age concessionary travel-pass holders are required to pay £10 to benefit from unlimited off-peak tram and train travel across Greater Manchester for 12 months. This is an add-on to free off-peak bus travel, for which there is no charge under the English National Concessionary Travel Scheme.

The decision was taken earlier this year to extend the deadline for concessionary pass holders to renew their tram and train add-on. This was a temporary measure aimed at preventing those concessionary pass holders whose tram and train add-on was due to expire between February and June 2021, from making unnecessary journeys by public transport in order to renew it.

Following the relaxation of Covid-19 restrictions, pass holders will now need to renew their tram and train add-on, including payment of the £10

administration fee, if and when they next want to use their pass to travel by tram or train.

There is no obligation for pass holders to renew until they wish to travel by tram or train. The add-on will be valid for 12 months from the date of renewal.

- **Question Seven:**

Cllr. Russell Bernstein

What measures does Cllr. Gold, Member of the Police and Crime Panel, suggest the communities of Bury use to measure if the newly appointed Chief Constable of Greater Manchester Police, Stephen Watson, is delivering the demonstrably better performing force within the two years Chief Constable Watson has given himself.

Councillor Gold to respond

The Police, Fire and Crime Panel is responsible for holding the Deputy Mayor for Policing, Crime, Criminal Justice and Fire to account on policing issues. Made up of ten appointed Councillors from each of the Greater Manchester local authority areas, and two independent members, the panel is consulted on regarding precept proposals and the police and crime plan, the fire plan and the proposed allocation of budget for fire and rescue functions.

The issues with Greater Manchester Police's new computer system are well-known to members having been discussed here before. However, the community can be assured that we are now seeing a much greater amount of data available for scrutiny locally and across Greater Manchester. Furthermore, I have been working closely with Greater Manchester Police and hope to be able to announce some regular flows of ward-level data for your information shortly.

As well as the measures relating to crime volumes and outcomes for victims we are also taking a specific look at the outcome of the HMIC report. Members will recall that the report called for some immediate changes to the way that crimes were recorded and the victim's journey through the system. Since then the Deputy Mayor for Policing and Crime has implemented the following:

- **GMP established a gold structure and taskforce to focus on the delivery of the Action Plan to address the outcomes of the HMIC report. The Taskforce includes a member of the PCC's office and a member of staff from the Combined Authority's internal audit team and is reviewed regularly by the Deputy Mayor.**
- **An interim dedicated hotline, supported by Victim Support was set up in December 2020. This hotline was for victims who wish to make a complaint or report concerns about their treatment.**
- **Single Online Home was introduced as a new online way of contacting GMP. It is accessible via the website and allows the public to report crime and to make a complaint. If anyone feels they haven't**

been treated properly they can simply and easily access this system on the 'feedback' tab at the top of the screen from any computer.

- GMP trained over 6,000 Officers through a newly-developed course aimed specifically at refreshing officers on our approach to supporting victims of crime and recording crimes accurately on our systems. This focuses on ensuring officers are keeping the victim at the forefront of their mind during their investigations and includes refresher training on crime recording to ensure where more than one offense is committed in one incident, it is recorded accurately and investigated fully wherever it is appropriate for us to do so.
- GMP launched a new Centralised Crime Recording Unit with dedicated staff who will ensure that all reported crimes are recorded at the very first moment of contact.
- GMP launched a 'Prisoner Processing Unit' (PPUs) pilot in the City of Manchester has started focussed initially on violent offenders, which include suspects of domestic abuse cases. This will be rolled out in a phased approach across the force.
- GMP are in the process of recruiting over 100 investigators into a new Crime Investigation Team to support front-line officers with their investigations. This team will look after initial enquiries with victims of crime, taking witness statements and gathering crucial evidence to support a prosecution.
- To improve chances of victims being able to see their crime through to court, GMP have introduced four new 'Criminal Justice Units' to make sure that when we present your case, the files are of the highest possible quality.
- GMP conducted a review of body worn video for domestic abuse cases

The Police & Crime Panel continue to monitor progress of implementing the recommendations from the HMIC report and I will report back at a future meeting.

• **Question Eight:**

Cllr. Jackie Harris

Can the Council's representative on the Police and Crime Panel provide details of how many incidents on the Metrolink have required the police in the years 18/19, 19/20, 20/21

Councillor Gold to respond:

Reported incidents of crime and ASB on the Metrolink network in Bury:

Year	Not Reported to police	Reported to police	Total
2018	85	124	209

2019	100	192	292
2020	86	47	133
2021 (to end June)	39	45	84

This dataset combines information related to incidents of crime and ASB on the public transport network provided by to GMP, TfGM and operators.

- **Question Nine:**

Cllr G McGill

Can the Leader tell council how much money has been returned to Bury from the Waste Authority?

Councillor Quinn to respond

In 2020/21 GMCA has returned waste reserves of £1.572m to Bury Council and accounted for a further sum of £0.530m.