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THE CABINET

MEETING, 10TH JANUARY, 2022

Councillor Cox	Leader's Portfolio
Councillor Mrs. Fairclough	Deputy Leader's Portfolio
Councillor Haslam	Highways and Transport
Councillor Dean	Stronger Communities
Councillor Warren	Regeneration
Councillor Baines	Health and Wellbeing
Councillor Muslim	Environmental Service Delivery
Councillor Hewitt	Strategic Housing and Planning
Councillor Galloway	Children's Services

Other Members in Attendance

Councillor Walsh
Councillor Radcliffe
Councillor Eckersley-Fallon
Councillor Peel
Councillor Zaman
Councillor Donaghy
Councillor Haworth
Councillor Hayes
Councillor Sanders
Councillor Brady
Councillor Allen

Officers

Mr. T. Oakman	Chief Executive
Dr. H. Lowey	Director of Public Health
Ms. H. Gorman	Borough Solicitor

Mr. T. Glennon	Head of Finance - Corporate
Mr. I. D. Mulholland	Deputy Democratic Services Manager

Apologies for absence were submitted on behalf of Councillors Connor, Ismail and Morgan.

Councillor Cox in the Chair.

21. MINUTES

The minutes of the proceedings of the meeting of the Cabinet held on 15th November, 2021 were submitted and signed as a correct record.

22. MINUTES OF THE GREATER MANCHESTER COMBINED AUTHORITY

The minutes of the meeting of the Greater Manchester Combined Authority held on 26th November and 17th December, 2021 were submitted for information.

Resolved – That the minutes be noted.

23. CREATING AN INTELLIGENCE HUB

The Executive Cabinet Member for Wellbeing and the Director of Public Health submitted a report which outlined the strategic direction that the Active, Connected and Prosperous (ACP) Board and Bolton Council was taking in relation to creating an intelligence, evidence-based and involved Borough.

Members were advised that the use of evidence and intelligence played an increasing role in designing, delivering and transforming public services to improve outcomes and drive efficiencies within current financial constraints. It was also stated that there was an urgent requirement to ensure that the Council and its partners remained safe and compliant with its statutory requirements. However, much more importantly, if

the Council and its partners were grounded in intelligence with a strong evidence base and had involved communities, then the Borough would become high performing with positive outcomes for its residents and achieve its vision to be active, connected and prosperous.

In view of the above it was proposed that the following actions be supported, viz:-

- A Borough-wide strategy for intelligence, evidence and involvement be developed which had a strong partnership component and clear annual delivery plan. This strategy would outline the breadth and depth of intelligence, evidence and involvement, incorporating the opportunities to work with partners and it would also determine how directorates would work across the Council. Detailed within the strategy would be an outcomes framework for the ACP Board and, a high-level action plan for the Council, which would ultimately support the Corporate Plan; and
- The performance, intelligence and evidence-based function within the Chief Executive and Public Health directorates would come together under the Director of Public Health's leadership with a link back into the Chief Executive directorate, acknowledging the relationship between IT infrastructure, performance and intelligence. This approach would also be the same for other directorates and partners. It was felt that this would provide the means to draw on a range of intelligence, expertise and specialist knowledge providing an intelligence function for the Council to undertake a number of functions, which were outlined in the report.

It was also stated that by taking this multi-agency strategic approach, key deliverables could be achieved and outputs delivered and examples of these were detailed in the report.

The report also advised that to implement the function of Corporate Intelligence, there was a need to ensure that the relevant skills and competencies were within the team and, therefore , through the Public Health Business Review

additional posts were created to enable a delivery of this Corporate Intelligence Function. Furthermore, Bolton's Research and Intelligence Network (BRAIN) would be hosted by the Council which would facilitate the network and build the partnerships and provide a range of technical expertise and support and which would include the delivery of the Joint Needs Strategic Assessment (JNSA) and Pharmaceutical Needs Assessment (PNA); support for needs assessments; research government support; inequalities analyses and evidence base; epidemiological analyses; outcome indicator development and geodemographic profiling.

The report also provided the proposed timescale for the outline delivery plan.

In terms of the financial implications, members were informed that no additional revenue budgets were needed to deploy this approach and if new research/pilots/grants were identified in the future then an update report would come through to the Executive Cabinet Member at that time.

Resolved – (i) That the proposed approach for creating Bolton's Research and Intelligence Network (BRAIN) for the Borough be supported.

(ii) That the proposed approach to developing an intelligent, evidence-based and involved Council be supported.

(iii) That the proposal to sign up to developing Bolton's Intelligence Strategy and to contribute to its implementation be agreed.

(iv) That the Director of Public Health be given delegated authority to take forward this agenda and bring back updates as required.

24. GREATER MANCHESTER MINIMUM LICENSING STANDARDS FOR TAXI AND PRIVATE HIRE – STAGE 2 RECOMMENDATIONS

The Director of Place Services submitted a report which set out the proposed Greater Manchester 'Minimum Licence Standards' (MLS) for Vehicles (referred to as Stage 2) for taxi and private hire services and also sought approval for each of the ten proposed MLS standards, as detailed in Appendix 1 to the report.

Members were reminded that, in 2018, Greater Manchester's ten local authorities agreed to collectively develop, approve and implement a common set of Minimum Licensing Standards (MLS) for taxi and private hire services. At that time, the primary driver for this work was to ensure public safety and protection, however, vehicle age and emissions standards, within the context of the Clean Air Plan and wider decarbonisation agendas were now also major considerations. In addition, by establishing standards around common vehicle specifications, MLS would be an important mechanism that permitted systematic improvements to taxi and private hire service across Greater Manchester (GM) and improved their visibility.

The report advised that this collaborative approach sought to establish a basic and common minimum standard in key areas of regulation, whilst allowing Districts to exceed these minimums where they considered this to be appropriate. As licensing was a local authority regulatory function, the MLS had been devised by the Greater Manchester Licensing Managers Network who work in partnership across GM to drive innovation, partnership and transformational change.

Members were informed that the MLS were divided into four distinct sections as follows:-

1. Licensed Drivers: including criminal records checks, medical examinations, local knowledge test, English language requirements, driver training including driving proficiency and common licence conditions;
2. Licensed vehicles: including vehicle emissions, vehicle ages, common vehicle colour and livery, vehicle testing, CCTV, Executive Hire and vehicle design common licence conditions;

3. Licensed private hire operators: including common licence conditions, DBS checks for operators and staff every year, fit and proper criteria for operator applications and common licence conditions; and
4. Local Authority Standards: including application deadlines and targets, GM Enforcement Policy, Licensing Fee Framework, annual councillor training requirements and Officer delegations.

Members were also reminded that a GM wide public consultation on the proposed MLS took place between 8th October and 3rd December, 2020. The consultation yielded a total of 1,683 responses and the response breakdown for Bolton was detailed in the report.

Having regard to the consultation exercise, the following Minimum Licensing Standards for Vehicles were proposed by the Greater Manchester Licensing Managers Network for approval be each District, viz:-

Vehicle Standards	
No.	Proposed Standard
1	Hackney Carriages
2	Vehicle Age
3	Vehicle Emissions
4	Vehicle Colour
5	Vehicle Livery
6	Vehicle Testing
7	CCTV
8	Executive Hire
9	Vehicle design
10	Vehicle Licence Conditions

It was explained that the definition of each standard and extent to which this Council met the minimum requirements was detailed in Appendix 1 to the report.

Members were also advised that in relation to Standard 5 (Vehicle Livery Standards), specific livery was proposed and the details of which were attached in Appendix 2 to the report. The purpose of having a clear and consistent specification for

livery was to help identify and distinguish properly licensed vehicles as either Hackney Carriage or Private Hire Vehicles.

With regards to Standard 10 (Vehicle Licence Conditions Standards), a specific set of Private Hire and Hackney Carriage Vehicle Licence Conditions was proposed and details of these were set out in Appendix 4 to the report. The conditions covered a comprehensive set of expectations with regards to the condition of the vehicle, livery and requirements on reporting accidents and convictions.

Members were advised that the recommendations were also endorsed by the Combined Authority at their meeting on 29th October, 2021 and it was expected that all Districts would have completed Stage 2 governance by mid-January, 2022. Details on the timetable for approval (including key milestones) were provided in the report.

In terms of the financial implications, members were informed that Hackney carriage and private hire services were based on a cost recovery model and the fees charged by Bolton Council for a licence reflected the cost of providing the service. Any cost associated with developing and promoting the ten standards would be reflected in the fees charged when they were re-calculated at the end of the year. However, there had been agreement that a 10 Local Authorities would contribute £5,000 from their hackney carriage and private hire budget to cover the cost of developing the MLS across the 10 Districts and the dedicated administrative support across the entire piece. It was also important to note that the costs associated with the 10 standards would be met by the applicant or licence holder and would not be reflected in Bolton Councils fees and charges.

Furthermore, the Clean Air Plan and Clean Taxi Fund (over £20 million), as detailed in the report, would support Standard 3 vehicle emissions, by offering grants to the industry in Greater Manchester to upgrade vehicles.

Resolved – (i) That each of the ten proposed Minimum Licensing Standards, as detailed in Appendix 1 to the report, be approved.

(ii) That the proposed ‘Livery’, as detailed in Appendix 2 to the report, be approved.

(iii) That the proposed ‘Private Hire Vehicle Conditions’, as detailed in Appendix 3 to the report, be approved.

(iv) That the proposed ‘Hackney Carriage Vehicle Condition’, as detailed in Appendix 4 to the report, be approved.

(v) That the Director of Place Services to authorised to implement the same.

25. DOMESTIC ABUSE SAFE ACCOMMODATION STRATEGY 2022-2025

The Deputy Chief Executive submitted a report which sought members approval to endorse and adopt the Domestic Abuse Safe Accommodation Strategy for 2022-2025.

Members were advised that The Domestic Abuse Act 2021 set in statute that Tier One authorities must prepare and publish a local strategy of how it would provide domestic abuse support for all victims (including their children) who reside in relevant safe accommodation, including those who come from outside the area, based on a robust needs assessment.

The report stated that under the Act there was a duty on local authorities to prepare a needs assessment which would inform the development of a domestic abuse support in safe accommodation strategy. Consequently, working with the local Domestic Abuse Partnership Board, the Council had developed a needs assessment taking data from a wide range of settings and the relevant highlights from the assessment had been included in the strategy.

The report also outlined some of the key challenges which had been identified, together with, other areas of interest which were highlighted in the needs assessment.

Members were informed that a core working group, representing a mix of professional backgrounds had supported the development of a draft Domestic Abuse Safe Accommodation Strategy for the next 3 years. The draft strategy had also been subject to a public consultation exercise and the overall responses were very positive and suggested that the strategic priorities were appropriate.

In terms of priorities, the strategy set out five priorities over the next three years which were detailed in the report as follows:-

1. Appropriate Safe Accommodation – availability of safe accommodation in Bolton for all of our victims and professional assistance in accessing safe accommodation whether this was in Bolton or out of the borough;
2. Access to Support Services within Safe Accommodation – professionals have the right to be able to support victims to access relevant support services;
3. Recognising multiple needs within safe accommodation – access of services to meet all needs;
4. Support to children and young people impacted by domestic abuse both within safe accommodation and in the community – addressing the support needs of children and young people as victims in their own right; and
5. Multi-agency working to support requirements of the Safe Accommodation and Support Duty of the Domestic Abuse Act 2021 – joint working to provide a holistic approach to domestic abuse within safe accommodation and in the community.

Key work areas under each priority had also been identified and these would be turned into a delivery plan, to help coordinate and manage progress.

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With regard to the financial situation, members were advised that the Council had been allocated £682,592 for 2021/2022 from the Department for Levelling Up, Housing and Communities (DLUHC) to enhance the safe accommodation and support offer and both DLUHC and the Local Government Association had indicated that there was likely to be funding for future years. However, the level of funding had not been confirmed and was due to be announced in the Autumn Budget Statement 2021. Future funding allocations would form part of the local government finance settlement and at this stage there was no indication as to the funding levels for 2022/2023 and beyond.

A copy of Bolton's Domestic Abuse Safe Accommodation Strategy for 2022-2025 was detailed in Appendix 2 to the report.

Resolved – That the Domestic Abuse Safe Accommodation Strategy for 2022-205 be endorsed and approved.