

AGENDA FOR CABINET



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To: All Members of Cabinet

Councillors : E O'Brien (Leader and Cabinet Member, Strategic Growth) (Chair), S Thorpe (Deputy Leader, Finance and Transformation), L Smith (Deputy Leader and Cabinet Member, Children and Young People), T Tariq (Adult Care, Health and Public Service Reform), S Walmsley (Cabinet Member, Communities and Inclusion), A Quinn (Cabinet Member, Environment, Climate Change and Operations), C Cummins (Cabinet Member, Housing Services), R Gold (Customer Service, Communications and Corporate Affairs) and C Morris (Cabinet Member, Culture, Economy & Skills)

Dear Member/Colleague

Cabinet

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

Date:	Wednesday, 5 November 2025
Place:	Council Chamber - Town Hall
Time:	6.00 pm
Briefing Facilities:	If Opposition Members and Co-opted Members require briefing on any particular item on the Agenda, the appropriate Director/Senior Officer originating the related report should be contacted.
Notes:	

AGENDA

1 APOLOGIES FOR ABSENCE

2 DECLARATIONS OF INTEREST

Members of Cabinet are asked to consider whether they have an interest in any of the matters of the Agenda and, if so, to formally declare that interest.

3 PUBLIC QUESTION TIME

Questions are invited from members of the public about the work of the Cabinet.

Notice of any question must be given to Democratic Services by midday on Monday, 3rd November 2025. Approximately 30 minutes will be set aside for Public Question Time, if required.

4 MEMBER QUESTION TIME

Questions are invited from Elected Members about items on the Cabinet agenda. 15 minutes will be set aside for Member Question Time, if required.

Notice of any Member question must be given to the Monitoring Officer by midday Friday 31st October 2025.

5 MINUTES *(Pages 5 - 14)*

Minutes from the meeting held on 15 October 2025 are attached.

6 NORTHERN GATEWAY (TRANSPORT FRAMEWORK DOCUMENT; SOCIAL VALUE STRATEGY; MDC BUSINESS PLAN AND ANNUAL DELIVERY PLAN) - PART A *(Pages 15 - 86)*

Report of the Leader and Cabinet Member for Strategic Growth is attached.

7 COUNCIL TAX SUPPORT SCHEME 2026 *(Pages 87 - 128)*

Report of the Deputy Leader and Cabinet Member, Finance and Transformation is attached.

8 APPROVAL OF DOMESTIC ABUSE RELATED CONTRACTS FOLLOWING PROCUREMENT EXERCISE *(Pages 129 - 134)*

Report of the Cabinet Member for Communities and Inclusion is attached.

9 BELL GROUP DAMP AND MOULD SERVICES CONTRACT AWARD DECISION *(Pages 135 - 138)*

Report of the Cabinet Member for Housing Services is attached.

10 APPOINTMENTS UPDATE *(Pages 139 - 142)*

Report of the Cabinet Member for Customer Service, Communications and Corporate Affairs is attached.

11 URGENT BUSINESS

Any other business which by reason of special circumstances the Chair agrees may be considered as a matter of urgency.

12 FREEDOM OF THE BOROUGH *(Pages 143 - 146)*

Report of the Leader and Cabinet Member for Strategic Growth is attached.

13 EXCLUSION OF PRESS AND PUBLIC

To consider passing the appropriate resolution under Section 100 (A)(4), Schedule 12(A) of the Local Government Act 1972, that the press and public be excluded from the meeting for the reason that the following business involves the disclosure of exempt information as detailed against the item.

14 NORTHERN GATEWAY (TRANSPORT FRAMEWORK DOCUMENT; SOCIAL VALUE STRATEGY; MDC BUSINESS PLAN AND ANNUAL DELIVERY PLAN) - PART B *(Pages 147 - 194)*

Report of the Leader and Cabinet Member for Strategic Growth is attached.

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Minutes of: CABINET

Date of Meeting: 15 October 2025

Present: Councillor E O'Brien (in the Chair)
Councillors C Morris, A Quinn, L Smith, T Tariq and S Walmsley

Also in attendance: Councillors S Arif, R Bernstein, C Birchmore and M Smith

Public Attendance: One member of the public was present at the meeting.

Apologies for Absence: Councillor C Cummins, Councillor R Gold and Councillor S Thorpe

The Leader congratulated Councillor Arif on his recent appointment as the Conservative Group Leader.

CA.48 APOLOGIES FOR ABSENCE

Apologies were received from Councillors Clare Cummins, Richard Gold and Sean Thorpe.

CA.49 DECLARATIONS OF INTEREST

There were no declarations of interest.

CA.50 PUBLIC QUESTION TIME

The following question was submitted in advance of the meeting by a member of the public, Alex Abbey:

What progress has been made on the article 4 direction removing permitted HMO developments of any size? And can we do anything to speed this up? Salford and Oldham and now Tameside have already implemented this, so can we work with these councils to use their expertise and/or copy across framework? I want to re-emphasise urgency with us lagging behind Salford and Oldham, leading landlords from these boroughs to look to our borough for developments that would get rejected with our neighbours. Every week taken on this, an area of our borough is further strained by another HMO popping up as landlords rush to get sub-standard conversions that wouldn't be approved done.

Responding, Councillor O'Brien thanked Mr Abbey for his question and interest and advised that the Council was aware of the work that has been done in other districts, however any proposed Article 4 Direction must be based on robust local evidence to support the decision and secure against challenge, so whilst we can learn from the experience of others we cannot simply copy their evidence base.

Work is underway to collate our own locally specific evidence base for a potential Article 4 Direction, with the aim of taking a report to Planning Control Committee (as the committee with delegated authority for Article 4 Directions) by the end of the year if justified by the evidence. We are also preparing updated Supplementary Planning

Guidance for HMOs, with the intention of bringing consultation draft to Cabinet towards the end of the year. Alongside this, our licensing team are reviewing licensing standards and guidance for HMO landlords

A further supplementary question was submitted:

How can we ensure all HMOs are captured on any register, and how short a period can we give landlords to register, so no one can claim to have been an HMO before the register was in place?

Councillor O'Brien reported that the Council is currently using our Private Sector Housing teams and Licensing teams in accordance with our planners to review those HMOs that don't require the standard guidance or licence as a result of their size. We don't have an existing record we can use, we have to build one. Some of that might be from Council Tax data, some from local intelligence; our intention is to have as full a register as possible so we can ensure things like safety, security, and fire safety, as well as finding those which require licences.

A written follow up response would be sent in term of the second part of the question around how we avoid people getting in before the new measures are in place, but we will do what we can to be as quick and as comprehensive as possible in terms of getting that new guidance and potential Article 4 Direction in place by the end of the year.

A written question regarding street trees had been received by a member of the public, Peter Liggins, who was unable to attend and as such Members agreed that a written response to his question would be sent.

CA.51 MEMBER QUESTION TIME

The following question was submitted in advance of the meeting by Councillor Carol Birchmore:

In a recent Manchester Evening News article, it is reported that Andy Burnham has admitted that setting targets for private developers to build or pay for affordable housing doesn't work. The report goes on to say that currently, the number of council homes is falling in eight of the 10 boroughs in Greater Manchester with only Salford and Trafford building more than they're losing in the last year. Will the Pyramid Park plans provide the Council with the opportunity to build some of their own genuinely affordable houses rather than relying on developers to build so called "affordable" housing and is there Government money available to do that?

Responding, Councillor O'Brien clarified the subjectivity of 'Affordable Housing', and reported that what the Council was aiming to do on as many of our directly owned sites as possible was maximise the amount of 'Affordable' (in broad terms) housing available. In some cases like Pyramid Park we will work with a registered provider who will have that ability, access to capital, and experience of building properties but we would retain the nomination rights. The Leader advised that this probably sits in-between the definition of 80% affordable and of social housing. They wouldn't be Council properties in our HRA or managed by Bury Housing Services, but would also not be an arbitrary discount on a market figure.

The Leader advised that the Council had ambitions to go further, including utilising the announcement of National funding, which wasn't available when pursuing Pyramid Park. The only government money we have been using is the GM Brownfield Housing Fund, which we have used where we can appropriately across a number of sites. This is why it's so important that the new Government has announced so much additional money for social and affordable homes, because by working with them and Homes England and the Combined Authority, it should make it easier to build truly affordable homes and social homes.

In short, we think Pyramid Park will be a great site, with the intention for it to be a mixed intergenerational scheme, offering something that the market probably wouldn't deliver if we purely sold it off to them. It won't be social housing in our stock but it will certainly be genuinely affordable for a lot of people in Bury to access, which is what we need in a sustainable location, on a Brownfield site that has been difficult to bring to market for a variety of reasons, and making contributions to the biodiversity net gain as well, within the Town Centre Masterplan.

A further supplementary question was submitted:

Today Manchester City Council has announced that it is going to build 700 homes on land they own. The way they're doing it is working with Manchester Housing Providers Partnership, which is social housing companies. From the plans they're released, about 60% of that is going to be social housing rather than affordable housing, with the remaining 40% being 80% market price (Manchester Living Rent). Is there any chance we could have a look at doing that sort of idea where we retain our land and build genuinely affordable homes?

Councillor O'Brien reported that he didn't know the detail of the Manchester scheme. Manchester benefits from a scalability of size that Bury struggles to do, even on a site like Pyramid Park. Having said that, that is exactly what we now want to explore; this type of investment could be a game-changer and, when we now look at our sites it gives us more realistic consideration of delivering our own direct social housing. So far we've really tried to work in partnership with registered providers and we're doing well with the resources and capacity we have, but we are always looking to maximise affordability balanced against viability. If we can on future sites, with the additional money, it would be our aspiration to look at a different way than we are currently operating in.

CA.52 MINUTES

It was agreed:

That the minutes of the meeting held on 10 September 2025 be approved as a correct record.

CA.53 PRESTWICH VILLAGE REGENERATION SCHEME: PHASE 1A (TRAVEL HUB) – PROCUREMENT OF A THIRD-PARTY OPERATOR TO MANAGE THE TRAVEL HUB

The Leader and Cabinet Member for Strategic Growth presented a report regarding the recommended operating model and strategy for procurement to acquire a Travel Hub operator to manage the Prestwich Village Travel Hub. Things were progressing well on-site, with competition anticipated for summer 2026. Options for the operation of the site were set out in the paper, but cost was a key consideration and the recommendation was for an external operator. It was noted that parking would be subject to a future report.

In response to Member questions, it was noted that performance management could be undertaken in the Council's usual way using experience of the multi-storey parking in the Millgate as well as third party parking enforcement and private sector partners in other areas (e.g. housing). With regards to tariffs, it was noted that the Council would still set these and the third party operator would manage the operation.

Decision:

Cabinet:

1. Approved the recommended operations management model for the Prestwich Travel Hub. This is the use of an external, specialist travel hub operator;
2. Approved the undertaking of a two-stage procurement process for appointment of an external operator for the Travel Hub covering an initial soft market testing process followed by an external competitive procurement in-keeping with the Council's Contract Procedure Rules. This will likely include the use of a relevant procurement Framework.
3. Approved the management of the Prestwich Travel Hub asset within the Bury Council Commercial Asset Portfolio by the Land & Property Service, with support from Parking Services; and
4. Approved the Director of Regeneration & Project Delivery in consultation with the Council's Procurement service to agree the preferred route to market.

Reasons for the decision:

Use of a third-party external operator for the Prestwich Travel Hub represents the best value for money for the Council for the reasons outlined in the body of the report. Procurement of a travel hub operator to be carried out under a competitive process governed by the Public Contract Regulations 2015 (PCR 2015) and Procurement Act 2023 - it is common practice to access compliant procurement frameworks to streamline the procurement process. A travel hub operator should be appointed as soon as possible in the construction delivery process to enable them to contribute to final stage design. A delay in procuring the operator risks delays to the construction delivery programme or abortive work. It is crucial that there is also influence to the final operational requirements and to avoid unnecessary additional costs. Commercial assets are currently the responsibility of the Council's Land & Property Service, and it is appropriate that the Prestwich Travel Hub be added to this management portfolio.

Alternative options considered and rejected:

Officers have considered the financial and operational implications of managing the Prestwich Travel Hub 'in-house' within the Parking Services team of the Council. This option represented a higher cost than the use of an external operator. The Parking Services team currently has no experience of managing travel hub type facilities and has limited opportunities to secure economies of scale in the supply chain/operationally compared to external parties.

CA.54 SCHOOLS FINANCE TEAM PHASED REDUCTION

The Leader and Cabinet Member for Strategic Growth presented a report proposing to phase down the schools finance team through accepting voluntary early retirement applications and to incorporate the statutory/residual work into the Children's and Young People Finance Team, owing to the reduction in workload and loss of SLA income following academy conversions.

Decision:

Cabinet agreed the deletions of the following posts within the schools finance team through accepting voluntary early retirement applications, and supported the payment of voluntary early retirement and capital costs associated and commend this proposal to Council for their agreement:

- Schools finance officer proposed end date 31 October 2025.
- Senior schools finance officer proposed end date 30 June 2026.

Reasons for the decision:

The proposed phase down approach of reducing the schools finance team is to ensure that the forecast schools buy back SLA income covers the cost of providing the service to maintained schools.

Alternative options considered and rejected:

None.

CA.55 APPROVAL TO AWARD THE CONTRACT FOR CLEANING AND JANITORIAL PRODUCTS

The Leader and Cabinet Member for Strategic Growth presented a report which sought approval to award the contract for Caretaking and Janitorial Cleaning Materials to Alliance. It was noted that a comprehensive tender process had been conducted in collaboration with Oldham Council to ensure best value.

Decision:

Cabinet approved the award of the Caretaking and Janitorial Cleaning Materials contract to Alliance at a total cost of £640,000 for a period of 2 years (with an option to extend for 2 additional years).

Reasons for the decision:

Following a comprehensive tender exercise in collaboration with Oldham Council to ensure best value through increased economies of scale, Alliance was identified as the best value supplier. Their proposal met all technical and commercial requirements and offered the most competitive pricing structure.

Alternative options considered and rejected:

Continue with the temporary contract, which would be in breach of procurement act. Use Star procurement and align with the GMCA contract, however this would have increased the cost of the materials creating financial pressure.

CA.56 APPROVAL TO AWARD THE CONTRACT FOR THE MANDATED DRUG AND ALCOHOL PREVENTION, TREATMENT AND RECOVERY SERVICES (ADULTS AND CHILDREN, YOUNG PEOPLE AND FAMILIES LOTS) IN BURY, SALFORD,

AND TRAFFORD

The Leader and Cabinet Member for Strategic Growth presented a report which sought approval to award contracts for the delivery of Drug and Alcohol Treatment and Recovery services across Bury, Salford, and Trafford.

Decision:

Cabinet approved the award of two contracts for the mandated Drug and Alcohol Prevention, Treatment and Recovery services across Bury, Salford, and Trafford:

- The Children, Young People (CYP) and Families service contract to Early Break
- The Adults service contract to Greater Manchester Mental Health Foundation Trust (GMMH)

These awards follow a competitive tender process conducted under the Provider Selection Regime (PSR) regulations.

Please note, the two awards are subject to Cabinet approval by Salford and Trafford Councils.

Reasons for the decision:

This ensures the Council is achieving best value for money and maintains service quality for our residents. The successful providers, GMMH for Adults and Early Break for CYP and Families, demonstrated strong performance in the evaluation process and have a proven track record of delivering these services locally since 2019. The evaluation panel applied rigorous criteria to ensure the selected providers offer high-quality services at a competitive price on a long term contract (5+2 years). The new contracts allow for economies of scale of work, shared back-office functions and a peer support approach across all organisations involved.

Alternative options considered and rejected:

No alternative options were available in this instance. The current contract, which had already been extended, is due to expire on 31st March 2026. As such, the only viable route was to proceed with a formal tender process in line with procurement regulations and to ensure continuity of service.

CA.57 CARE AT HOME – REQUEST FOR CONTRACT EXTENSION AND RE-TENDER

The Cabinet Member for Adult Care, Health and Public Service Reform presented a report regarding the extension and re-tender of the Care at Home service, which supports the vulnerable people of Bury with their assessed needs under the Care Act 2014. The extension was for 12 months, and that the service supported around 700 vulnerable individuals daily delivering approximately 10,000 hours of care weekly, including personal care, mobility assistance, nutrition, hydration, and medication.

In response to Member questions, it was noted that a change in procurement law meant a process that was started this year was reset and will be rerun so that it can comply with the new public procurement regulations. Under the initial work discussions were held with an interested party, but the Council took the opportunity to reconsider and it was decided that re-running the tender was the best decision longer term and ensure full compliance.

Decision:

Cabinet:

1. Approved a further 12-month extension for providers that are meeting contractual obligations until 24 October 2026 (x8 Lot 1 providers covering the following zoned areas: North, East, West, Prestwich, and Whitefield. x5 Lot 2 providers covering the full borough and acting as a backup to pick up care packages when Lot 1 are unable to);
2. Delegated finalisation and sealing of the deeds of extension required to give effect to the contract extensions to the Director of Law and Democratic Services in consultation with the Executive Director of Health and Adult Care;
3. Gave approval to commence the re-tender (open tender process) for a new Care at Home service to start in October 2026 for a period of 5 years with the option to extend for one year plus one year, at a cost of approximately £11m a year;
4. Delegated the authority to approve the service specification to the Director of Adult Social Services and Community Commissioning; and
5. Agreed for this to return to Cabinet in Summer 2026 to request approval to contract awards.

Reasons for the decision:

The Council has a legal duty to follow Procurement Law and fair purchasing processes and must complete a re-tender process within the extended contract period to ensure compliance with the legislation (Procurement Act 2023). Additional benefits include a new contract and service specification with updated quality requirements enabling us to ensure high standards for the customers, clearer key performance indicators for robust contract monitoring, and a broader scope for innovation.

Alternative options considered and rejected:

Alternative options are not applicable due to Procurement Law and the requirement to complete a re-tender exercise (Procurement Act 2023). Should the Council decide to do nothing, we would risk being non-compliant with the legislation.

CA.58 POLICY AND PROCEDURE – ENFORCED SALE

The Leader and Cabinet Member for Strategic Growth presented a report regarding the adoption of an enforced sale combined policy and procedure as an additional tool to assist with reducing the number of empty properties in the borough. In response to Member questions as to whether this could be applied to commercial properties, it was noted that depended on the charges that had been incurred by the property, as each case was considered on an individual basis, but that the policy was not typically used for commercial properties.

Decision:**Cabinet:**

1. Approved, for adoption and implementation the enforced sale policy and procedure; and
2. Delegated authority to Assistant Director – Public Protection and Resilience to authorise enforced sale of properties deemed suitable where appropriate.

Reasons for the decision:

The enforced sale policy and procedure is a tool which can be used to support returning long term empty properties back into habitable use. It has the potential to

support an area's regeneration effort, support the provision of housing while recovering outstanding Council debts. It signals the Council's commitment to addressing the issues that long empty property often present, such as area deterioration, crime and anti-social behaviour. The policy allows the Council to be open, transparent and accountable in decision making when considering a property for an enforced sale and further commits to the Council's strategic objectives.

Alternative options considered and rejected:

Not adopt the policy and procedure - In the absence of an established policy and procedure, officers are unable to appropriately assess or justify the use of enforced sale powers. This limits the Council's ability to intervene effectively, resulting in the continued accumulation of debt on affected properties. These properties are likely to deteriorate further, contributing to blight and negatively impacting the surrounding communities.

CA.59 HOUSING MAJOR WORKS PROGRAMME 2025/26 - PART A

The Leader and Cabinet Member for Strategic Growth presented a report which sought formal approval to appoint Liv Green Futures Limited to carry out energy works to Council properties on the Rainsough Estate Prestwich. It also requested to grant approval for a change of contractor for energy works at Stanley Close Whitefield and Freetown Estate Bury. Members welcomed the appointments and the schemes, and it was noted that officers would look into loft insulation being future-proofed to store solar energy.

Decision:

Cabinet:

1. Granted approval to enter into building contacts for energy efficiency and/or renewable energy works to Council properties on Rainsough Estate. Successful tender: LivGreen Futures Ltd. Value £1,494,494.93
2. Granted approval to a change of contractor to Live Manage Facilitate Ltd for the contract works at Stanley Close and Freetown estates. This contract was previously awarded to Eco Approach Ltd at the July Cabinet, but they are unwilling to stand by their price. Successful tender: Live Manage Facilitate Ltd. Value £2,414,071.90

Reasons for the decision:

A key regulatory requirement for Housing is to ensure all Bury Council homes are maintained, as a minimum, to the Decent Home Standard. A key expectation of the Regulator for Social Housing is that all our homes are of good quality, well maintained and safe homes for tenants and comply with the Decent Homes Standard.

Alternative options considered and rejected:

- Do nothing: These works will enhance the physical appearance, energy efficiency and security of council homes across the Borough and will be welcomed and valued by residents. Maintaining homes to at least the Decent Homes Standard is a regulatory requirement, and the Council would quickly become non-compliant with the Home Standard part of the Regulatory Requirements if these works were not brought forward.

- Deliver Inhouse: These are major contracts, and we lack the capacity by the in-house contractor.
- Open Tender: This option was considered and is a possibility. However, this would involve a significantly extended procurement process in both time and cost.

CA.60 SURESERVE COMPLIANCE NORTHWEST CONTRACT EXTENSION

The Leader and Cabinet Member for Strategic Growth presented a report regarding the extension of the existing Contract for the delivery of Gas Compliance, Repairs, Smoke Detector Testing and Capital Boiler works within Housing Services and a call off option within the contract being utilised by Facilities Management for the delivery of services in Corporate Buildings. It was noted that further consideration of additional compliance contracts would be forthcoming. In response to a Member request regarding heat pumps being offered to replace boilers, it was agreed that a report setting out views on longer term investments be provided at a future meeting.

Decision:

Cabinet approved the extension of the existing Sureserve Compliance Northwest Compliance Ltd Contract for twelve months until 1st January 2027.

Reasons for the decision:

The contract delivers Landlord Statutory Compliance Services on behalf of the Council. The extension is required to allow time for an options appraisal to be carried out on the future delivery of gas services.

Alternative options considered and rejected:

Re-procurement has been considered; however, due to the Building Safety, Repairs and Property restructure this was rejected as the time and capacity required are not yet in place.

CA.61 DEMOLITION OF GARAGES AT HAWK CLOSE

The Leader and Cabinet Member for Strategic Growth presented a report regarding the demolition of garages at Hawk Close, Bury. Members welcomed this report, as the garages have attracted anti-social behaviour and vandalism. It was noted that the future of the site was a key consideration, and the feasibility study would include views of local residents.

Decision:

Cabinet:

1. Approved the demolition of the 28 garages situated at Hawk Close, Bury;
2. Authorised the Director of Housing to procure and supervise the demolition works, including the safe removal of asbestos; and
3. Instructed officers to prepare a feasibility study for future use of the site to be presented within the next 6 months.

Reasons for the decision:

All the 28 garages have been vacant empty for a considerable time, are beyond economic repair and are subject to repeated acts of vandalism, drug taking, setting fires etc and are a constant cause of nuisance and concern for residents.

Alternative options considered and rejected:

Doing nothing is not an option as the garages are a significant health and safety risk. The garages are beyond economic repair and restoring the garages is not a viable option.

CA.62 MINUTES OF ASSOCIATION OF GREATER MANCHESTER AUTHORITIES / GREATER MANCHESTER COMBINED AUTHORITY

It was agreed:

That the minutes of the Greater Manchester Combined Authority meeting held on 26th September 2025 be noted.

CA.63 EXCLUSION OF PRESS AND PUBLIC

Decision:

That the press and public be excluded from the meeting under Section 100 (A)(4), Schedule 12(A) of the Local Government Act 1972, for the reason that the following business involves the disclosure of exempt information as detailed against the item.

CA.64 HOUSING MAJOR WORKS PROGRAMME 2025/26 - PART B

The Cabinet Member for Housing Services presented the Part B report containing the full financial information.

Decision:

Cabinet:

1. Granted approval to enter into building contracts for energy efficiency and/or renewable energy works to Council properties on Rainsough Estate:
2. Granted approval to a change of contractor to Live Manage Facilitate Ltd for the contract works at Stanley Close and Freetown estates. This contract was previously awarded to Eco Approach Ltd at the July Cabinet, but they are unwilling to stand by their price.

Reasons for the decision:

As set out for the Part A report.

Alternative options considered and rejected:

As set out for the Part A report.

COUNCILLOR E O'BRIEN
Chair

(Note: The meeting started at 6.05 pm and ended at 7.07 pm)



Classification: Open	Decision Type: Key
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Report to:	Cabinet	Date: 05 November 2025
Subject:	Northern Gateway (<i>Transport Framework Document; Social Value Strategy; MDC Business Plan and annual Delivery Plan</i>) - PART A	
Report of	Leader and Cabinet Member for Strategic Growth	

Summary

1. On 5th March 2025 the Northern Gateway Development Framework Supplementary Planning Document (SPD) was approved by Cabinet and provides a material consideration for and framework against which future planning applications on the Northern Gateway site will be considered. To further support and inform decision-making through the planning process for future applications, a Northern Gateway Transport Framework Document (TFD) (Appendix A) has been developed to set out a transport vision and plan for delivering the transport infrastructure and services needed to unlock the full potential of the Northern Gateway. This report outlines the detail of the TFD and seeks Cabinet endorsement of the document.
2. Further to the resolution in July 2025 by Cabinet to support the designation of the 'Atom Valley Northern Gateway' Mayoral Development Corporation (MDC), and ongoing work to develop the MDC governance arrangements, a Social Value Strategy (Appendix B) and accompanying Social Value Delivery Plan (Appendix C) have been developed. The purpose of these documents is to align the social value priorities of Bury Council, Rochdale Council, Greater Manchester Combined Authority (GMCA) and Transport for Greater Manchester (TfGM) to maximise the social value potential and ensure tangible and quantifiable outcomes for local communities and businesses irrespective of the organisation commissioning work on behalf of Northern Gateway. This report outlines the detail of Northern Gateway Social Value Strategy and accompanying Delivery Plan and seeks Cabinet approval of both documents.
3. Following adoption of the Places for Everyone (PfE) joint development plan, and in recognition of a need for more formal working arrangements with key partners in the absence of a formal delivery mechanism for the Northern Gateway at that time, Cabinet endorsed the implementation of interim governance arrangements for Northern Gateway in September 2024. This included approval of a Business Plan which has successfully directed work for the last 12 months. In light of the imminent establishment of the Northern Gateway MDC by the Secretary of State, a 5-year MDC Business Plan (Appendix D – Part B) and accompanying annual Delivery Plan (Appendix E – Part B) have been developed by the Northern Gateway Strategic Board and Cabinet are requested to note the documents, which are currently in draft form. As the MDC is anticipated to be implemented by the Secretary of State

in early 2026, the draft Business Plan and annual Delivery Plan will allow the work of the Northern Gateway Strategic Board to move forward at pace until the point of MDC implementation. Upon implementation of the MDC, as per the requirements of draft MDC Constitution, the Business Plan and annual Delivery Plans will be approved by the MDC Board, then approved by both Bury and Rochdale Councils and GMCA, then subsequently adopted by the MDC.

Recommendation(s)

1. It is recommended that Cabinet:
 - i. Endorse the Northern Gateway Transport Framework Document and delegate authority to the Executive Director (Place – Business, Growth and Infrastructure) to make adjustments to the document as the Northern Gateway project progresses.
 - ii. Endorse the Northern Gateway Social Value Strategy and Delivery Plan and delegate authority to the Executive Director (Place – Business, Growth and Infrastructure) to make adjustments to the documents as the Northern Gateway project progresses.
 - iii. Note the implementation of the MDC Business Plan and annual Delivery Plan in advance of MDC implementation to enable the work of the Northern Gateway Strategic Board to move forward at pace and delegates authority to the Executive Director (Place – Business, Growth and Infrastructure) to make adjustments to it as the project progresses.
 - iv. Note the MDC Business Plan and annual Delivery Plan will be brought back to Cabinet for final approval once the MDC Board has been established and has formally approved the documents.
 - v. Notes the Rochdale Borough Council's intention to take a similar report to their Executive.

Reasons for recommendation(s)

1. The Northern Gateway Transport Framework Document (TFD) sets out the transport vision for the site and its endorsement will support sound decision making through the planning process alongside Supplementary Planning Documents. The framework will also be a critical tool in making the case for and securing the investment needed to deliver the required transport infrastructure, from a number of funding sources, including financial and non-financial contributions from the private sector.

2. The endorsement of the Northern Gateway Social Value Strategy and Delivery Plan will support with maximising the benefits of commissioning for projects associated with Northern Gateway. The aligned social value priorities presented within the Strategy will mean that, irrespective of the organisation commissioning work on behalf of Northern Gateway, tangible and quantifiable outcomes will be realised for the communities and businesses of Bury and Rochdale. The Strategy and Delivery Plan will also provide a basis for provision of joined-up social value in advance of the implementation of the MDC.
3. The noting of the MDC Business Plan and annual Delivery Plan will enable the Northern Gateway Strategic Board to move forward at pace with critical path workstreams identified as essential to drive forward the delivery of the site.

Alternative options considered and rejected

1. The development of a Transport Framework is a best practice planning requirement to set the vision led strategy for the site. The public sector has developed the TFD to ensure it adequately reflects planning and transport policy requirements and can be applied to applications across the site as they come forward. Alternative option for each developer to produce a Transport Plan for individual application areas, risking a non-cohesive approach.
2. Continue to provide social value based on commissioning organisations' individual social value objectives. Whilst on occasion this would mean the residents and businesses of Bury solely benefit from social value outcomes, there would also be occasions where no positive outcomes were realised within Bury. This option does not reflect the agreed cross-border, joined-up approach to working for Northern Gateway, nor does it maximise the social value opportunities associated with the scale and longevity of the site.
3. Continue to work to the approved 2024 / 25 Business Plan, for which many of the workstreams are well advanced, and wait until formal implementation of the MDC Board before endorsement of the MDC Business Plan and annual Delivery Plan. As the MDC implementation is not anticipated until early 2026, interim workstreams would need to be agreed and put in place to direct work going forward for the intervening period.

Report Author and Contact Details:

Name: Hollie Good

Position: Major Project Manager (Northern Gateway)

Department: Place

E-mail: h.good@bury.gov.uk

Background

Transport Framework Document (TFD)

1. On 5th March 2025 the Northern Gateway Development Framework Supplementary Planning Document (SPD) was approved by Cabinet and provides a material consideration for and framework against which future planning applications on the Northern Gateway site will be considered and sets out high level design principles and an approach to the delivery and phasing of infrastructure on and off site.
2. The SPD also assists Bury and Rochdale Councils to ensure that the ambitions for the site are realised and the benefits to the communities of Bury and Rochdale are maximised.
3. To further support and inform decision-making through the planning process for future applications, a Northern Gateway Transport Framework Document (TFD) has been developed to set out the transport vision for Northern Gateway, and the required transport infrastructure and services needed to bring the site forward in alignment with the vision and the GM Local Transport Plan.
4. The TFD will support sound decision making through the planning process and will be used alongside Supplementary Planning Documents to inform decisions on applications.
5. The framework will also be a critical tool in making the case for and securing the investment needed to deliver the required transport infrastructure from a range of sources.
6. To safeguard delivery of the transport vision as set out in the TFD, work is ongoing to develop a recovery mechanism and associated legal agreements with developers to secure necessary funding. This will enable required infrastructure to be provided up-front, primarily funded and / or delivered by the public sector in the first instance, to unlock delivery where developments cannot viably provide them from the outset and recoup those costs later.
7. The Northern Gateway Transport Framework identifies and sets a plan for delivering the transport infrastructure and services needed to unlock the full potential of the Northern Gateway, enabling sustainable, and inclusive growth. It defines the transport vision for Northern Gateway as:
 - *Access to, from, and within the Northern Gateway will be enabled by a package of sustainable transport measures, linking communities across Bury, Rochdale and the Regional Centre*

- *Overall mode share targets for work trips by full development build out:*
 - *20% public transport*
 - *10% walking, wheeling and cycling*
 - *70% car driver and passenger*
 - *Direct, frequent and reliable local public transport connections to nearby centres in Rochdale, Bury and Northeast Manchester, supported by express transit connections to Manchester City Centre and universities, enhancing regional accessibility and opportunity.*
 - *All communities within a 5km catchment of the site to have access to safe, high-quality walking, wheeling and cycling routes to/from Northern Gateway, creating an inclusive, connected active travel network that supports healthy, sustainable journeys for all.*
 - *Targeted highway improvements that enhance access, mitigate capacity and safety impacts, and prioritise people and sustainable travel by embedding 'Streets for All' principles alongside well-designed access and parking strategies.*
 - *Overall support for sustainable travel across the Atom Valley area and GM's ambition for zero net increase in car traffic by 2040, enabling transformational growth.*
8. The framework highlights key transport challenges and opportunities associated with the development and establishes the principles that will shape how people move within, to and from the Northern Gateway. It identifies a programme of transport interventions which prioritises sustainable transport to facilitate the development and ensure that new jobs, homes and community spaces are accessible, well-connected, and environmentally responsible.
9. The TFD presents short, medium and long term measures for improvements to public transport provision, prioritisation of walking, wheeling and cycling, and highway mitigation. It acknowledges that given the scale of the site, full delivery is expected to take place over a 20-year period and development is likely to come forward in phases, alongside provision of necessary transport infrastructure. Therefore, a flexible approach is needed to be responsive to opportunities, as the phasing may change over time depending on the needs of future occupiers. Determining the scale of the mitigation required, and bringing the most effective transport interventions forward at the right time will be crucial for the sustainability of the site from the outset.
10. A Technical Appendix to the TFD has also been produced. This document illustrates how the TFD vision and measures have been developed in an evidence-based way according to the scale and development mix across Northern Gateway. This is a live document, which will be updated as the Northern Gateway site is developed, to maintain flexibility and responsiveness to opportunities.

Social Value Strategy

11. As outlined in previous Cabinet Papers, the Council is working in partnership with Rochdale Council, GMCA and TfGM to bring forward the Northern Gateway sites, providing a significant boost to employment opportunities, infrastructure and economic growth locally.
12. Following previous Cabinet resolutions to create a Mayoral Development Corporation (MDC) to drive forward the delivery of Northern Gateway and reflecting the importance of the site regionally and nationally, proposed governance and operational arrangements for the MDC continue to be developed in advance of the Secretary of State formally designating the MDC in early 2026. In alignment with this, and in recognition of the scale and longevity of the Northern Gateway development, the cross-border complexities, and the objectives of the MDC, a Northern Gateway Social Value Strategy and Northern Gateway Social Value Delivery Plan have been developed.
13. The purpose of the Strategy is to set direction for a joined-up approach to the delivery of Social Value between key partner organisations, for the benefit of communities and businesses within both districts, irrespective of the organisation commissioning work on behalf of Northern Gateway. The Strategy aligns the social value priorities of Bury Council, Rochdale Council, GMCA and TfGM to maximise the social value potential and ensure tangible and quantifiable outcomes.
14. Evaluation and cross-referencing of both Council's, GMCA and TfGM's corporate priorities and social value goals has taken place and identified four key cross-cutting themes, which the priorities and principles within the Strategy are focussed on, and will be used to inform activities and targets to be implemented during the delivery of specific workstreams. These themes are:
 - Environment
 - Employment
 - Community
 - Economy
15. Whilst each commissioning organisation will need to work within the bounds of its own organisational requirements, the Northern Gateway Social Value Strategy places obligation on the need to consider the key themes presented above and acknowledge the cross-boundary nature of the development. Northern Gateway provides opportunities for residents and businesses from both Bury and Rochdale to directly benefit from the development and delivery

of the sites and the Strategy requires that social value objectives and targets should be tailored as such.

16. The Northern Gateway Social Value Delivery Plan outlines objectives for the delivery of each theme presented within the Strategy, provides contractors with a basis for developing Social Value Action Plans and details targets and measurements. The Delivery Plan also sets out how a Social Value Delivery Group will work to support implementation of meaningful social value and ensure that contractors are linked into relevant programmes and initiatives within Bury and Rochdale.
17. To inform the Strategy and Delivery Plan a Local Needs Analysis has taken place to understand the needs within Bury and Rochdale. The analysis includes quantitative and qualitative analysis of the Indices of Multiple Deprivation, and the Corporate Priorities of key partner organisations. This has identified the needs and opportunities of each area and helped to determine how social value activities can be targeted to provide relevant support.
18. The Social Value Strategy and Delivery Plan will be reviewed as a minimum on an annual basis by the Social Value Delivery Group and on a 5-year basis by the MDC Board.

MDC 5-Year Business Plan and Annual Delivery Plan

19. Building on the momentum of the 2024 / 25 Northern Gateway Business Plan and in light of the forthcoming Northern Gateway MDC, for which support was provided by Cabinet in July 2025, a 5-year MDC Business Plan and accompanying annual Delivery Plan 2026 /27 have been developed. As the MDC is not expected to be implemented by the Secretary of State until early 2026, the noting of the Business Plan and annual Delivery Plan will allow the work of the Northern Gateway Strategic Board to move forward at pace until the point of MDC implementation.
20. The MDC Business Plan and annual Delivery Plan have been reviewed by the Northern Gateway Strategic Board. Upon implementation of the MDC, as per the requirements of the draft MDC Constitution, the Business Plan and annual Delivery Plans will be approved by the MDC Board, then approved by both Bury and Rochdale Councils and GMCA and subsequently adopted by the MDC.
21. The 5-year MDC Business Plan sets out the priority pipeline of short-to-medium-term activities for the 5-year period between 2026 and 2031 and provides detail of critical activities beyond this 5-year period to look to the long-term. See Part B.

22. See Part B - key objectives of the 5-year Northern Gateway MDC Business Plan.

Links with the Corporate Priorities:

23. A key part of the Places for Everyone Plan is to rebalance the Greater Manchester economy by significantly boosting the economic output from the north through the delivery of new housing and employment that will benefit both Bury and its residents. The plan sets out strategic site allocations that will guide future growth and development in the Borough. The 'Let's Do It' strategy specifically refers to Places for Everyone as having a key role to play in the delivery of its objectives and priorities, in addition to the Corporate Plan 2024/25 seeks to deliver the Vision for 2030 which is for the Council to Achieve Economic Growth.
24. As Bury's largest employment allocation within the Places for Everyone plan, Northern Gateway supports delivery of the Vision 2030 and 'Let's Do It!' to stand out as a place that is achieving faster economic growth than the national average, with lower than national average levels of deprivation through the development of employment space to enable job creation and upskilling of residents, leading to economic growth:

Local – The project will generate jobs for local people, enhance economic regeneration and provide links with existing and new communities.

Enterprise - the project will drive economic growth and inclusion by creating more employment space for existing businesses to expand into and to encourage more local, national and international businesses to open in the Borough; helping to ensure residents have the best chance to access good jobs.

Together – Ensuring sustainable access into the site to maximise inclusivity and access to opportunities for members of the local community and working with partners to maximise social value opportunities to shape outcomes.

Strength - the project will provide space for new and expanding local business within a site that is well connected to local communities. This will provide opportunities for community wealth building through new business start-ups, increased local spend and the adoption of new skills whilst providing opportunity for all through provision of sustainable transport modes.

Equality Impact and Considerations:

25. The attached Equality Impact Assessment concludes that impacts are positive and will continue to be assessed as the project progresses.

Environmental Impact and Considerations:

26. Environmental impacts and concerns will be assessed and monitored as project delivery commences and will be in-line with existing Council policies. The Northern Gateway Development Framework will seek to meet policy requirements, including physical, social and environmental impacts including biodiversity net gain.

Assessment and Mitigation of Risk:

Risk / opportunity	Mitigation
<p>The Transport Framework Document is not endorsed, impacting:</p> <ul style="list-style-type: none">• ability to support sound decision making through the planning process or alongside Supplementary Planning Documents to inform decisions on future planning applications;• position when making the case for and securing the investment needed to deliver the required transport infrastructure.	<ul style="list-style-type: none">• Develop a robust basis for the Transport Framework Document through ongoing engagement with key stakeholders, alignment with policy and development of strong technical base (Technical Appendix);• Seek endorsement of the Transport Framework Document.

Legal Implications:

There are no procurement or legal implications at this stage. The client department confirms procurement and legal will be contacted when advice is required.

Financial Implications:

There are no financial implications directly arising from this report.

Appendices:

Appendix A – Northern Gateway Transport Framework Document (Part A)

Appendix B - Northern Gateway Social Value Strategy (Part A)

Appendix C - Northern Gateway Social Value Delivery Plan (Part A)

Appendix D - Northern Gateway MDC 5-Year Business Plan (Part B)

Appendix E - Northern Gateway Annual Delivery Plan 2026 / 27 (Part B)

Background Papers:

Places for Everyone Plan. Available on request.

Cabinet Report September 2024 - Northern Gateway Governance / Investment Zone. Available on request.

Cabinet Report March 2025 – Development Framework Supplementary Planning Document. Available on request.

Cabinet Report March 2025 – Northern Gateway MDC Approval to Consult and Collaboration Agreement. Available on request.

Cabinet Report July 2025 - Northern Gateway MDC Approval to Proceed. Available on request.

Transport Framework Document: Technical Appendix. Available on request.

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

Term	Meaning
SPD	Supplementary Planning Document
PfE	Places for Everyone Plan
TFD	Transport Framework Document
MDC	Mayoral Development Corporation
GMCA	Greater Manchester Combined Authority
TfGM	Transport for Greater Manchester
SRN	Strategic Road Network
SoS	Secretary of State

Northern Gateway Transport Framework Summary

Role of the Transport Framework

The Northern Gateway Transport Framework defines our transport vision for this nationally significant development. It's purpose is to identify and set a plan for delivering the transport infrastructure and services needed to unlock the full potential of the Northern Gateway, enabling sustainable and inclusive growth.

Drawing on evidence from the Northern Gateway Technical Framework Document (TFD) Appendix, the framework highlights key challenges and opportunities associated with the development. The TFD outlines the principles that will shape how people move within, to and from the Northern Gateway, and identifies a programme of transport interventions which prioritises sustainable transport to ensure that new jobs, homes and community spaces are accessible, well-connected, and environmentally responsible.

The framework sets out the required transport infrastructure and services needed to bring the site forward in alignment with the transport vision and the GM Local Transport Plan. It will support sound decision making through the planning process and will be used alongside Supplementary Planning Documents to inform decisions on applications.

The framework is an important tool in making the case for and securing the investment needed to deliver the required transport infrastructure from a number of funding sources.

Northern Gateway Transport Framework Objectives

Outline the transport vision

Define the long-term transport vision for the Northern Gateway development

Define transport principles

Establish a clear set of transport principles that underpin mobility across the site and surrounding area

Delivering the vision

Identify the programme of transport interventions needed to unlock the full potential of the Northern Gateway development

Support planning

Inform and support the planning process and guide developers in preparing transport elements of their planning applications

Guide funding bids

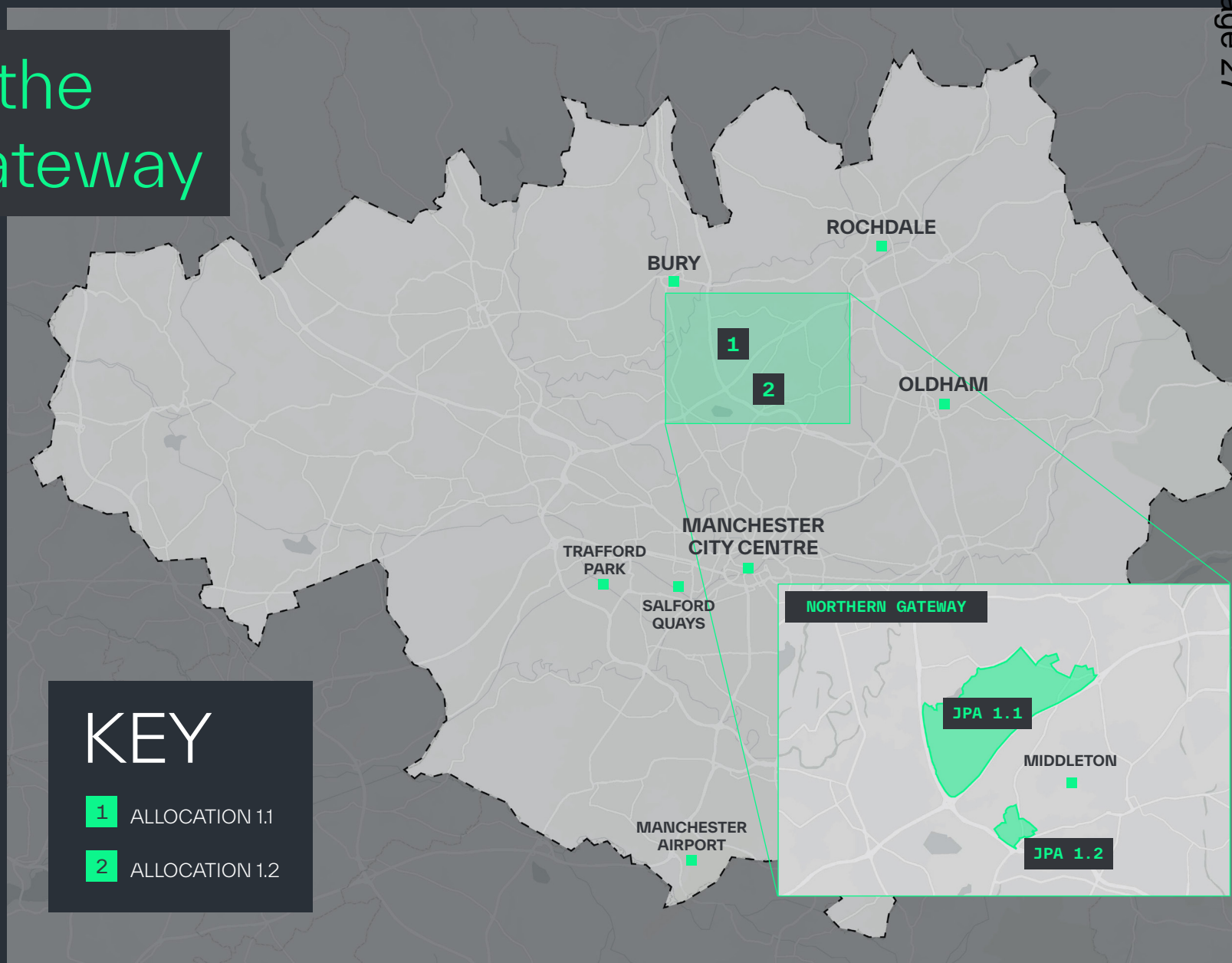
Provide a robust evidence base to guide successful funding bids for infrastructure investment

Stakeholder consensus

Create a single, shared framework that aligns stakeholders around a common understanding and coordinated transport strategy

Introducing the Northern Gateway

The Northern Gateway is set to become one of the largest and most accessible employment and innovation hubs in the region, driving substantial investment into Greater Manchester's world leading advanced materials and manufacturing sectors. It will be complemented by the delivery of new homes and infrastructure, creating new and inclusive communities. Northern Gateway will be a vibrant and dynamic ecosystem where businesses and communities thrive, supported by sustainable transport connectivity and enhanced green and blue infrastructure networks which help adapt to future climate change. It represents a key opportunity to boost the competitiveness of Greater Manchester's northern districts, addressing the disparity in employment opportunities, local housing need and supported by the required infrastructure provision.



Greater Manchester is committed to become a thriving city region where everyone can live a good life. The Greater Manchester Strategy seeks to focus on two interlocking areas; growing our economy and making sure all our people can live well. Central to achieve this ambition is the development of Growth Locations to bring forward development at a scale which can drive transformational change. Amongst the most significant of these is the North East Growth Corridor.

Within the North East Growth Corridor, the Atom Valley Mayoral Development Zone has been designated, bringing together employment-led development opportunities to create a vast innovation mega-cluster. By aligning public and private sector investment, Atom Valley will focus on boosting productivity and advancing new technologies, particularly in advanced manufacturing and materials.

At the heart of Atom Valley lies the Northern Gateway, a major, nationally significant employment site that will attract high-quality businesses and investment. The site straddles the border of the Bury and Rochdale districts, seven miles north of Manchester City Centre. It is strategically positioned near the intersection of the M60, M62 and M66 motorways, with three major cities with international airports and two freight ports within an hour's drive.

In recognition of the cross-border complexities and scale of opportunity Northern Gateway affords, a Mayoral Development Corporation is being established to lead decision-making, engage with public and private partners, and drive investment to regenerate the historically deprived area.

Achieving our vision for Northern Gateway is dependent on delivering sustainable transport access to the area. This requires substantial investment to improve connectivity, prioritising walking, cycling and public transport.

This approach aligns with the Greater Manchester Transport Strategy 2040 which through the Right Mix Vision aims for 50% of all journeys in Greater Manchester to be made by walking, cycling and public transport with no net increase in motor vehicle traffic, by 2040.

1.2m

SQUARE METRES OF
EMPLOYMENT FLOORSPEACE

2,750

NEW RESIDENTIAL HOMES

21,455

GROSS DIRECT FTE
JOBS CREATED

£1,490m

GROSS DIRECT GVA
PER ANNUM

The Development Proposition

The Northern Gateway will create a nationally significant employment opportunity with a complementary housing offer across two sites within the wider North East Growth Corridor and Atom Valley.



Heywood / Pilsworth (Policy JP Allocation 1.1)

The Heywood / Pilsworth allocation is the larger, employment focused area within the Northern Gateway. It is located southeast of Heywood and is bordered by the M66 and M62 motorways. The site benefits from being close to existing regionally renowned employment sites at Heywood Distribution Park and Pilsworth.

The plan is to create a major hub for advanced manufacturing, logistics, and industry, generating up to 20,000 jobs. This will be achieved through the development of around 1.2m sqm of high-quality industrial and warehousing space, including an Advanced Manufacturing Park set within an attractive business park setting.

The site will also accommodate new residential communities, delivering around 1,200 homes.

This includes 1,000 homes and a new primary school in the eastern part of the site and 200 homes in the west. These neighbourhoods will be supported by ancillary services and facilities, such as a new local centre, leisure and conference facilities.



It is important that the site includes sufficient new and improved sustainable transport and highways infrastructure to ensure effective integration with surrounding communities, including active travel links and connections to local services, employment opportunities and new development at Simister/Bowlee.

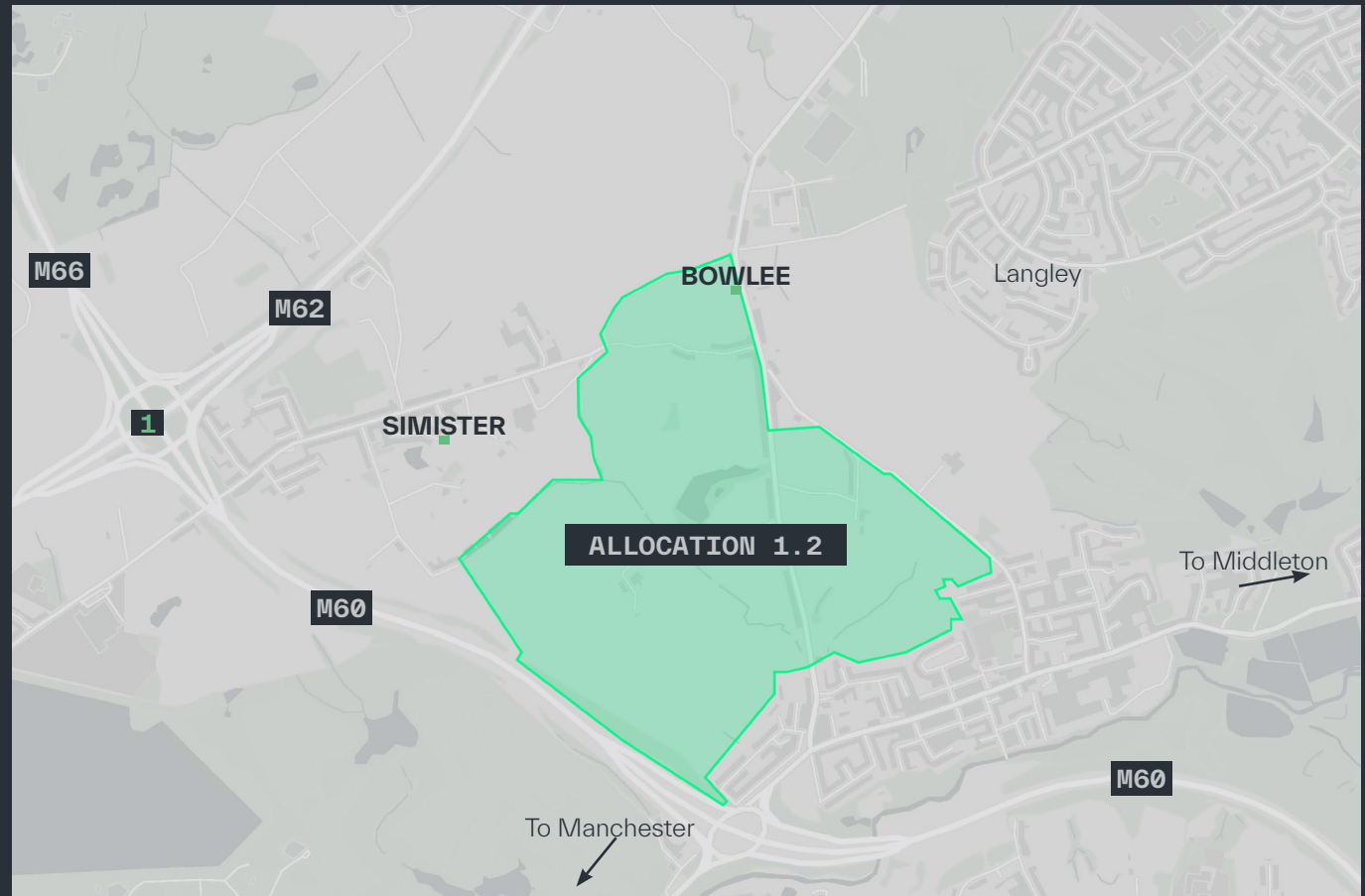
KEY

- 1 PILSWORTH INDUSTRIAL ESTATE
- 2 HEYWOOD DISTRIBUTION PARK
- 3 BIRCH INDUSTRIAL PARK
- 4 SIMISTER ISLAND
(M60 M62 M66 JUNCTION)

Simister and Bowlee (Policy JP Allocation 1.2)

The Simister and Bowlee allocation is major residential-led development. It is located to the south of the Heywood / Pilsworth site across the M62, between the settlements of Simister and Bowlee.

The site is expected to deliver around 1,550 homes, a new local centre with community facilities and primary school. The delivery of this urban extension will require significant investment in infrastructure, particularly a wide range of public transport improvements to promote sustainable travel and improve linkages to new employment opportunities at Heywood / Pilsworth.



KEY

- 1** SIMISTER ISLAND
(M60 M62 M66 JUNCTION)

Existing Travel Patterns

The Northern Gateway area has strong ties to its surrounding urban centres in Rochdale, Bury, and the Regional Centre, and local centres in Heywood, Radcliffe, Whitefield, Prestwich and Middleton. The area's existing transport network reflects the highly unsustainable nature of the site.

Existing mode shares



4%



88%

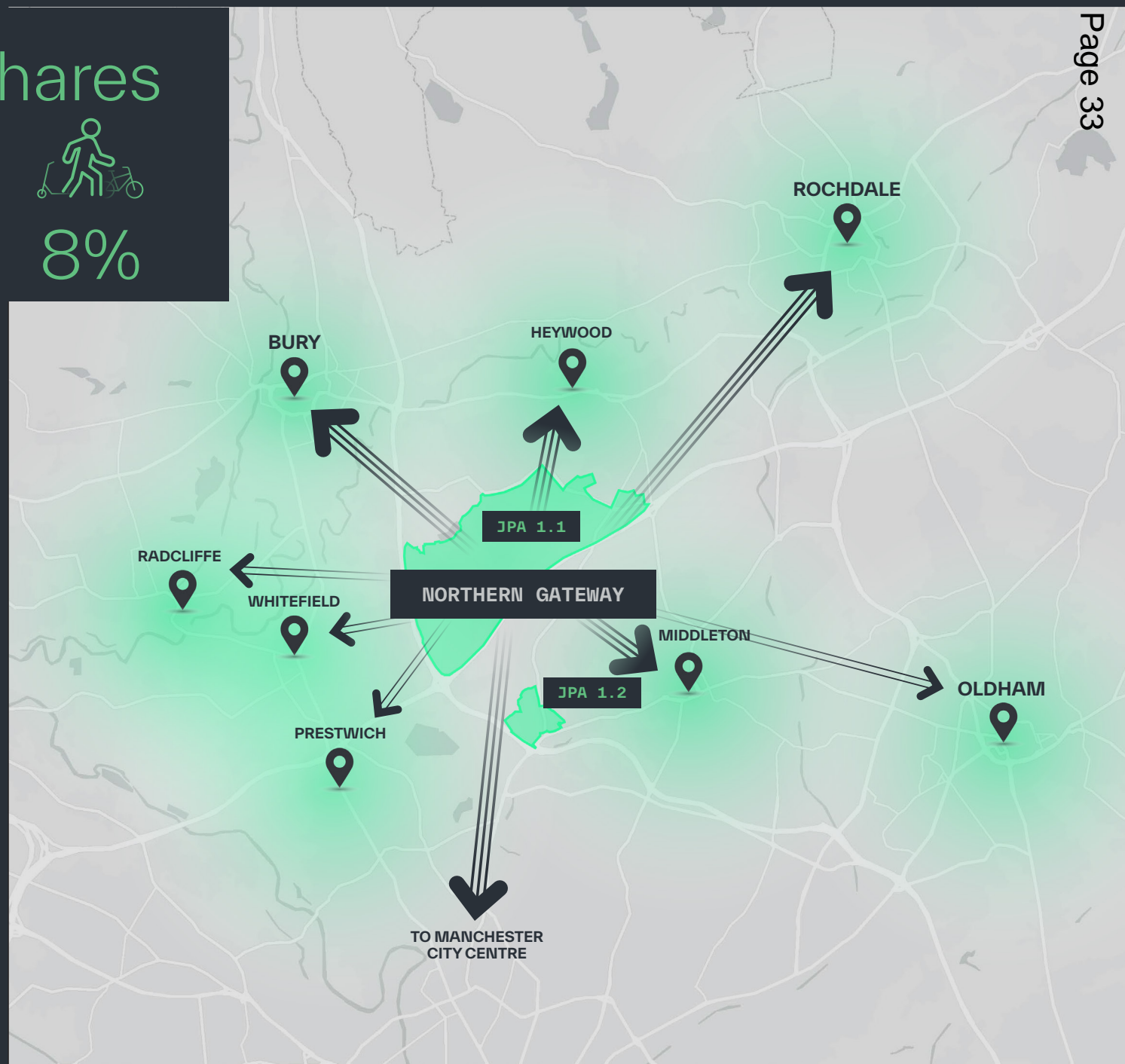


8%

Due to the Northern Gateway being located in close proximity to the Strategic Road network, the area experiences car-dominated travel patterns. At present, the largely undeveloped nature of the site means it is not well-served by public transport. Although neighbouring centres are relatively well served by bus, these services do not route through Northern Gateway directly.

Active travel is also currently challenging around the Northern Gateway development site, due to the area's rural nature and a combination of physical barriers, including a lack of safe infrastructure, challenging topography in parts and severance caused by major roads, rivers and railways.

These travel patterns cannot continue as the site is developed. Significant improvements in public transport and active travel provision will be needed to meet the Places for Everyone objective to boost the competitiveness of the northern districts, ensuring safe access to the site from local communities by a range of transport modes. A vision-led transport strategy is also required to complement wider local, regional and national priorities and to unlock the site in a sustainable and viable way.



The Transport Challenges and Opportunities

Realising the full potential of the Northern Gateway is dependent on a Transport Framework that is responsive to the site's unique challenges and opportunities.

Challenges

- Challenge of promoting sustainable travel in a location dominated by the Strategic Road Network.
- Lack of existing public transport to the site represents a significant barrier to access.
- Poor connectivity to nearby communities due to the absence of safe and dedicated active travel infrastructure.
- Physical barriers like the motorways sever the site from its surroundings, creating isolation, reducing perceived safety and promoting car use for short trips.
- Need to anticipate future travel patterns by considering wider trends like population change, new technology, flexible working and evolving policy.
- Large scale of the site necessitates a carefully planned and phased delivery of transport infrastructure over time.
- Navigating the diverse interests and competing requirements of numerous stakeholders to deliver effective transport solutions.
- Ensuring the affordability and deliverability of upgrades needed to connect the site to the Strategic Road Network.

Opportunities

- Chance to embed and nurture sustainable travel behaviours from the outset to help achieve The Right Mix transport ambition.
- Potential to deliver sustainable transport links that improve access to jobs for local communities.
- Site's proximity to the Strategic Road Network offers logistical advantages for the movement of both people and goods.
- Proposed scale of the development will create sufficient demand to support significantly improved public transport for the site and surrounding area.
- Designation of the Atom Valley Mayoral Development Zone offers a mechanism to drive change and unlock funding for transport enhancements.
- Opportunity to align the delivery of transport upgrades with the phased build out of the development.

Sustainable Journeys for Growth

Our sustainable vision for transport acceptable for planning seeks to increase the mode share of sustainable modes (walking, wheeling and cycling, and public transport) to 30% alongside full build out of the Northern Gateway sites.

A stretched vision has also been considered to achieve 40% sustainable mode share alongside our full GM Local Transport Plan ambitions and longer-term transport interventions and potential for a greater proportion of advanced manufacturing on the site (up to 30%).



Without Intervention

Highly unsustainable, car dominated development with low levels of walking, wheeling and cycling, and public transport to the site.

Short term (0-5 years)

Early phase development will prioritise walking, wheeling and cycling, local public transport connections to nearby communities and highway access to the site. This will be delivered alongside the initial build out of JPA1.1 and JPA1.2 and will cover the first five years from construction to initial site opening.

Medium Term (5 - 20 Years)

Investment covering a range of walking, wheeling, cycling and public transport enhancements connecting with local centres, and highway improvements to the local and strategic highway network. This planned period covers from initial site opening to full build out of JPA1.1 and JPA1.2.

Long term (20+ years)

Our long term vision of Northern Gateway includes delivery of high-quality walking, wheeling and cycling connections, major enhancement to public transport and improved strategic highway connections across Atom Valley.

Our Vision for a Connected Northern Gateway

Overall mode share targets* by full development build out...



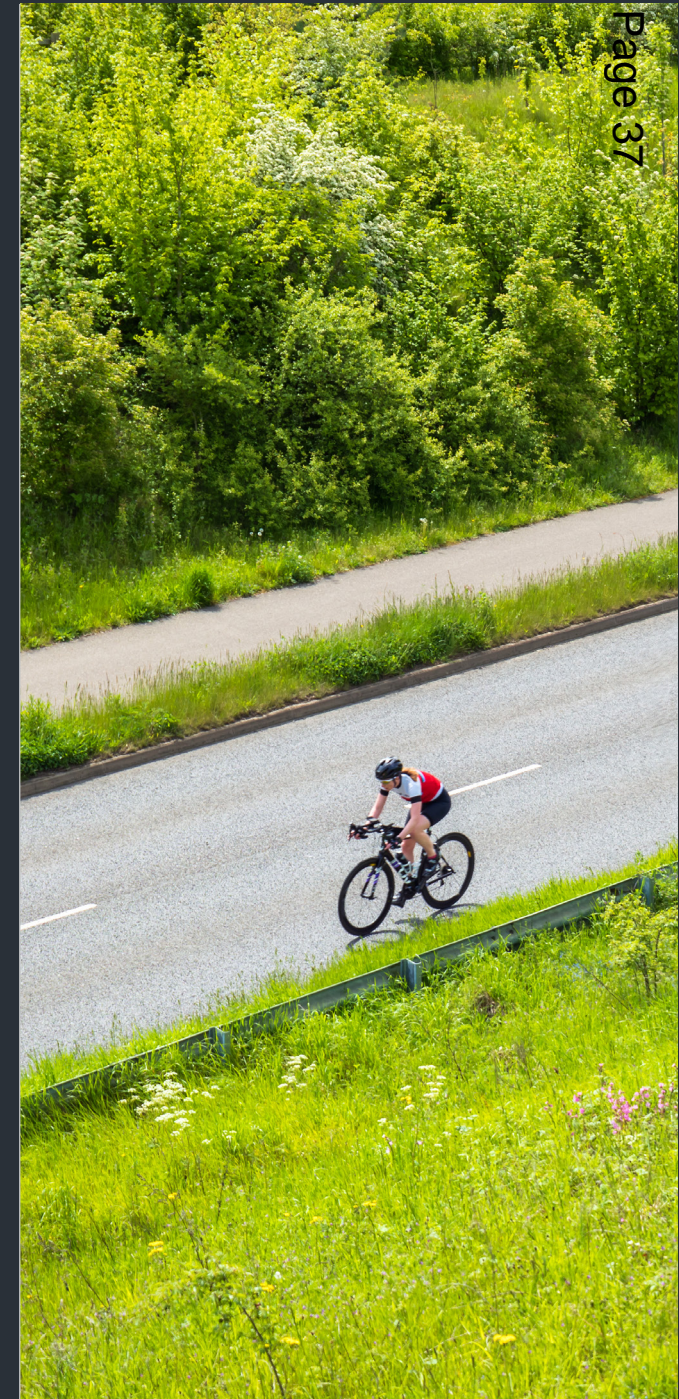
Access to, from, and within the Northern Gateway will be enabled by a **package of sustainable transport measures**, linking communities across Bury, Rochdale and the Regional Centre

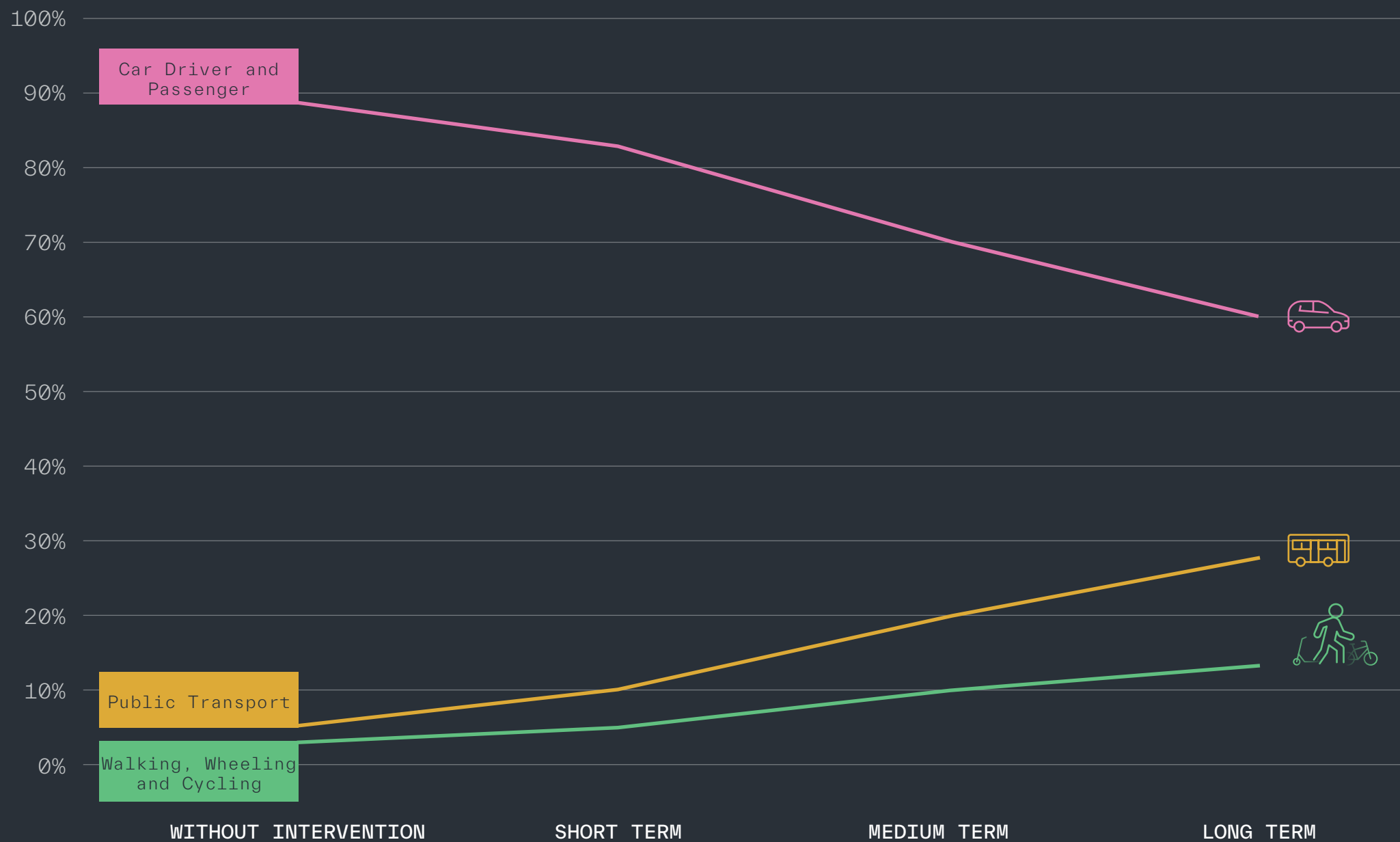
*With associated increases in public transport and active travel for non-work trips at JPA 1.2

We have developed an ambitious transport vision for the Northern Gateway which places sustainable transport at the forefront. The Vision describes the transport connectivity needed to enable transformational growth at the development, whilst supporting the efficient and effective movement of people and goods and protecting our environment.

All transport interventions for the site will need to fully support this vision.

- Direct, frequent and reliable local public transport connections to local communities in Rochdale, Bury and Northeast Manchester, supported by express transit connections to Manchester City Centre and universities, enhancing regional accessibility and opportunity.
- All communities within a 5km catchment of the site to have access to safe, high-quality walking, wheeling and cycling routes to/ from Northern Gateway, creating an inclusive, connected active travel network that supports healthy, sustainable journeys for all.
- Targeted highway improvements that enhance access, mitigate capacity and safety impacts, and prioritise people and sustainable travel by embedding 'Streets for All' principles and well-designed access and parking strategies.
- Overall support for sustainable travel across the Atom Valley area and GM's ambition for zero net increase in car traffic by 2040, enabling transformational growth.





Connecting by
Public Transport

Direct, frequent and reliable local public transport connections to nearby centres in Rochdale, Bury and Northeast Manchester, supported by express transit connections to Manchester City Centre and universities, enhancing regional accessibility and opportunity.

Short Term
(0-5 years)

To ensure exemplar sustainable access to JPA1.1:

- A sustainable transport spine will be provided via Moss Hall Road/ Whittle Lane
- Whittle Lane will be restricted to public transport and active travel to support the sustainable transport spine

Street design across the site will follow Greater Manchester's Streets for All and LTN 1/20 guidance. High quality bus stops through the site and designed in accordance with Greater Manchester's Streets for All Bus Stop Design Guidance. Bus services will be provided for employment trips to and from JPA1.1, as part of the initial site build out. By opening year, it is expected that public transport would serve the five key areas of:

- Bury
- Heywood
- Rochdale
- Middleton
- Manchester

Medium Term
(5-20 years)

Once Northern Gateway developments have been completed, public transport modal share is targeted to be 20%. As JPA1.1 reaches the latter stages of development, a new connection for the west of the site via Castle Road is proposed to enable direct bus access to JPA1.1 from Radcliffe, Whitefield, Prestwich and Bury.

A new travel hub will offer a high quality public transport waiting experience (covered, seating, high quality information) with the potential to include other features including cycle parking, bike share, car clubs and food and drink facilities.

Upon completion of the JPA1.2, public transport connections will need to be provided for residents. This means connections to local centres, such as Middleton and Prestwich, increasing public transport mode share by an additional 2-3%.

Increased build out of both JPA1.1 and 1.2 will enable additional connections to:

- Radcliffe
- Whitefield
- Prestwich (JPA 1.1 and JPA 1.2)
- Oldham

Streets for All improvements will be implemented along the A576 and the M60 Junction 19, which causes severe severance in this location.

Long Term
(20+ years)

In the longer term, our more ambitious stretched vision considers all the wider impacts and schemes aligned to the GM Local Transport Plan and greater job and housing density in and around Northern Gateway. These improvements would support the delivery of the Right Mix target for Northern Gateway, which aims for a mode share of 60% car and 40% sustainable modes (public transport and active travel).

Delivering this vision will require significant transport investment and the implementation of strategic schemes from the Local Transport Plan Delivery Plan, including long-term rapid transit connections.

Long term strategic schemes may include:

- Metrolink extension to Middleton
- Tram-train spur into Northern Gateway
- Metrolink extension from Middleton into Northern Gateway

Prioritising Walking, Wheeling & Cycling



All communities within a 5km catchment of the site to have access to safe, high-quality walking, wheeling and cycling routes to/from Northern Gateway, creating an inclusive, connected active travel network that supports healthy, sustainable journeys for all.

Short Term (0-5 years)



To ensure exemplar sustainable access to JPA1.1:

- A sustainable transport spine will be provided via Moss Hall Road/ Whittle Lane
- Whittle Lane will be restricted to public transport and active travel

Existing Public Right of Way into Northern Gateway will be improved. Street design will follow Greater Manchester's Streets for All and LTN 1/20 guidance to support inclusive and sustainable access.

Initial walking, wheeling and cycling routes will focus on facilitating journeys to and from the employment site at JPA1.1, providing connections to:

- Bury (including via the Western Access Scheme)
- Heywood (including future-proofing for active travel connections to tram-train)
- Rochdale
- Middleton

Delivering high-quality, direct and safe active travel routes from these areas to support sustainable commuting will therefore be key.

High quality, safe and convenient cycle parking, designed in accordance with LTN 1/20 will be provided for every building on the site.

Medium Term (5-20 years)



As the JPA1.1 is developed, a high-quality east-west cycle route should be provided linking with homes and longer distance routes across Atom Valley. These routes would be complimented by an electric bike hub at Northern Gateway which could be implemented alongside the travel hub.

JPA1.2 is expected to contribute to further increases in walking, wheeling and cycling for a range of trip purposes including education and leisure trips to nearby green spaces such as Heaton Park. The inclusion of community facilities and a primary school is expected to increase short-distance sustainable journeys. Streets around community facilities and primary school should be designed to maximise active travel journeys, adopting applicable Streets for All and school streets design principles.

In the medium term, additional sustainable connections would be likely to serve:

- Prestwich
- Whitefield
- Key rapid transit stops
- Key secondary schools (JPA 1.2)
- Middleton (JPA 1.2)

In addition, Streets for All improvements will be implemented along the A576 and the M60 Junction 19, which causes severe severance in this location.

Long Term (20+ years)



The stretched vision for walking, wheeling and cycling considers full integration with the wider Bee Active Network, delivering a comprehensive and strategic cycling network across Atom Valley. This would enable high-quality active travel connections across the northeast of Greater Manchester, connecting all key communities in the area.

The network would serve all locations outlined in the vision:

- | | |
|-------------|--------------|
| ■ Bury | ■ Whitefield |
| ■ Rochdale | ■ Radcliffe |
| ■ Heywood | ■ Manchester |
| ■ Middleton | ■ Oldham |
| ■ Prestwich | |

In addition, a network of electric bicycles across Atom Valley, including Northern Gateway, Stakehill, Kingsway and key transport interchanges would further enhance sustainable travel options and last-mile connectivity.

Supporting Highway Improvements



Targeted highway improvements that enhance access, mitigate capacity and safety impacts, and prioritise people and sustainable travel by embedding 'Streets for All' principles and well-designed access and parking strategies.

Short Term (0-5 years)



In the short term, two primary highway access points have been identified to support the delivery of JPA1.1:

- Pilsworth Road/Moss Hall Road Junction (south) - serving initial phases of the employment development
- Castle Road - restricted to residential and sustainable journeys, linking to the wider employment development.

Whittle Lane will be restricted to sustainable transport. Street design will follow Greater Manchester's Streets for All guidance as well as LTN 1/20 principles.

The Western Access Scheme will deliver required capacity improvements to the Pilsworth Road/Moss Hall Road Junction (north) and M66 junction 3 as well as a cycle route along Pilsworth Road.

Car parking will be planned in accordance with the vision-led strategy to avoid overprovision of spaces and make best use of available land. Measures to encourage car sharing to be implemented on site. Highway improvements will aim to prioritise active travel and public transport where possible.

Medium Term (5-20 years)



At full build-out, our vision is to reduce car use to 70%, requiring a significant reduction in the current mode share.

To provide adequate highway capacity and facilitate safe sustainable trips, an additional link for general traffic through the South Heywood Masterplan area onto Queen Elizabeth II Way may be required.

Further highway improvements will only be implemented to address significant development impacts (in accordance with NPPF) and in all cases should prioritise safety and permeability for public transport and active travel.

Highway improvements may be required at:

- A6045
- M60 J19
- M62 J19 (potential interim and/or larger scale scheme)
- M66 J2
- Larger scale scheme at M66 J3

Car parking will continue to be managed through a vision-led approach. Should a reconfiguration of the Birch Service Area be required to support any element of the site, overall car parking levels, usage and access will need to be considered in alignment with prevailing policy.

Long Term (20+ years)








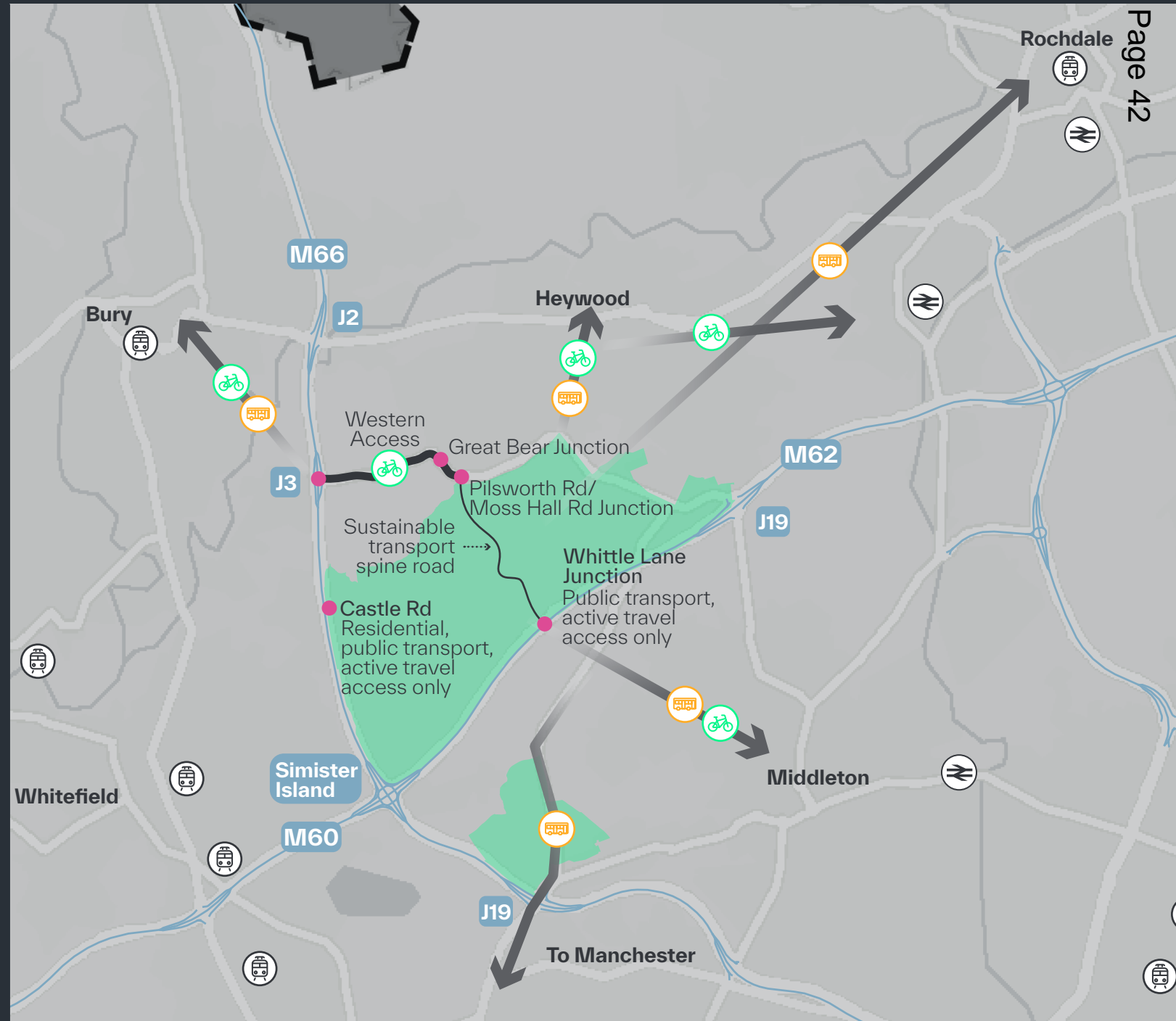
The stretched highway vision targets a 60% mode share for car driver and passenger journeys, driven by major improvements to public transport and active travel as part of the Local Transport Plan. Beyond site build out over 20 years, in accordance with Local Transport Plan aims and objectives, no new highway infrastructure is anticipated to be required beyond the potential medium term highway measures.

Delivering the Vision

Short Term

KEY








-  WALKING, WHEELING & CYCLING INTERVENTIONS
-  HIGHWAYS INTERVENTIONS
-  PUBLIC TRANSPORT INTERVENTIONS
-  BUS SERVICE
-  TRAM STOP
-  RAILWAY STATION

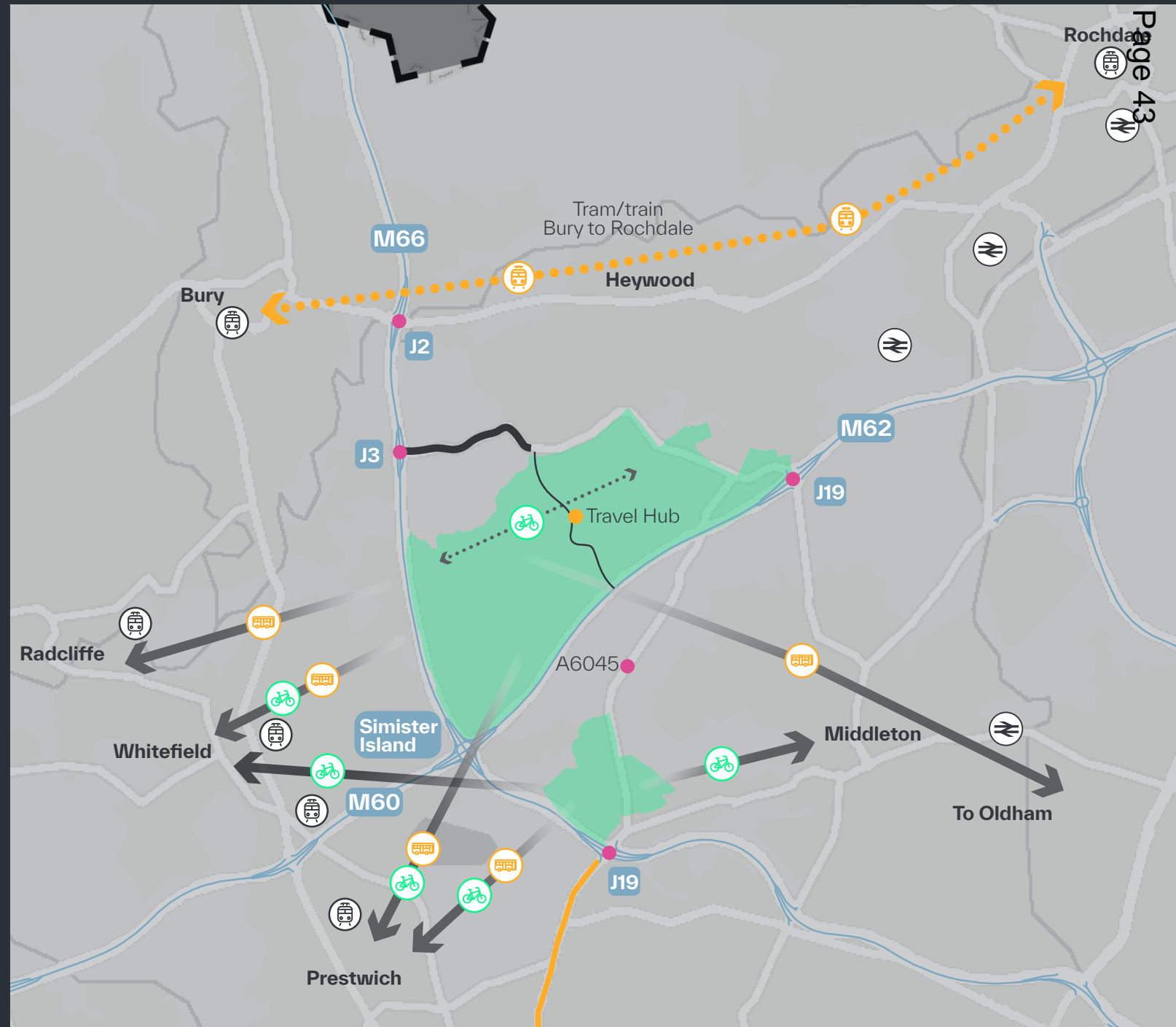


Delivering the Vision

Medium Term

KEY








-  WALKING, WHEELING & CYCLING INTERVENTIONS
-  HIGHWAYS INTERVENTIONS
-  PUBLIC TRANSPORT INTERVENTIONS
-  BUS SERVICE
-  TRAM-TRAIN SERVICE
-  TRAM STOP
-  RAILWAY STATION

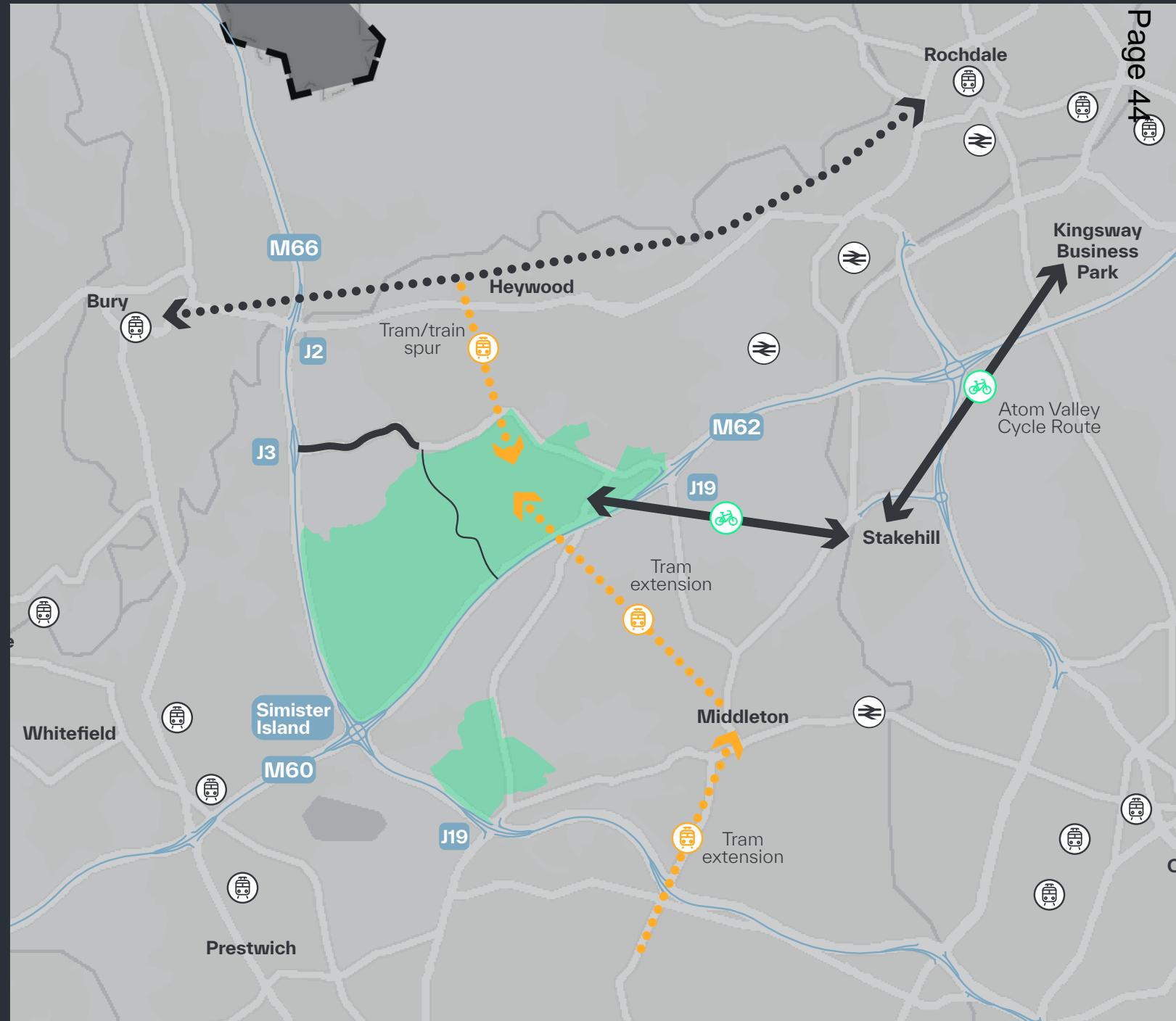


Delivering the Vision

Long Term

KEY

-  WALKING, WHEELING & CYCLING INTERVENTIONS
-  HIGHWAYS INTERVENTIONS
-  PUBLIC TRANSPORT INTERVENTIONS
-  BUS SERVICE
-  TRAM-TRAIN SERVICE
-  TRAM STOP
-  RAILWAY STATION



Category	Intervention	Timescales		
		Short	Medium	Long
Public Transport	Bus connections to key local centres (Bury, Heywood, Rochdale, Middleton, Manchester)	●		
	Transport Hub	●		
	High quality bus infrastructure on routes through site including bus and active travel only link on Whittle Lane	●		
	Additional bus connections to Radcliffe, Whitefield, Prestwich and Oldham		●	
	Tram-Train from Bury-Heywood-Rochdale		●	
	Metrolink extension to Middleton			●
	Quality Bus Transit scheme extension into Northern Gateway		●	
	Rapid Transit from Manchester to Northern Gateway			●
Walking, wheeling and cycling	High quality walking, wheeling and cycling infrastructure on routes through the site, north-south via Spine Road	●		
	High quality walking, wheeling and cycling infrastructure on routes through the site, east-west via South Heywood		●	
	Walking, wheeling and cycling routes towards Bury, Heywood, Rochdale, Middleton	●		
	Additional walking, wheeling and cycling connections to Prestwich, Whitefield and Key rapid transit stops		●	
	Full integration with Bee Active Network including connections across wider Atom Valley			●
	Electric bike hub at Northern Gateway		●	
	Network of electric bicycles across Atom Valley			●
Highways	Two primary highway access points at Pilsworth Road / Moss Hall Road Junction and Castle Road	●		
	Car Parking Strategy to manage parking and encourage sustainable journeys.	●		
	Western Access (with cycle and bus friendly design principles) including initial M66 J3 upgrade	●		
	Potential M66 J2 / J3		●	
	M62 J19 upgrade		●	
	M60 J19 upgrade		●	
	Multi-modal solution for A6045/A576		●	

Making it Happen

We can't deliver this vision on our own. We will need to work closely with a range of public and private sector partners to achieve our ambitions for transport. Funding for transport improvements is likely come from a combination of developer contributions and public sector funding linked to the site viability assessment and, in the case of public sector funded schemes, a valid business case.

Given the scale of the site, full delivery is expected to take place over a 20-year period. Development is expected to come forward in a phased approach alongside necessary transport infrastructure provision. A flexible approach is needed to be responsive to opportunities, as the phasing and density of development may change over time depending on the needs of future occupiers. Determining the scale of the mitigation required, and bringing the most effective transport interventions forward at the right time will be crucial for the sustainability of the site from the outset. An evolving phasing strategy for interventions as more detail on the development proposals becomes available will be presented in the Transport Framework Technical Appendix, which is a live document.



What's Next?

The Northern Gateway represents an opportunity for the whole city-region to bring forward development at a scale which can drive the transformational change we want to see across the conurbation. This Northern Gateway Transport Framework provides a clear and ambitious vision for supporting this in a sustainable way, which will benefit residents and businesses.

The successful realisation of this vision now depends on a focussed effort to refine the programme and delivery arrangements.

Key priorities are:

- Further develop the phasing strategy for schemes aligned with development timescales
- Further develop schemes and commitments to funding across the public and private sectors
- Monitor evolving needs as sites and projects come forward
- Refine the Transport Programme
- Engage with Delivery Partners
- Establishing Delivery Arrangements



Northern Gateway Social Value Strategy

V1.6
9/26/25

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1.0 Introduction

Social Value should consider the economic improvements a contractor could make to an area, and also the social and environmental impacts. This could be defined as:

The purpose of social value is to consider the wider social, economic, and environmental impact that awarding a contract to a specific supplier will have – in other words, The benefits the contractor can bring to a community or a place, by looking at their approach to delivering the supplies, services and works set out in the contract specification.

Local authorities and other public bodies are legally obligated to consider the social good in contracts, subject to public procurement legislation. Social Value is about maximising this ‘good’ and can be described as:

The currency for conducting responsible, sustainable business. In simple terms, it is the value an organisation contributes to society beyond business as usual.

Currency is not necessarily financial. This value could be economic, community focused or environmental. It is important that social value is considered for the whole life cycle of any project, including projects associated with the development of Northern Gateway.

The Northern Gateway allocation has the potential to be genuinely transformational and to be a key driver in rebalancing the Greater Manchester economy by boosting the competitiveness of the northern districts. Social value has a crucial role to play in this, and has the potential to bring substantial, long-lasting benefits to businesses and communities within Bury and Rochdale due to its scale and longevity.

2.0 Purpose and Role

In recognition of the cross-boundary nature of the programme, the purpose of the Northern Gateway Social Value Strategy (NGSVS) is to set out the strategic approach to social value and align the social value priorities of Bury Council, Rochdale Council, GMCA and TfGM, the organisations leading the development of Northern Gateway from within the ‘GMfamily’. This Strategy seeks to maximise the social value potential which could be realised from the scale and longevity of the development of Northern Gateway and ensure tangible and quantifiable outcomes for the communities and businesses of Bury and Rochdale.

The four organisations whose social value priorities have been considered in the SGSVS are:

- Bury Council
- Rochdale Council
- Greater Manchester Combined Authority (GMCA)
- Transport for Greater Manchester (TfGM)

Appendix A outlines the links to the relevant strategies for each of these organisations.

Whilst each commissioning organisation will need to work within the bounds of their own organisational Social Value Strategies and Corporate Priorities, consideration must be given to

the cross-boundary nature of the scheme. Northern Gateway provides opportunity for residents from the Bury and Rochdale to directly benefit from the development and delivery of the site and social value objectives and targets should be tailored as such.

The NGSVS identifies key themes (see Section 6) which cut across organisational social value priorities. These key themes should be used as a basis for the delivery of social value at Northern Gateway.

A complimentary Social Value Delivery Plan has also been developed, which includes social value objectives to be delivered by contractors, in line with the four themes identified in this NGSVS. At the commissioning stage, each project should use this Delivery Plan to inform activities and targets to be implemented during the delivery of that specific project. The Social Value Strategy and Delivery Plan will be reviewed as a minimum on an annual basis by the Social Value Delivery Group.

At the commissioning stage the Social Value Delivery Group should also be engaged. The Delivery Group will include representatives from across the GM family and will meet on an ad hoc basis to coordinate social value activities. The social value commitments required within any procurement framework being utilised should also be considered.

Whilst Social Value is sometimes described as an element of the transactional procurement process this isn't the case. It is everyone's responsibility to ensure it is implemented in a meaningful way, and an area where we all have a part to play.

True benefits will only be achieved from Social Value if it forms an integrated part of our overall approach to business engagement, community development and inclusive growth. This includes three broad areas of work:

Business engagement	<p>Business commitment to social outcomes – working with business development teams from Bury and Rochdale Councils to promote our wider business relationships. This activity should be led through the Northern Gateway Social Value Delivery Group.</p> <p>Developing relationships which benefit the Bury and Rochdale economies and residents, including quality employment standards and a shared commitment to the environment. This could be achieved by encouraging business to work towards the GM good employment charter.</p>
Social Value in Procurement	<p>Using the legislative framework and Northern Gateway Procurement Strategy, build on our relationships with business and the VCSE to maximise the social value added of procurement activity Bury and Rochdale council priorities and ensure we turn commitments into tangible outcomes for our people.</p>

Supporting the local economy and supply chain

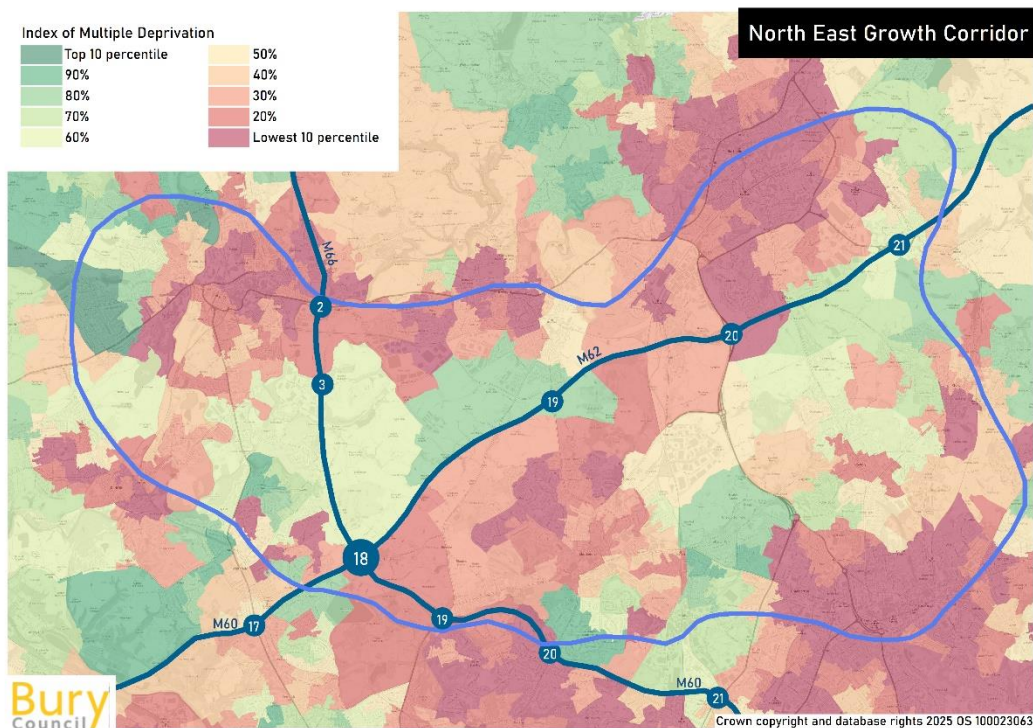
Supporting local economic development, will help to create more jobs for local people which redirects spending back into the local economy. Using local supply chains will also help to achieve environmental objectives.

3.0 Scope

The Northern Gateway site comprises two allocations within the adopted Places for Everyone Plan:

- JPA1.1 (Heywood/Pilsworth) is a nationally significant proposal for employment development. This allocation within the Northern Gateway is recognised as one of two Investment Zones in Greater Manchester. The site occupies a strategic location adjacent to the M60, M62 and M66 and market analysis considers that this, together with the scale of the opportunity, will attract high quality businesses and employment opportunities.
- JPA1.2 (Simister / Bowlee) will see the delivery of new housing that is well integrated with, and brings positive benefits to, the surrounding communities. The site is located between the settlements of Prestwich and Middleton and borders onto the M60.

The figure below shows the distribution of deprivation across the Northern Gateway Site, and highlights that some of the most deprived areas within Greater Manchester fall within the Northern Gateway boundary:



To ensure social value is added for the benefit of these communities, any Northern Gateway commission must consider delivery of Social Value within the districts of Bury and Rochdale (see Appendix B), and not just the boundary of the commissioning authority.

5.0 Project Delivery

The delivery and measurement of social value outputs is the responsibility of the commissioning authority, in line with the Northern Gateway Procurement Strategy, Northern Gateway Social Value Delivery Plan and in accordance with statutory and corporate procurement rules and regulations.

When developing project briefs for procurement purposes, the lead organisation should liaise with the Social Value Delivery Group to understand what current social value initiatives are in place through other Northern Gateway projects in order to build on cumulative impact or focus on areas of social value which need further development.

6.0 Key Social Value Themes

Evaluation and cross-referencing of the corporate priorities and social value goals of the four organisations within the Northern Gateway GM Family has taken place (see Appendix C) and has identified four key cross-cutting themes, which social value priorities and principles should be focussed on:

- Environment
- Employment
- Community
- Economy

7.0 Suggested Activities

It is intended that any project level social value outputs are aligned with and informed by Bury and Rochdale Social Value Strategies. This will help to ensure that outputs will help to tackle identified issues within the two districts, and further social value outputs that are already being delivered across Bury and Rochdale. The Social Value Delivery Group will support with implementation of this.

8.0 Targets and Measurement

The Northern Gateway Social Value Delivery Plan sets out the objectives for each of the themes detailed above and provides a Local Needs Analysis to demonstrate the need for social value. The Delivery Plan also outlines the role of the Social Value Delivery Group to support the development and implementation of social value action plans from contractors.

Monitoring is important to allow evidence of social value outputs to be measured and shared with the wider project team. It will be expected that contractors will regularly monitor their social value outputs and produce social value reports.

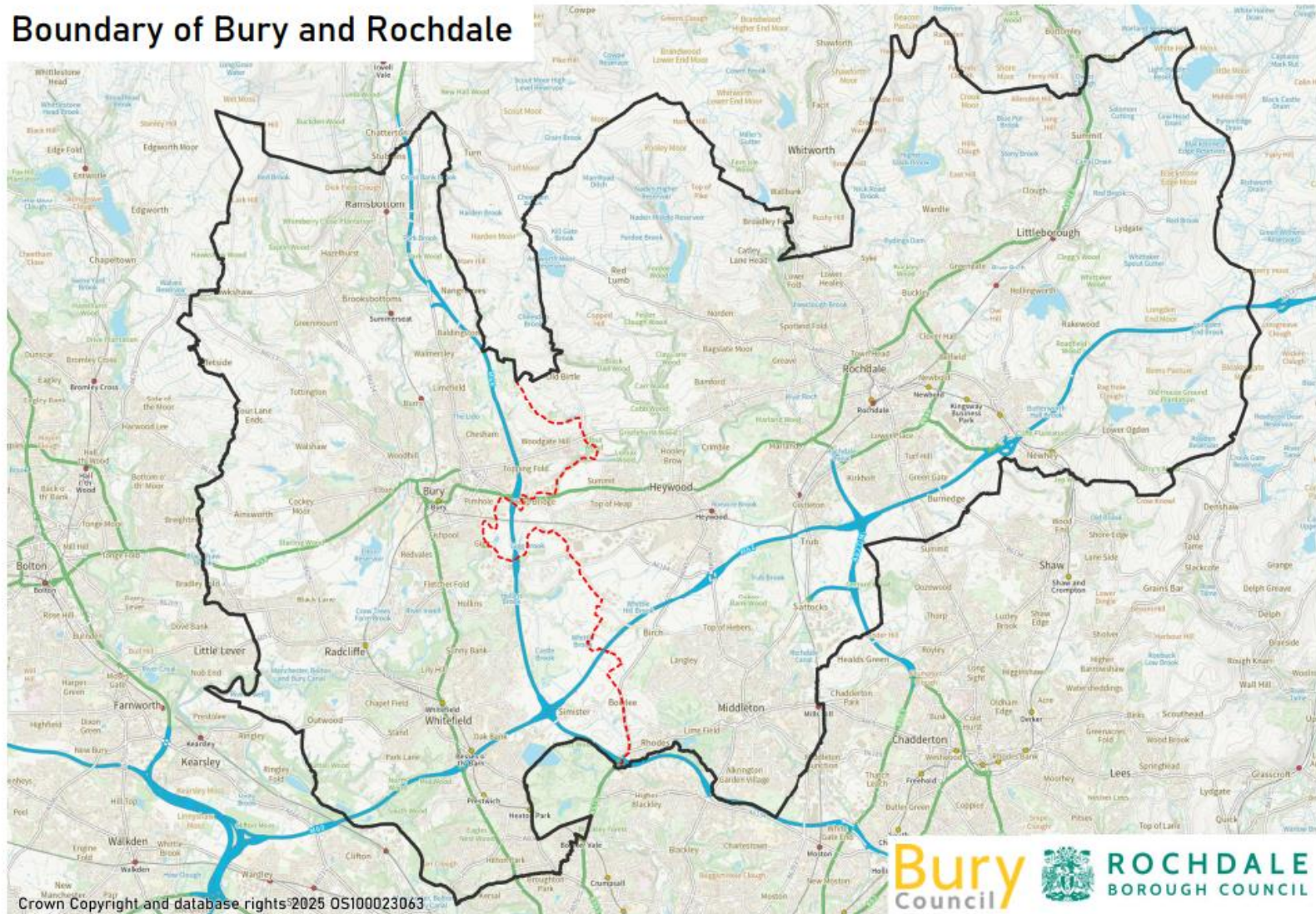
Targets and measurements are outlined in the Northern Gateway Social Value Delivery Plan.

Appendix A: Social Value Strategies and Corporate Policies:

- Bury Let's Do It! Strategy: [Let's Do It! strategy - Bury Council](#)
- Rochdale Borough Council People, Place and Planet Council Plan 2028 : [Council plan documents | Rochdale Borough Council](#)
- GMCA Greater Manchester Strategy: [Greater Manchester Strategy 2025–35](#)
- TfGM Greater Manchester Transport Strategy 2040: [\[Insert title of report\]](#)
- TfGM Local Transport Plan

Appendix B: Map of Bury and Rochdale

Boundary of Bury and Rochdale



Appendix C: Evaluation Outputs - Key Social Value Themes

Bury Corporate Priorities: <u>Let's Do It! strategy - Bury Council</u>	
Local neighbourhoods	Integrated public service teams in neighbourhoods
	Carbon neutral (eco-housing, public sector emissions, recycling and clean air, blue and green infrastructure)
Enterprise to drive economic growth and inclusion	Economic strategy including COVID recovery
	Spatial plan: Local and places for everyone
	All-age skills strategy, early years; school improvements; further and higher education
	Regeneration plans for Radcliffe, Bury Town Centre, Ramsbottom, Whitefield and Prestwich
Delivering Together	Community Voice
	A cultural legacy- strengthening cultural economy, furthering inclusion, and community engagement
	Joined up health and social care
	Digital and transport connectivity
A strength-based approach	Community wealth building
	Community capacity: The plans the Council and public sector partners have to improve infrastructure and enable growth
	Population Health- Bury Public services to join the Northern Care Alliance Community of Practice
	Inclusion

Rochdale Corporate Priorities: <u>People, Place and Planet Council Plan 2028</u>	
Everyone is succeeding and living well	Offer support that will help people to access the basics
	Deliver integrated all age health services
	Strengthen support for those with social care needs to live independently
	Improve early years education and standards
	Support people to gain the skills needed to obtain higher value jobs and wages
	Strengthen our approach to protecting people from harm

A thriving, fairer and sustainable economy	Provide space and support for high value business development
	Support people in gaining and maintain good employment
	Create more supply, quality and choice in the housing market
	Enhance transport systems
	Regenerate town centres to improve the heritage, culture and creative offer
Taking action on climate change	Responsible consumption and production
	Raise awareness with communities about climate change
	Support local renewable energy
	Help to reduce energy demand of homes, buildings and transport
	Implement nature-based solutions
Transforming council delivery	Strengthening waste and recycling management
	Implement data functions to improve decision making and project delivery
	Apply a consistent approach to optimising revenue and funding
	Utilise digital technology to deliver efficient services
	Apply 'good employment' practices to develop the workforce
	Implement public service reform practices to deliver integrated services
	Strengthen partnerships and comms to build the Rochdale brand

GMCA Corporate Priorities: <u>Greater Manchester Strategy 2025–35</u>	
A Greener Greater Manchester: Responding to the Climate Emergency	A carbon neutral GM
	Capitalising on opportunities of moving on carbon neutrality
A Fairer Greater Manchester: Addressing inequalities and improving wellbeing for all	An equitable GM
	Respond to all evidenced inequalities, recognising the individual identities that experience disproportionate discrimination, alongside the role of place and poverty
A Prosperous Greater Manchester: Driving local and UK growth	A new economic vision
	Developing our frontier sectors:

Ten distinctive places: One unique GM	Health Innovation- support healthy aging, create opportunities for health institutes, lead health and care system transformation
	<ul style="list-style-type: none"> - Supported by Living Well at Home programme
	A global gateway: <ul style="list-style-type: none"> - Aviation policy to support Manchester Airport being carbon neutral by 2038 - Enable international partnerships
	The Foundational Economy
Ten distinctive places: One unique GM	6 Growth locations across GM
	Ensure all parts of GM have good access to safe, reliable, affordable transport infrastructure
	Housing and employment sites, which meet community needs

TfGM Corporate Priorities: <u>[Insert title of report]</u>	
<i>Note: LTP, which this assessment is based on, is due to go to public consultation in late 2025</i>	
Supporting sustainable economic growth	Providing more capacity and creating a flexible, integrated transport system to accommodate to thousands of new trips the system will see with increasing population
	Improve journey time reliability, reducing the costs associated with congestion
	Ensure networks are maintained to withstand adverse weather
Improving quality of life for all	Make walking, cycling and public transport a realistic alternative to driving
	Ensuring transport is not a barrier to work or moving to better jobs
	Ensuring good access education, healthcare and shopping
	Improving safety confidence and infrastructure of active travel provisions
	Reducing emissions and poor air quality, by ensuring that GM is compliant with legal limits of particulate matter
	Reducing deaths and serious injury on roads
	Take a holistic approach- to increasing physical activity, improving air quality, and reducing delays and congestion.

Protecting our environment	Taking action through the 5-year Environment Plan
	Reducing transport emissions
	Protecting natural and built environment from the impacts of transport
Developing an innovative city-region	TfGM Innovation Prospectus identified areas where investment in innovation can be made
	TfGM work in collaboration with public bodies, industry and research institutions
	Use technologies to work towards 2038 Carbon Neutral target and the 2040 strategy
	Creation of eHUBS to access shared electric, sustainable transport
	5G Smart junctions project

ABC- Climate Action

ABC- Physical Health

ABC- Built Environment

ABC- Economic Development

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Northern Gateway Social Value Delivery Plan

V1.0
9/26/25

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1.0 Introduction

The Northern Gateway Social Value Delivery Plan (NGSVDP) sits alongside the Northern Gateway Social Value Strategy (NGSVS). The Strategy provides detail on what social value is and how social value outputs will be aligned and delivered across the GM Family (Bury and Rochdale Councils, GMCA and TfGM). The Strategy identifies for key themes for the delivery of social value within Northern Gateway and outlines the importance of reflecting the cross-boundary nature of the Northern Gateway programme by ensuring that outputs are beneficial to communities and businesses across Bury and Rochdale.

The Delivery Plan outlines objectives in Appendix A, for each key theme identified within the Strategy. These objectives should be used to provide contractors with a guide for developing Social Value Action Plans, at a scale commensurate with that of each commission. The Delivery Plan also sets out how the Social Value Delivery Group will work to support implementation, progress and monitoring of social value outputs and ensure that contractors can be linked into relevant districts programmes. The objectives listed in Appendix A are suggested activities, and the Delivery Group should work with contractors to ensure that any Social Value Action Plan's best utilise contractors specialties for social value.

2.0 Themes

The Social Value Strategy identifies four key themes, which are integral to the delivery of social value across GM family organisations, which the Delivery Plan aims to champion through social value for Northern Gateway. The key themes, which are set out below, have been developed by evaluating and cross-referencing the Social Value Strategies and Corporate Priorities of Bury Council, Rochdale Council, GMCA and TfGM:

- Environment
- Employment
- Community
- Economy

The table below highlights specific objectives within each theme that Northern Gateway social value should target:

Environment	
	<ul style="list-style-type: none"> ○ Carbon reduction- net zero by 2038 ○ Promote environmental sustainability ○ Work with green organisations ○ Adaptation and resilience to climate change ○ Enhance biodiversity ○ Improved access to public transport and active travel
Employment	
	<ul style="list-style-type: none"> ○ Payment of real living wage ○ Principles of GM Good employment charter ○ Employment opportunities for all ages ○ Target support for underrepresented groups (e.g. women in STEM, disabled residents, care leavers) to access skilled employment

	<ul style="list-style-type: none"> ○ Encourage contractors and employers to offer apprenticeships, T Level placements, and graduate internships in skilled roles ○ Focus reduction of NEET through job creation ○ Partner with local colleges and training providers to co-design training and higher-level qualifications (3 and above) aligned with growth sectors (e.g. advanced manufacturing, green tech, digital, logistics) to fill skill gaps within organisations ○ Support in-work training and progression for existing employees to develop into higher skilled roles ○ Support the creation of high-growth, high-value roles through inward investment and business support programmes and initiatives ○ Integrate employment and health services (e.g. WorkWell, Live Well models).
Community	
	<ul style="list-style-type: none"> ○ Strong local communities ○ Availability of accessible, good quality green space ○ Tackling inequality ○ Local spend ○ Raise standards of living of local people ○ Promote involvement in the local community ○ Promote access to public transport and active travel infrastructure
Economy	
	<ul style="list-style-type: none"> ○ Link businesses within local supply chains with business support providers across GM to support sustainability and growth economic diversity ○ Promote green businesses and the green sector ○ Encourage innovation in key sectors (e.g. advanced manufacturing, green tech, digital) through links with key business support providers ○ Build relationships with institutions (e.g. councils, NHS, colleges) to align procurement with local economic goals

3.0 Local Needs Analysis

A Local Needs Analysis has been undertaken to understand the needs of the districts of Bury and Rochdale. The analysis includes quantitative and qualitative analysis of the Indices of Multiple Deprivation, and the Corporate Priorities of the GM Family organisations. This has identified the needs and opportunities of an area, and how social value activities can be targeted to support the area.

Activity	Outcome	TOMs
Indices of Multiple Deprivation (IMD)	<p>The Indices of Multiple Deprivation (2019) is an overall measurement of deprivation of the Lower layer Super Output Areas (LSOAs) in England. The deprivation level is based on seven indicators:</p> <ol style="list-style-type: none"> 1. Income Deprivation 2. Employment Deprivation 3. Education, Skills and Training Deprivation 4. Health Deprivation and Disability 5. Crime 6. Barriers to Housing and Services 7. Living Environment Deprivation 	

	<p>The below analysis uses the 'Rank of average score' for each indicator. This measurement identifies the average deprivation levels of a given area, accounting for all LSOAs within the area.</p> <p>The ranking looks at 316 Local Authority areas in England, with a score of 1 indicating that an area is the most deprived, and a ranking of 316 indicating that an area is the least deprived in a specific measure.</p> <p>Overall IMD rank: Bury: 95 Rochdale: 15</p> <p>Income Deprivation: Bury: 83 Rochdale: 15</p> <p>Employment Deprivation: Bury: 57 Rochdale: 16</p> <p>Education, Skills and Training Deprivation: Bury: 164 Rochdale: 43</p> <p>The IMD figures suggest that Bury and Rochdale are among some of the more deprived Local Authorities in England. This demonstrates the need for good quality job opportunities across the districts to improve employment and income prospects.</p> <p>Whilst the IMD data shows that on a national scale Bury and Rochdale are amongst the most deprived, it should be considered that each District will still have individual challenges that will require targeted intervention to address. For examples the IMD data suggests that Rochdale has significantly higher deprivation in Education, Skills and Training. Therefore, it may be necessary to target educational social value outputs in Rochdale. This targeted approach can be achieved by collaborating with local officers and VCFE organisations to ensure local needs are met.</p> <p>It also highlights the need to ensure that suitable education, skills and training offers are available to help people gain good quality employment. To ensure that Bury and Rochdale residents can access these offers it will be important to ensure that there is suitable public and active travel to the site.</p>	
Protected Characteristics	<p>As set out in the Equality Act 2010, there are 9 protected characteristics. It is against the law to discriminate against someone based on any of the below characteristics:</p> <ul style="list-style-type: none"> - Age - Disability 	

	<ul style="list-style-type: none"> - Gender reassignment - Marriage or civil partnerships - Pregnancy and maternity - Race - Religion or belief - Sex - Sexual Orientation <p>Bury Council and Rochdale Council have also identified additional protected characteristics:</p> <ul style="list-style-type: none"> - Carers - Care experienced children and care leavers - Service and ex-service personnel - Socio economically vulnerable (<i>Bury Only</i>) <p>This is often most applicable in the context of employment, education and service providers, where there is a legal responsibility to ensure they are complying with the Equality Act.</p> <p>These characteristics should also be considered in the context of social value. Any social value outputs associated with Northern Gateway should be inclusive to the 9 protected characteristics.</p>	
Key Themes	<p>A review of GM Family's corporate priorities was undertaken, which identified the four key themes of:</p> <ol style="list-style-type: none"> 1. Environment 2. Employment 3. Community 4. Economy <p>The following documents were considered:</p> <ol style="list-style-type: none"> 1. Bury Council's Let's Do It strategy. A 10-year plan to achieve the corporate goals and priorities of the borough. 2. Rochdale Council's People, Place and Planet Council Plan. A 5-year plan to identify Rochdale's ambitions and priorities, and best ways of working. 3. The Greater Manchester Strategy. A plan to outline how to make Manchester one of the best places to grow up, get on and grow old, based on seven key commitments. 4. Greater Manchester Transport Strategy. Outlines the approach to utilising devolved powers to deliver a new approach to transport infrastructure across Greater Manchester. 5. Greater Manchester Local Transport Plan. Sets out long-term objectives for transport. Sets the strategic direction for transport in GM and provides the foundation for policies to achieve the objectives. 6. Greater Manchester 5 Year Environment Plan. Outlines Greater Manchester's ambition to be Carbon Neutral by 2038. 	

	7. Bury All Age Work and Skills Strategy. A strategy to outline why it is important all residents have access to good quality employment, and how to achieve this.	
Existing Relationships	The Northern Gateway Social Value Delivery Group (see Item 6) will liaise with districts and the Northern Gateway PMO at the time of commissioning a piece of work to establish charities, business and organisations that should be engaged with. Utilising existing relationships with educational establishments, businesses and community groups will ensure that the cumulative impact of social value outputs can be maximised.	
National TOMs	The Northern Gateway Social Value Delivery Group will work with contractors and project managers to discuss the project, and which National TOMs would best align with the planned work. Any TOMs commitments required to meet procurement framework standards will also be developed with Delivery Group Members.	

7.0 Role of the Social Value Delivery Group

The purpose of the Social Value Delivery Group will be to provide strategic direction to social value workstreams. The group will oversee the development, implementation and monitoring of social value commitments and outputs, and escalate any issues or decisions to PMO as required. The Delivery Group will meet on an ad hoc basis to coordinate social value activities.

The role of the Social Value Delivery Group is to:

- Ensure the development of social value outputs aligns with the key themes identified from the GM Family's Corporate priorities as outlined in the Northern Gateway Social Value Strategy;
- Support the development of social value action plans from contractors at the point of commissioning;
- Ensure that contractors can link into existing workstreams within the districts, where their contributions will lead to a positive impact;
- Ensure that social value outputs are delivered as agreed to achieve the expected benefits and outcomes;
- Monitor the reporting of social value outputs; and
- Engage with district representatives to ensure that relevant VCSFE's can be engaged at the appropriate times.

Membership of the delivery group will likely change as different contractors progress different workstreams, however core membership will include:

- District Project Managers
- Representatives from Bury and Rochdale's Business and Investment teams
- Representatives from Bury and Rochdale's Procurement teams
- Representatives from the thematic groups from Bury and Rochdale Council's

5.0 Project Commitments

The project commitments will be agreed at the point of commission based on the four key theme. Commitments will be commensurate with the scale of the commission and linked to any relevant procurement framework requirements.

6.0 Reporting

The Social Value Delivery Group will work with the commissioning Project Manager, and where appropriate external Project Managers and consultants, to ensure that social value commitments align with the district's priority TOMs, and are reported to Northern Gateway PMO on an agreed frequency.

Monitoring is important to allow evidence of social value outputs to be measured and shared with the wider project team. It will be expected that contractors will regularly monitor their social value outputs and produce social value reports. The delivery group will also monitor social value reporting, through case studies, quantitative outputs and evidence of delivery.

Appendix A: Suggested Outputs:

Appendix A includes suggested social value outputs that would contribute to each identified theme.

Environment

Theme	Measurable Outcome
Carbon Reduction	Savings in CO2e emissions on contract achieved through decarbonisation (i.e. a reduction of the carbon intensity of processes and operations, specify how these are to be achieved) against a specific benchmark.
Green Infrastructure	m ² of green space created or enhanced
Biodiversity	No of nature-based projects delivered
Sustainable Transport	No of EV chargers, cycle racks, active travel routes installed, behaviour change programmes delivered
Waste Management	% of waste reused or recycled locally
Water Efficiency	No of water-saving installations
Community Climate Engagement	No of residents engaged in climate workshops or events
Green Jobs & Skills	No of green sector apprenticeships or training placements

Employment

Theme	Measurable Outcome
Real Living Wage	No. of employers paying the Real Living Wage Or % of employees paid the Real Living Wage
GM Good Employment Charter	Number of Employers introduced and actively engaging with the Charter Number of Employers achieved 'supporter' status of the GEC Number of Employers achieved 'member' status of the GEC
Employment & Skills	No. of FTEs hired from underrepresented groups (e.g. women in STEM, disabled, ethnic minority backgrounds)
Apprenticeships & Internships	No. of weeks of apprenticeships or T-Levels (Level 2,3, or 4) provided (completed or supported by the organisation) - delivered for specified groups (e.g. NEETs, under-represented gender and ethnic groups, disabled, homeless, rehabilitating young offenders) (NT10A)
Apprenticeships & Internships	No. of weeks of training opportunities (BTEC, City & Guilds, NVQ, HNC - Level 2,3, or 4+) on the contract that have either been completed during the year, or that will be supported by the organisation until completion in the following years - delivered for specified groups (e.g. NEETs, under-represented gender and ethnic groups, disabled, homeless, rehabilitating young offenders)
Employment	No. of full time equivalent direct local employees (FTE) hired or retained
Young Children/Care leavers	No. of full time equivalent 16-25 year old care leavers (FTE) hired
NEET Reduction	No. of FTE employees who are NEETs
NEET Reduction	No. of FTE employees who are NEETs supported into training

Theme	Measurable Outcome
Skills Alignment	No. of co-designed training programmes with educational providers aligned to growth sectors
Skills Support	No of businesses support in the x industry (e.g manufacturing /creative/foundational etc), including increased access to funded skills provision.
Academy	No of employers engaging with the business led Manufacturing Academy
In-Work Progression	No. of employees supported to progress into higher-skilled roles through commercial or GMCA funded programmes and upskilling
High-Value Roles	No. of high-growth roles created through business support, upskilling through commercial or GMCA funded programmes
Employment & Health Integration	No. of employees supported through integrated employment and health & skills services

Community

Theme	Measurable Outcome
Strong Communities	No. of voluntary hours donated to VCFSEs, local events and opportunities.
Tackling Inequality	No. of FTEs hired from disadvantaged backgrounds (e.g. long-term unemployed, veterans)
Local Spend	% of expenditure spend with local suppliers
Standard of Living	No. of employees supported with financial wellbeing or cost-of-living support

Theme	Measurable Outcome
Community Involvement	No. of community engagement events or partnerships attended
Community Involvement	No. of staff hours spent on local school and college visits supporting pupils e.g. delivering career talks, curriculum support, literacy support, safety talks (including preparation time)
Active Travel	% of investment in or support for active travel or public transport infrastructure (e.g. bike racks, cycle-to-work schemes, provision of public transport to areas with high transport related social exclusion, giving access to jobs at Northern Gateway)

Economy

Theme	Measurable Outcome
Local Supply Chains	% of supply chain spend retained within Bury and Rochdale
Supply Chain Development	No of businesses provided specific procurement training incorporating sustainability, social value and how to prepare tenders.
Local Supply Chains	Develop a “Northern Gateway Supplier Network” linking number local SMEs with major contractors.
Business Support	No of startups accessing growth support
Business Support	No. of employers receiving expert business advice through GMCA funded programmes/provision (The Growth Company, MIDAS, BGH etc.)
Local Authority Business Support Offer	No of employers offered direct support through Local Authority Business departments and resources

Theme	Measurable Outcome
Social Value	No of businesses provided Social Value support tied into local business support
Inward Investment	No. of inward investment enquiries supported or converted or No. of strategic investor engagements or events attended
Economic Diversity	No. of businesses supported in underrepresented sectors (Low Carbon, Adv manufacturing, Tech and Digital) through GMCA funded programmes/provision (The Growth Company, MIDAS, BGH etc.)
Economic Diversity and SME Growth	No. of SMEs supported or created through Enterprise Hubs (<i>specify for specific industries e.g Creative SMEs, Adv manufacturing etc.</i>)
Economic Diversity and SME Growth	No. engagement with SMEs, start-ups and scale-ups, though multiple channels, to signpost them to funded support though established and new Support Programmes.
Innovation	No. of innovation projects supported in key sectors through GMCA funded programmes/provision (The Growth Company, MIDAS, BGH etc.)
Innovation	No of employers delivered support to support innovation and digitalisation
Institutional Alignment	No. of procurement partnerships with local institutions (NHS, Local Authority etc.)

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Equality Analysis Form

The following questions will document the effect of your service or proposed policy, procedure, working practice, strategy or decision (hereafter referred to as 'policy') on equality, and demonstrate that you have paid due regard to the Public Sector Equality Duty.

1. RESPONSIBILITY

Department	Place
Service	Strategic Planning and Infrastructure
Proposed policy	<p>Following adoption of Places for Everyone Plan: A Joint Development Plan Document for nine Greater Manchester Local Authorities (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan) 2022-2039 (The Places for Everyone Plan), work continues to progress on the Northern Gateway (PfE; JPA1.1 and JPA1.2) and the 'Transport Framework Document' Paper recommends Cabinet as follows:</p> <ul style="list-style-type: none"> a. Endorse the Northern Gateway Transport Framework Document and delegate authority to the Executive Director (Place – Business, Growth and Infrastructure) to make adjustments to the document as the Northern Gateway project progresses. b. Endorse the Northern Gateway Social Value Strategy and Delivery Plan and delegate authority to the Executive Director (Place – Business, Growth and Infrastructure) to make adjustments to the documents as the Northern Gateway project progresses. c. Note the implementation of the MDC Business Plan and annual Delivery Plan in advance of MDC implementation to enable the work of the Northern Gateway Strategic Board to move forward at pace and delegates authority to the Executive Director (Place – Business, Growth and Infrastructure) to make adjustments to it as the project progresses. d. Note the MDC Business Plan and annual Delivery Plan will be brought back to Cabinet for final approval once the MDC Board has been established and has formally approved the documents.

	<p>e. Note the finalisation of the Joint-District Memorandum of Understanding.</p> <p>f. Notes the Rochdale Borough Council's intention to take a similar report to their Executive.</p>	
Date	15 October 2025	
Officer responsible for the 'policy' and for completing the equality analysis	Name	Hollie Good
	Post Title	Major Project Manager: Strategic Planning and Infrastructure
	Contact Number	0161 253 5282
	Signature	<i>H. Good</i>
	Date	15 October 2025

2. AIMS

What is the purpose of the policy/service and what is it intended to achieve?	<p>'Places for Everyone' (PfE) sets out a plan for homes, jobs, and the environment across nine of the ten Greater Manchester districts (excluding Stockport). It sets out where we will build the new homes we need, where our businesses will locate to sustain and create jobs for our people, what infrastructure is needed to support the development and to protect and enhance our towns, cities and landscapes. It is proposed that the Plan will cover a timeframe up to 2039.</p> <p>Whilst one of the key purposes of PfE is to make provision for the homes and jobs needed across the plan area in a co-ordinated and managed way, it is also about establishing a framework for reducing inequalities, improving the lives of our residents and transforming Greater Manchester into a world-leading city-region. Northern Gateway (JPA1.1 and JPA1.2) is a strategic allocation within PfE.</p> <p>The Northern Gateway Transport Framework Document (TFD) sets the transport vision for the site and will support sound decision making through the planning process. It will be used alongside Supplementary Planning Documents to inform decisions on future planning applications. The framework will also be a critical tool in making the case for and securing the investment needed to deliver the required transport infrastructure, from a number of funding sources.</p>
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	<p>The Northern Gateway Social Value Strategy and Delivery Plan will support with maximising the benefits of commissioning for projects associated with Northern Gateway. The Social Value Strategy aligns social value priorities from across all 'GM family' authorities involved in delivery of the project (Bury and Rochdale Councils, GMCA and TfGM) meaning that, irrespective of the organisation commissioning work on behalf of Northern Gateway, tangible and quantifiable outcomes will be realised for the communities and businesses of Bury and Rochdale. The Strategy and Delivery Plan will also provide a basis for provision of joined-up social value in advance of the implementation of the Northern Gateway Mayoral Development Corporation (MDC).</p> <p>The noting of the MDC Business Plan and annual Delivery Plan will enable the Northern Gateway Strategic Board to move forward at pace with critical path workstreams identified as essential to drive forward the delivery of the site. The previous Business Plan was approved by Cabinet in September 2024 and has successfully directed work for the last 12 months. Upon implementation of the MDC, as per the requirements of the current drafting of the MDC Constitution, the Business Plan and annual Delivery Plans will be approved by the MDC Board, then approved by both Bury and Rochdale Councils and GMCA, then subsequently adopted by the MDC. However, as the MDC is not expected to be implemented by the Secretary of State until early 2026, this will allow the work of the Northern Gateway Strategic Board to move forward at pace until the point of MDC implementation.</p> <p>Following Cabinet approval of the principles of a joint district Memorandum of Understanding (MoU) in March 2025, further work was progressed to develop the detail of the agreement. The document has now been formalised and will provide a basis to ensure both districts collaborate to address key issues as the Northern Gateway MDC is implemented.</p>
Who are the main stakeholders?	<p>The main stakeholders involved in PfE are local residents, developers, landowners, businesses, planning and development consultants, statutory consultees, infrastructure providers, interest groups and representative bodies.</p>

3. ESTABLISHING RELEVANCE TO EQUALITY

3a. Using the drop down lists below, please advise whether the policy/service has either a positive or negative effect on any groups of people with protected equality characteristics.

If you answer yes to any question, please also explain why and how that group of people will be affected.

Protected equality characteristic	Positive effect (Yes/No)	Negative effect (Yes/No)	Explanation
Race	No	No	PfE has been subject to an Integrated Appraisal and part of this has involved and Equality Impact Assessment which has considered in its scope, the likely effects on discriminatory practices; the potential to alter the opportunities of certain groups of people; and/or effect on relationships between different groups of people, including race.
Disability	Yes	No	<p>PfE includes policies that seek to ensure that all neighbourhoods are designed to enable residents to live healthier, happier and more fulfilling lives, with the barriers to doing so minimised as far as possible. This must include recognising and responding to the difficulties that people may face due to age, disability, illness or financial circumstances.</p> <p>The Plan has also been subject to an Integrated Appraisal and part of this has involved and Equality Impact Assessment which has considered in its scope, the likely effects on discriminatory practices; the potential to alter the opportunities of certain groups of people; and/or effect on relationships between different groups of people, including disability.</p>
Gender	No	No	
Gender reassignment	No	No	PfE has been subject to an Integrated Appraisal and part of this has involved and Equality Impact Assessment which has considered in its scope, the likely effects on discriminatory practices; the potential to alter the opportunities of certain groups of people; and/or effect on relationships between different groups of people, including gender reassignment.

Age	Yes	No	<p>A number of the development allocations state that they will provide housing for elderly people.</p> <p>PfE has also been subject to an Integrated Appraisal and part of this has involved an Equality Impact Assessment which has considered in its scope, the likely effects on discriminatory practices; the potential to alter the opportunities of certain groups of people; and/or effect on relationships between different groups of people, including age.</p>
Sexual orientation	No	No	<p>PfE has been subject to an Integrated Appraisal and part of this has involved an Equality Impact Assessment which has considered in its scope, the likely effects on discriminatory practices; the potential to alter the opportunities of certain groups of people; and/or effect on relationships between different groups of people, including sexual orientation.</p>
Religion or belief	No	No	<p>PfE has been subject to an Integrated Appraisal and part of this has involved an Equality Impact Assessment which has considered in its scope, the likely effects on discriminatory practices; the potential to alter the opportunities of certain groups of people; and/or effect on relationships between different groups of people, including religion or belief.</p>
Caring responsibilities	No	No	
Pregnancy or maternity	No	No	<p>PfE has been subject to an Integrated Appraisal and part of this has involved an Equality Impact Assessment which has considered in its scope, the likely effects on discriminatory practices; the potential to alter the opportunities of certain groups of people; and/or effect on relationships between different groups of people, including pregnancy or maternity.</p>

Marriage or civil partnership	No	No	PfE has been subject to an Integrated Appraisal and part of this has involved and Equality Impact Assessment which has considered in its scope, the likely effects on discriminatory practices; the potential to alter the opportunities of certain groups of people; and/or effect on relationships between different groups of people, including marriage or civil partnership.
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3b. Using the drop down lists below, please advise whether or not our policy/service has relevance to the Public Sector Equality Duty.

If you answer yes to any question, please explain why.

General Public Sector Equality Duties	Relevance (Yes/No)	Reason for the relevance
Need to eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010	No	
Need to advance equality of opportunity between people who share a protected characteristic and those who do not (eg. by removing or minimising disadvantages or meeting needs)	Yes	<p>PfE will include policies that are specifically designed to make provision for special needs housing, including housing for the elderly as well as ensuring that all neighbourhoods are designed to enable residents to live healthier, happier and more fulfilling lives, with the barriers to doing so minimised as far as possible. This must include recognising and responding to the difficulties that people may face due to age, disability, illness or financial circumstances.</p> <p>Subject to Members providing approval to consult, consultation materials will be developed in accordance with Council policies to ensure equality of opportunity to engage in the consultation process.</p>
Need to foster good relations between people who share a protected characteristic and those	No	

who do not (eg. by tackling prejudice or promoting understanding)		
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If you answered 'YES' to any of the questions in 3a and 3b

Go straight to Question 4

If you answered 'NO' to all of the questions in 3a and 3b

Go to Question 3c and do not answer questions 4-6

3c. If you have answered 'No' to all the questions in 3a and 3b please explain why you feel that your policy/service has no relevance to equality.

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4. EQUALITY INFORMATION AND ENGAGEMENT

4a. For a service plan, please list what equality information you currently have available (including a list of all EAs carried out on existing policies/procedures/strategies),

OR for a new/changed policy or practice please list what equality information you considered and engagement you have carried out in relation to it.

Please provide a link if the information is published on the web and advise when it was last updated?

(NB. Equality information can be both qualitative and quantitative. It includes knowledge of service users, satisfaction rates, compliments and complaints, the results of surveys or other engagement activities and should be broken down by equality characteristics where relevant.)

Details of the equality information or engagement	Internet link if published	Date last updated
Following consultation on two previous drafts in 2016 and 2019		

(then referred to as the GMSF), and the invitation for representation on the Publication Plan in 2021 and proposed modifications in 2023 the Inspectors have issued their conclusions that the Plan is sound and legally compliant subject to their recommended modifications.		
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4b. Are there any information gaps, and if so how do you plan to tackle them?

No

5. CONCLUSIONS OF THE EQUALITY ANALYSIS

What will the likely overall effect of your policy/service plan be on equality?	Positive
If you identified any negative effects (see questions 3a) or discrimination what measures have you put in place to remove or mitigate them?	N/A
Have you identified any further ways that you can advance equality of opportunity and/or foster good relations? If so, please give details.	No
What steps do you intend to take now in respect of the implementation of your policy/service plan?	Following Members approval of the adoption of Places for Everyone, the Plan became a key part of Bury's statutory development plan and its policies will be used in the determination of planning applications. Following adoption, there was a six-week period for applications to challenge the plan through a Judicial Review.

6. MONITORING AND REVIEW

If you intend to proceed with your policy/service plan, please detail what monitoring arrangements (if appropriate) you will put in place to monitor the ongoing effects. Please also state when the policy/service plan will be reviewed.

The PfE Joint Plan will be continually monitored in order to determine the effectiveness of its policies.

**COPIES OF THIS EQUALITY ANALYSIS FORM SHOULD BE ATTACHED TO
ANY REPORTS/SERVICE PLANS AND ALSO SENT TO YOUR
DEPARTMENTAL EQUALITY REPRESENTATIVE FOR RECORDING.**

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Classification: Open	Decision Type: Key
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Report to:	Cabinet	Date: 05 November 2025
Subject:	Council Tax Support Scheme 2026	
Report of	Cabinet Member for Finance and Transformation	

Summary

1. Bury Council has reviewed its Working Age Council Tax Support (CTS) scheme to ensure it remains fair, efficient, and sustainable. The current means-tested model delivers strong targeting but is administratively complex and less generous for some working families. Three alternative models were modelled to explore simplification and fairness.
2. The scheme for Pension Age residents is prescribed by central government and cannot be amended by local authorities.
3. For the financial year 2025/26 the authority levied £156,267,570 gross in Council Tax. £13,382,097 (9% of gross levy) is projected to be discounted over the year in order to provide support to residents. Of this figure £7,590,145 (5% of gross levy) is projected to be discounted for support towards working age households.
4. Council Tax is a critical funding stream for the authority in determining budgets for the delivery of council services to residents and growing in its proportion of the council's overall funding.
5. Bury, like most other councils, is under significant financial pressure and when designing the Council Tax Support scheme must take into close consideration the financial impact this may have. For example, a more generous scheme may require additional offsetting of savings whilst a far less generous scheme has the potential to create greater losses to collection than the scheme offsets with support. Therefore, the principle of the proposal is to remain as cost neutral as possible whilst providing more support to those who need it most.
6. It is critical to note that no option for change in a Council Tax Support Scheme can be made or considered without adherence to The Local Government Finance Act 2012 which sets out that billing authorities must consult with the public on any draft scheme for Council Tax Support.
7. Billing authorities must:
 - consult any major precepting authority, and then;
 - publish a draft scheme and then;

- consult those people who have an interest in how the new scheme will operate.
8. The initial implementation of Council Tax Support in 2013 and any major annual changes since have required a public consultation.
 9. Bury's CTS scheme, introduced following abolition of Council Tax Benefit in 2013, remains largely unchanged. It applies a 20 per cent minimum payment, an £8,000 capital limit, and a Council Tax Band B cap (this limits the maximum value a resident can claim support against to that of a Band B property). The scheme also includes a sliding scale of deductions for other adults living in the property - a non-dependant deduction.
 10. Although effective at targeting support, it generates significant administrative workload and can disadvantage working families. The review aims to modernise the scheme in line with national trends toward simplified, income-banded approaches.
 11. Three revised models have been tested:
 - Option 1: Reduced capital limit (£6k), higher B and C cap, £65 flat non-dependant deduction. Yields large savings (£6.8m) but severe losses for 99% of claimants.
 - Option 2: Retains £8k capital limit, £40 flat non dependant deduction, up to 100% support. Produces £3.4m savings but reduces generosity and removes support for many families with children.
 - Option 3: Earnings-only assessment, £8k capital limit, £40 flat deduction, higher income bands. Increases average awards, benefits 88 per cent of claimants, and costs only £65k more than the current scheme.
 12. Option 3 is therefore identified as the most viable reform option based on analysis, however no decisions can be made without full public consultation.

Recommendation(s)

13. That Cabinet approve a consultation to present options to move to a CTS scheme based on the principles of Option 3.
14. That officers prepare the final scheme parameters, conduct a full EIA, and undertake statutory consultation.
15. That Cabinet note that adoption must be by Full Council and that equality compliance, UC alignment, and administrative readiness be confirmed before implementation in 2026/27.

Reasons for recommendation(s)

16. Option 3 is identified as the most viable reform option based on analysis

Alternative options considered and rejected

17. Options 1 and 2

Report Author and Contact Details:

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Position: Head of Corporate Collection and Support

Department: Finance

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Background

18. Local Authorities have a legal duty under the Local Government Finance Act 2012 to provide support towards Council Tax for residents on a low income.
19. Bury Council is reviewing how it supports low-income households with their Council Tax. The current Council Tax Support (CTS) scheme for the financial year 2025/26, remains accurate and well-targeted but officers wish to explore what administrative burdens could be reduced for the council whilst maintaining as supportive a scheme as possible within the constraints of budgets, caseload, and demographics.
20. One of the major ways in which councils can simplify their CTS schemes is to move from a fully means-tested scheme, where even small changes can trigger a reassessment and revised Council Tax bill, to a banded scheme where minor income and entitlement changes do not need to be processed.
21. Officers are therefore presenting three options for the scheme redesign, aimed at providing members with sufficient information, analysis and impact to make an informed decision on the option to take forward for public consultation.
22. This analysis is presented with the background paper – Bury Council Tax Support Scheme 2026 Options Analysis.

Links with the Corporate Priorities:

23. Reduce Child Deprivation – the remodelled scheme aims to provide increased financial support to families on low incomes.

24. Inclusive Economic Growth – through providing greater financial support to families, the scheme enables and supports employment chances for those residents balancing employment with childcare costs.

Equality Impact and Considerations:

25. The analysis assessed households by disability and family composition. Current protections for disabled adults, carers, and lone parents perform well. However, lower-band caps and tight capital limits restrict support for other low-income groups.
26. The recommended approach to take forward to consultation (Option 3) maintains protections and increases awards for families with children, aligning with the Council's Public Sector Equality Duty to advance equality and reduce child poverty.

Environmental Impact and Considerations:

27. Not applicable

Assessment and Mitigation of Risk:

Risk / opportunity	Mitigation
Please see background paper for a full list of risks and mitigations.	

Legal Implications:

28. Under the Trafford ruling (R LL & AU v Trafford MBC 2025), CTS schemes must be formally adopted by Full Council under s.67(2)(aa) Local Government Finance Act 1992. Adoption by Cabinet or delegation would be unlawful.
29. Schemes must also:
- Avoid double-counting income already deducted in Universal Credit.
 - Clearly specify disregards for UC elements (carer, disabled-child, etc.).
 - Evidence compliance with the Equality Act 2010 through an Equality Impact Assessment (EIA).
30. The Local Government Finance Act 2012 sets out that billing authorities must consult with the public on any draft scheme for Council Tax Support. Billing authorities must:
- Consult any major precepting authority, and then;

- publish a draft scheme and then;
- consult those people who have an interest in how the new scheme will operate.

Financial Implications:

31. The current CTS scheme costs \approx £7.57m annually.

- Option 1: £0.77m (£6.8m saving, but largely uncollectable liabilities).
- Option 2: £4.20m (£3.4m saving, but major household losses).
- Option 3: £7.63m (£65k increase; minimal risk to collection).

Appendices:

Bury Council Tax Support Scheme 2026 Options Analysis

Background papers:

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

Term	Meaning
CTS	Council Tax Support
UC	Universal Credit
DWP	Department for Work and Pensions
Non-Dependant	An adult living in a property who is not the liable person for Council Tax

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Bury Council Tax Support Scheme 2026 Options

Analysis

Summary: Council Tax Support scheme review

Bury Council is reviewing how it supports low-income households with their Council Tax. The current Council Tax Support (CTS) scheme for the financial year 2025/26, remains accurate and well-targeted but officers wish to explore what administrative burdens could be reduced for the council whilst maintaining as supportive a scheme as possible within the constraints of budgets, caseload, and demographics.

One of the major ways in which councils can simplify their CTS schemes is to move from a fully means-tested scheme, where even small changes can trigger a reassessment and revised Council Tax bill, to a banded scheme where minor income and entitlement changes do not need to be processed. Banded schemes are less administration-heavy, and when bands are designed well:

- Reduces the administrative burden regarding changes to entitlement
- Are easier for residents to understand
- Provides more certainty over what they need to pay throughout the year
- Assists with the collection of Council Tax
- Reduces the administrative burden created by resident contact.

A key feature of Bury's CTS scheme is its Council Tax Band B cap, which limits support to Council Tax Band B properties. This means residents in higher-band dwellings receive no additional help beyond that level, unless they fall within a protected group. As an example, a resident living in a Band D property would only receive support up to the level of a Band B property. While around a third of schemes nationally apply a band cap, most commonly at Band D, Bury's lower cap reflects its local tax base, where most properties fall within Bands A and B. Protections remain in place for disabled residents, carers, and lone parents to prevent hardship in higher-band homes.

Three income-banded designs were tested against the current scheme, with some significant changes presented by some, notably Option 1, which we recommend is discounted from consideration.

The three options offer a different balance of priorities:

- **Option 1** is designed as an extremely 'simple' scheme. It reduces capital limits to £6,000 and does so while considering both earned and unearned

income in its calculations. Option 1 models a flat rate non-dependant deduction of £65. Crucially, Option 1 considers the impact of raising the Council Tax Band cap from a Band B to a Band C. Option 1 also considers the impact of a 37% minimum contribution to Council Tax liabilities.

- **Option 2** reverts to Bury's current capital threshold of £8,000, considers all income in eligibility calculations, and models a lower non-dependent flat rate of £40. Option 2 also models a maximum 100% support scheme for those with no earned income.
- **Option 3** presents an earnings only scheme with 20% minimum contribution from all claimants alongside flat rate non-dependant deductions.

Across all options, the direction of change is towards simplification and improved predictability. However, each comes with trade-offs between fairness, administrative efficiency, and cost.

The analysis indicates that while there are options in terms of scheme design, Bury's current scheme appears to be delivering well for its residents. There are administrative savings to be made in abandoning the use of tariff income as the notional income margin is negligible.

All but one option present potential savings. The option presenting the most savings would push considerable burden onto low-income households in Bury and are likely to be counterintuitive in terms of collection rates, recovery costs, relationships with residents, and potential harm, particularly for households with children.

Option 3 presents the most reasonable prospects for CTS scheme revision as most residents retain their CTS award. However, even this scheme come with costs to some residents, which we explore further in this report.

Additionally, as Option 3 is a more 'generous' scheme, in that the majority of claimants will receive more CTS, this increased generosity presents risk for the council in terms of increased future spending. More generous scheme by their nature bring more people into entitlement and may attract more applicants as a result. It is not possible to model the extent of this potential future expenditure as data on the income and earnings of all Bury's residents is not available.

To support Bury Council's obligations under equality legislation and the Public Sector Equality Duty, this analysis considers the impact by household group paying particular attention to households with children and disabled households, in line with Bury Council's wider commitments towards reducing child poverty and protecting vulnerable groups.

Background and rationale for review

Bury Council has operated its current Council Tax CTS scheme since 2017, following earlier versions introduced after Council Tax Benefit was abolished in 2013. Since then, the scheme has remained broadly unchanged apart from routine annual updates.

In recent years, the increasing financial pressures facing many households and subsequent challenges to collecting vital council income, has seen many CTS schemes migrating towards higher rates of generosity while aiming to achieve lower levels of complexity.

Bury Council's CTS review ensures CTS policymaking continues to be well-informed and the scheme fit for purpose.

Purpose and priorities of the review

The purpose of the review is to design a scheme that remains fair, efficient, and financially sustainable while being easier to administer and understand. The review uses current caseload data to understand the direct impacts of any changes on current Bury residents claiming CTS.

Current CTS Scheme Overview

Bury currently operates a fully means-tested Council Tax Support (CTS) scheme for working-age residents. The scheme is based on individual household assessments that considers income, savings, household composition, and specific premiums for vulnerable groups.

Council Tax Support for pension age residents follows prescribed rules and is not subject to local scheme design.

Key Scheme Parameters

Feature	Description
Scheme Type	Means-tested (not income-banded). Entitlement is calculated in line with traditional benefit rules rather than simplified income bands.
Protected Groups / Premiums	Includes specific premiums for lone parents, disabled adults, disabled children, carers , and those in receipt of certain Armed Forces -related benefits, providing higher allowances for these households.
Maximum Council Tax Band Eligible	Support is capped at Band B , meaning households in higher-value properties receive CTS only up to that band.
Capital Limits	The upper capital limit is £8,000 , above which no CTR is awarded. A lower capital (tariff) limit of £6,000 applies, meaning savings between £6,000 and £8,000 are treated as generating notional income, reducing entitlement.
Maximum Support	The maximum reduction for working-age claimants is 80% of their Council Tax liability, ensuring that all claimants pay at least 20% of their bill.
Taper Rate	A 20% taper is applied — for every £1 of income above applicable allowances, CTS entitlement reduces by 20 pence.
Universal Credit Alignment	The scheme uses Universal Credit (UC) income in its assessment and applies disregards for several UC elements: Housing, Limited Capability for Work, Carer, Disabled Child, and

	Childcare elements. This helps maintain fairness for working families and disabled residents.
Non-dependent Deductions	The scheme applies a variable non-dependent deduction model based on the non-dependent's gross income, with four income ranges . Deductions increase with income: – £0 for incomes up to £1,022.66/month – £21.67 for £1,022.66–£2,006.32 – £44.20 for £2,006.32–£2,500.31 – £55.47 for £2,500.31+
Flat-rate Non-dependent Deductions	Not used — deductions are income-based, not fixed.
Earnings-only Assessment	Not applied — all relevant income types are included in the means test.

Summary Insight

Bury's current CTS scheme follows a traditional means-tested model designed to target support precisely but with significant administrative complexity. It retains protections for vulnerable groups and alignment with key Universal Credit elements, but the 20% minimum payment and tight capital limit (£8,000) can limit support for low-income households with modest savings.

The income-based non-dependent deduction structure adds further means-testing detail, and whilst providing fairness relative to household income levels, has historically proven difficult to understand for many residents.

Overall, the current scheme offers robust targeting and policy continuity, though it is more complex to administer, more difficult for residents to understand and less flexible than simplified income-banded alternatives.

Comparison of Bury's Current CTR Scheme with Typical Greater Manchester Practice

Feature	Bury (Current Scheme)	Typical Greater Manchester Schemes	Comment / Assessment
Scheme Type	Means-tested	Predominantly income-banded (or hybrid)	Bury retains the older, more complex means-tested model used before income-banding became common.
Protected Groups / Premiums	Lone parent, disability, disabled child, and carer premiums	Most income-banded schemes have removed individual premiums but offer protection via simplified "vulnerable" bands or higher discounts.	Bury's detailed premiums give precision but add complexity.
Maximum Council Tax Band Eligible	Band B	Band D or unrestricted	Bury's Band B cap is stricter than most GM authorities, limiting support for households in higher-value homes.
Maximum Support for Working-age Claimants	80%	85–100% (varies)	Bury's 20% minimum payment is less generous than the GM average, where several councils offer 90–100% support.
Capital Limits	£6,000 lower, £8,000 upper	£6,000 lower, £16,000 upper	Bury's upper limit is more restrictive, excluding low-income households with modest savings.
Taper Rate	20%	Typically 15–25%	Comparable with peers.

Earnings-only Assessment	No	Often “Yes” in income-banded schemes	Bury’s model includes all income types, increasing administrative effort.
Universal Credit Alignment	Yes – UC income used, with element disregards (Housing, Carer, Disabled Child, Childcare, Capability)	Yes – UC alignment standard	Consistent with regional practice.
Non-dependent Deductions	Variable (4-band income-based)	Mostly flat-rate or simplified	Bury’s model is more detailed, increasing accuracy but adding complexity.
Flat-rate Non-dependent Discount	Not used	Common in income-banded models	Bury’s case-by-case approach is more administratively demanding.
Review and Upgrading Frequency	Annual	Annual	In line with peers.

Performance of Bury's Current Council Tax Support Scheme

Bury Council's current CTS scheme is a means-tested model that provides support to 7,485 working age residents. The scheme delivers a weighted average discount of 73.8 per cent, equating to an average of roughly three-quarters of Council Tax liability being met through CTR awards.

While this confirms broad coverage and strong targeting for the lowest-income households, the underlying data shows the scheme's complexity and uneven outcomes across different household types and income groups. The scheme generates a high administrative burden and creates sharper financial pressure on certain working families, particularly those with children.

Distribution of Support

By level of discount

- There are 722 distinct discount levels in the current caseload, reflecting the fine-grained calculations of the means-tested design.
- Around 82.7 per cent of all claimants (6,192 residents) receive support at or around the 80 per cent maximum award for working-age households.

This profile illustrates a scheme heavily concentrated at the maximum level of working-age support, but still requiring full income verification and recalculation for all claimants when Universal Credit or earnings change.

Household Composition

Household type	Average CTS (£/month)	Average Council Tax paid (£/month)
Single	£83.34	£26.49
Single with children	£82.97	£32.16
Couple (no children)	£105.35	£38.72
Couple with children	£96.89	£49.41

The data shows that families with children contribute the most towards Council Tax, even though their CTS awards are broadly comparable to single households. Couples with children pay on average £49 per month after reductions, almost double the payment for single households.

This points to limited generosity for working families, driven by the 20 per cent minimum payment rule, the withdrawal of CTS as income rises, the Band B cap, and the interaction between CTS and Universal Credit tapers.

Disability and Protected Groups

Household disability status	Average CTS (£/month)	Average Council Tax paid (£/month)
Not disabled	£83.23	£33.32
Adults with disability	£91.10	£27.87
Children with disability	£107.02	£26.74

The scheme performs well in protecting households affected by disability, with average CTS awards approximately 10–25 per cent higher than for non-disabled households. This reflects the presence of disability, carer, and disabled child premiums, as well as the alignment with Universal Credit disregards.

On average, disabled households pay £6–£7 less Council Tax per month than non-disabled households, indicating that the protective elements of the current design are functioning as intended.

Income Responsiveness

The “average CTS by earned income group” dataset confirms that support falls sharply as income increases. Claimants with no earned income receive an average of £89 per month, compared with only £29 per month among those earning £750–£1,000 per month.

This sharp taper confirms that the 20 per cent withdrawal rate, combined with Universal Credit reductions, results in very high effective marginal deduction rates. While precise work-incentive modelling is outside the scope of this dataset, the pattern mirrors known issues with means-tested CTS schemes nationally, where in-work households gain little net benefit from modest earnings increases.

Administrative Implications

The scheme's structure creates significant administrative overhead:

- **Granular award levels:** The existence of 722 unique discount percentages necessitates continual recalculation whenever a claimant's income, UC award, or household composition changes. Bury received c100,000 DWP Update tasks in 2024/25.
- **Frequent reassessments:** Because the scheme relies on detailed means tests, almost all UC-linked claimants experience monthly or quarterly recalculations, generating additional correspondence and staff workload.
- **Complex disregard structure:** The presence of multiple premiums (lone parent, disability, carer, child) and income-based non-dependent deductions requires manual checks or system rules that are difficult to automate.
- **Customer understanding:** Residents often find award notices difficult to interpret, which increases inbound queries and delays in payment adjustment. The council received over 13,000 calls relating to Council Tax Support and Benefits in 2024/25 and receive around 17,000 CTS related incoming pieces of written contact or work from residents over the year. Operationally, this positions Bury's current scheme as accurate but administratively heavy; a design optimised for precision but at the expense of clarity and efficiency.

Strengths

- **Strong targeting:** The scheme directs the highest support to those with lowest incomes and to households with disabilities.
- **Policy alignment:** Integration with Universal Credit and the use of DWP disregards ensure consistency across welfare systems.
- **Continuity:** The means-tested model is well-understood internally and produces consistent outcomes year-on-year.

Weaknesses

- **Administrative inefficiency:** Managing 722 discount levels and multiple deduction rules require substantial staff time and system resources.
- **Limited simplicity for residents:** Award notices are complex, and frequent UC changes lead to confusion and recalculation cycles.
- **Weaker support for families:** Couples with children pay nearly twice as much Council Tax per month as single adults despite similar incomes, which may contribute to differential arrears outcomes.
- **Restrictive parameters:**
 - The Band B cap limits support for larger or mid-value homes.
 - The £8,000 capital ceiling excludes households with modest savings.
 - The 20 per cent minimum payment affects over four-fifths of claimants and increases arrears risk among low-income working-age households.

Summary

Bury's existing CTS scheme provides comprehensive but highly detailed support, with clear protection for disabled residents and good alignment with national welfare rules. However, the data confirms that it is administratively burdensome, less generous for working families, and poorly adapted to Universal Credit's volatility.

In practice, the scheme prioritises accuracy and control over simplicity and stability. While effective at ensuring fairness between disabled and non-disabled claimants, it imposes disproportionate administrative effort for the level of financial precision achieved.

The evidence suggests that a move toward an income-banded model could substantially reduce administrative load and resident confusion, without undermining the equity outcomes currently delivered.

Current caseload summary

The working-age CTS caseload represents the group most affected by any future reform.

Headline Insight

Bury's CTS scheme supports 7,485 households, providing £7.6 million in annual reductions — covering almost three-quarters of eligible Council Tax.

Around two-thirds of claimants are working-age and one-third pension-age. About 1,900 households receive full support, while the remainder pay a partial contribution based on income and household composition.

Non-dependent deductions total £173,300, applied across approximately 7% of cases, reducing overall scheme cost by just over 2%.

Total CTS households	12,000
Working-age households	≈7,550
Pension-age households	≈4,450
Total Council Tax (CTS households)	£12.8 million
Council Tax eligible for CTS	£10.4 million
Council Tax net of CTS	£2.8 million
Average CTS discount	73.8%
Households receiving maximum discount	1,905
Council Tax Support (gross)	£7.8 million
Non-dependent deductions	£173,300 (≈550 households)
Council Tax Support (net)	£7.6 million

Future direction

Through this review, officers aim to ensure that the CTS scheme remains fit for purpose in a changing welfare and economic environment.

The Council's objective is to design a scheme that:

- reduces administrative effort where possible,
- strengthens work incentives, and
- ensures the sustainable use of public resources.

In doing so, Bury Council seeks to retain the strengths of its existing approach while addressing the operational and fairness challenges that have emerged since 2017.

Who may be falling through the gaps?

While the scheme performs well in its support of disabled people, lone parents, and carers, the relatively low Council Tax Band cap could be limiting support and potentially driving higher Council Tax arrears for those in higher bands. The exemptions to the band cap are clearly working as 9% of the caseload represent Council Tax Bands C and above.

However, the exemptions cover disability, lone parents with children under 5, carers and those in receipt of certain Armed forces-related benefits only and exclude those living on very low incomes.

Description of Options

This modelling presents three variations of Bury's current income-banded Council Tax Support (CTS) scheme for working-age residents. Each option adjusts key parameters, such as capital limits, income treatment, and non-dependant deductions, to test how different configurations might improve fairness, administrative efficiency, and sustainability.

While all three options retain Bury's income-banded structure, they explore alternative ways of balancing support for low-income households, work incentives, and overall scheme cost. Some models expand eligibility through higher capital limits or the removal of minimum contributions, while others tighten thresholds or introduce higher flat-rate deductions to improve cost control.

Each option has been modelled and compared against the current scheme to assess distributional impact, fiscal variation, and administrative implications.

The detailed parameters for each option are set out in Appendix A: Option Parameters.

Scheme costs

Scheme	Approximate Annual Cost (Total CTR)
Option 1 – Reduced capital threshold, Band C cap, flat rate non-dependant deductions of £65, lower income thresholds	£0.772m
Option 2 – Retained capital threshold, flat rate non-dependant deduction of £40, and up to 100% maximum awards	£4.199m
Option 3 – Earning only, retained capital threshold, flat rate non-dependant deductions of £40, higher income thresholds	£7.634m
Maintain current scheme	£7.568m

(Figures rounded to the nearest £25 for presentation; based on the cost modelling dataset for September 2025.)

The options producing savings for Bury Council, Options 1 and 2, do so primarily through lowering the income thresholds, meaning only applicants with **extremely** low incomes for their circumstances would qualify.

Option 1, and 2 are also 'all income' schemes, meaning both earned and unearned income is considered in assessments. When lowering income thresholds at the same time as taking all income into account, the result is fewer applicants qualify for support.

Option 1 is a clear outlier as it combines relatively high flat rate non-dependant deductions at £65 per week, whilst simultaneously taking all income into account within very low-income thresholds.

While there are scheme options here that have potential to deliver savings to the council, decisions on which scheme to adopt must consider the increased cost of collection and recovery, and the impact on residents of large Council Tax increases.

Option 1

Distributional impact (compared with current scheme)

Group	Better Off / No Change	Worse Off	Losing > £25/month	Commentary
All	14 (0.18%)	7,471 (99.8%)	6,324 (84.4%)	Almost all claimants would be impacted negatively by this scheme. The vast majority would also lose more than £25 per month. 53% of claimants would lose more than £75 per month. As such, no further breakdown for this option is needed as almost all claimants are worse off.

What the data shows (Option 1 vs. current scheme)

Strengths	- An enormous saving to the council of £6.8m per year
Weaknesses	<ul style="list-style-type: none"> - The CTS scheme would be reduced to supporting only 1,092 households - Full Council Tax liability would be uncollectable from the vast majority of claimants losing their CTS
Who is at risk?	- All residents losing eligibility to CTS
Who is better protected?	- 1,092 households would retain their CTS award, but the average would plummet to 13%
Is Option 1 better or worse than the current scheme?	- Worse.
Administrative and behavioural impacts	- The council is almost certainly not going to collect or recover Council Tax liabilities as a result of this scheme proposal.

Mitigations and implementation safeguards	- None that would mitigate the scale of impact of this scheme.
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Option 1 represents a highly simplified model based on an local authority's current scheme. While it demonstrates the potential financial savings achievable through a more restrictive approach, the modelling indicates significant trade-offs in terms of equity, collection performance, and resident impact. The estimated £6.8 million annual saving would largely be transferred to low-income households as additional Council Tax liability, increasing financial pressure on those least able to pay.

Given these findings, Option 1 illustrates the risks of excessive simplification within CTS design and highlights the need for a balanced approach that protects vulnerable residents while maintaining affordability for the Council. The significant risks of pushing low income and financially vulnerable households into debt and poverty which contradicts the council's intent and ambition regarding the Let's 2030 strategy mean it is therefore not recommended for adoption at this stage but serves as a useful benchmark to understand the implications of a more restrictive scheme.

Option 2

Distributional Impact (Compared with Current Scheme)

Group	Better Off / No Change	Worse Off	Losing > £25/month	Commentary
All	1,018 (13.6%)	6,467 (86.4%)	3,374 (45%)	
Lone parents (2,115)	13 (0.6%)	2,102 (99.4%)	1,943 (91.8%)	Lone parents are impacted significantly.

Option 2 delivers Bury's current capital threshold of £8,000, considers all income in eligibility calculations, and models a lower non-dependent flat rate of £40. Option 2 also models a maximum 100% support scheme for those with no earned income.

However, Option 2 also reduces income thresholds in the income bands to a maximum of £700 per month across all household types, meaning those with income over £700 per month are excluded.

What the data shows (Option 2 vs. current scheme)

Strengths	- A £3.4m saving to the council
Weaknesses	<ul style="list-style-type: none"> - The average CTR award would be reduced to 46% - The CTR caseload would reduce to 4,464 meaning 3,016 households would lose eligibility - Families with children would see the greatest losses by losing their eligibility to CTR entirely as a result of the lower income thresholds
Who is at risk?	<ul style="list-style-type: none"> - All residents losing eligibility to CTR - Families with children in particular
Who is better protected?	- 1,092 households would retain their CTR award, but the average would plummet to 13%

Is Option 1 better or worse than the current scheme?	- Worse.
Administrative and behavioural impacts	- The council is almost certainly not going to collect or recover Council Tax liabilities as a result of this scheme proposal.
Mitigations and implementation safeguards	- None that would mitigate the scale of impact of this scheme.

This option also presents significant trade-offs between affordability to the council and affordability for residents. Option 2 is less of a blunt instrument than Option 1 and would offer savings to the council of £3.4 million a year based on the current caseload modelling.

However, as with Option 1, reducing scheme generosity to any extent must be considered alongside the significant risks of pushing low income and financially vulnerable households into debt and poverty which contradicts the council's intent and ambition regarding the Let's 2030 strategy, the impact of potential lower collection rates, increased recovery activity, and damage to relationships with arguably the most vulnerable resident groups.

Option 3

Distributional impact (compared with current scheme)

Group	Better Off / No Change	Worse Off	Losing > £25/month	Commentary
All	6,605 (88%)	880 (12%)	500 (6.7%)	
Lone parents (2115)	1,868 (88%)	247 (12%)	85 (4%)	

Option 3 presents a 20% minimum contribution from all claimants, assesses only earned income and considers higher income thresholds. In addition, Option 3 models a flat non-dependent deduction of £40.

Option 3 is a more generous CTS scheme for Bury's residents. 88% of current claimants would be better off, the average CTS award would increase from 74% to 79%, and this scheme would mean only 16 claimants would lose eligibility based on their current financial circumstances.

More progressive schemes come with future financial risk that must be considered. Implementing a more generous scheme may attract more applicants and would bring more people into eligibility. It is not possible to model future expenditure as data on the earnings of all Bury residents is not available and this modelling has been conducted based on the current CTS caseload.

In terms of cost increases we can model, the scheme would cost the council £65.3k more to deliver than its current scheme. This increase does not take potential future overall Council Tax increases into account, as it is based on current liabilities.

Whilst future expenditure is stated as a potential risk in this report, this increase in eligibility and generosity could well be perceived as welcomed. More generous CTS schemes provide greater financial support for residents on low incomes and the benefits of doing so can be significant when addressing local poverty in anti-poverty strategies and child poverty strategies.

Option 3 is more generous because it limits the assessment of income to earnings only, excluding unearned income such as benefits. This means that working families who receive Universal Credit or other forms of income support are not penalised twice for the same income stream. By disregarding these elements, more of a

household's earnings fall within the income thresholds for support, increasing their Council Tax Reduction entitlement.

In practice, this design change expands eligibility and raises average award levels. The modelling shows that under Option 3, 88% of current claimants are better off or see no change, and the average award increases from 74% to 79%. Only 16 households lose entitlement entirely.

For Bury specifically, this approach benefits families because the borough's demographic profile includes:

- A relatively high proportion of working-age households with children, and
- A significant number of low-income working families whose earnings are supplemented by Universal Credit.

Under an earnings-only model, these families retain more support because their Universal Credit, child benefit, or other unearned income is disregarded. This reduces the effective taper that currently withdraws support as total income rises, allowing families to keep more of their CTR as they move into or progress in work.

Therefore, this additional cost may be considered value for money when we consider the gains, potential higher collection of lower amounts of Council Tax and contribution towards poverty and employment strategies.

What the data shows (Option 3 vs. current scheme)

Strengths	<ul style="list-style-type: none"> - The average CTS award would increase to 79% up from 74% now - 98.3% of the current caseload would receive the maximum 80% CTR - Only 16 household would lose eligibility to CTR - This Option is the only one to deliver a net benefit to the caseload - Flat rate non-dependent deductions are easier to administer as they require less verification and administration - Option 5 presents gains for all families with children
Weaknesses	<ul style="list-style-type: none"> - The introduction of a flat rate non-dependent deduction would not take individual non-dependent circumstances into account
Who is at risk?	<ul style="list-style-type: none"> - Households with multiple non-dependents
Who is better protected?	<ul style="list-style-type: none"> - Families with children - All groups see a net gain
Is Option 3 better or worse than the current scheme?	<ul style="list-style-type: none"> - Better. The scheme provides greater support for families with children while increasing the average award overall.
Administrative and behavioural impacts	<ul style="list-style-type: none"> - More generous schemes are linked to higher collection rates - Efficiencies will be realised through the reduction in processing work and subsequent contact, and therefore enable capacity building in key areas such as collection and welfare.
Mitigations and implementation safeguards	<ul style="list-style-type: none"> - There are few mitigations other than considering lower flat rate non-dependent deductions.

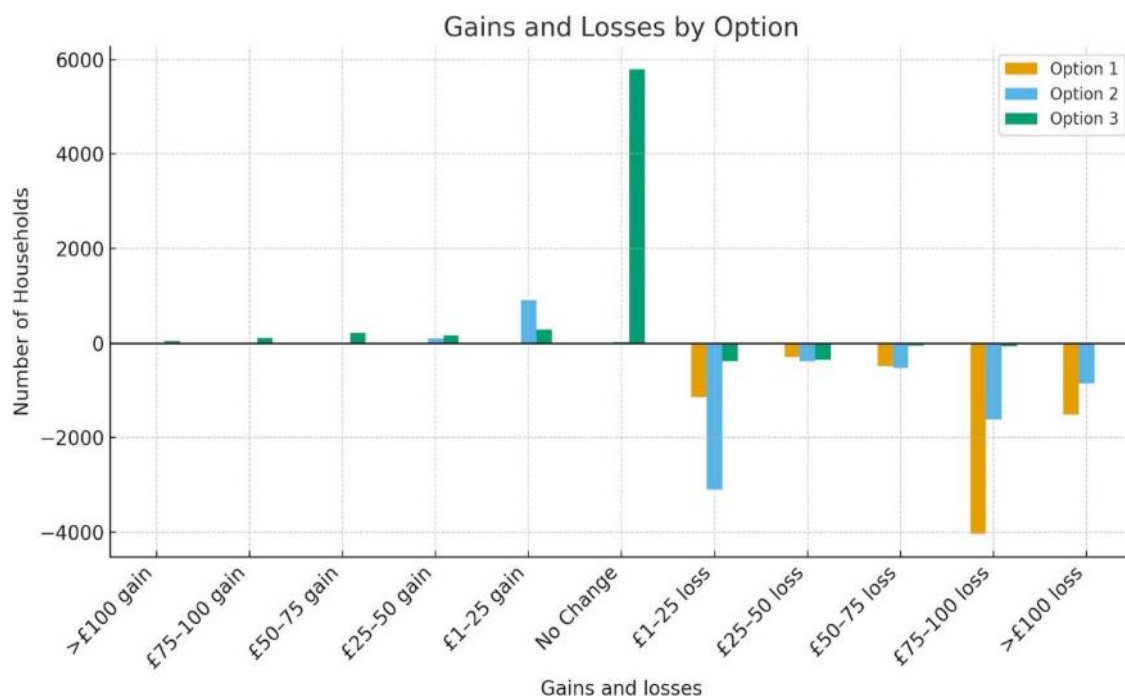
Comparative Assessment of CTS Options

Comparative Assessment of CTR Options

A side-by-side comparison of the options provides an at-a-glance overview of wins and losses by amount, and by household types.

Overall Loss and Gain Distribution (All Options) Gains and losses	Option 1	Option 2	Option 3
>£100 gain	0	0	42
£75–100 gain	0	2	112
£50–75 gain	0	1	214
£25–50 gain	2	94	158
£1–25 gain	2	904	291
No Change	10	17	5,788
£1–25 loss	1,147	3,093	380
£25–50 loss	294	381	359
£50–75 loss	489	528	50
£75–100 loss	4,034	1,612	64

>£100 loss	1507	853	27
Total	7,485	7,485	7,485



Across different groups, losses and gain vary with Option 3 providing the greatest overall gains.

Group	Option 1		Option 2		Option 3	
	Loss	Gain	Loss	Gain	Loss	Gain
In Work	3,346	1	3,293	5	309	686
Not in work	4,130	0	3,183	0	572	154
Singles	4,078	0	3,159	0	442	3,339
Couples	546	0	476	0	122	352

Couple with Children	1,197	1	1,188	1	130	868
Single with Children	1,655	4	1,653	4	187	1,215

Below is a comparative summary of the three CTS options rated across three key dimensions: progressiveness, household impact, and administrative savings. Ratings are on a 1–5 scale (1 = least favourable, 5 = most favourable) with brief commentary under each measure.

Option	Description (in brief)	Progressiveness	Household Impact	Administrative Savings
Option 1	<ul style="list-style-type: none"> Income banded Band C cap All income 37% minimum contribution Flat rate non-dep deductions Low income bands 	<p>1/5 – 99.8% of claimants would be worse off</p> <p>Almost all families with children would be made worse off with 83% being more than £75 a month worse off</p>	<p>1/5 – 99.8% of claimants would be worse off</p> <p>83% of families with children would be worse off by £75 or more each month</p>	<p>2/5 – a lower caseload would require less administration to process claims but this administration would be shifted to collection, debt recovery, and customer services.</p>

Option 2	<ul style="list-style-type: none"> Income banded Band B cap All income Flat rate non-dep deductions 100% maximum award Low income bands 	<p>1/5 – This scheme would disproportionately affect families with children. While 86.4% of all claimants would be worse off, this percentage increases to 99.4% for families with children. Conversely 77.5% of single claimants would be made worse off.</p>	<p>2/5 – Greater financial increases for families with children with less impact on those households without children.</p>	<p>2/5 – As with Option 1, a lower caseload would mean fewer claims to process. But these savings are likely to be offset by lower collection rates, higher customer contact, and higher collection and recovery costs.</p>
Option 3	<ul style="list-style-type: none"> Income banded 20% minimum contribution Earnings only Flat rate non-dep deductions Higher income bands 	<p>5/5 – almost all current claimants would be better off or would see no change.</p> <p>16.7% of families with two children would be better off, and 15.5% of families with one child would see increased support.</p>	<p>4/5 – Very few large losses. The highest earning 11% of the current caseload would see an average decrease in support of £35.21 per month with the lowest earning 11% seeing an average increase of £45.94 per month.</p>	<p>3/5 – Earning only schemes can provide administrative savings, as can flat rate non-dependent deductions.</p> <p>The council is likely to see lower increases in collection and recovery activity and lower customer contact.</p>

Summary Commentary

- **Most Progressive: Option 3** scores highest for progressiveness, with lower income households benefitting more from the scheme design and earnings only assessments.
- **Best for Households: Option 3** also performs best for impact on households with almost all households retaining or increasing their current award.
- **Best for Administration: Options 1 and 2** may technically reduce CTS assessment administration. But this saving would be off set by increased collection and recovery activity and higher front line contact.
- **Overall Balance: Option 3** appears the most balanced model—moderately progressive, low household disruption, and administratively manageable.

Option 3 presents the only scheme to increase its generosity and progressivity. This scheme will provide administrative savings, and is also less likely to increase administrative burdens elsewhere in the collection and recovery process.

Furthermore the scheme provides equity for families whilst it's increased simplicity will ensure it is easier for residents to understand.

Appendix A: Option parameters

Option 1 Parameters

Parameter Name	Option 1 Value
CTS Type	Income banded

Protected Groups	Disability premium Lone parent premium Disabled child premium Carer premium Armed Forces related benefits
Maximum Council Tax Band	Band C
Capital Maximum (£)	£6,000
Lower Capital Limit (£)	£0
Maximum Amount (%)	63%
Taper (%)	20%
Earnings Only	No
Universal Credit Income	Yes
Use Existing Non-dependant Model	No
Use Flat Non-dependant Discount	Yes
Non-dependant Discount (£/month)	£65

Option 1 Income Band Table

Discount (%)	Single	Single +1 Child	Single +2 Child	Single +3+ Child	Couple	Couple +1 Child	Couple +2 Child	Couple +3+ Child
63	0	0	0	0	0	0	0	0
48	99	190	290	290	170	261	358	358
33	147	238	350	350	215	309	447	447
10	198	311	447	447	276	389	529	529
0	222	338	480	480	297	416	566	566

Option 2 Parameters

Parameter Name	Option 2 Value
CTS Type	Income banded
Protected Groups	Disability premium Lone parent premium Disabled child premium Carer premium
Maximum Council Tax Band	Band B
Capital Maximum (£)	£8,000
Lower Capital Limit (£)	£6,000
Maximum Amount (%)	100%
Taper (%)	20%
Earnings Only	No
Universal Credit Income	Yes
Use Existing Non-dependant Model	No
Use Flat Non-dependant Discount	Yes
Non-dependant Discount (£/month)	£40

Option 2 Income Band Table

Discount (%)	Single	Single +1 Child	Single +2 Child	Single +3+ Child	Couple	Couple +1 Child	Couple +2 Child	Couple +3+ Child
100	0	0	0	0	0	0	0	0
75	500	500	500	500	500	500	500	500
50	575	575	575	575	575	575	575	575

25	650	650	650	650	650	650	650	650
0	700	700	700	700	700	700	700	700

Option 3 Parameters

Parameter Name	Option 3 Value
CTS Type	Income banded
Protected Groups	Disability premium Lone parent premium Disabled child premium Carer premium
Maximum Council Tax Band	Band B
Capital Maximum (£)	£8,000
Lower Capital Limit (£)	£6,000
Maximum Amount (%)	80%
Taper (%)	20%
Earnings Only	Yes
Universal Credit Income	No
Use Existing Non-dependant Model	No
Use Flat Non-dependant Discount	Yes
Non-dependant Discount (£/month)	£40

Option 3 Income Band Table

Discount (%)	Single	Single +1 Child	Single +2 Child	Single +3+ Child	Couple	Couple +1 Child	Couple +2 Child	Couple +3+ Child
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80	0	0	0	0	0	0	0	0
60	1	200	300	300	100	200	300	300
40	500	700	800	800	600	700	800	800
20	900	1100	1200	1200	1000	1100	1200	1200
10	1400	1600	1800	1800	1500	1700	1800	1800
0	2000	2200	2300	2300	2100	2200	2300	2300

Appendix B Trafford ruling

Based on the High Court judgment in R (LL and AU) v Trafford MBC [2025] EWHC 2380 (Admin), there are two principal legal findings that are directly relevant to any proposed Council Tax Support (CTS) scheme:

Legal adoption process (Ground 1)

The Trafford ruling confirmed that:

- Only Full Council can lawfully adopt or revise a CTS scheme under Section 67(2)(aa) of the Local Government Finance Act 1992.
- Delegating approval to an Executive Committee or officer (even “in consultation with” the portfolio holder) is unlawful.
- The scheme itself must be formally approved by Full Council, not merely noted or referenced as part of the wider budget papers.

Implications:

If any of the options (1–5) were to be adopted by Cabinet, Executive, or via delegated authority to the Section 151 Officer, this would breach the Trafford ruling.

Adoption must be explicit and minuted at Full Council, including the final income bands, disregards, and parameters.

Design flaw and discrimination (Ground 2)

The Court also found the Trafford scheme irrational and discriminatory because:

- It double-counted certain income, notably occupational pensions, and Carer's Allowance, that had already reduced Universal Credit entitlement.
- This meant disabled applicants and carers were treated less favourably than others with identical actual income, breaching:
 - The Public Sector Equality Duty (s.149 Equality Act 2010), and
 - Sections 15 and 19A of the Equality Act (direct and associative disability discrimination).

Implication for the proposed scheme:

To comply with the ruling, Bury's CTS model must:

- Avoid double counting any income already deducted in the UC calculation (e.g., occupational pensions, contributory ESA, Carer's Allowance).
- Clearly disregard UC elements such as housing, carer, limited capability for work, and disabled child components.
- Demonstrate, through an Equality Impact Assessment, that disabled people and carers are not put at a disadvantage by the banding or capital rules.

To remain compliant post-Trafford:

1. **Full Council approval** – with clear minute adopting the *final scheme* and all income bands.
2. **Explicit income disregards** – align with DWP UC rules and ensure that occupational pensions, carers' allowance, and contributory ESA are not double-counted.
3. **Equality Impact Assessment** – specifically test disabled households and carers for adverse impact.
4. **Avoid reliance on discretionary hardship relief** as the primary correction mechanism; it must only handle exceptional cases.

Conclusion

If properly adopted by Full Council and designed with clear statements about avoiding double-counting, all options would comply with the Trafford ruling.

Appendix C Other considerations

Work incentives and behavioural impact

CTS schemes continue to shape work incentives for low-income households. The interaction between CTS withdrawal, Universal Credit tapering and other deductions can significantly affect the net benefit of increasing working hours. With the Universal Credit earnings taper set at 55 per cent, poorly aligned CTS bands can create high marginal deduction rates that discourage progression in work. Simplified income bands and smooth transitions reduce these effects and make part-time or variable-hour work more viable. In a cooling labour market with rising economic inactivity, supporting steady work progression through scheme design remains important.

Changes to government benefits and allowances

Welfare reforms and uprating decisions directly influence CTS caseloads and costs. Working-age benefits were uprated for 2025–26 in line with inflation, but the freeze on Local Housing Allowance rates continues to limit rent support and increase pressure on household finances.

From April 2026, the Universal Credit Act 2025 will increase the standard allowance while revising the structure of health- and disability-related additions. These changes may alter income levels for some households, particularly disabled applicants, and carers. Councils will need to review CTS premiums, income thresholds, and disregards to ensure consistency with new DWP rules and to prevent unintended financial losses for vulnerable residents.

Aligning CTS treatment of income and capital with DWP systems remains good practice for administrative simplicity and transparency.

Interaction with other discretionary schemes

CTS operates within a wider network of local financial support, including Discretionary Housing Payments, Local Welfare Provision, and hardship funds. If CTS design increases household Council Tax liability, demand for these discretionary schemes is likely to rise. Coordinating assessment, referral and funding across these support streams reduces duplication and helps ensure residents do not

fall through gaps. A single access point or “front door” approach can improve efficiency and claimant experience.

Administrative costs and delivery considerations

Changes to CTS parameters have operational implications for revenues and benefits teams. Frequent Universal Credit updates, non-standard income assessments and software reconfiguration all carry cost and capacity pressures. Schemes that mirror UC definitions, minimise micro-banding, and automate data updates reduce the administrative burden.

Council Tax arrears and enforcement

The design of CTS schemes has a direct impact on arrears. Requiring small minimum payments from low-income households tends to increase debt and enforcement activity, with associated social and administrative costs. Early engagement, hardship relief, and flexible payment arrangements can mitigate these risks. The Government’s review of Council Tax administration and enforcement is expected to promote earlier support and greater proportionality; CTS schemes that minimise uncollectable balances will align with this direction.

Links to housing benefit and housing costs

For pension-age applicants, CTS continues to align closely with Housing Benefit. For working-age households, separation of rent and Council Tax support under Universal Credit can cause confusion and budgeting challenges. The continued freeze in Local Housing Allowance rates adds further strain, as rent shortfalls increase. Linking CTS and housing data helps councils identify households at risk of arrears and target support more effectively.

Summary

- Simplified, well-aligned CTS schemes strengthen work incentives and reduce churn.
- The 2026 Universal Credit changes and ongoing LHA freeze will increase financial pressure on low-income households and may raise CTS demand.
- Rising long-term sickness and disability necessitate protections for vulnerable applicants.
- Reducing small minimum payments and improving early intervention will help prevent arrears.

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Classification: Open	Decision Type: Key
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Report to:	Cabinet	Date: 05 November 2025
Subject:	Approval of Domestic Abuse related contracts following procurement exercise	
Report of	Cabinet Member for Communities and Inclusion	

Summary

- 1.1 Tackling the causes and impacts of domestic violence is a priority of Bury Community Safety Partnership and Bury Council leads activity to drive this agenda. A core component of this is relates to the provision of, and support associated with safe accommodation for those fleeing from harm, and for this to support breaking the cycle of domestic violence.
- 1.2 In April 2025, Cabinet approved Bury's Domestic Abuse Safe Accommodation Strategy and in doing so approved the running of a commissioning exercise to secure refreshed Safe Accommodation provision up to March 2028
- 1.3 In addition the April 2025 report approved a procurement exercise to be conducted on securing core Independent Domestic Violence Advisor (IDVA) provision for the same period.
- 1.4 During the summer of 2025 these procurement exercises ran con-currently with ten eligible bid submitted via The Chest procurement system. Scoring and moderation has now been completed and this paper seeks approval to award the contracts.

Recommendation(s)

- 2.1 Cabinet is asked to approve the award of Domestic Abuse Safe Accommodation provision to **Safenet** for a two year & five month term with a total contract value of £917,935 (£379,835 x 2 years + 5/12 taking to end of March 2028) following a competitive tender process.
- 2.2 Cabinet is asked to approve the award of core IDVA provision to **Safenet** for a two year & five month term with a total contract value of £724,635 (£299,849 x 2 years + 5/12 taking to end of March 2028) following a competitive tender process.

Reasons for recommendation(s)

- 3.1 The Safe Accommodation strategy delivers on a statutory requirement within the Domestic Abuse Bill to review and ensure provision to meet local need. This

contract award is secured provision to meet such requirements, having undertaken a competitive process to source a provider.

- 3.2 A competitive tendering process under the Procurement Act 2023 was advertised with multiple applications received across the two contracts which were assessed and moderated to determine the most advantageous tender.

Alternative options considered and rejected

- 4.1 Do nothing – this was not a viable option given the requirement to deliver against the Domestic Abuse Bill and given that existing contracts were coming to an end.
- 4.2 Deliver in-house – this was not a viable option given the specialist nature of support and in particular for the IDVA roles the need for independence.
- 4.3 Extend existing contracts – this was rejected in order to meet procurement guidelines and to not run an exercise with an updated approach would fail to capitalise on the journey made in recent years but more importantly miss the opportunity to further tailor and target the focus of such support provision.

Report Author and Contact Details:

Name: Chris Woodhouse

Position: Strategic Partnerships Manager

Department: Corporate Core

E-mail: c.woodhouse@bury.gov.uk

Background

- 5.1 The Domestic Abuse Act (2021) sets out a series of statutory duties for local authorities (and partners) to seek to prevent individuals from harm, protect and support victims of domestic abuse, and work to tackle perpetrator behaviour. This involves ensuring victims receive timely, person-centred support and a specific requirement is the provision of safe accommodation for individuals experiencing and fleeing such abuse.
- 5.2. Domestic abuse involves any single incident or pattern of conduct where someone's behaviour towards another is abusive, and where the people involved are aged 16 or over and are, or have been, personally connected to each other (regardless of gender or sexuality). The Act also recognises that children can be victims of domestic abuse in their own right, whether directly or as being part of a family/household in which such abuse is taking place, noting the abuse does not have to be physical.
- 5.3 Safe accommodation and accommodation-based support can be provided through a variety of functions and settings, including refuge, dispersed and move-on accommodation and through sanctuary schemes. A Bury Domestic Abuse Safe Accommodation Strategy has been developed through partnership

engagement to outline proposed actions and commissioning intentions for the future provision of such provision and support in the Borough. This was approved by Cabinet in April 2025.

Procurement

- 6.1 The April 2025 Cabinet report approved entering a commissioning process for the future provision of both Domestic Safe Accommodation provision and core IDVA provision.
- 6.2 On 30th April a Meet the Commissioner event took place in the Peel Room at Bury Town Hall for prospective providers to hear more about the process. Following this two parallel procurements were undertaken, with potential providers able to bid for one or both of the Domestic Abuse related tenders.
- 6.3 Both tenders were made available through The Chest with Invitations to Tender sought, to cover the period from 1st November 2025 to 31st March 2028 (the end date to align with the current timescale of the Bury Community Safety Partnership strategy).
- 6.4 Six eligible tender submissions were received for Safe Accommodation contract.

SUPPLIER	RANK	TOTAL SCORE	WEIGHTED QUALITY & SOCIAL VALUE	WEIGHTED PRICE
Safenet	1	83.97	54.00	29.97
Lakem Care	2	66.00	36.00	30.00
Generation Pathway	3	65.96	36.00	29.96
Gpah Resource	4	63.97	34.00	29.97
Bardoc	5	63.96	34.00	29.96
Comprehensive Care	6	59.96	30.00	29.96

- 6.5 Four eligible tender submissions were received for the Core IDVA provision contract.

SUPPLIER	RANK	TOTAL SCORE	WEIGHTED QUALITY & SOCIAL VALUE	WEIGHTED PRICE
Safenet	1	73.30	51.00	22.30
Bardoc	2	69.88	46.00	23.88
Empower Life Supported Living	3	60.00	30.00	30.00
Ede Care	4	39.88	16.00	23.88

- 6.6 This report recommends the approval of awarding the contracts to those bids which ranked the highest demonstrating the most advantageous tenders. Upon approval contract award will take place including details of contract management and monitoring arrangements. Updates on delivery will be included in routine Community Safety Partnership updates to Overview &

Scrutiny Committee, through the Cabinet Member for Communities and Inclusion, and Bury Community Safety Partnership.

- 6.7 The awards for both contracts are to the current incumbents. Once the voluntary standstill period (8 working days) from Contract Award Notice publication has passed, the new contracts will be signed. During this period, the existing suppliers will maintain service continuity.

Links with the Corporate Priorities:

The development and delivery of such commissions is a component of delivering the corporate plan action of implementing the Bury Community Safety Strategy 2025-2028

In the context of the Safe Accommodation Strategy the LETS principles guide the approach – with a targeted focus to ensure that the services that available reflect and are informed by the needs of our local Bury community and anchored into neighbourhood support; the approach will seek to be innovative with an enterprising approach on how best to use resources to provide the best quality Domestic Abuse provision. By working together as agencies and building on lived experiences, provision can be tailored and take a strengths-based approach which builds on what already works well within the Borough, looking to apply learning to different areas of the system and supporting people to break the cycle of abuse.

Equality Impact and Considerations:

The Safe Accommodation Strategy details domestic abuse data subsets by protected characteristics where this data is available. The approach set out in the Strategy is to increase the flexibility of provision in order that different circumstances and experiences can be sought to be supported more. Rather than there being specific accommodation types for particular communities of interest or experience, the focus of the themes identified are on being able to tailor flexible awareness, provision and support across the system and in particular further develop ‘by and for’ approaches, particularly where any barriers to access are identified. Tender returns identified a number of different communities of identity and experience, and combination of existing approaches, and plans for tailored provision to deliver this.

Environmental Impact and Considerations:

Within the tender returns there was inclusion of climate action consideration in relation to increasing energy efficiency of accommodation provision and encouragement of safe active travel where possible.

Assessment and Mitigation of Risk:

Risk / opportunity	Mitigation
Availability of suitable provision	Demand across priority 1 allocations are high, with a limited resource of both funding and accommodation. The blended approach set out seeks to increasingly support homelessness presentations due to DA; to improve triage of any cases across a broader pool of flexible support and associated move on.

Legal Implications:

Provision of support within domestic abuse safe accommodation is contained within Part 4 of the Domestic Abuse Act 2021.

Financial Implications:

The Ministry of Housing, Communities and Local Government provides £160 million annually to cover the cost to local authorities in England of carrying out their statutory duties/functions relating to the provision of support within domestic abuse safe accommodation (which is contained within Part 4 of the Domestic Abuse Act 2021). For Bury Council the allocation is £521,275. In addition funding for wrap around IDVA provision includes funding contributions from Bury Community Safety Partnership and Greater Manchester Combined Authority (including as conduit from Ministry of Justice).

Appendices:

Appendix A: April 2025 Cabinet Report

Background papers:

None.

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

Term	Meaning
DA	Domestic Abuse
DAPB	[Bury] Domestic Abuse Partnership Board
CSP	Community Safety Partnership
IDVA	Independent Domestic Violence Advisor

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Classification: Open	Decision Type: Key
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Report to:	Cabinet	Date: 05 November 2025
Subject:	Bell Group Damp and Mould Services Contract Award Decision	
Report of	Cabinet Member for Housing Services	

Summary

1. This report seeks approval to award a Contract for the delivery of Reactive Damp, Mould Treatment and Ancillary Works within Housing Services.
2. The value for the three year contract period is estimated to be £569,260.20. (£189,753.40 per annum)
3. Bury Council want to appoint a contractor to deliver reactive mould washes, damp treatment, and survey works for those properties suffering damp and mould problems. Includes, where appropriate and instructed only, fitting of humidistat fans, PIVs, DPC works, decoration with thermal paint and thermal insulation works. A basic survey is to be included every time mould works are carried out and returned to employer for further instruction. Some other low key maintenance work may be required, instructed and agreed such as easing windows etc. More in-depth surveys will be instructed. The works will be provided on a supply and fit basis.
4. Bids were received from the following two Companies:
 - Bell Group
 - Westhoughton Roofing & Pointing Services Ltd
5. Following full clarification process on the commercial submissions and moderation of the quality scores, Bell Group were ranked 1st overall for quality and price combined, therefore are deemed to be the most economically advantageous contractor for Bury Council to appoint for these works.

Recommendation(s)

6. That the Cabinet approves the award of the new Damp, Mould Treatment and Ancillary Works Contract for 36 months until November 2028.

Reasons for recommendation(s)

7. The contract delivers Landlord Statutory Compliance Services under Awaabs Law on behalf of the Council.

Alternative options considered and rejected

8. None
-

Report Author and Contact Details:

Name: Ben Tunncliffe

Position: Head of Building Safety

Department: Housing Services

E-mail: b.tunncliffe@bury.gov.uk

Background

9. There is no current contract in place for these services which will be essential for us to fulfil our duties under the requirements of 'Awaab's Law' legislation which comes in to force 27th October 2025.
 10. Damp and Mould inspection and remedial works are currently being carried out by various contractors but not necessarily in line with the response time targets stipulated in Awaabs Law so we may be at risk of not achieving these targets until Bell Group are in contract with Bury Council.
 11. The Contract was procured via Procure Plus.
-

Links with the Corporate Priorities:

12. Local – ensuring that tenants are kept safe and live in properties they can be proud of, increasing life chances of residents in our most deprived areas.
 13. Together – respect for our tenants by ensuring their voices are heard and respected.
-

Equality Impact and Considerations:

The award of the contract is unlikely to have any adverse impact on people from equality groups.

Environmental Impact and Considerations:

14. Environmental impacts are improved air quality and reducing health impacts associated with mould spores.
 15. Associated works are completed to help make the property safe and more energy efficient.
 16. Removing mould can negatively impact biodiversity if the mould is acting as a decomposer in an ecosystem, as it recycles nutrients from dead organic matter. However, in a human-made context, removing invasive or toxic mould (like black mould) from buildings is necessary to protect human health and the environment from its harmful effects and does not directly affect the natural ecosystem's biodiversity, though harsh chemicals could harm the local environment.
-

Assessment and Mitigation of Risk:

Risk / opportunity	Mitigation
The Council is required to meet its obligations under Awaabs Law.	Failing to award this contract would hinder the Council in fulfilling its statutory duties.

Legal Implications:

17. Procure Plus have provided the Council with the relevant advice and assistance with the procurement of this matter, which also includes the term and conditions for this matter - JCT Measured Term Contract 2016 amended version.

Financial Implications:

The cost of the contract award will be met from approved budget provision.

Appendices:

None.

Background papers:

None.

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

Term	Meaning

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Classification: Open	Decision Type: Non-Key
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Report to:	Cabinet	Date: 05 th November 2025
Subject:	Appointments Update	
Report of	Cabinet Member for Customer Service, Communications and Corporate Affairs	

Summary

This report sets out amendments to the appointments made at the Annual Meeting of the Council held on 21st May 2025.

Recommendation(s)

That: Cabinet notes the appointments and amendments to appointments made since the Annual Meeting of Council as set out at paragraph 2.

Reasons for recommendation(s)

N/A

Alternative options considered and rejected

N/A

Report Author and Contact Details:

Name: Chloe Ashworth

Position: Principal Democratic Services Officer

E-mail: C.Ashworth@bury.gov.uk

Background

1. At the Annual Meeting of the Council held on 21st May 2025 the Council resolved, in respect of the various appointments made at that meeting, 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.
2. Subject to the email received on the 07th October to the Councils Monitoring Officer and changes to the Conservative Group there are no changes to political proportionality.

3. Since that meeting, the following appointments and amendments to appointments have been made:-

Conservative Group	
Leader	Cllr S Arif
Deputy Leader	Cllr J Harris

Committees:

- Licensing and Safety Committee - Cllr Roger Brown
- Overview & Scrutiny Sub-Committee - Cllr Jackie Harris
- Overview and Scrutiny Committee - Cllr Jackie Harris
- Youth Cabinet - Cllr Shahbaz Arif
- Democratic Arrangements Forum - Cllr Shahbaz Arif
- Locality Board - Cllr Shahbaz Arif
- Health and Wellbeing Board - Cllr Shahbaz Arif
- Member Development Group - Cllr Shahbaz Arif
- Employment Panel - Cllr Shahbaz Arif
- Children and Young People's Scrutiny Committee - Cllr Khalid Hussain
- Bury Local Bee Network Forum - Cllr Jackie Harris

Links with the Corporate Priorities:

N/A

Equality Impact and Considerations:

N/A

Environmental Impact and Considerations:

N/A

Assessment and Mitigation of Risk:

Risk / opportunity	Mitigation
N/A	

Legal Implications:

Any changes in appointments subsequent to the Annual Council meeting are authorised to be determined by the Chief Executive in consultation with the Leaders of the political groups on the Council. These are reported to the Cabinet for information.

Financial Implications:

There are no financial implications.

Appendices:

None.

Background papers:

[ANNUAL APPOINTMENTS REPORT !\[\]\(de95854c7ee024cfadc48187bbb781b2_img.jpg\) PDF 372 KB](#)

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

Term	Meaning

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Classification: Open	Decision Type: Non-Key
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Report to:	Cabinet	Date: 5 November 2025
Subject:	Freedom of the Borough	
Report of	Leader and Cabinet Member for Strategic Growth	

Summary

1. The conferment of the Honorary Freedom of a Borough has been established since 1885 as the highest honour which the local authority can bestow. To be granted the title of Honorary Freeman is a mark of distinction upon the person whom the Council wishes to honour.
2. To be granted the title of Honorary Freeman is a mark of distinction upon the person whom the Council wishes to honour.
3. Freedom itself carries no privilege and is purely an honour, reflecting the eminence of the person on whom it is conferred or as recognition of significant and valuable services rendered to the city or borough by that person. It is normally an honour or award to men or women of note who have lived or worked in the city/borough, and who are proud to be a part of the city/borough's history by becoming freemen or in the case of HM Services Units, Freedom of the Borough. It should not be awarded to serving councillors.
4. The overriding principle is that these awards should be made on merit, defined as:
 - Achievement
 - Exceptional Service
5. To be considered, the nominee should meet at least two of the following criteria:
 - Delivered in a way that has brought distinction to borough life and enhanced the borough's reputation in the area or activity concerned
 - Contributed in a way to improve the lives of those less able to help themselves
 - Demonstrated innovation and entrepreneurship which is delivering results in the borough
6. The recommendation to confer the status of Freeman is made by Group Leaders and the Mayor, following nomination by any elected member. For candidates to be considered they must be able to demonstrate a strong and continuing connection with, and commitment to, the borough or have made a major contribution to national life and in doing so, have enhanced the reputation of the borough.
7. To assist it is suggested that this could include the following:
 - Artistic and cultural endeavours
 - Business, economic growth and prosperity
 - Charitable work

- Improvement to the built and natural environment
 - Religious and spiritual life Sports activities
 - Civic service
8. Only in exceptional circumstances should consideration be given to the admission of organisations.
9. At a meeting of the Democratic Arrangements Forum Group Leaders considered the following nominations:
- Keith and Helen Atkinson – Nominated by the Labour Group
 - Councillor Joan Grimshaw – Nominated by the Labour Group
10. The Group Leaders agreed to progress these nominations.

Recommendation(s)

11. The Democratic Arrangements Forum recommends to Cabinet that both nominations be progressed and a ceremony to be arranged for January 2026.

Reasons for recommendation(s)

12. Group Leaders agreed that both nominees be progressed to recognise their achievements as well as their exceptional service.

Alternative options considered and rejected

13. No additional nominations were considered.

Report Author and Contact Details:

Name: Rachel Everitt
Position: Elections and Land Charges Manager
Department: Democratic Services
E-mail: r.everitt@bury.gov.uk

Legal Implications:

14. The Freedom of the Borough protocol stipulates that the Group Leaders and the Mayor will consider the nomination against the criteria and decide if it should be submitted to Cabinet for consideration. Cabinet will then make a recommendation to Council that the honour is bestowed.
15. Alternatively they may decide that the nomination is not suitable as it does not meet the criteria.
16. The Leader shall report to Council and, should Council accept the nomination, a Special Meeting of Council would then be called to pass the resolution pursuant to Section 249 of the Local Government Act 1972, for the admission as Honorary Freemen of the Borough of the relevant persons

Financial Implications:

17. The cost associated with granting Freedom of the Borough will be met from within the existing democratic services budget.

Appendices:

None

Background papers:

Freedom of the Borough Protocol

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

Term	Meaning

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