AGENDA FOR

CABINET

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To: All Members of Cabinet

Councillors : E O'Brien (Leader) (Chair), A Arif (Cabinet Member for Housing Services), R Gold (Cabinet Member for Communities and Inclusion), G McGill (Cabinet Member for Culture, Economy and Skills), C Morris (Cabinet Member for Regeneration and Growth), L Smith (Deputy Leader and Cabinet Member for Environment, Climate Change and Operations), T Tariq (Cabinet Member for Adult Care, Health and Public Service Reform), S Thorpe (Deputy Leader and Cabinet Member for Finance and Corporate Services) and S Walmsley (Cabinet Member for Children and Young People)

Dear Member/Colleague

Cabinet

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

Date:	Wednesday, 4 November 2026
Place:	Bury 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, 2 November 2026. 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, 30 November 2026.

5 MINUTES *(Pages 5 - 30)*

Minutes from the meeting held on 14 October 2026 are attached.

6 APPROVAL TO UNDERTAKE PUBLIC CONSULTATION TO INFORM THE DEVELOPMENT OF A LOCAL SUPPORTED HOUSING STRATEGY FOR BURY *(Pages 31 - 38)*

A report of the Cabinet Member for Housing Services is attached.

7 FAMILY SAFEGUARDING PARTNERSHIP AGREEMENT *(Pages 39 - 48)*

A report of the Cabinet Member for Children and Young People is attached.

8 CLOSURE OF SIX TOWN HOUSING LTD - APPRAISAL OF STOCK OPTIONS & RECOMMENDATION FOR TRANSFER OF STHS FREEHOLD OWNED STOCK TO THE HRA - PART A *(Pages 49 - 60)*

A report of the Cabinet Member for Housing Services is attached

9 GM JOINT MINERALS AND WASTE PLAN UPDATE *(Pages 61 - 74)*

A report of the Leader is attached.

10 APPROVAL TO TENDER AND DELEGATE APPROVAL TO AWARD THE CONTRACT FOR VARIOUS EXTERNALLY FUNDED HIGHWAY IMPROVEMENT PROJECTS *(Pages 75 - 116)*

A report of the Deputy Leader and Cabinet Member for Environment, Climate Change and Operations is attached.

11 PARKING STRATEGY AND DISTRICT CAR PARKING *(Pages 117 - 126)*

Report of the Deputy Leader and Cabinet Member for Environment, Climate Change and Operations is attached.

12 UPDATE ON AMENDMENTS TO ANNUAL APPOINTMENTS *(Pages 127 - 130)*

Report of the Deputy Leader and Cabinet Member for Finance and Corporate Services is attached.

13 URGENT BUSINESS

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

14 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.

15 CLOSURE OF SIX TOWN HOUSING LTD - APPRAISAL OF STOCK OPTIONS & RECOMMENDATION FOR TRANSFER OF STHS FREEHOLD OWNED STOCK TO THE HRA - PART B *(Pages 131 - 138)*

A report of the Cabinet Member for Housing Services is attached

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Agenda Item 5

Minutes of: **CABINET**

Date of Meeting: 14 October 2026

Present: Councillor E O'Brien (in the Chair)
Councillors A Arif, R Gold, G McGill, C Morris, L Smith, T Tariq, S Thorpe and S Walmsley

Also in attendance: Councillors C Birchmore, J Rydeheard and D Vernon

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

Apologies for Absence: Councillor S Arif

CA.72 APOLOGIES FOR ABSENCE

Apologies were received from Councillor S Arif

CA.73 DECLARATIONS OF INTEREST

There were no declarations of interest.

CA.74 PUBLIC QUESTION TIME

Two questions were submitted in advance of the meeting by members of the public, Peter Liggins and Andy W Morris. Neither member of the public was present at the meeting, so in accordance with council procedures written responses will be sent to them by Democratic Services.

Fin McCaul asked whether Cabinet will defer approval of the proposed Prestwich Travel Hub parking charges until the Council has properly assessed the impact on access to essential NHS healthcare, the financial burden on existing businesses and their employees, and the consequences for Prestwich's daytime economy?

Responding, Councillor Morris advised that considerable work has gone to get to this point to make a recommendation to cabinet which includes the tariff structure.

Modelling has been done and we have started by looking at what the car park is used for and when, and how a tariff structure can balance the outcomes required. We also need to consider how to generate income for the council.

There are already parking charges in Bury Town Centre, and it was important to ensure parity across the borough, and have concluded free parking after 6pm and a flat rate on a Sunday are positive ways forward to support residents in Prestwich.

There is also an option for season tickets as part of the suggested tariff structure. Modelling for free parking during the day didn’t make financial sense and the Council are not in a position to subsidise the car park.

Councillor Morris offered to visit local businesses and discuss any further issues if required.

CA.75 MEMBER QUESTION TIME

There were no Member questions submitted in advance.

Councillor Mike Smith highlighted an opportunity that could deliver in environmental and community benefits at land adjoining Outwood Country Park that was originally live for public auction but following discussions with the company, agreement principle has been secured for the land to be transferred to the council for a nominal sum of £1.00.

Councillor Smith asked whether cabinet would explore the financial, ecological and legal implications of acquiring the land; expedite the land and keep Friends of Outwood and Cllr Smith involved as the proposal develops.

Councillor O'Brien thanked Councillor Smith for bringing this opportunity to the Cabinet's attention and agreed this is a positive opportunity but there is a need to review risks and liabilities.

Councillor Thorpe added that the council need to ensure there are no liabilities as there has been a request for the purchasers of this site to indemnify the sellers of any historical and ongoing issues associated with the land. Councillor Thorpe committed to tasking officers to look into the opportunity and to meeting with Councillor Smith on a regular basis and keeping him updated.

Councillor Simpson questioned the agreement in place at Milltown Road that has been in place since 10 October 2023 where the land had been handed over to the community for an initial period of three years. In February 2026 there was works carried out on the site for which there was no communication or consideration given to the residents who have been maintaining the site.

Substantial works has taken place on the meadow by residents including the purchase of bulbs and wildflower seeds.

Councillor Simpson asked if the cabinet decide to take the green space away from the community, how does it intend to compensate the hundreds of hours and funding spent maintaining the area over the last few years.

Councillors O'Brien apologised to Councillor Simpson and the community for the lack of communication leading up to the initial work.

Councillor Thorpe added that we are aware of the agreement and that although it is not a legally binding agreement, it is important that the council operates in good faith. We would be willing to work in collaboration with the local residents.

The Monitoring Officer confirmed she would look at the compensation issue but as there is no formal legal agreement the initial advice would be that it is not the case that compensation would flow from that.

CA.76 MINUTES

It was agreed:

That the minutes of the meeting held on 9 September 2026 be approved as a correct record.

CA.77 ANTI-SOCIAL BEHAVIOUR POLICY 2027-2030 (RENEWAL)

This item has been deferred and will now be considered in December 2026.

CA.78 REVIEW AND AMENDMENTS TO BURY COUNCIL'S HOUSING ALLOCATIONS POLICY

Councillor A Arif introduced the report seeking Cabinet approval for two minor amendments to the Council's Housing Allocations Policy following its annual review. The changes are intended to strengthen homelessness prevention and provide appropriate operational flexibility while maintaining the overall principles and priorities of the existing allocations scheme.

Councillor Rydeheard asked a question around forecasting and whether there are any additional costs associated with the policy?

Sian Grant, Director of Housing confirmed that it is really rare that a case doesn't fit within the criteria and that this only occurs when we have complex cases.

Councillor Vernon queried 'retiring service attendants' and whether this would relate to someone who was made redundant rather than retiring.

Councillor A Arif confirmed that there is only one tied tenancy and that the occupant is not affected by redundancy.

Decision(s)
Cabinet:

- Approved the amendments to the Allocations policy.

Reasons for decision(s)

- The council has properties it lets to employees such as caretakers or park wardens as part of their employment contract. When these employees retire they lose their service tenancy and are at risk of becoming homeless. In order to prevent them becoming homeless and to ensure they enjoy a planned rehousing move it is recommended that the Allocations Policy is amended to allow for a direct let to a council tenancy at the point of retirement.
- The policy should reserve discretion to the Director of Housing make direct lets in such circumstances she considers necessary subject to the law and aims of the policy. Such lettings should be very few in number and will not affect overall compliance with the law.

Alternative options considered and rejected

- Do nothing and not amend the Allocations Policy. This option has been rejected as it would leave long standing employees at risk of homelessness and will avoid the Director of Housing having to seek cabinet approval for individual direct lettings under the policy.

CA.79 NORTHERN GATEWAY WESTERN ACCESS SCHEME: STAGE 3 CONTRACT SUM, EXTERNAL PROFESSIONAL TEAM CONTRACT EXTENSION, AND ACCEPTANCE OF INVESTMENT ZONE GRANT FUNDING.

Councillor O'Brien introduced the report seeking Cabinet approval of the Bentley Project Management sum of £423k, to cover the remaining Stage 2B period, and subsequent Stage 3 works, concluding the scheme's Pre-Construction Period and highlighting that this is an important development site for both Bury and wider area.

Councillor Rydeheard queried the provisional maximum and whether any allowances have been made of if this would be exceeded and whether there is any room for manoeuvre.

Councillor O'Brien confirmed that we are not forecasting to exceed it. If we do go over for any reason, would need to return to cabinet to make an additional decision.

Councillor Vernon queried paragraph 16 around Councils commercial risk and the included break clause and mechanisms. If costs do spiral out of control are the developers liable as much as Bury Council.

Councillor O'Brien advised that at this stage we can have a lot more certainty around the budget, however projects do get delayed and costs increase. We are attempting to pre-empt this and can be reasonably assured that this a is a robust estimate and provide assurance that there are checks and balances in the approach.

Decision(s)
Cabinet:

a. Delegated final acceptance of Balfour Beatty Civil Engineering Ltd Stage 3 contract sum, up to a provisional maximum of £3,129,915, covering the finalisation of the Detailed Design/ Full Business Case stage work packages (Stage 3), to the Director of Law and Democratic Services in consultation with the Executive Director of Place and Director of Finance and the Leader.
b. Approved the Bentley Project Management (UK) Limited contract sum of £423,000 covering the remaining Pre-Construction Stages of the scheme (finalisation of Stage 2b Outline Business Case/ Preliminary Design stage, and Stage 3 Full Business Case/ Detailed Design stage).
c. Accepted the remaining £8.5 million of Investment Zone capital grant funding allocated to the Western Access scheme, for inclusion in the Council's Capital Programme.

Reasons for decision(s)

- The Western Access scheme (Pilsworth Road Corridor Improvements) is a cross-boundary scheme with Rochdale Council, and will provide the necessary off-site, highway and transportation infrastructure required to access the early development phases of the Northern Gateway Investment Zone (IZ) site (JPA 1.1 allocation). The construction of the Western Access scheme will create the potential capacity to unlock up to 600,000 sqm of employment generating uses and support the creation of high quality, employment floor space,

including space within the advanced manufacturing and foundational sectors.

- The completion of on-going Stage 2b activities to finalise the Outline Business Case (OBC) for the Western Access scheme will result in a preferred option for the scheme being identified and associated Preliminary Designs and an updated scheme budget estimate being prepared. Importantly, the OBC will also provide the robust strategic, economic, commercial and financial cases for the scheme. This in turn will provide the firm foundation for the development of the subsequent Stage 3 Full Business Case (FBC), which will confirm detailed designs and costings.
- Investment Zone (IZ) year one revenue grant funding was allocated to the Western Access scheme from 1st April 2024. Following Cabinet's approval of the Grant Funding Agreement (GFA) in November 2024, the Year One grant (£800,000) has already been released. In September 2025, the GMCA and Council also signed a Deed of Variation to the original GFA that released the Year 2 revenue grant (£500,000) and an advanced payment of the Year 3 revenue grant (£200,000). The GFA covering the remaining £8.5M balance of IZ capital grant has also now been agreed between the Council and GMCA and provides sufficient budget to cover the remaining costs associated with the finalisation of the Western Access scheme Stage 2B activities (OBC/ Preliminary Designs) and the subsequent Stage 3 activities (FBC / Detailed Design) in line with the project cash flow. These costs include the Balfour Beatty Civil Engineering Ltd Stage 3 contract sum and the associated Bentley Project Management (UK) Limited contract sum covering their professional services during the remainder of Stage 2b and Stage 3.
- There continues to be an urgent need to swiftly and flexibly progress the development of the Western Access scheme to meet the challenging grant funding milestone deadlines which are attached to the release of the IZ grant. These GFA milestones include the finalisation of the Western Access scheme's preliminary designs by early 2027, and production of the scheme detailed/ technical designs and costings during 2028. The approval of the Balfour Beatty Stage 3 provisional maximum, contract sum and external professional team (Bentley Project Management (UK) Limited) costs covering the remainder of Stage 2b and Stage 3, will help maintain scheme continuity and progress in line with GFA milestones and overall scheme programme. The continuation of these activities and services by the main contractor and the external professional team in line with their existing procurements and associated respective contracts, will also ensure the continued provision of the necessary resources and technical skills which the Council does not possess internally, to deliver these time critical remaining stages of the scheme's pre-construction phase.
- The IZ funding has been allocated from 1st April 2024, with a revised spend output of summer 2030 in line with the Grant Funding

Agreement scheme construction completion milestone, there is a need to move projects forward swiftly and flexibly to respond to these funding opportunities. The remaining balance of £8.5 million capital grant has now been made available to Bury Council and is required to be accepted for inclusion in the Council's capital programme.

Alternative options considered and rejected

- Delaying the approval of the Balfour Beatty Stage 3 provisional maximum, Contract Sum will in turn delay the finalisation of the Western Access scheme Full Business Case (FBC), and production of associated detailed/ technical designs and costings. Consequently, this will delay the start of the construction delivery (Stage 4), which under the grant funding requirements should commence by autumn 2028 and be completed by summer 2030. Noncompliance with funding requirements and associated GFA milestones would present a significant risk to the receipt of Investment Zone grant funding.
- That the recommendations are not approved, and the Bentley Project Management (UK) Limited contract sum covering the finalisation of Stage 2b and Stage 3 is not approved. This would jeopardise the delivery of the Western Access scheme OBC, Preliminary Designs, FBC and Detailed Designs, which would impact on the delivery of the early phases of the Northern Gateway site development. The delivery of the Western Access scheme is critical to providing the necessary highway capacity and associated sustainable transportation improvements required to unlock the initial phases of Northern Gateway for a national-scale employment opportunity.
- Continuing with the existing contractual arrangements provides best value and maintains programme certainty. Re-procurement at this stage would result in significant delay, increased mobilisation costs, duplication of design and business case activities, loss of scheme knowledge and a substantial risk to achievement of Investment Zone funding milestones.
- That the recommendations are not approved, and the remaining £8.5 million Investment Zone revenue grant funding is not fully utilised, with the funding being reallocated elsewhere in Greater Manchester. This presents a high risk to the delivery of the Places for Everyone joint development plan and specifically, the delivery of the Western Access scheme and the Northern Gateway Investment Zone (JPA1.1 allocation).
- Delaying the delivery of the Western Access scheme would erode confidence in the Council's ability to deliver a key strategic priority for both Bury Council and its strategic partners, including Rochdale Borough Council, Greater Manchester Combined Authority, Transport for Greater Manchester and National Highways. Delaying the delivery of the Western Access scheme would undermine supporting the delivery of a number of major, corporate strategies and Team Bury initiatives including the Council's 'Let's Do It' Vision and Strategy,

Northern Gateway Strategic Development Vision, Atom Valley MDZ Vision and emergent Mayoral Development Corporation, Northern Gateway Development Framework (supplementary planning document), Bury's Economic Strategy, the emergent Greater Manchester Transport Strategy, amongst others.

CA.80 NEW PERSONA SHAREHOLDER AGREEMENT - PART A

Councillor Tariq introduced the report seeking Cabinet approval to adopt a new Shareholder Agreement between Bury Council and Persona Group Ltd. and highlighted that the proposed new agreement has been developed collaboratively between the Council and Persona, with legal input. It clarifies governance, strengthens the relationship between the parties, supports service improvement and growth, and sets out arrangements for any future surpluses.

There were no comments or questions

Decision(s)
Cabinet

- Approved to adopt the new Persona Shareholder Agreement

Reasons for decision(s)

- To explore the potential for providing Persona with greater flexibility in decision making to facilitate growth in high quality service delivery by a local company which provides giving a strengths-based approach to care and support of older residents and those living with learning disabilities.

Alternative options considered and rejected

- Do nothing – Persona will be unable to respond fully to the department of health and adult care commissioning intentions and potentially miss out on growth opportunities

CA.81 EXTENSION OF LEASE FOR ST MONICA'S - PART A

Councillor Walmsley introduced the report seeking Cabinet approval for the grant of a new lease for the premises occupied by the Elms Bank College Hub, located within the former St Monica's Sixth Form buildings in Prestwich. The facility is currently leased by Oak Learning Partnership (OLP) from Salford Roman Catholic Diocesan Trustees (StoC) and provides specialist post-16 educational provision for young people with Special Educational Needs (SEN).

Councillor O'Brien highlighted that this is a welcome opportunity to continue working with the Trust.

There were no comments or questions

Decision(s)
Cabinet:

a. Approved the current heads of terms for the grant of the new lease and associated indemnity agreement
b. Delegated any minor variations to the final heads of terms or Indemnity Agreement to the Assistant Director of Corporate Assets and Facilities Management.

c. Delegated the signing of the lease, Indemnity Agreement and any associated documents to Councils Monitoring Officer.

Reasons for decision(s)

- The grant of the new lease secures the operation of the Elms Bank College Hub without major capital expenditure for in the medium term.

Alternative options considered and rejected

- Not to agree to the agreement to the new lease
    - In this scenario the OLP would have to vacate the existing buildings in August 2027.
    - The Council would need to secure a suitable site and spend several million pounds on modular accommodation to ensure provision could continue past August 2027.
    - Without alternative provision OLP would in effect need to close the provision.
    - As such, this option has been discounted.

CA.82 OBJECTIONS TO THE PROPOSED DISPOSAL OF PUBLIC OPEN SPACE - LAND ON THE NORTH SIDE OF MILTON ROAD, RADCLIFFE, BURY

The Leader advised that two members of the public, Jacqueline Daley and Elaina Daley, wished to raise questions concerning the proposed disposal. As they had been unable to attend the earlier public question session, the Leader permitted them to put their questions before Cabinet considered the report.

Elaina Daley referred to the number of bungalows in the vicinity and the needs of older and vulnerable residents. She asked how residents would be protected from any anti-social behaviour associated with a future use of the site. Jacqueline Daley asked how residents would be supported in relation to pupils travelling to and from any future educational provision.

Councillor Thorpe clarified that the item before Cabinet concerned only the proposed disposal of the land. He stated that pupils attending alternative provision should not be stereotyped and that specialist staff would support pupils if the proposed educational development progressed.
Councillor Walmsley similarly cautioned against stigma associated with alternative provision. She advised that the Council had not received complaints about its two existing alternative provision sites and that any future anti-social behaviour concerns would be addressed through the appropriate police and community safety arrangements. She also noted that any development would remain subject to the relevant planning and other approval processes.

The Leader confirmed that further decisions would be required before any development could take place. He undertook to maintain communication and provide opportunities for residents to engage as the proposals developed.

Councillor Thorpe introduced the report, which asked Cabinet to consider the objections received following the statutory advertisement of the proposed disposal of public open space on the north side of Milton Road, Radcliffe, and to determine whether the disposal should proceed.

Councillor Birchmore expressed concern that the report included the formal objections but did not reproduce the comments made at the separate engagement event held on 29 September 2026. She asked why there was no detailed report of attendance and feedback from that event; why the event appeared to focus on the proposed alternative provision rather than the disposal; why Cabinet Members had not attended; whether Cabinet Members had read the section 123 material; and how many had visited the site.

Councillor Thorpe responded that the attendance of education officers had enabled residents to obtain information about the possible future use of the site. He confirmed that he had not attended the event or previously visited the site, but was familiar with the location and had read the section 123 report. The Leader confirmed that he had visited the site on a number of occasions and acknowledged that discussion of the disposal and the proposed educational development, which was the next item on the agenda, could overlap.

The Monitoring Officer clarified that the statutory process under section 123(2A) of the Local Government Act 1972 was distinct from the later engagement event. She advised that the statutory advertisement had run from 27 August to 3 September 2026 and that the report set out the objections received during that period. The event held on 29 September 2026 was a separate pre-consultation engagement exercise concerning issues that could arise if the proposal progressed. A summary of the feedback from that event had been made available to Members.

Councillor Birchmore stated that attendees had signed in and attributed their comments, but that those comments had not been reproduced verbatim. She considered that the summary did not provide residents with sufficient assurance that their views had been heard. The Leader confirmed that the summary and the objections received during the statutory period had been provided and that the views and comments had been taken into account.

Councillor Birchmore referred to a question raised at the Council meeting on 16 September 2026 about the timing and transparency of the engagement event. She also referred to subsequent project reports dated 30 September and 5 October 2026 and asked what evidence demonstrated that the statutory objections had been individually assessed, how they had influenced the recommendations, and that Cabinet remained open-minded and had not predetermined the matter.

Councillor Thorpe responded that no decision had been made before Cabinet's consideration of the report. He advised that preparatory work had been undertaken in parallel to make effective use of time and resources, but that this did not determine the outcome of the disposal decision. He stated that the report enabled Cabinet to consider the objections before deciding whether the land should be made available for disposal. He also referred to the need to improve facilities for vulnerable children currently educated in sub-optimal accommodation.

Councillor Rydeheard referred to residents' concerns about the pace of the process and the number of representations relating to the loss of green space. He asked how those concerns had been taken into account and what consideration had been given to residents' access to alternative open space.

Councillor Thorpe stated that the Council should progress its objectives promptly where possible. He acknowledged concerns that other nearby areas of public open space might be less accessible because of distance or safety and stated that Cabinet was required to balance the loss of public open space against the need to provide suitable facilities for children in the borough.

Councillor L Smith advised that work was under way to review the borough's parks and open spaces, including their public health, biodiversity and community value, to support appropriate provision and maintenance across the borough. Following a further question from Councillor Rydeheard about the effect of losing this particular area of land, Councillor Thorpe undertook to provide further detail. Cabinet noted that the decision before it concerned the proposed disposal of public open space. It did not itself grant planning permission or finally approve the proposed educational development, which was considered separately under the following agenda item and remained subject to the relevant statutory and approval processes.

Decision(s)
Cabinet:

1. considered the objections received in response to the statutory advertisement of the proposed disposal of the public open space shown edged red on the plan at Appendix 1, together with the officer analysis and the additional information made available following the engagement event held on 29 September 2026; and
2. having taken those matters into account, resolved to proceed with the proposed disposal of the land.

Reasons for decision(s)

- Cabinet considered the objections relating to the loss of public open space and the matters raised concerning accessibility, amenity and the availability of alternative open space. Having balanced those matters against the reasons for making the land available for the proposed educational development, Cabinet concluded that the disposal should proceed. The decision concerned the proposed disposal of the land and did not determine any subsequent planning application.

Alternative options considered and rejected

- Not to proceed with the proposed disposal. This option was rejected after Cabinet had considered the statutory objections, the officer analysis and had balanced the identified loss of public open space against the reasons for making the site available for the proposed educational development.

CA.83 NEW ASH GROVE ADDITIONAL PROVISION ACADEMY

Councillor Walmsley introduced the report seeking to progress the delivery of a new permanent facility for the Ash Grove Alternative Provision (AP) Academy on the proposed Milton Road site in Radcliffe. The proposal represents a significant investment in the borough's education infrastructure and forms a key element of the Council's commitment to improving outcomes for some of Bury's most vulnerable children and young people.

The Council has a statutory responsibility to ensure that appropriate educational provision is available for children who are unable to access mainstream education. In December 2024, the

Council entered into a legal agreement with Oak Learning Partnership (OLP) to provide a permanent, single-site location for Ash Grove Alternative Provision Academy by September 2028. The proposed development will replace the current temporary arrangements across multiple sites, creating a modern, purpose-built facility capable of accommodating up to 136 pupils in an inclusive, supportive, and adaptable learning environment.

The development will support the delivery of the Council's Alternative Provision Strategy; address identified gaps in local educational provision and ensure compliance with statutory and contractual obligations. Importantly, it will provide a long-term, sustainable solution that improves educational opportunities, strengthens support for vulnerable learners, and reduces the Council's reliance on temporary accommodation and external provision arrangements.

The Council has a statutory duty under Section 19 of the Education Act 1996 to provide suitable education for children who cannot attend mainstream school due to exclusion, illness, or other reasons. Alternative Provision (AP) is therefore not discretionary; it is a legal requirement. Bury currently lacks a permanent site for its main AP. Following relocation from the former Spring Lane site, provision operates from temporary accommodation across two locations, creating operational inefficiencies, and limiting the development of a coherent local Alternative Provision offer for our children.

Councillor Birchmore queried why the cost per pupil is so much higher than star academy and whether we know how many permanent exclusions there were last year?

Councillor Walmsley confirmed that alternative provision costs more per pupil than general population schooling. She also confirmed there were 66 permanent exclusions last year.

Ben Dunne, Director, Education & Skills added that permanent exclusions across Bury are far too high compared to our Greater Manchester neighbours. The vast majority of our suspensions and permanent exclusions sit in secondary schools. This is also a national issue. An alternative provision academy that provides a genuine inclusion hub, outreach support, short term intervention places and provides a centre for excellence all hinge around a provision setting that can focus on those things. This is an opportunity to intervene earlier and support schools earlier so they don't find themselves in a situation where they have to permanently exclude children.

As we haven't had these options in Bury before, we have had to rely on expensive independent specialist placements, out of borough provision, high transport costs, crisis interventions, and high numbers of youngsters going into youth justice.

Alternative provision can be a turning point for young people. Perception that the new alternative provision is for a new group of youngsters who will come into the borough is not the case. There is already a group of children in provisions that aren't fit for purpose.

Councillor Birchmore commented that we need to address the fact we have a high number of exclusions.

Councillor Walmsley agreed with Councillor Birchmore's comments. There are ongoing discussions with head teachers, Multi Academy Trusts and there is a lot of work going on behind the scenes to reduce the number of suspensions and permanent exclusions.

Councillor Rydeheard acknowledged that not all schools are as big as others in the borough and therefore some schools will be able to do more than others. Councillor Rydeheard also queried youth justice and that as these children are already in Bury, is there a potential for savings on youth justice strategy and about the loans and whether these can be consolidated.

Councillor Walmsley advised that lots of these issues refer to secondary schools but right about capacity in schools. There will be savings in youth justice if this is done right, there are also potential savings in health, mental health, youth crime, policing, and all public services.

Councillor Thorpe advised that there is currently no provision in the budget due to the number of hurdles required to be completed to be able to get this moving and a live project. Hoping we can get some grant funding from the DfE and work is ongoing to look at that. May also be able to use already committed capital that we don't move forward with to mitigate impact.

Decision(s)
Cabinet:

- Approved the use of the Milton Road site (see appended site plan in Stage 3 Report) for the proposed new Ash Grove Alternative Provision (AP) Academy.
- Approved the current designs to be submitted for full Planning Approval.
- Approved the funding strategy detailed below for a budget of £17m and delegate spending authority to the Executive Director of Place in conjunction with Director of Law and Governance to oversee implementation of relevant contracts.
- Approved the Procurement strategy approach for the engagement of a suitable contractor/consultant team.

Reasons for decision(s)

- To ensure the Council complies with an academisation legal agreement entered into with the Oak Learning Partnership Trust by providing a permanent school facility by September 2028.
- Any delays in the proposed programme contained in the Stage 3 report could result in failure to deliver.
- It is possible that legal action may be taken if the Council does not meet its contracted legal obligations. OLP could also take actions to withdraw six-day provision and renegotiate any remaining placement costs. Ultimately, it would further compromise the lives of some of Bury's most vulnerable young people having had their previous Radcliffe sites relocated to the current temporary locations of New Kershaw and Whittaker Street.
- The additional cost in having to extend the rental agreements for the temporary modular buildings at Whittaker Street and New Kershaw to accommodate the Students at OLP Ash Grove beyond the agreed current two years could be at least £150,000.00 per annum.

CA.84 PROPOSED CREATION OF AN END-TO-END GREATER MANCHESTER FOSTERING HUB

Councillor Walmsley introduced the report seeking approval for Bury Council to join the expanded Greater Manchester End-to-End Fostering Hub, hosted by Rochdale Borough Council, which would manage fostering recruitment, assessment and approval functions on behalf of all ten Greater Manchester authorities and is a corner stone of the GM Regional Care Cooperative, leading on the commissioning and sufficiency of homes for children in care.

Councillor Walmsley highlighted that Bury, like other councils across Greater Manchester, faces increasing challenges in recruiting and retaining foster carers. This has contributed to greater reliance on costly residential placements and external provision. The proposed model

aims to increase the number of approved foster carers through a more consistent, specialist and regional approach.

Councillor Rydeheard commented that it is a positive thing to retain kinship element.

Decision(s)
Cabinet:

- Endorsed the proposal for the transition from the current Greater Manchester Fostering Recruitment Hub model to an end-to-end regional fostering hub model hosted by Rochdale Council.
- Noted the national policy context, including the Government's ambition to create 10,000 additional fostering placements and the associated Department for Education funding opportunities available to participating authorities.
- Noted and agreed the delegation of agreement by the Director of Children's Services (in consultation with other authorities and the portfolio holder for Children's Services and the S151 officer) of the proposed funding formula and resource contributions for fiscal years 2026/27 and 2027/28.
- Noted and agreed the proposed HR recommendation on 2-year secondment opportunities for the staff in scope. Secondment is subject to staff in scope consenting.
- Delegated authority to the Director of Children's Services, in consultation with the Portfolio Holder for Children's Services and Education and the Monitoring Officer, to implement those arrangements and approve any operational matters necessary for their delivery.

Reasons for decision(s)

- Securing sufficient fostering households remains a significant challenge for Bury and across Greater Manchester and beyond. By the end of 2024/25, the number of Greater Manchester children in mainstream fostering placements was 7% lower than six years earlier, with a sharper 10% reduction in in-house mainstream placements. Over the same period, mainstream residential placements across all provider types increased by 41%. The resulting increased reliance on residential care continues to create significant financial pressure across all Greater Manchester Local Authority budgets. The latest published outturn figures for local authority revenue expenditure suggest that Greater Manchester collectively spent at least £920m on children's social care across 2024/25, including £530m purely on children in care, chiefly their homes.
- In 2025/2026 the Greater Manchester Fostering Hub received 86 enquiries from carers interested in fostering for Bury and this led to 27 initial visits. The 27 initial visits led to 14 applications and assessments commencing and at the end of the year 3 approvals had been made, a further 2 assessments were ongoing. This shows that the Hub received a reasonable number of enquiries (86) and 43% (27) of these enquiries led to a home visit. 52% (14) of home visits to prospective foster carers led to an application and assessment but only 21% (3) led to approvals in year. This is an in-year enquiry to approval rate of 3.4%.
- The Foster for Greater Manchester Hub is already demonstrating measurable improvement at the front end of the recruitment pathway in all aspects within its scope . Since launch, 99.8% of initial enquiries have been responded to within one working day, more than a quarter of initial enquiries have converted to an initial visit, and conversion from initial visit to application has increased by 10 percentage points, reaching its highest level in three years. The first-year

review also found that 51% of initial visits converted to application, compared with 41% in the 12 months prior to May 2024, while initial enquiry to initial visit conversion improved by seven percentage points.

- The introduction of foster carer ambassadors has strengthened applicant engagement, with application rates 36% higher for households supported by an ambassador. More recent performance data also shows a strengthening pipeline, with households in assessment increasing by 30% compared with the previous year and 11 household approvals recorded in May 2026. However, approvals remain below the DfE baseline, with 106 household approvals against a baseline of 116, and there remains significant variation in application-to-approval conversion across local authorities, ranging from 11.1% to 51.7%. This variation in performance supports the case for moving to an end-to-end model, which would allow Greater Manchester to build on improved early-stage performance, while creating greater consistency, grip and accountability across assessment and approval.
- Further details on the activity required to deliver against the DfE minimum expectations of a regionalised fostering hub are provided below.

Alternative options considered and rejected

- The first alternative would be to disband the existing hub and revert to the 10 Greater Manchester LA's undertaking all fostering recruitment work. The declining number of fostering households and placements over several years and improvement in conversion rates in the initial stages of the process since the inception of the hub, would evidence this is not a workable option. Furthermore, scoping exercises regarding staff currently undertaking recruitment activity within each LA, would suggest that it is, in some LA's, under resourced and not prioritised in terms of staffing allocation to the task. In addition, this would not be consistent with the Governments expectations.
- The second alternative is to continue with the Hub as is, undertaking enquiry to application, the hub has evidenced improvement in consistency and conversion rates from enquiry to application. This has not resulted in a significant improvement in approval rates, following the application being handed over to the respective LA for assessment. This option does not therefore provide improved sufficiency capacity, increased placement choice for children or budgetary benefits from reducing dependency on residential care and is therefore not recommended.

CA.85 FAMILIES FIRST PARTNERSHIP PROGRAMME - PART A

Councillor Walmsley introduced the report seeking Cabinet approval for Bury's proposed implementation approach to the national Families First Partnership Programme (FFPP). The reforms aim to shift children's services towards earlier intervention, prevention, stronger multi-agency safeguarding, and greater involvement of families in decision-making.

Councillor Rydeheard queried the grant funding and whether we have anticipated the possibility that the funding may get cut and our response in the event that it does.

Councillor Walmsley confirmed that it has been taken into consideration and that safeguards would need to be put in place to ensure the service can continue.

Decision (s)
Cabinet

a. Approved the implementation of the Families First Partnership Programme operating model as set out in this report.
b. Approved the use of Families First Partnership Programme grant funding to support implementation of the model and associated service transformation arrangements.
c. Approved commencement of formal consultation with affected staff and trade unions regarding the proposed organisational and staffing changes arising from implementation of the Programme.
d. Delegated authority to the Executive Director of Children and Young People, in consultation with the Cabinet Member for Children and Young People and the Monitoring Officer, to take such actions as are necessary to implement the approved model and associated operational arrangements.
e. Noted that implementation of the Programme will contribute to compliance with relevant statutory duties and the reforms introduced by the Children's Wellbeing and Schools Act 2026.

Reasons for decision(s)

- Implementation of the Families First Partnership Programme is part of the national children's social care reform programme and provides Bury with an opportunity to strengthen our Family Safeguarding model of practice, while also delivering services in line with relevant statutory guidance, including Working Together to Safeguard Children, and the Families First Partnership Programme delivery expectations
- Families First is a significant system reform programme that will improve outcomes for children and families through earlier intervention, strengthened multi-agency safeguarding and greater family involvement in decision-making. Approval will enable the Council and its partners to comply with national policy expectations, secure the benefits of government investment, establish robust governance and accountability arrangements, and support the delivery of a sustainable, integrated model of family support across Bury

Alternative options considered and rejected

The Families First Partnership Programme is a national reform programme supported by programme guidance, grant conditions and elements of the Children's Wellbeing and Schools Act 2026, which seeks to reform how services to children and families are delivered by local authority children's services and partner agencies

CA.86 10-YEAR OCCUPATIONAL LEASE - 6B & 6C BRIDGE TRADING ESTATE

Councillor Tariq introduced the report seeking to approve a new 10-year lease for Units 6B and 6C at Bridge Trading Estate, which are used by Bury Adult Care Equipment Services. These premises provide the operational base for the storage, management and distribution of essential equipment, aids and adaptations that help residents remain safe and independent at home. The service also supports hospital discharge and helps avoid unnecessary admissions. The previous lease has ended following notice served by the landlord, and terms have now been agreed for a new lease running from May 2025 to May 2035. The proposed rent is higher than the current rent, but reflects current market conditions and avoids the significant cost, disruption and service risk associated with relocation.

Cllr Rydeheard asked a question on the market conditions and what assessments or considerations have taken place as to whether the market conditions are at a premium to what they otherwise would have been under market conditions as they are.

Roger Frith, Assistant Director of Corporate Assets & Facilities Management confirmed that the rent is reasonable at the moment for units that size.

Councillor Birchmore queried what the items were that are stored at this facility.

Councillor Tariq confirmed the equipment stored at the facility included hoists, specialist and stair lifts.

Decision(s)
Cabinet

- Approved a 10-year lease of 6b & 6c Bridge Trading Estate, on the terms set out in this report, to enable Adult Care Equipment Services to remain in occupation

Reasons for decision(s)

- Adult Care Equipment Services provides an essential service and requires secure, uninterrupted occupation of suitable premises to maintain continuity of service.

Alternative options considered and rejected

- Vacation of the unit - This would create a direct risk to the continuity of Adult Care Equipment Services. The unit is already configured for the storage, management and distribution of equipment, aids and adaptations, and loss of occupation would disrupt an essential operational service that supports residents to remain safe and independent at home. Vacation would mean either:
    - Finding alternative premises - This option has been rejected because there are no readily available alternative premises currently identified that would provide an equivalent operational base. Moving the service would require the Council to source suitable accommodation, negotiate terms, undertake any necessary fit-out works, relocate equipment and manage transition arrangements. This would create additional cost, operational risk and potential service disruption. It may also give rise to reinstatement liabilities at the existing premises.
    - Close the equipment store - This option has been rejected because the store support the provision of equipment to residents with care and support needs. Closure would therefore undermine the Council's ability to maintain continuity of an essential Adult Care service.

CA.87 HIGHWAYS CAPITAL PROGRAMME - HIGHWAY MAINTENANCE FUNDING 2026/27

Councillor Smith introduced the report seeking to support the maintenance and improvement of Bury's highway assets for 2026/27.

Councillor Birchmore queried the resurfacing scheme for 26/27 on the website it states 'to be confirmed', when will the council determine which roads will be resurfaced?

Councillor Smith confirmed that historically had stated all the roads that were planned to be completed but due to various reasons this does have to change. Details will be updated as we purchase the blocks and works are confirmed.

Councillor Rydeheard queried whether the factors contained in the draft budget have been taken into account as to feasibility for the delivery timescale and what impacts that could have on delaying some of the proposals set out.

Councillor Smith confirmed that a proposed change in structure of the highways team is being consulted on. Vacancies are being held in line with this.

Decision(s)

Cabinet

- Approved the Highways Capital Investment Programme and associated funding allocation set out in Table 2.
- Approved the proposed asset management and prioritisation approach used to determine investment priorities across the highway network, as detailed in Appendix 1.
- Approved the proposed works on culverts and structures detailed Appendix 2.
- Noted the previously approved road safety programme detail in Appendix 3.
- Delegated authority to Executive Director of Place, in consultation with Deputy Leader of the Council, Councillor Smith Cabinet Member for Environment, Climate Change and Operations to approve amendments to the programme of work and prioritisation method where required, to respond to changing asset condition, emerging risks, funding opportunities and delivery considerations.

Reasons for Decision(s)

- The Council, as the Highway Authority for Bury, has a statutory duty to maintain the public highway and associated infrastructure, including structures deemed to be publicly maintainable. The proposed programme provides a balanced and risk-based approach to managing the borough's highway assets, ensuring investment is targeted towards those interventions that deliver the greatest benefit in terms of safety, asset condition, network resilience and long-term value for money.
- The programme has been developed using asset management principles to prioritise investment based on condition, risk and network need, helping to manage deterioration across the network, protect previous investment and reduce future maintenance liabilities. It supports the Council's wider priorities for economic growth, connectivity, thriving communities and resilient public infrastructure.
- Approval of the programme will also enable the Council to utilise external funding allocations within the conditions and delivery timescales attached to those funding streams, including the Mayor's Pothole Fund, CRSTS and Integrated Transport Block funding. Failure to commit funding through an approved programme risks delaying delivery, affecting spend profiles and reducing the Council's ability to maximise the benefits of available investment within the required funding periods.

Alternative Options Considered and Rejected

- Alternative investment approaches have been considered. However, the recommended programme represents the most effective use of available funding based on asset condition, risk, deliverability and strategic need. The proposed approach ensures investment is prioritised transparently and consistently in accordance with the Council's Highway Asset Management Plan and the requirements of external funding providers.

CA.88 LIVE WELL IMPLEMENTATION IN THE BOROUGH

Councillor Tariq introduced the report seeking approval to accept and allocate £676,000 of Greater Manchester Live Well under the terms of a grant agreement with GMCA funding for both Year 2 and Year 3 of the programme.
The Live Well programme is a Greater Manchester initiative designed to reduce health, social and economic inequalities through neighbourhood-based support, stronger community networks, and integrated public services.

Councillor Smith welcomed the paper and thanked the team for the transformation in Besses.

Councillor Birchmore highlighted that pride in place funding is not money for the council nor should it be treated as a replacement for council funding.

Councillor Tariq clarified that there is no intent on our behalf to present this as a replacement.

Decision(s)
Cabinet

1. Noted the good progress of Live Well year 1 funding to establish the Whitefield Live Well centre in Besses and note the VCFA utilisation of half of the grant award to support the Live Well centre and invest in community capacity in Whitefield and beyond.
2. Approved entering into a further grant agreement to secure the £676,000 from GMCA for Years 2 and 3 and the allocation of £338,000 to Bury VCFA in each year, subject to appropriate grant funding arrangements.
3. Noted the priorities for VCFA investment in Year 2 and approve the proposals for spend for the Year 2 Council element of the grant funding.
4. Agreed a framework for prioritisation of Live Well investment across the borough for year 3.

Reasons for decision(s)

- Approval of the recommendations secures £676,000 from the GM Live Well Fund for year 2 and year 3 and provides for investment in the Bury VCFA of half of that in each year - £338,000 – to continue the implementation of Live Well in the borough following the year 1 pilot in Whitefield. The GM Live Well programme does not require match funding and is completely aligned with the principles of the LETS Do It Strategy.

Alternative options considered and rejected

- The alternative option to obtaining the grant funding is to not receive it which is a missed opportunity to deliver a key aspect of the council Lets Do It strategy, with no benefit.
- It will be noted it is a condition of the grant that 50% of the funding received should be spent with the local voluntary and community sector. There is an alternative that would see the Council administer multiple grants to local voluntary and community sector colleagues rather than inviting the VCFA to lead that, but it would require additional administrative and management resource in the council to do that and VCFA have well established and mature grant management processes and knowledge of the voluntary and community sector in the borough. This alternative is therefore rejected.

CA.89 DRAFT 2027/28 BUDGET

Councillor Thorpe introduced the report highlighting that the 2026/27 Final Budget Report presented to Budget Council on 25 February 2026 set out the Council's budget requirement for the 2026/27 financial year and provided details on the Council's reserves position. This report presents an updated budget position for 2027/28, comprising a refreshed budget assumptions and funding movements and a draft revenue savings.

Councillor Thorpe confirmed that the proposed review of the youth service and participation has now been removed from the consultation.

Councillor Rydeheard confirmed there were lots of pre submitted questions from members and a useful discussion was held at Overview and Scrutiny Committee.

Councillor Rydeheard queried the 75k saving in waste collection and highlighted he is dealing with missed bins in his ward and asked what more detail can be provided and clarity that this proposal won't impact residents any further.

Councillor Thorpe advised the savings are being achieved you the rationalisation of the service to make it more efficient.

Councillor Smith confirmed we are not proposing to remove any waste collection rounds but acknowledged that there are problems in certain areas that need to be reviewed.

Councillor Rydeheard advised members had discussed the garden waste charge at Overview and Scrutiny and the possibility this could lead to a net loss and queried whether there were any plans to try to forecast what that is likely to be and whether we could map the impact this could have?

Councillor Thorpe advised that at Overview and Scrutiny they discussed the potential impacts of implementing this policy which could have a detrimental impact on delivering this policy. There is a plausibility that it doesn't work however, work to date shows that we would be able to deliver this effectively as have several other councils in Greater Manchester.

Councillor L Smith advised that there is some risks but we are going to be mitigating them really well. As part of the improvement programme, there will be a waste strategy and this policy would sit within this.

Councillor Vernon queried the response he received when he asked a question about the green waste levy several years ago and what has changed since then.

Councillor Thorpe highlighted that circumstances change over time and that this is being included within a wider waste strategy to help meet our 2035 targets.

Councillor O'Brien advised that there is a lot more genuine uncertainty on the impact this would have several years ago. Lots of authorities across the country do this already and Stockport and Trafford have now since implemented it. We can now say with greater certainty what impacts implementing this policy will have. The financial position is very challenging so proposals that we may not have considered in the past need to be looked at now.

Councillor Birchmoer felt there was some information around costings that was missing from the proposals and would like this information to be brought back to Overview and Scrutiny to enable them to review the proposals properly.

Councillor Thorpe responded that these proposals have been brought forward earlier than normally happens and so the detail is being worked on and will be presented with the final budget proposals.

Councillor Rydeheard highlighted that other authorities deal with garden waste in different ways and whether we were planning on consulting on the method of implementation.

Councillor L Smith confirmed that the consultation would include the method for implementing this policy.

Decision(s)
Cabinet

1. Approved the updated Medium-Term Financial Strategy to 2029/30, including the underlying assumptions regarding resources and spending requirements.
2. Approved the Draft 2027/28 Revenue Budget and Medium-Term Financial Strategy position as set out within this report, including the forecast remaining budget gap of £9.585m for 2027/28 and cumulative gap of £17.508m by 2029/30, as the basis for consultation and further budget development.
3. Approved the total budget assumptions of £29.945m in 2027/28.
4. Approved the new saving proposals totalling £17.451m over the period 2027/28 to 2029/30, including £10.747m in 2027/28, £2.686m of which are subject to the outcome of the public budget consultation of which £1.070m relates to 2027/28.
5. Noted the total savings programme of £27.251m over the period of 2027/28 to 2029/30, including £17.560m in 2027/28.
6. Approved public consultation on the draft budget assumptions and new savings requiring a policy decision between 19th October to 30th November 2026.
7. Noted that the outcomes of the budget consultation will be reported back to Members and used to inform the final budget setting proposals and referred to Overview & Scrutiny Committee for their consideration.
8. Noted the draft proposal to increase Council Tax by 4.99% in 2027/28 and the remaining years of the MTFS 2028/30 (comprising 2.99% general increase and 2.0% adult social care precept) in line with the current referendum limits.
9. Noted the progress to date in relation to the voluntary exit scheme.
10. Noted the workforce savings, which is primarily the product of funding optimisation, vacancy deletion and organisational redesign and does not represent a change in policy. The intention is to bring forward further proposals to increase the overall workforce-related contributions (including the progression of the voluntary exit scheme).
11. Noted the recurring savings and exit costs resulting from workforce reductions will be included in the Final Budget Report and reported to Cabinet and Council in February 2027.
12. Approved the use of flexible capital receipts or capitalisation direction in the form of borrowing to fund eligible severance and transformation costs arising from the delivery of the budget strategy and associated workforce proposals in accordance with the statutory guidance issued by MHCLG with the final allocation to be determined by the Director of Finance.
13. Approved the assumptions relating to sales, fees and charges included with the draft budget and note that detailed schedules will be presented as part of the Final Budget Report.
14. Noted the forecast reserves balance for 2027/28 and limited capacity of reserves to support future budget gaps.

15. Noted the Section 151 Officer's assessment of the Council's financial position and the reasons why exploration of Exceptional Financial Support is considered necessary;
16. Authorised the Section 151 Officer, in consultation with the Chief Executive, Monitoring Officer and the Cabinet Member for Finance and Corporate Services to explore Exceptional Financial Support with MHCLG, conduct negotiations, provide financial assurance and finalise and submit the application to cover any remaining funding gap in advance of final budget setting.

Reasons for decision(s)

- The Council has a legal requirement annually to set a balanced budget and Council Tax and where necessary undertake consultation with the public, businesses, stakeholders and internally with staff and through Overview & Scrutiny Committee.
- To update members on the Councils budgetary position and set out the work plan to reduce the forecast budget gap ahead of Budget Council on 24th February 2027.

Alternative options considered and rejected

- The current assumption within the MTFS is for an on-going 4.99% annual Council Tax increase (2.99% general precept and 2% adult social care precept) which is built into the core spending power assumptions within the 2026/27 to 2028/29 Local Government Finance Settlement.
- An alternative option could be made to increase its 'relevant basic amount of council tax' above the levels that will be set out in the Local Government Finance Settlement, but this would require holding a local referendum and a majority vote.
- A 1% increase or decrease in Council Tax is equivalent to c£1.311m of additional funding.

CA.90 PRESTWICH VILLAGE REGENERATION PROJECT: PHASE 1A (TRAVEL HUB) - OPERATIONS STRATEGY

Councillor Morris introduced the report seeking approval for the strategy, charging and tariff structure to enable the Travel Hub to be open and fully operational within the required timeline.

Councillor Rydeheard queried whether there was a mechanism in place to the council to hold APCOA to account if anything does go wrong?

Councillor Morris confirmed that the car park would be operated using ANPR and barriers so the likelihood of incorrect fines being issued were minimal.

Councillor Birchmore queried whether any funds in terms of parking have to be ringfenced?

Councillor O'Brien confirmed that the council cannot use it for income generation. Any income is ringfenced around the wider service.

Neil Kissock, Director of Finance confirmed that we will have ringfence and statutory car park account that will have full transparency on how it has been collected and utilised.

Councillor Rydeheard queried whether there was an agreement in place for this particular car park that the payment of charges goes to the land owner and payment of fines go to the operator?

Councillor Morris confirmed that we pay a cost to APCOA each year and any income received will go towards paying that.

Decision(s)
Cabinet:

- Acknowledged APCOA Parking (UK) Limited (Company number 02572947) as the appointed third-party operator for the Travel Hub.
- Approved the operations strategy to facilitate the opening of the Travel Hub.
- Approved the introduction of parking charges and other charges in the new Prestwich Travel Hub and subsequent agreement to the implementation of a tariff structure as set out in Section 8 of this report.

Reasons for recommendation(s)

- To successfully facilitate the Travel Hub opening to the public (once APCOA is fully mobilised) now construction of the building is practically complete and is within the Council's ownership.
- To enable the Travel Hub to have an operations strategy including a charging and parking tariff structure in place to generate income and cover APCOA's operational costs for managing the facility. Opening the Travel Hub without implementing charging would mean that the Council would need to subsidise the facility by approximately £300,000 per annum.

Alternative options considered and rejected

- Not agreeing to the operations strategy but this would prevent the Travel Hub from opening.
- Not introducing a charges and parking tariff structure but this would prevent the Council from generating income to be able to cover the costs of a third-party operator managing the Travel Hub.
- Various parking tariff options have been considered and financially modelled, but the recommended option is in keeping (as much as possible) with the current parking tariffs within Bury Town Centre (noting the differences between the operation of a surface-level car park and a building) and overall, represents best value for money, including meeting the annual operating costs of APCOA.

CA.91 PARKING AND BUS LANE ENFORCEMENT SERVICES

Councillor L Smith introduced the report seeking Cabinet approval for interim and longer-term contractual arrangements that will maintain parking and moving traffic enforcement services and support an integrated, resilient and value-for-money service.

There were no comments or questions.

Decision(s)
Cabinet

- Noted that the previous enforcement services contract with Marston (Holdings) Limited (Company number 04305487) expired on 31 August 2026 and that services have continued to be provided by the incumbent supplier.

- Approved the use of a compliant procurement framework to award a short call-off contract for value of £600,000 to Marston (Holdings) Limited (Company number 04305487) for the continued provision of enforcement services pending procurement of a long-term solution. This short-term contract to commence following approval and expiring on 31st March 2027
- Authorised the Executive Director (Place), in consultation with the Cabinet Member for Environment, Climate Change and Operations and Director of Law and Democratic Services, to finalise and enter into the framework call-off contract and ancillary documentation.
- Approved commencement of a procurement exercise for a replacement long-term enforcement services contract for a value of £5,000,000.
- Authorised the Executive Director (Place), in consultation with the Cabinet Member for Environment, Climate Change and Operations and Director of Law and Democratic Services, to undertake all steps necessary to conduct the procurement process.
- Authorised the Executive Director (Place), in consultation with the Cabinet Member for Environment, Climate Change and Operations and Director of Law and Democratic Services, to award and enter into the replacement contract following completion of the procurement process, subject to approved budget and procurement parameters.
- Delegated authority to approve lawful contract modifications, mobilisation arrangements and ancillary contractual documentation required in connection with the framework call-off contract or replacement contract

Reasons for decision(s)

- The Council is required to maintain effective parking and moving traffic enforcement services to support its statutory traffic management responsibilities. The proposed short term framework call off arrangement will provide service continuity whilst a longer term procurement is undertaken. The longer term procurement will enable the Council to develop a more integrated enforcement service, improving operational efficiency, accountability and value for money. The recommendations provide an appropriate governance framework to support both the immediate service requirements and the future delivery of enforcement services.

Alternative options considered and rejected

- Alternative delivery and procurement options were considered as part of the review of future enforcement arrangements. The recommended approach was considered to provide the most appropriate balance of service continuity, operational effectiveness, value for money and future flexibility. Other options were not progressed as they were not considered to deliver the Council's requirements as effectively as the proposed approach.

CA.92 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 10 July 2026 be noted.

CA.93 URGENT BUSINESS

There was no urgent business.

CA.94 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.95 NEW SHAREHOLDER AGREEMENT WITH PERSONA PART B - OCTOBER CABINET 2026

Councillor T Tariq presented the Part B report which included the full financial details.

Decision(s)
Cabinet:

1. Adopted the new Persona Shareholder Agreement

Reasons for recommendation(s)

2. To explore the potential for providing Persona with greater flexibility in decision making to facilitate growth in high quality service delivery by a local company which provides giving a strengths-based approach to care and support of older residents and those living with learning disabilities.

Alternative options considered and rejected

3. Do nothing – Persona will be unable to respond fully to the department of health and adult care commissioning intentions and potentially miss out on growth opportunities

CA.96 EXTENSION OF LEASE FOR ST MONICA'S - PART B

Councillor Walmsley presented the Part B report which included the full financial details.

Decision(s)

1. Cabinet
    a. Approved the current heads of terms for the grant of the new lease.
    b. Delegated any minor variations to the final heads of terms to the Assistant Director of Corporate Assets and Facilities Management.
    c. Delegated the signing of the lease and any associated documents to Councils Monitoring Officer.

Reasons for recommendation(s)

2. The grant of the new lease secures the operation of the Elms Bank College Hub without major capital expenditure for in the medium term.

CA.97 FAMILIES FIRST PARTNERSHIP PROGRAMME - PART B

Councillor Walmsley introduced the Part B report which included the full financial details.

Decision(s)

1. Cabinet:

a. Approved the implementation of the Families First Partnership Programme operating model as set out in the Part A: Families First Partnership Programme report.

b. Approved the use of Families First Partnership Programme grant funding to support implementation of the model and associated service transformation arrangements.

c. Approved commencement of formal consultation with affected staff and trade unions regarding the proposed organisational and staffing changes arising from implementation of the Programme as set out in the Part A Families First Programme report, and noting the additional detail provided in this report.

d. Delegated authority to the Executive Director of Children and Young People, in consultation with the Cabinet Member for Children and Young People and the Monitoring Officer, to take such actions as are necessary to implement the approved model and associated operational arrangements.

e. Noted that implementation of the Programme will contribute to compliance with relevant statutory duties and the reforms introduced by the Children's Wellbeing and Schools Act 2026.

Reasons for decision(s)

2. Refer to report - Part A Families First Partnership Programme.

Alternative options considered and rejected

3. Refer to report - Part A Families First Partnership Programme.

COUNCILLOR E O'BRIEN
Chair

(Note: The meeting started at 6.00pm and ended at 8.35pm)

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Agenda Item 6

Classification: Open	Decision Type: Key

Report to:	Cabinet	**Date:** 04 November 2026
Subject:	Approval to Undertake Public Consultation to Inform the Development of a Local Supported Housing Strategy for Bury	
Report of	Cabinet Member for Housing Services	

1.0 Summary

1.1 The Supported Housing (Regulatory Oversight) Act 2023 places a statutory duty on local authorities to prepare and publish a Local Supported Housing Strategy. The Strategy will provide the Council's strategic framework for understanding current and future supported housing need, identifying gaps in provision, improving outcomes for residents and informing future planning, commissioning, and investment decisions across the supported housing sector. The Council has appointed arc4 to support the development of the Strategy and accompanying delivery plan.

1.2 The Strategy will establish a five-year vision and set of priorities for supported housing in Bury. It will consider the housing and support needs of people who require accommodation with care, support or supervision to enable them to live independently, maintain wellbeing, prevent or recover from crisis, and achieve positive housing outcomes.

1.3 The Strategy will be developed through an evidence-led and co-produced approach, bringing together quantitative data, service intelligence, stakeholder expertise and the experiences of people who use, have used, or may require supported housing.

1.4 This report seeks Cabinet approval to undertake a six-week programme of consultation and engagement with residents, providers, partners and other stakeholders, to inform the development of the Strategy and five-year delivery plan and ensure that their views directly shape its priorities and actions.

2.0 Recommendation(s)

It is recommended that Cabinet:

2.1 Approve the commencement of a six-week public consultation and engagement programme to support the co-production and development of a Local Supported Housing Strategy for Bury.

2.2 Delegate authority to the Director of Housing to make any non-material amendments to the consultation and engagement programme, if required.

2.3 Note that following consultation and development of the Strategy, the proposed Local Supported Housing Strategy and five-year delivery plan will be presented to Cabinet for approval and adoption.

3.0 Reasons for recommendation(s)

3.1 National guidance emphasises that Local Supported Housing Strategies should be evidence led and developed in partnership with organisations who commission, refer into, deliver and regulate supported housing, alongside people with lived experience of supported housing services.

3.2 Undertaking a structured programme of consultation and engagement will strengthen the evidence base and ensure that local priorities are informed by both quantitative analysis and qualitative insight.

3.3 Meaningful engagement with residents and stakeholders, will help the Council better understand experiences of supported housing, identify unmet and emerging needs, understand barriers to accessing accommodation and support, and identify opportunities to improve pathways, outcomes and service quality where required. The consultation findings will directly inform the strategic priorities, actions and outcome measures contained within the Local Supported Housing Strategy and five-year delivery plan.

4.0 Alternative option considered and rejected

4.1 Develop the Local Supported Housing Strategy using existing evidence only, without a dedicated phase of public and lived experience consultation.

4.1.1 This option has been rejected as it would not fully reflect the principles of co-production set out within national guidance and may limit the Council's understanding of how supported housing services are experienced by residents and stakeholders. Quantitative evidence alone cannot adequately capture resident experiences, barriers to access, service quality issues, move-on challenges, aspirations for independent living or the outcomes achieved through supported housing.

4.1.2 Failure to undertake meaningful engagement could result in missed opportunities to identify hidden demand, unmet need, service gaps, and practical improvements that could strengthen future service planning and commissioning.

4.1.3 A dedicated consultation and engagement programme is therefore considered essential to ensuring that the Strategy is robust, inclusive, evidence based and responsive to local needs.

Report Author and Contact Details:

Name: Jacqueline Summerscales
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5.0 Background and context

5.1 Supported housing provides accommodation alongside care, support or supervision for individuals who need assistance to live independently, avoid crisis, recover from challenging circumstances, or maintain their wellbeing and safety.

5.2 Supported housing plays a critical role within the wider housing, health and social care system by helping to:

- Prevent homelessness and repeat homelessness.
- Promote independent living.
- Support safe hospital discharge.
- Reduce reliance on institutional care.
- Enable recovery from mental ill health, substance misuse, and domestic abuse.
- Support people with disabilities, long-term health conditions, and age-related support needs.
- Provide pathways into employment, training, and community participation.

5.3 The Supported Housing (Regulatory Oversight) Act 2023 introduced new national arrangements aimed at improving oversight, quality, strategic planning, and value for money within the supported housing sector. As part of these arrangements, local authorities are required to prepare a Local Supported Housing Strategy setting out how supported housing needs will be understood and addressed within their area.

5.4 The Strategy will establish a five-year framework for supported housing across Bury and will include:

- A strategic vision and objectives.
- An assessment of current and future need.
- Analysis of supply, demand, and gaps in provision.
- Strategic priorities for different client groups.
- Plans to improve access, pathways, and move-on opportunities.
- Priorities for quality, standards, and resident outcomes.
- Partnership, governance, and commissioning arrangements.
- Monitoring and performance measures.
- A five-year delivery plan.

5.5 The Strategy will consider the needs of the thirteen priority client groups identified through national guidance and local evidence, including older people, people with learning disabilities, autistic people, people with mental health needs, people experiencing homelessness, care leavers, people

affected by domestic abuse, people with substance misuse issues, prison leavers and others who require supported housing.

5.6 The Council already holds a significant amount of quantitative and service intelligence to inform the needs assessment and is currently reviewing available evidence to identify and address any material gaps. Arc4 will support the Council in analysing this information and translating the findings into a comprehensive Local Supported Housing Strategy and delivery plan, with completion and adoption planned by 31 March 2027.

6.0 Consultation and engagement

6.1 A comprehensive programme of consultation and engagement will be undertaken to ensure that the Strategy reflects the experiences, aspirations and priorities of residents, providers, and partner organisations. The consultation will seek views from:

- People currently living in supported housing.
- People who have previously lived in supported housing.
- People seeking access to supported housing services.
- Older people using or considering supported housing.
- People with learning disabilities and autistic people.
- People with mental health needs.
- People with physical disabilities or sensory impairments.
- Young people transitioning from children's services and care leavers.
- People experiencing homelessness or rough sleeping.
- People affected by domestic abuse.
- People with drug or alcohol support needs and people leaving prison or asylum accommodation.
- Families, carers, and advocates.
- Supported housing providers.
- Registered providers.
- Health and social care partners.
- Voluntary, community, faith, and social enterprise organisations.
- Commissioners and statutory services.
- Probation services.
- Other organisations supporting vulnerable and excluded groups.
- Other stakeholders involved in the commissioning, referral, provision, or regulation of supported housing.

6.2 The consultation programme will explore current and future supported housing needs, gaps in provision, accessibility, service quality and resident experience, safeguarding and wellbeing, affordability, referral processes and pathways, move-on and flow through arrangements, partnership working and commissioning, and opportunities for service improvement and innovation. The findings, alongside the needs assessment and other evidence will be used to inform the strategic priorities and delivery plan.

7.0 Proposed methodology

7.1 The Council and arc4 will adopt a co-production approach throughout the development of the Strategy, ensuring that engagement activities are accessible, inclusive, and proportionate. These will include:

- An online consultation questionnaire.
- A dedicated consultation webpage.
- Targeted communications.
- Stakeholder surveys.
- Focus groups, workshops, one-to-one and small group options.
- Facilitated discussions through trusted community organisations.
- Engagement sessions with supported housing residents.
- Easy read and alternative format materials.
- Freephone telephone and e-mail engagement options.
- Engagement supported by advocates, carers, and support workers where appropriate.

7.2 All consultation responses will be considered alongside evidence gathered through the needs assessment, to ensure the final Strategy reflects both strategic evidence and lived experience.

8.0 Next steps

8.1 Subject to Cabinet approval, the proposed six-week consultation and engagement programme will commence. The findings will be analysed alongside the supported housing needs assessment and other evidence sources. Arc4 will use the evidence gathered to prepare a draft Local Supported Housing Strategy and five-year delivery plan which will be reviewed and refined with key stakeholders prior to completion.

8.2 The final Local Supported Housing Strategy and accompanying delivery plan will be presented to Cabinet for approval and adoption, together with a summary of the consultation findings and stakeholder feedback.

8.3 Following adoption, implementation of the delivery plan will be monitored through appropriate governance arrangements, with progress reported periodically through the Council's established performance and oversight framework.

Links with the Corporate Priorities:

Development of the Local Supported Housing Strategy supports the Council’s corporate priorities by helping residents who need care, support, or supervision to access suitable housing, live as independently as possible, prevent or recover from crisis, and achieve better health and wellbeing outcomes. Public and lived experience engagement will help ensure the Strategy reflects local needs and addresses inequalities in access to suitable housing and support.

The Strategy will also support more coordinated working across housing, adult social care, children's services, health, homelessness, domestic abuse, criminal justice, and the voluntary and community sector, providing a clearer framework for prevention, service pathways, future provision, and investment.

Equality Impact and Considerations:

The consultation will involve groups who may have protected characteristics under the Equality Act 2010 and people who may face additional barriers to participation. The engagement approach will therefore use accessible and inclusive formats, including easy-read or alternative materials, non-digital routes and support from trusted organisations, advocates, carers, or support workers where appropriate.

Engaging directly with people with lived experience will help identify whether supported housing needs, pathways or proposed priorities have different impacts on people because of age, disability, sex, race, and other protected characteristics, as well as on people experiencing socioeconomic disadvantage. Feedback will inform the Equality Impact Assessment for the final Strategy.

A full EQIA will be completed as the Strategy is finalised.

Environmental Impact and Considerations:

The environmental impact of the consultation itself is expected to be minimal. Digital engagement will be used where appropriate, alongside targeted face-to-face or supported engagement where this is necessary to make the process inclusive and accessible.

The final Local Supported Housing Strategy may include priorities relating to the quality, suitability, and future supply of accommodation. Any environmental implications arising from specific delivery actions or future development proposals will need to be considered through the relevant decision-making, planning, and commissioning processes.

Assessment and Mitigation of Risk:

Risk / opportunity	**Mitigation**
Low participation or limited responses from people with lived experience.	The consultation will be promoted through multiple channels including Council website, social media and targeted routes through supported housing providers, charities, voluntary

	and community organisations, and other relevant partners.
Exclusion - some people may find standard consultation methods inaccessible because of disability, communication needs, digital exclusion, trauma, or other barriers.	Use of accessible and alternative formats, non-digital routes, one-to-one and small group options, and support from advocates, carers, support workers, or trusted organisations where appropriate. Easy read, hard copies of consultation materials will be available. Offline engagement routes (freephone, post) will be provided to maximise participation.
Consultation fatigue or distress - people may be asked to repeat difficult experiences or may find engagement burdensome.	Engagement will be voluntary and proportionate, use of existing trusted relationships where possible, avoid duplication, make clear the purpose of engagement and how feedback will be used.
Data protection or confidentiality - personal information or sensitive experiences could be mishandled.	Secure data handling/anonymisation.

Procurement Implications

There are no procurement implications

Legal Implications:

The Council is required to have a Local Supported Housing Strategy and in development of it should have regard to the statutory guidance contained in Local Supported Housing Strategies, issued under section 2 of the Supported Housing (Regulatory Oversight) Act 2023. The guidance requires the Strategy to be informed by an assessment of local need, supported by appropriate governance arrangements and developed in collaboration with relevant partners. The proposals within this report support the Council in meeting those requirements.

The statutory guidance places significant emphasis on partnership working and stakeholder engagement in the development of Local Supported Housing Strategies. It expects local authorities to engage relevant partners, supported housing providers, health and social care bodies, residents, and people with lived experience. Consultation will assist the Council in ensuring that the Strategy is evidence-based, reflects local needs and priorities, and accords with the expectations of the statutory guidance.

Financial Implications:

There are no financial implications arising directly from this report.

Appendices:

None.

Background papers:

Local Supported Housing Strategies – statutory guidance

Supported Housing (Regulatory Oversight) Act 2023

Glossary of terms, abbreviations and acronyms used in this report.

Term	Meaning
arc4	A housing consultancy appointed by Bury Council to support development of the Local Supported Housing Strategy.
Local Supported Housing Strategy	A five-year strategy setting out local supported housing needs, priorities, and actions.
Supported housing	Accommodation provided alongside care, support or supervision to help people live independently, recover from, or prevent crisis, or move towards greater independence.

Agenda Item 7

Classification: Open	Decision Type: Key

Report to:	Cabinet	**Date:** 04 November 2026
Subject:	Family Safeguarding Partnership Agreement	
Report of	Cabinet Member for Children and Young People	

Summary

1. This report seeks Cabinet approval for the continuation of funding to support the Family Safeguarding Model of Practice through renewed partnership arrangements with key safeguarding partners.

2. The Family Safeguarding Model, developed by the Centre for Family Safeguarding Practice in Hertfordshire, is a nationally recognised, evidence-informed approach which brings together social workers and specialist practitioners in domestic abuse, mental health and substance misuse into integrated multi-disciplinary teams. The model is designed to address the underlying causes of harm, strengthen family resilience and safely reduce the need for children to enter care.

3. Since implementation in Bury in 2023, Family Safeguarding has become the foundation of practice across children's social care and has demonstrated positive outcomes for children and families. The model also provides a strong platform for implementation of the national Families First Partnership Programme reforms.

4. Approval from Cabinet is required as the original agreement and subsequent deed of variation have now expired, therefore a new agreement is required to continue to fund the additional practitioner roles which are required to ensure fidelity to the Family Safeguarding model.

Recommendation(s)

5. Cabinet to approve that a new Family Safeguarding partnership agreement is drawn up between Bury Council and our safeguarding partners, specifically GM Integrated Care Board, Pennine Care NHS Foundation Trust, Probation Service, Early Break and Greater Manchester Police.

6. Cabinet to agree to continued partnership funding for a further 12 months at a cost of £490,618, funded from Supporting Families reserves.

Reasons for recommendation(s)

7. Since its implementation in 2023, the Family Safeguarding model of practice has supported children and families across Bury through multi-agency teams delivering support and intervention. These teams include social workers and child and family practitioners employed directly by Bury Council, as well as partner roles including mental health practitioners, drug and alcohol recovery workers, domestic abuse offers, domestic abuse practitioners and a clinical psychologist who are employed by our partners in NHS, Early Break and Probation.

8. These roles are required to continue to ensure continued fidelity to the Family Safeguarding model of practice. The number of practitioners in each role is based on a needs analysis that was completed alongside as part of the original implementation and planning which was supported by the Centre for Family Safeguarding Practice.

9. When looking at the impact of Family Safeguarding since its implementation, data is now beginning to show improved outcomes for children and families in Bury, which are being sustained across 6, 12 and 18-month periods following referral. This is resulting in lower levels of escalation through the system and lower numbers of children and young people entering the care of the local authority. Alongside the statistics, feedback from families shows the value of this model of practice and the benefits of offering a multi-agency approach to support, help and protection, addressing the needs of the family in a holistic, strengths-based way.

10. This is particularly pertinent as we move into implementing the national Families First Partnership Programme of reforms to social care, expanding our use of Family Safeguarding to create a seamless offer of support for families. The FFP model is designed so that family help is delivered by professionals (not all of whom are social qualified) and taking a whole family approach, working to address the issues facing the adults in the family and so is a good fit for the Family Safeguarding model.

11. **Alternative options considered and rejected**

12. Option 1 - Discontinue funding to partners

This would result in a loss of the multi-agency practitioners within the service and mean that Bury is no longer a Family Safeguarding authority. This was a key strand of the Council's Improvement Plan following the inadequate Ofsted inspection of 2021, and supported by the DfE under sector led improvement partner (SLIP) arrangements. This option risks losing the benefits achieved through the multi-disciplinary approach, resulting in poorer outcomes for children and families. This may also result in increased demand on statutory intervention including children subject to child protection plans and children entering care. This is inconsistent with the council's objective to offer the right

level of support for children and families at the right time, in the most cost effective way. It would also remove the basis on which the Families First Programme implementation has been founded, which assumes a Family Safeguarding model of practice in its locality structures.

13. *Option 2 - Reduce funding levels*

Reducing funding would result in fewer practitioners available to support families. The number of practitioners in place was originally set by the Centre for Family Safeguarding who designed the model and considered the number of children open to social care at different levels of intervention. Reducing the number of practitioners would mean we no longer have fidelity with the Family Safeguarding model. The model of practice is based on families being able to access the support directly, without having to go on multiple pathways and referral routes.

Report Author and Contact Details:

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Background

14. The Family Safeguarding model has supported a decline in the number of children entering care. Over the past 12 months (to end of September 2026), 108 children entered care, compared to 154 for the 12 months to end of September 2025. More particularly over the same 12-month period to the end of September 2026, the number of children aged between 1 and 9 years old entering care has reduced to 27 children. This compares with 68 for the 12 months to the end of September 2025 and an average of 34 for the 4 years prior to that date.

15. As part of the ongoing evaluation of the effectiveness of Family Safeguarding, we have also been undertaking longitudinal analysis looking at children worked with by Family Safeguarding teams at a snapshot date and what support or intervention a child or family were receiving 12 and 18 months hence. This shows increasing effectiveness in the support provided by the service, with less escalation in need – for instance only 10% of children supported at the end of March 2025 had seen an escalation in need as at the end of September 2026; and only 7% of children had entered public care. Both figures have improved from the same analysis undertaken at the end of September 2025, for the cohort of children open to the service at the end of March 2024 (13% escalating and 8% entering care).

16. While the percentage differences may not seem large, it is worth considering that 1% equates to 6 children and that each child in care costs an average of £45,000 a year to support, if they are in foster care. So small differences make a substantial financial difference. Moreover, a sustained period of lower entry into care, such as has occurred in 2026, can yield to substantial cost avoidance for the council. The difference of 45 children entering care in the 12 months to the end of September 2026, compared to the 12 months to the end of September 2025, equates to £2m less pressure on council budgets for homes for children in care, if all those additional children lived in foster homes.

17. Evidence of impact of the model on the wider practice of the council's Children's Services, outside of the Family Safeguarding Teams is more mixed, with continued relatively high numbers of child protection enquiries and child protection plans compared to similar authorities – though the latter have fallen by 7% over the past year. This activity is chiefly driven from new work opening to the service, rather than families already open, but reducing these volumes will be one of the key objectives of implementation of the national Family Help reforms. Similarly, Bury has not seen impact on the number of requests for help received by the service from partners, so the concept of meeting need at the lowest possible level of intervention has not truly embedded across the wider partnership of local agencies yet.

18. In March 2026, the Centre for Family Safeguarding Practice returned to Bury as part of sector led improvement arrangements to carry out a Peer Review which identified a clear trajectory of improvement, increased workforce stability, stronger leadership and a strong commitment to Family Safeguarding. Reviewers found evidence of improved outcomes for children and families, including fewer children entering care, reductions in child protection activity and more children being supported successfully within their families. Whilst identifying areas for further development, the review's recommendations focused on strengthening and embedding the model rather than changing direction. The findings provide independent assurance that continued investment in Family Safeguarding represents an effective and evidence-informed approach to improving outcomes for children and supporting the delivery of national children's social care reform.

19. The review was specifically commissioned to assess implementation of the model, evaluate practice quality and impact, review leadership, workforce and partnership working, and identify priorities for further development

20. The peer reviewers identified a number of significant strengths:
    - Clear evidence of relational and strengths-based practice.
    - Positive multi-agency contributions to safeguarding processes.
    - Improved information sharing and decision-making at the front door.
    - Generally appropriate application of thresholds.
    - Evidence of plans being co-produced with families.

- Positive feedback from families receiving support.
- Effective quality assurance arrangements and learning mechanisms.
- Strong performance reporting and oversight arrangements.

21. Importantly, reviewers found evidence that the model was contributing to improved outcomes for children and families, including:
    - Fewer children entering care.
    - More children successfully exiting care.
    - Reduced child protection and referral rates.
    - More children being supported safely within Early Help and Child in Need services.
    - Positive family experiences of support and intervention

22. Continuation of the Family Safeguarding model is critical to the successful implementation of the nationally mandated Families First Partnership Programme (FFPP). Family Safeguarding already delivers many of the core principles underpinning the reforms, including whole-family working, relationship-based practice, multi-disciplinary support, shared decision-making and a focus on helping children remain safely within their family networks wherever possible. The FFPP reforms are not intended to replace Family Safeguarding; rather, they build upon and expand approaches that have already been proven to improve outcomes for children and families. Continued investment in Family Safeguarding will therefore protect the progress already achieved, maintain the multi-disciplinary capacity that is fundamental to the model, and provide a strong foundation from which Bury can deliver the Families First reforms and meet national expectations for integrated Family Help, effective multi-agency child protection and family-led support.

23. Children's services are mostly involved with children and families because of parental issues. Parental issues were identified in two-thirds of the 1,400 assessments of newly opening children completed in 2026 to date, with 50% containing issues around parental mental health (32%), Domestic Abuse (29%), Alcohol abuse (19%) or Substance Misuse (13%).

24. For this reason, there are Domestic Abuse advisers in the MASSH itself – to enable early support; but this is also the principle reason for the Family Safeguarding model of practice. The model recognises that a family's problems need to be addressed holistically and in most instances this means parental issues. Further, it also recognises that the adults caring for children will often not meet the threshold for adult services (with criticality of need being used to ration provision, together with willingness to engage).

25. The Family Safeguarding model therefore seeks to circumvent the system by having adult service providers as part of the team working with the family. It is instructive that the national social care reforms around Family Help seek to mirror this approach.

26. Family Safeguarding is prevention in action – enabling access to services for adults in the family that would not otherwise be available to them to better support their parenting of children within the family and to reduce the likelihood of greater children's social care involvement and entry into care by the children concerned.

27. Breakdown of the £490,618:

Pennine Care Trust (Mental Health Practitioners)	£193,929
Early Break (Substance Recovery Workers)	£147,186
Probation Service (Domestic Abuse Officers)	£149,503
Total	**£490,618**

Sustainability

28. The continuation of a funded partnership agreement for a further 12 months will give space to focus on moving from implementation to long-term sustainability, ensuring that the model becomes embedded as the established way in which the partnership works with children and families. Sustainability requires continued access to the multi-disciplinary expertise which is fundamental to the model, alongside maintaining the practice approach, workforce capability, partnership ownership and governance arrangements that support delivery.

29. This will require the Council and its partners to consider how the multidisciplinary capacity and ways of working that are fundamental to the model can be maintained within the wider system over the longer term. A particular focus will be on strengthening relationships and alignment with Adult Social Care, developing stronger links with neighbourhood-based services and ensuring that opportunities for greater integration are fully explored. This is important in sustaining a whole-family approach, recognising that many of the issues affecting children are closely connected to the needs and circumstances of the adults within their family.

30. Over the next 12 months, the Families First Partnership governance arrangements will provide the framework for this work. Three-monthly reviews will consider the impact, effectiveness and longer-term sustainability of Family Safeguarding, bringing partners back together to consider their respective roles, responsibilities and contribution to the future model. This will include consideration of the scope for continued or revised partnership funding alongside opportunities to achieve greater integration with Adult Social Care, neighbourhood arrangements and the developing Families First model. The intention is to ensure that Family Safeguarding moves from a time-limited implementation programme to an embedded, jointly owned and sustainable

partnership approach, while protecting the core multi-disciplinary features that have supported improved outcomes for children and families.

Links with the Corporate Priorities:

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

31. The Family Safeguarding Model directly supports the Let's Do It strategy by delivering services that are Local, Enterprise, Together and Strength-Based.

32. The model brings professionals together around families promoting shared responsibility between agencies and families, recognises the strengths and capabilities within family networks and focuses on building sustainable change rather than dependency on services.

33. Family Safeguarding also contributes to Bury's ambition to improve life chances, reduce inequalities and ensure children grow up safe, healthy and connected to their families and communities. The continued investment in multi-disciplinary working supports earlier intervention, prevention and better outcomes for children and young people.

34. In addition, Family Safeguarding provides a strong foundation for implementation of the Families First Partnership Programme by aligning closely with national reforms that seek to strengthen family help, multi-agency child protection and family-led decision-making

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Equality Impact and Considerations:

Please provide an explanation of the outcome(s) of an initial or full EIA and make ***specific reference regarding the protected characteristic of Looked After Children****. There must be a signed off EIA template appended with a full analysis or explanation as to why an analysis is not needed for the report to be put forward to Cabinet. Sign off to be completed by the Council's Equality, Diversity and Inclusion (EDI) Manager (contact l.cawley@bury.gov.uk for advice).*

35. The Family Safeguarding model positively impacts on children, young people and families by improving access to co-ordinated support and reducing inequalities experienced by vulnerable groups. Particular consideration has been given to looked after children and those at risk of entering care.

Environmental Impact and Considerations:

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

36.

Assessment and Mitigation of Risk:

Risk / opportunity	Mitigation

Procurement Implications:

37. There are no procurement implications

Legal Implications:

38. The Council has statutory duties under the Children Act 1989 and Children Act 2004 to safeguard and promote the welfare of children. The proposed Family Safeguarding Partnership supports the delivery of those functions through multi-agency working and early intervention.

39. Cabinet is requested to approve the continuation of funding and the entering into of a new partnership agreement with safeguarding partners. The agreement should clearly set out governance arrangements, funding commitments, information sharing requirements, performance monitoring, liability and termination provisions. Appropriate data sharing arrangements must be in place to ensure compliance with the UK GDPR and Data Protection Act 2018.

40. Subject to the agreement being completed in a form approved by Legal Services, there are no legal impediments to Cabinet approving the recommendations.

Financial Implications:

41. The cost of the 12 month extension is estimated to be £490,618, as outlined in the report, and can be funded from the Supporting Families reserve. There is no recurrent revenue budget for the service built into the MTFS and a report will need to be brought back to Cabinet should any additional funding be required at the end of the extension period.

Appendices:

Please list any appended documents (please save these as clearly labelled separate documents in the Teams folder).

Background papers:

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

A Guide to Family Safeguarding:
https://www.hertfordshire.gov.uk/services/business/services-for-businesses-charities-and-other-public-bodies/centre-for-family-safeguarding-practice/family-safeguarding-model-guide.pdf#

Family Safeguarding Evaluation Report (July 2020) – independent evaluation commissioned by the DfE:
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/932367/Hertfordshire_Family_Safeguarding.pdf

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

Term	Meaning
DfE	Department for Education
FFPP	Families First Partnership Programme

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Agenda Item 8

Classification:	Decision Type: Non-Key
Open Part A	Key

Report to:	Cabinet	04 / 11 / 26
Subject:	Closure of Six Town Housing LTD – appraisal of stock options & recommendation for transfer of STHs freehold owned stock to the HRA – Part A	
Report of	Cabinet Member for Housing Services	

Summary

1. This report sets out the future options for the housing portfolio owned by Six Town Housing Limited (STH) as part of the process to close the organisation. In September 2025 Cabinet agreed to commence the orderly closure of STH as it was identified that the resource required to manage STH and to ensure that it remains compliant with the Regulator for Social Housing's regulatory standards outweighed the benefits to the Council of retaining the organisation.

2. External advisors Campbell Tickell (CT) have supported Bury in undertaking an initial appraisal to identify future management options for the 115 properties under STH management. These options were reported to Cabinet in June 2026.

3. The appraisal identified five potential options for the STH portfolio. These were:

    1. Transfer of the actual entity and business of STH Ltd and its housing stock to another Registered Provider (RP), most likely via a Transfer of Engagements (ToE).
    2. Disposal of the properties to another RP with the tenants remaining in their homes (Tenanted Disposal).
    3. Transfer of the stock into Bury Council's Housing Revenue Account (HRA) as part of the 'general needs' Council housing portfolio.
    4. Transfer of the stock into Bury Council's General Fund, with a gradual transfer of homes to Temporary Accommodation as they become void.
    5. Secure vacant possession of homes before disposing of the stock via open market sale. This would require rehousing the current tenants (potentially by legal possession proceedings) before selling the stock.

4. At its meeting in June 2026, Cabinet agreed to undertake a soft market testing exercise to assess the market appetite for Options 1 and 2. The report also stated that whilst it was anticipated that taking the STH stock into the HRA would not be preferable due to the financial position of the HRA, a full impact assessment would be carried out to ensure this option was not ruled out unnecessarily.

5. Having reviewed all the options, CT now recommend that Option 3: The transfer of all properties, with the exception of Sherbourne House, into the HRA as the recommended option.

Recommendation(s)

6. Cabinet is asked to note and approve the following;

   a. Note that STH Board have approved in principle the transfer of its housing stock to the Council subject to tenant consultation and full legal, financial, taxation, valuation and governance due diligence.

   b. Approve in principle the acquisition by the Council of the housing properties currently held by STH, but excluding the lease of Sherbourne House, subject to the completion of STH's consultation with its tenants and full legal, financial, taxation, valuation and governance due diligence.

   c. Approve in principle that, subject to completion of the matters referred to in recommendation (b) and confirmation of a lawful and financially prudent transfer mechanism, the properties be held by the Council for housing purposes pursuant to Part II of the Housing Act 1985 and accounted for within the Housing Revenue Account where appropriate.

   d. Delegate authority to the Director of Housing, in consultation with the Cabinet Member for Housing, the Monitoring Officer and the Section 151 Officer, to develop and negotiate the detailed terms of the proposed transaction and to undertake all necessary due diligence.

   e. Note that a further report will be brought to Cabinet seeking approval of the final transaction structure, financial implications, valuation arrangements, funding arrangements and any associated governance decisions including reporting on the outcomes from STH's consultation with affected tenants.

   f. If STH is unable to find an RP to take on the lease of Sherbourne House, approve that the Council's Housing Service and Adult Social Care Service shall work to rehouse the tenants of Sherborne House into alternative Specialised Supported Housing pursuant to the Council Local Housing Authority obligations.

g. Note that if STH is unable to find an RP to take on the lease of Sherbourne House then a further report will be brought to Cabinet regarding options for the Sherborne House lease upon its current tenants being rehoused (which is likely to include assignment to the Council but with change of use, prospects of securing an assignment to a third party or surrendering the lease with associated costs).

Alternative options considered and rejected

7. The option to “do nothing” is not an option as Cabinet has already decided to close STH due to the regulatory risks identified in previous cabinet reports including that a disproportionate amount of resource is required to ensure that STH remains compliant with the Regulator for Social Housing’s regulatory standards.

Report Author and Contact Details:

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Background

8. On 1st February 2024, STH ceased managing the Council’s housing stock and ceased its role as an ALMO. However, STH Ltd remains intact as a wholly owned subsidiary company of the Council. It remains a Private Registered Provider of Social Housing owning 103 properties and 12 leased properties at Sherbourne House which it sublets as Specialised Supported Housing to tenants with learning difficulties. This lease runs until 2031.

9. In September 2025, Cabinet agreed to begin the process of dissolving STH following an external review which confirmed STH could not continue in its current state due to the disproportionate resource required to manage and maintain the properties, in line with regulatory standards.

The STH Portfolio

10. STH is the owner of and accountable landlord for 115 properties within its portfolio, grouped as follows:

- **Association of Greater Manchester Authorities (AGMA):** 35 street properties with 10 in Bury, 3 in Prestwich, 16 in Radcliffe, 1 in Ramsbottom and 5 in Whitefield.

- **Mortgage Rescue:** 28 street properties with 9 in Bury, 14 in Radcliffe and 5 in Whitefield.

- **Red Bank:** An extra care scheme in Radcliffe, commissioned by STH in 2012, comprised of 40 accommodation units, plus 2 retail units.

- **Sherbourne House:** A leased 12 unit supported housing scheme.

Future Stock Options Considered in last Cabinet report June 2026

11. In September 2025 Cabinet agreed to commence the orderly closure of STH as it was identified that the resource required to manage STH and to ensure that it remains compliant with the Regulator for Social Housing's regulatory standards outweighed the benefits to the Council of retaining the organisation.

12. External advisors Campbell Tickell (CT) have supported Bury in undertaking an initial appraisal to identify future management options for the 115 properties under STH management. These options were reported to Cabinet in June 2026.

13. The appraisal identified five potential options for the STH portfolio. These were:
    1. Transfer of the actual entity and business of STH Ltd and its housing stock to another Registered Provider (RP), most likely via a Transfer of Engagements (ToE).
    2. Disposal of the properties to another RP with the tenants remaining in their homes (Tenanted Disposal).
    3. Transfer of the stock into Bury Council's Housing Revenue Account (HRA) as part of the 'general needs' Council housing portfolio.
    4. Transfer of the stock into Bury Council's General Fund, with a gradual transfer of homes to Temporary Accommodation as they become void.
    5. Secure vacant possession of homes before disposing of the stock via open market sale. This would require rehousing the current tenants (potentially by legal possession proceedings) before selling the stock.

14. At its meeting in June 2026, Cabinet agreed to undertake a soft market testing exercise to assess the market appetite for Options 1 and 2. The report also stated that whilst it was anticipated that taking the STH stock into the HRA would not be preferable due to the financial position of the HRA, a full impact assessment would be carried out to ensure this option was not ruled out unnecessarily.

15. All the options have now been reviewed, and it is now recommended that Option 3 (the transfer of all properties, except for Sherbourne House, into the HRA) be pursued as the solution for the closure of STH. The following explains how Option 3 is considered viable.

Transfer into the HRA

16. To transfer the properties into the HRA, the impact on Bury Council's 30-year HRA business plan needs to be assessed. CT drafted some initial data to inform a 30-year business plan for STH based on the recent stock condition surveys undertaken for the STH properties. This information has been input into the current HRA business plan for Bury Council's stock produced by "Abovo Consult" to assess the impact that transferring the STH stock into the HRA would have.

17. As this is an initial and high level assessment pending Cabinet approval, a number of assumptions have been made, including that because of economies of scale in subsuming the assets into a much bigger portfolio that any additional management and responsive repair costs will be marginal. If Cabinet approve in principle the transfer of the STH stock into the HRA full due diligence on the financial impact will be carried out.

18. The main costs that have been factored into the HRA business plan as part of the high-level assessment are:

- Loan Debt
- Stock Condition Data
- Affordable Homes Grant (Homes England)

Loans

19. To purchase or build several of the assets currently owned, STH needed to utilise several sources of funding including grant (discussed below) and it was also necessary to borrow from Bury Council. This was facilitated by several loans from the Council. It has been assumed that as part of any process to move the assets into the HRA, that the remaining loan debt currently sitting on STH's balance sheet would also need to be appropriated to the HRA. As of 31st March 2026, the balance of outstanding loans in STH's accounts was £2.691m. The HRA 30-year business plan modelling has therefore assumed that this is the amount of debt that which will be brought into the HRA as part of the transfer and the modelling has provided for all remaining future interest and principal repayments on that debt.

Major Works – Stock Condition Survey Data

20. As part of the closure process up to date stock condition surveys were commissioned from Pennington's to inform the process. The surveys provide data to give a forecast projection of the investment needs of the STH stock over the next 30 years. New surveys have been carried out for 84 of the 103 properties, so some assumptions have had had to be made to extrapolate the projected costs relevant to the different types of property, to get forecasts for the whole stock.

Affordable Homes Grant

21. As part of the financing for the various assets acquired by STH, they were successful in being awarded Affordable Homes Grant by Homes England, primarily as part of the funding for the Redbank Extra Care Scheme, and several of the Mortgage Rescue Properties. This funding exceeded £3million in total. As part of any transfer agreement STH and the Council would need to seek approval from Homes England that responsibility for any future implications arising relating to this debt would also transfer to the Council. There are unlikely to be any implications unless the Council chose to dispose of the assets on the open market, at which point the requirements around recycling of the grant would have to be assessed.

Business Plan Assessment

22. Having considered these key elements and modelled the impact on the Council's 30-year HRA Business Plan, as agreed as part of the budget process for 2026-27, indications are that absorbing the STH assets into the HRA would not be detrimental to the overall financial position of the HRA Business Plan.

As referenced in the annual budget reported approved by Bury Council in February 2026, the current HRA Business Plan goes into deficit in Year 20. Considerable work is ongoing to put in place various measures that will help to bring that position back into balance over a future 30-year Business Plan. However, modelling the absorption of the STH assets into the HRA Business Plan as it currently exists, and with the data currently held on STH, does not show the HRA going into deficit earlier than is currently forecast.

As mentioned above, if Cabinet were to approve the recommendation to transfer the STH properties into the HRA, more detailed due diligence will be carried out and a further report will be brought to Cabinet seeking approval of the final transaction structure including any financial implications, valuation arrangements and funding arrangements.

Sherbourne House Lease

23. Transferring the properties into the HRA is only a solution for 103 properties that STH own, Sherbourne House cannot be transferred into the HRA without

significant adverse impact on costs. Sherbourne House is leased from a private landlord on a lease that expires in December 2031 and provides supported housing for people with learning disabilities.

24. Unfortunately, under current regulations, if the Council becomes landlord to the tenants, they would be no longer be able to claim the higher (exempt accommodation) level of Housing benefit which would result in a shortfall of income needed to fund the lease rent payable to the owner. That shortfall would need to be subsidised by the Council. This means that the Sherbourne House lease would be a loss-making scheme if it were taken into the HRA or the general fund whilst it is being used to provide supported housing.

25. The preferred solution is to identify an alternative Private Registered Provider (RP) (who can charge the necessary higher rent and whose tenants can claim the higher exempt accommodation housing benefit) willing to assume responsibility for the lease, enabling tenants to remain in their homes with continuity of support from Outreach.

26. Subject to Cabinet approval for the transfer of stock into the HRA, RPs will be approached to take on the remainder of the lease. Given the length of the lease and market conditions this may be challenging.

27. If there is no RP forthcoming, then Bury Housing Services will work with Adult Social Care to rehouse the 12 tenants into alternative supported housing provision. The Commissioning Team have reviewed the tenants needs and are aware of what would be required in this scenario.

28. The tenants and their representatives have been informed that this scenario could materialise. This will be managed sensitively with a person-centred approach, that prioritises needs and preferences wherever possible.

29. Having reviewed all the options, CT now recommend that Option 3: The transfer of all properties, except for Sherbourne House, into the HRA as the recommended option.

Tenant and Stakeholder Engagement and Governance

30. At the time of the last Cabinet paper in June 2026, tenants were informed (in writing) of the intention to close STH and a web page has been created to answer frequently asked questions. Drop-in sessions were advertised for all tenants with specific sessions for Sherbourne House tenants' representatives. Tenants have also been informed that current management arrangements will continue into 2027, and they will be consulted before final decisions are made.

31. If Cabinet approve, in principle, the transfer of the STH properties in the HRA a tenant consultation would have to be carried out before any final decision could be made and before any properties could be transferred. This will be a tenant consultation (such a proposal does not trigger any requirement to hold a tenant ballot).

32. The consultation needs to be at least 6 weeks in length. This is to ensure tenants have time to digest the information, ask questions and share their views. It is proposed that if cabinet approve the recommendations above, then the consultation would take place from the mid/end of November 2026 until the end of the January 2027. To ensure the independence of the consultation, the consultation would be supported by CT and they would prepare the final report on the outcome of the consultation.

33. Following the consultation, the STH Board would need to consider the outcome before deciding whether or not to transfer of the assets. Furthermore, a report would be brought to Cabinet in March 2027 following the STH Board meeting (expect to take place in February) with the outcome and the next steps in relation to the proposed transfer of the stock into the HRA and the progress with the Sherbourne Housing lease.

34. Cabinet is asked to consider this report including the contents of its closed Part B which officers consider is exempt information under Schedule 12A of the Local Government Act 1972 (private financial and business affairs of STH) and approve the recommendations set out herein above.

Links with the Corporate Priorities:

35. This proposal meets the corporate priorities in the following ways: a) Local, b) Sourcing local housing options for local people, c) Prevent the need for Bury residents to have to move out of the borough to have their needs me, d) Work with local developers and providers who know the local area.

36. Enterprise a) Enterprising innovation and creative solutions to current housing issues, b) Be bold in our housing solutions and future developments in Bury.

37. Together a) Working together to design quality, fit for purpose homes for people with additional needs in Bury.

Equality Impact and Considerations:

38. An EqIA has been completed to assess the impact of the stock transfer on impacted tenants. The EqIA identifies a potentially negative impact on disabled tenants due to the need to either find an alternative landlord for Sherbourne House or alternative accommodation for the tenants currently living there. The identified a number of actions to mitigate and reduce the negative impacts. These are:

Characteristics	Action	Action Owner	Completion Date
Tenants at Redbank	Provide a face to face briefing to tenants with the Independent living Manager	ED/ AW	Nov 2026
Tenants at Redbank	Provide clear letters, assessed by the tenant voice forum communication process outlining the consultation process	ED/KRD	Nov 2026
Tenants at Sherbourne	Provide Easy read letters to tenants to explain the process working with the support provider to identify individual needs	ED/KRD	Nov 2026
Tenants at Sherbourne	Provide letters to the tenant representatives	ED/KRD	Nov 2026
Tenants at Sherbourne	Provide a face to face meeting to tenants and their representatives	ED/ and adult social care and Outreach	Nov 2026
Tenants at Sherbourne	Work with ASC colleagues to source appropriate alternative accommodation within Bury	ASC	If required Feb onwards
Tenants at Dispersed accommodation	Provide clear letters, assessed by the tenant voice forum communication process outlining the consultation process	ED/KRD	Dec 2026
All tenants	Provide consultation information in a clear format and both digitally and in non-digital formats. With multiple options for responding, email, phone, text, letter, drop in, Housing Officer visit	ED	Dec-Jan 2027
All Tenants	Provide the consultation documents in multiple formats in line with tailored services where data is available	ED	Nov-2026

All Tenants	Engage a tenant representative to provide advice to officers to inform design of the consultation	ED/KRD	Oct 2026
All Tenants	Where data is unavailable use Housing officers local knowledge to tailor communication methods	ED/KP	Oct 2026
Tenants at Dispersed accommodation	Use the Housing Officers to identify tenants at risk of not engaging and provide visits	ED/KP	Dec-Jan 2027
Tenants at Dispersed accommodation	Deliver drop-in in the community across the consultation period at different times so that those working can attend if they would like	ED/KP	Dec-Jan 2027

EqIA STH Recommendation October 2026.docx

Environmental Impact and Considerations:

39. There are no material impacts from this decision. Bury Council Housing has modelled the required works to ensure environmental requirements of the stock over the next 30 years.

Assessment and Mitigation of Risk:

40. The principal risks associated with the proposed approach, and the measures in place to mitigate them, are summarised below.

Risk/opportunity	Mitigation
Unable to find a registered provider to take on the Sherbourne Lease	• Adult Social Care support to a planned decant to alternative provisions
STH remains open increasing regulatory risk	• Review Board composition with support from regulator following self-referral

Procurement Implications:

1. There are no procurement implications

Legal Implications:

In September 2025 Cabinet resolved to close STH. In June 2026 it considered five options to do so which are set out again in this report.

The Director of Housing, advised by external specialist consultants CT, now recommends that Option 3 should be taken to close STH – this being the transfer of the freehold stock into Bury Council's Housing Revenue Account (HRA) as part of the 'general needs' Council housing portfolio but excluding the lease of Sherborne House which is to remain with STH and addressed as explained in this report whereupon STH should no longer own any assets so removing impediments to enable the winding up of the company.

Part of the information in this report is set out in Part B which is deemed exempt under Schedule 12A of the Local Government Act 1972 since it discusses private financial and business affairs of STH.

Cabinet is being asked to approve the transfer of the freehold stock into Bury Council's HRA only *in principle* at this stage because:

1. officers need to address and develop the final transaction structure, legal, financial and HRA implications, valuation arrangements, funding arrangements and associated governance requirements necessary to properly achieve Option 3, and

2. no final decision can be made until after STH Board have considered and finally resolved on the proposal after having due regard to the outcomes of STH's consultation with affected tenants

A further report will be brought to Cabinet addressing the above outstanding matters and setting out recommendations as appropriate.

Financial Implications:

41. The transfer of the STH housing portfolio into the HRA has been subject to a high-level financial assessment which indicates that the transfer is not expected to materially worsen the current 30-year HRA Business Plan position. However, the assessment has been undertaken using several assumptions and further detailed financial, legal, valuation and property due diligence will be required.

42. The final position remains subject to agreement of transfer terms, valuations and detailed due diligence. Should any assumptions change, the impact on the affordability and financial viability of the HRA will be reassessed through updated financial modelling.

Background papers:

43. Cabinet paper Date: 10 September 2025 Six Town Housing Recommendation

44. Cabinet paper Date: 30 June 2026 Options for Closure of Six Town Housing LTD

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

Term	Meaning
ALMO	Arm's Length Management Organisation
CT	Campbell Tickell
EUV-SH	Existing Use Value for Social Housing
HB	Housing Benefit
HRA	Housing Revenue Account
STH	Six Town Housing Limited
TBC	To be confirmed

Agenda Item 9

Classification: Open	Decision Type: Key

Report to:	Cabinet	**Date:** 04 November 2026
Subject:	GM Joint Minerals and Waste Plan Update	
Report of	Leader	

Summary

1. Greater Manchester leaders at the Association of Greater Manchester Authorities (AGMA) Executive Board meeting on 28th March 2025 agreed to the production of a statutory Greater Manchester Joint Minerals and Waste Plan (GMJMWP) for Greater Manchester.

2. The existing Greater Manchester Minerals and Waste Plans require updating in full because they are out of date having been adopted over a decade ago. Their replacement with a single, joint minerals and waste plan will ensure efficient compliance with national planning policy.

3. This report provides an update to Cabinet on the production of the Greater Manchester Joint Minerals and Waste Plan and seeks to secure appropriate delegation to progress the plan in a timely manner.

Recommendation(s)

4. It is recommended that Cabinet:

- Approve the decisions set out in the table at Appendix A.
- Approve the delegations to AGMA set out in the table at Appendix A and
- Approve delegated authority, to the extent not already captured by existing delegations or delegated to AGMA, to Executive Director of Place to take any executive decisions necessary for the Authority to progress through the plan making stages including those identified in the table at Appendix A.

Reasons for recommendation(s)

5. The new plan making legislative framework requires certain decisions, such as ones in relation to the timetable to be made at speed. In addition, having agreed to produce a joint plan some of the required steps must be completed simultaneously by all of the authorities. The proposed delegations will enable the plan to be progressed in a timely fashion and in line with regulations. Not having appropriate delegations in place could result in difficulties in producing the plan to the 30-month timeline required by legislation.

Alternative options considered and rejected

6. No alternative options considered.

Report Author and Contact Details:

Name: David Wiggins
Position: Service Manager: Strategic Planning and Infrastructure
Department: Place
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Background

7. The ten Local Authorities in Greater Manchester are the waste and minerals planning authorities for their respective areas. Each authority is responsible for land use planning matters for waste and minerals development. The 10 Greater Manchester authorities worked together to produce a Greater Manchester Joint Waste Development Plan Document (the Waste Plan), adopted in 2012, and a Greater Manchester Joint Minerals Development Plan Document (the Minerals Plan) which was adopted in 2013.

8. The Waste Plan considers all types of waste arisings, including construction, demolition and excavation waste; commercial and industrial waste; hazardous waste; and Local Authority Collected Waste. It allocates sites and areas to provide sufficient opportunities for waste management facilities across Greater Manchester and provides a policy framework for determining planning applications for new waste management facilities. Sites needed to deliver household waste management strategies and individual waste management streams e.g. recovery, recycling anaerobic digestion of food waste would be identified and safeguarded in the Waste Plan.

9. The Minerals Plan provides a guide to operators and the public about where mineral extraction may take place in future and safeguards mineral resources from other forms of development.

10. The Waste Plan and the Minerals Plan form part of the development plan for each of the 10 local authorities and planning applications for minerals and waste development are determined in accordance with these plans unless material considerations indicate otherwise, in line with planning law.

11. By law, local authorities must ensure that waste and minerals planning policies are regularly monitored and kept up to date. This will give greater certainty to both industry and communities about where waste facilities and minerals infrastructure will be located.

12. Over recent years, including during the preparation of the Places for Everyone (PfE) plan, concerns have been raised regarding the need for the plans to be reviewed and updated, given the passage of time and changes to national policy since they were adopted. In response to these concerns, a review was carried out which concluded that the policies in the plans are no longer effective in addressing specific local issues and, therefore, that both plans should be updated in whole.

13. The conclusion of the review of the existing plans was reported to the AGMA Executive in March 2025. At that meeting, the AGMA Executive Board agreed to replace the existing Greater Manchester minerals and waste plans by working together to produce a single, Greater Manchester Joint Minerals and Waste Plan (GMJMWP).

14. Since that meeting (over summer 2025), all 10 Greater Manchester local authorities (GM LAs) agreed to the principle of a new GMJMWP and agreed Executive/Cabinet approval to delegate certain plan making responsibilities to the AGMA Executive, while retaining full council approval, including adoption of the final plan, once it has been through the examination in public.

15. Authorities have also since included a commitment to review the Minerals and Waste Plans in their Local Development Schemes (LDS) – an LDS is a document which sets out the intended timetables for development plans being produced by the local planning authority.

16. Work on the GMJMWP is underway, albeit at a very informal, early evidence gathering stage, given the fact that a new plan making system has only just come into force. Although it is a plan of the 10 authorities, not a mayoral plan, and will form part of the authority's development plans on adoption, the work is being coordinated by the Planning Team at the GMCA, in a similar way to that of the Places for Everyone Plan (PfE).

Legislative change impacting the making of the Plan

17. Government has recently published new legislation for plan making. The GMJMWP will need to be produced under these new regulations.

18. The intention of the new plan making system is to speed up plan making, with the new process expected to take 30 months from start to finish. This is much faster than the average time taken to prepare a plan under the existing system and establishing appropriate governance arrangements is vital to meeting these challenging timescales.

19. The new system introduces new terminology/stages in the plan making process. The initial stage is referred to as "get ready" which culminates with the first "Gateway". Following Gateway 1, we move fully into plan preparation,

with further consultation and two further “Gateways” (2 and 3) to pass through.

20. After Gateway 3, the plan is submitted for independent Examination and then follows the adoption process. It should be noted that LPAs should only enter gateway 3 when they consider that their plan is ready for independent examination. Therefore, at that point in time, the ten LAs will be asked to approve the plan for submission to the assessor and, if successful through Gateway 3, for examination.

Proposed approvals process

21. When the ten authorities gave approval in summer 2025 to delegate the formulation and preparation of the GMJMWP to the AGMA Executive Board, it was envisaged that these would be sufficient, with each Council giving approval for publication, submission and adoption of the plan.

22. However, in light of the changes to the steps in plan making and the emphasis on speed, delegations secured in 2025, for producing the Plan have been reviewed and need to be amended. This will ensure the Plan can be progressed in a timely fashion, while retaining appropriate oversight at key stages in the new plan making process.

23. The table, provided at Appendix A of this report, sets out the various tasks/stages in the plan making process and proposes the appropriate/necessary delegation, for each stage. As detailed, it is proposed that some tasks be delegated to Officers within the Local Authority (in consultation with Members as necessary), some to AGMA, as the joint committee, and some, like final adoption, will remain with each Full Council.

Proposed timetable for producing the GMJMWP

24. A table of the proposed initial timetable for producing the plan is provided at Appendix B of this report. Although local planning authorities can set the timings of most stages, within the overall 30 month “envelope”, transitional arrangements exist for plans as outdated as the existing GM Joint Waste Plan and GM Joint Minerals Plan. These arrangements require the Greater Manchester authorities to give formal notice of commencement (Regulation 44) by 31st December 2026 and to pass Gateway 1 (Regulation 46) by 30th April 2027 (after having completed an initial scoping consultation). Therefore, these early milestones are set by Government and cannot be altered.

25. The legislative framework requires the plan timetable to be updated regularly, with revisions to be published on the website. Updates to the timetable will be carried out in accordance with the relevant delegations secured through this report.

26. Some of the notices that need to be issued are required imminently and so specific approval to issue those notices is recommended by this Report.

Proposed scoping consultation

27. The new plan making system introduces a requirement for an early consultation on the types of matters that the plan should include and how to approach future engagement during preparation of the GMJMWP. This stage is called the 'Scoping Consultation' and must be at least 21 days in length. It provides the local community and other key stakeholders with the opportunity to have their say at the very start of the plan-making process.

28. The Scoping Consultation cannot take place until after the 10 LAs have given notice of intention to commence the GMJMWP (December 2026) but must be completed by Gateway 1 (April 2027). Therefore, in the timetable at Appendix B, it is proposed that the Scoping Consultation will take place during January/February 2027.

29. It is recommended that approval of the exact content of the Scoping Consultation is delegated as set out in Appendix A, but it is likely to invite views on:
    - The matters covered by the existing Minerals and Waste Plans and whether/how these matters should be included in the GMJMWP.
    - Whether there are any new relevant topics that should be considered as part of preparation of the GMJMWP.
    - Different engagement activities (as based on the LAs existing Statements of Community Involvement[1]) and how these might be used to shape the future approach to consultation and engagement in preparing the GMJMWP.

30. The Scoping Consultation will not set out policy direction or draft policies.

Call for Sites

31. As part of the evidence gathering stage, it will be necessary to invite stakeholders, including landowners, developers and operators to respond to a 'Call for Sites'. Given the scope of the plan, this will be limited to suggestions for possible sites for future minerals and waste development only, it will not be a call for general development sites. For reasons of efficiency and given the 30-month timescale for producing the plan, it is proposed to undertake this call for sites simultaneously with the Scoping Consultation (currently planned for January/February 2027).

[1] *LA's are no longer required to produce a Statement of Community Involvement under the new plan making system. Instead, the 10 LAs are required to set out a well-defined community engagement strategy as part of work on the GMJMWP.*

32. The submission of sites through this process, does not automatically result in the sites being included in the GMJMWP or receiving future planning permission. Instead, it enables the LAs to understand what land might be available for minerals and waste and for detailed assessment of this land as part of the plan preparation.

Next Steps

33. Each LA has an obligation to publish the timetable (see proposed timetable set out in Appendix B) and formal notice to commence plan making. Therefore, each LA will need to update their website, on the same day, no later than 31st December 2026, linking through to the relevant page(s) on the GMCA website which host the GMJMWP documentation.

34. Following necessary approvals, as agreed at this meeting, the GMCA (on behalf of the ten LAs) will publish the Scoping Consultation documentation for a minimum of 21 days and will undertake a call for minerals and waste sites concurrently with that consultation.

Links with the Corporate Priorities:

35. This report provides an update to Cabinet on the production of the Greater Manchester Joint Minerals and Waste Plan and seeks to secure appropriate delegation to progress the plan in a timely manner. As such, there are no direct links between the decision and the Let's Do It! Strategy.

Equality Impact and Considerations:

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

Environmental Impact and Considerations:

37. None. This is an update to Cabinet on the production of the Greater Manchester Joint Minerals and Waste Plan and seeks to secure appropriate delegation to progress the plan in a timely manner The approval of the Plan itself will be subject to further reports and any environmental impacts will be considered at that stage.

Assessment and Mitigation of Risk:

Risk / opportunity	Mitigation

Procurement Implications:

38. No Procurement Implications

Legal Implications:

39. The new plan-making requirements are set out in the Town and Country Planning (Local Planning) (England) Regulations 2026. Statutory Guidance has also been issued. The content and recommendations in this Report reflect those Regulations and Guidance and sets out the steps now required in relation to progressing a joint waste and minerals DPD, including the decisions that need to be made to allow AGMA, as a joint committee of the 10 GM authorities, to formulate and prepare the joint plan. This report also sets out the decisions that are reserved to each of the Councils, and which cannot therefore be taken by AGMA as a joint committee

Financial Implications:

40. The budget has been identified by the GMCA to undertake the preparation of the plan and at present, this budget is considered to be sufficient to cover all stages of the plan preparation. There are no other financial implications arising directly from the report.

Appendices:

Please list any appended documents (please save these as clearly labelled separate documents in the Teams folder).

Appendix A-Proposed Delegations

Appendix B- Greater Manchester Joint Minerals and Waste Plan Timetable

Background papers:

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

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

Term	Meaning
AGMA	Association of Greater Manchester Authorities
GMJMWP	Greater Manchester Joint Minerals and Waste Plan

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Appendix A – Proposed Delegations

Stage/Activity Approval is needed for	Regulation	What docs are required at this stage?	Propose to delegate this decision?	Cabinet delegating to who
Publication of the initial/first timetable		Timetable	No	–
Publication of subsequent timetable updates		Timetable	Yes -	Delegate timetable updates to Executive Director of Place as per the recommendations in the Cabinet Report.
Issuing the notice of intention to commence minerals and waste plan document preparation	Reg.44	Notice of intention to commence	No	-
Decision to publish the scoping consultation and any decisions necessary to facilitate that including approving the content of that consultation and the date it will be published.	Reg.45	Consultation documents	Yes	Delegate to Executive Director of Place as per the recommendations in the Cabinet Report.
Gateway 1: (responsibility for preparation and publication of the self-assessment summary, including approval of the self-assessment of	Reg.46	Self-assessment Summary	Yes	Delegate to Executive Director of Place as per the recommendations in the Cabinet Report.

Stage/Activity Approval is needed for	Regulation	What docs are required at this stage?	Propose to delegate this decision?	Cabinet delegating to who
readiness for minerals and waste plan document)				
Publishing the summary of responses to the scoping consultation	Reg.47	Summary of scoping consultation	Yes	Delegate to AGMA as per the recommendations in the Cabinet Report.
Publishing the consultation on proposed minerals and waste plan document content and evidence	Reg.48	Consultation documents SEA scoping?	Yes	To AGMA as per the recommendations in the Cabinet Report.
Publishing the summary of consultation on proposed minerals and waste plan document content and evidence	Reg.49	Summary of consultation	Yes	To AGMA as per the recommendations in the Cabinet Report.
Agree preparation of Policies Map	Reg. 50	Map of proposed minerals and waste plan policies	Yes	Delegate to Executive Director of Place as per the recommendations in the Cabinet Report.
Gateway 2: Submission of the material for advice	Reg.51	Documents to be submitted to the gateway assessor, including: - Cover letter with summary, issues and list of supporting documents. -Timetable -PID	Yes	Delegate to Executive Director of Place as per the recommendations in the Cabinet Report.

Stage/Activity Approval is needed for	Regulation	What docs are required at this stage?	Propose to delegate this decision?	Cabinet delegating to who
		-Draft Statement of compliance -Draft Statement of Soundness		
Publishing the consultation on the proposed minerals and waste plan document	Reg.52	Consultation documents	Yes	To AGMA as per the recommendations in the Cabinet Report.
Publishing the summary of consultation on the proposed minerals and waste plan document	Reg.55		Yes	To AGMA as per the recommendations in the Cabinet Report.
Gateway 3: Submission of the material for the prescribed requirements assessment (and repeat of Gateway 3 if required)	Reg.56 (Reg.58)	Documents as set out in reg. 57 “prescribed requirements”	No	-
Submission of documents to Secretary of State	Reg.59		No	-
Publishing the recommendations and reasons of the examiner	Reg.62		N/A	
Adoption of a minerals and waste plan document	Reg.64		No	-

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Appendix B – Greater Manchester Joint Minerals and Waste Plan Timetable

Plan-making Stage	Date
Give notice of intention to commence Minerals and Waste Plan preparation	31 December 2026
Publish Minerals and Waste Plan timetable	31 December 2026
Start of Scoping Consultation	15 January 2027
Scoping Consultation Closes	26 February 2027
Publish Gateway 1 (self-assessment summary)	30 April 2027
Notice of Minerals and Waste Plan content and evidence consultation	21 January 2028
Consultation on proposed Minerals and Waste Plan content and evidence closes	3 March 2028
Submit Gateway 2 (request observations and advice from the Planning Inspectorate (PINS))	19 May 2028
Notice of proposed Minerals and Waste Plan consultation	1 September 2028
Consultation on proposed Minerals and Waste Plan closes	27 October 2028
Submit Gateway 3 (request prescribed requirements assessment)	2 February 2029
Submit Minerals and Waste Plan for Examination	30 March 2029
Adoption of Minerals and Waste Plan	30 October 2029

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Cabinet Report Sign Off Sheet

(Please speak with Philippa Braithwaite in Democratic Services for any assistance)

Name of Report : Approval to tender and delegate approval to award the contract for various externally funded highway improvement projects. Report Author(s): Christopher Bayfield Date of Cabinet: 4th November

Initial Sign off

(We suggest these are completed prior to the draft report deadline)

Has the report been to Service DMT/SLT?	Yes ☐ Date: No ☐
Has the report been considered by SLG?	Yes ☐ Date: No ☐
Has the report been considered by other Board? (e.g. Regeneration Board)	Yes ☐ Date and Board(s): No ☐
Has the report been considered by an Assurance Board?	Yes ☐ Date and Board(s): No ☐

Formal sign off

(Please note, no report will be issued without the following sign offs)

Reviewed by Cabinet Member	Date:
Reviewed by Executive Lead	Date:
Legal review	Date: 27.10.26 Candice Manifold
Finance review	Date: 26-10-26 Joanne Ainsworth
Procurement review	Date: 26.10.26 - K.Fletcher
S151 officer review	Date:
MO review	Date:

Classification:	Decision Type:
Open	Key

Report to:	Cabinet	**Date:** 08 October 2026
Subject:	Approval to tender and delegate approval to award the contract for various externally funded highway improvement projects. .	
Report of	Deputy Leader and Cabinet Member for Environment, Climate Change and Operations	

Summary

1. This report seeks Cabinet approval to tender an externally funded programme of strategically important highway, active travel and public realm improvements across the Borough. Each scheme is supported and funded in their entirety through the Greater Manchester City Region Sustainable Transport Settlement (CRSTS), Active Travel Fund Round 4 (ATF4) or future transport investment programmes such as Transport for City Regions (TCR).

2. Alongside this, the report seeks cabinet approval to delegate the approval to award the contract following successful completion of the Full Business Case (FBC) to the Executive Director of Place, Director of Finance and the Cabinet member for Environment, Climate Change and Operations.

3. The programme comprises of the following schemes; associated funding sources are listed adjacently:
   - Bury Town Centre Streets for All (Phase 1) – CRSTS
   - Radcliffe Town Centre Streets for All (Phase 1) – CRSTS
   - Ramsbottom Town Centre Streets for All (Phase 1) – CRSTS
   - Radcliffe Metrolink Active Access Ramp Scheme – ATF4
   - Parkhills Junction Improvements – ATF4
   - Elton Bridge and Hinds Lane Development – Future funding programmes
   - Hollins Brow – Bus Pinch Point Improvements – CRSTS

4. Obtaining the tender costs in a timely fashion is pivotal for the completion of the FBC submission to TfGM, once submitted the construction costs will be used to quantify the economic viability of the schemes and determine if they are achievable to pursue within the allocated funding.

5. Collectively, these schemes represent approximately £15 million of external investment funded entirely through central government transport funding allocations. There are no internal funding requirements or financial implications to the council due to delivering the schemes.

6. The tender process will be undertaken in line with the council's Contract Procedure Rules and comply with all relevant guidance. The works will be

tendered through an appropriately identified compliant framework that ensures value for money on the scheme's delivery.

7. The proposals will improve highway network performance, accessibility, road safety, walking, wheeling and cycling connectivity and public transport access whilst supporting and aligning with the objectives of Bury's local transport strategy and Greater Manchester's wider transport ambitions such as a comprehensive Bee Active Network.

8. Failure to proceed would place external funding allocations at risk, potentially undermining previously agreed commitments with TfGM and result in a significant loss of investment into the borough.

Recommendation(s)

9. Cabinet to approve the issuing of the tender documents and completion of all procurement related activities for the following schemes to enable the progression of the various Final Business Cases.
   - Bury Town Centre Streets for All (Phase 1)
   - Radcliffe Town Centre Streets for All (Phase 1)
   - Ramsbottom Town Centre Streets for All (Phase 1)
   - Radcliffe Metrolink Active Access Ramp Scheme
   - Parkhills Junction Improvements
   - Hinds Lane & Elton Bridge Development
   - Hollins Brow – Bus Pinch Points Improvements

10. Cabinet to delegate to the Director of Law & Governance authority to enter into relevant legal arrangements in accordance with the constitution in consultation with the Executive Director of Place, the Director of Finance and the Cabinet member for Environment, Climate Change & Operations.

Reasons for recommendation(s)

11. To secure and deliver approximately £15 Million of external funding investment into Bury, providing improved accessibility, safety, connectivity and improvements to existing infrastructure across the borough.

12. To fulfil the council's obligations set out in the signed development agreements made between Bury Council and Transport for Greater Manchester to progress the schemes.

13. Delays in submitting and implementing the finalise business cases would risk funding withdrawal and impact the council's reputation with TfGM and the department for Transport. Potentially risking future funding allocations.

Alternative options considered and rejected

14. Not proceeding with the schemes: This option was rejected as it would result in the loss of external funding and missed opportunities to improve accessibility, safety, connectivity and existing infrastructure within the Borough.

Report Author and Contact Details:

Name: Christopher Bayfield – 0161 253 5792
Position: Project Engineer
Department: Place
E-mail: c.bayfield@bury.gov.uk

Background

15. **Bury Town Centre Streets for All (Phase 1)**
    - The scheme focuses on enhancing local connectivity around the town centre through upgraded crossings, quiet streets, and walking and cycle-friendly infrastructure.
    - Improvements to Baron Street, the scheme will provide suitable walking, wheeling and cycling facilities through an existing heavily used pedestrian route between the town centre and local schools.
16. **Radcliffe Town Centre Streets for All (Phase 1)**
    - The scheme focuses on enhancing local connectivity around the town centre through upgraded crossings, quiet streets, and walking and cycle-friendly infrastructure.
    - Improvements to Spring Lane will provide suitable walking, wheeling and cycling facilities between the town centre and the new STAR academy school.
17. **Ramsbottom Town Centre Streets for All (Phase 1)**
    - The scheme focuses on enhancing local connectivity around the town centre through upgraded crossings, quiet streets, and walking and cycle-friendly infrastructure.
18. **Radcliffe Metrolink Active Access Ramp Scheme**
    - The scheme proposes the construction of a new shared use accessible access ramp to the eastern platform of the Radcliffe Metrolink Station that has been designed to Inclusive Mobility standards.
    - The ramp will be lit and will attach directly to a Toucan crossing and modal filter proposed on Church Street West. The modal filter will be on the desire line out of Glebe Street linking to new routes from the proposed housing development on the old East Lancashire Paper Mill site.
19. **Parkhills Junction Improvements**
    - This scheme focuses on enhancing local connectivity with specific improvements to pedestrian safety with the conversion of 3 no existing mini-roundabouts to 4- arm signalised junctions with pedestrian crossing facilities.

- The scheme features improved kerb alignments, drainage infrastructure improvements and an extensive resurfacing package which will connect recently constructed interventions in the area together.

20. **Hinds Lane & Elton Bridge Development**
    - This scheme focuses on enhancing local connectivity with the removal and replacement of the existing 1m wide precast concrete bridge across the River Irwell. The scheme proposes a 3.5m wide steel shared use accessible bridge that spans the width of the river and connects to the existing public footpath off Hinds Lane.
    - The scheme also features improvements to Hinds Lane and the connection to the canal towpath. Improvements include the widening of the existing path, provision of a sealed surface, drainage and lighting improvements.
21. **Hollins Brow – Bus Pinch Points Improvements**
    - This scheme focuses on alleviating an existing bottleneck for the bus service providers at the Hollins Brow/A56 Manchester Road junction with improved traffic signal placements and kerb alignments to reduce overall junction intergreen time. Improving traffic flow and capacity within the junction.

Links with the Corporate Priorities:

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

22. These schemes directly support the priorities outlined in Bury's Let's Do It Strategy, including:

    Local Neighbourhoods: Enhancing access to safe, active travel infrastructure fosters healthier, more independent, and cohesive communities.

    Delivering Together: Collaboration with TfGM, community stakeholders, and contractors demonstrates a commitment to co-design and shared accountability.

    Strength-Based Approach: Utilising local assets such as the Bee Network to amplify community strengths while advancing carbon neutrality goals.

    Economic Growth and Inclusion: Improved connectivity boosts local commerce, attracts investment, and supports inclusive growth within the borough.

    Climate Agenda: Promoting walking and cycling directly aligns with Bury's target of carbon neutrality by 2038.

Equality Impact and Considerations:

*Please provide an explanation of the outcome(s) of an initial or full EIA and make **specific reference regarding the protected characteristic of Looked After Children**. There must be a signed off EIA template appended with a full analysis or explanation as to why an analysis is not needed for the report to be put forward to Cabinet. Sign off to be completed by the Council's Equality, Diversity and Inclusion (EDI) Manager (contact l.cawley@bury.gov.uk for advice).*

23. An initial equality impact assessment has been carried out for the programme which has identified positive impacts across a range of characteristics and circumstances on completion of the schemes within the programme.

24. Due to the variances within each scheme in the programme, individual scheme assessments will be carried out to focus on temporary impacts that may arise during the works on each of these scheme. This is to ensure accessibility is maintained throughout these works.

Environmental Impact and Considerations:

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

25. These schemes will reduce vehicle dependency, promote sustainable travel, and contribute to Bury's target of carbon neutrality by 2038. Biodiversity impacts have been assessed and mitigated during the design phase.

Assessment and Mitigation of Risk:

Risk / opportunity	**Mitigation**
Failure to award the contracts could result in funding drawback and delays in delivery.	Tendering the works will ensure compliance with the FBC funding and delivery timelines.

Procurement Implications:

26. These works following discussion with Procurement will be procured via the TC005 Highways Construction Framework 2024-2028 with the support of procurement to meet the deadlines.

Legal Implications:

27. The Council has the power to undertake highway improvement, active travel and public realm schemes and to enter into the necessary contractual arrangements to deliver the proposed works. The recommendations within

this report are consistent with those powers and with the Council's constitutional decision-making framework.

28. The proposed procurement and award of the contracts must be carried out in accordance with the Council's Contract Procedure Rules and all applicable procurement legislation. The report confirms that the works will be procured through the TC005 Highways Construction Framework 2024-2028, which is understood to be a compliant procurement route.

29. Before any contract is awarded, officers must ensure that all required funding approvals, including approval of the relevant Full Business Cases by Transport for Greater Manchester and/or the relevant funding body, have been obtained and that sufficient external funding is available to meet the full cost of the works.

30. Cabinet may lawfully delegate executive decision-making to a Director under the Local Government Act 2000, subject to the Council's constitution and scheme of delegation. Any delegation must clearly define its scope and remain within approved policy and budget parameters. Changes to the programme must not constitute a new key decision unless properly authorised and compliant with procedural requirements. The Director must also comply with all conditions attached to the grant funding. Any variation outside these limits will require further Cabinet approval.

31. The proposed delegation of authority to approve contract award and execute all associated contractual documentation to the Executive Director of Place, Director of Finance and Cabinet Member for Environment, Climate Change and Operations is a matter for Cabinet and, if approved, should be exercised in accordance with the Council's Constitution.

32. Any statutory consents, licences, landowner permissions, traffic regulation orders, stopping-up orders, planning permissions, environmental approvals or other third-party consents required to deliver individual schemes must be secured before implementation where applicable.

Financial Implications:

33. The schemes listed in this report are all to be funded within the grant funding envelope provided. Should tender prices be returned at a higher level than

anticipated, the economic viability of the schemes will be reassessed through the full business case process.

34. Any additional funding required will be met from the external funding envelopes and programmes flexed accordingly.
35. Therefore it is not anticipated that there will be any prudential borrowing requirements to deliver these schemes.

Appendices:

Please list any appended documents (please save these as clearly labelled separate documents in the Teams folder).

Appendix A - General Arrangement Drawings Bury Town Centre Streets for All (Phase 1)

Appendix B - General Arrangement Drawings Radcliffe Town Centre Streets for All (Phase 1)

Appendix C - General Arrangement Drawings Ramsbottom Town Centre Streets for All (Phase 1)

Appendix D - General Arrangement Drawings Radcliffe Metrolink Active Access Ramp Scheme

Appendix E - General Arrangement Drawings Parkhills Junction Improvements

Appendix F - General Arrangement Drawings Hinds Lane & Elton Bridge Development

Appendix G - General Arrangement Drawings Hollins Brow – Bus Pinch Points Improvements

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Background papers:

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

Bury Town Centre Street for All

https://www.bury.gov.uk/roads-travel-and-parking/streets-for-all/streets-for-all-bury-town-centre-links

Radcliffe Town Centre Street for All

https://www.bury.gov.uk/roads-travel-and-parking/streets-for-all/streets-for-all-radcliffe-town-centre

Ramsbottom Town Centre Streets for All

https://www.bury.gov.uk/roads-travel-and-parking/streets-for-all/streets-for-all-ramsbottom-town-centre

Planning Permission 71284 – Metrolink Ramp

71284 | Construct a 4m wide ramp providing a direct access, for pedestrians and cyclists, to the eastern platform of Radcliffe Metrolink station from the A6053, Spring Lane, and Church Street West via Festival Gardens | Radcliffe Metrolink, Festival Gardens, Church Street West, Radcliffe, M26 2BY

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

Term	Meaning
FBC	Full Business Case
ATF4	Active Travel Fund Round 4
CRSTS	City Region Sustainable Transport Settlement
DfT	Department for Transport
TCR	Transport for City Regions
EIA	Equality Impact Assessment
SfA	Streets for All
TfGM	Transport for Greater Manchester
Intergreen time	The length of time taken between one lane having right of way (traffic light turns red) and the conflicting traffic flow having right of way (traffic light turns green) during which time all traffic is stopped.

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N

NCN 6

NCN 6

Fire Station

Police

Woodfields Retail Park

Moorgate Retail Park

The Rock Shopping Centre

Bury Transport Museum

Castle Leisure Centre

Mill Gate Shopping Centre

Angouleme Way Retail Park

Bury Interchange Redevelpment

Bury Market Flexi-hall Development

Bury Town Hall

Existing CYCLOPS

Existing CYCLOPS

Bury Grammar School

Bury Grammar School

St Gabriel's High School

NCN 6

Bolton-Bury Cycleway

Roch Valley Greenway

Pilsworth Develpment Site

0 250 500 750 1,000 m

Key

Proposed schemes:

- Free Town
- Western Gateway
- Southern Gateway

Active travel routes:

- NCN Route 6
- Existing segregated cycle track
- Existing traffic-free route
- Existing cycle lanes
- MCF/ATF schemes (constructed / due to be constructed)
- Aspirational segregated cycle track
- Aspirational traffic-free routes
- Aspirational quiet streets
- Aspirational active travel routes in Bury Town Centre

Bury Council

wsp

TITLE:

Bury Town Centre CRSTS Phase 1

FIGURE No:

Bury Active Travel Network

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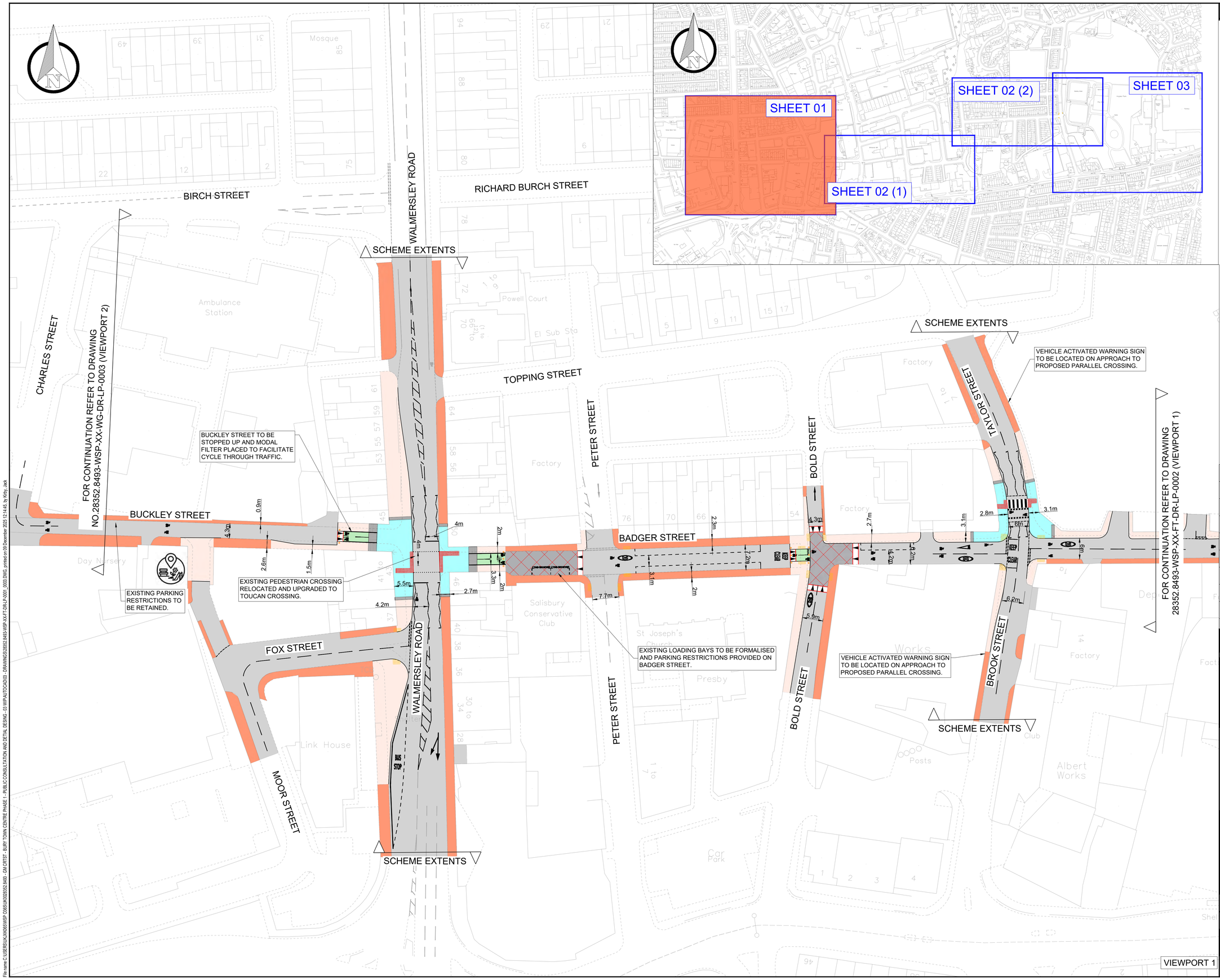

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KEY:

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- EXISTING FOOTWAY TO BE RETAINED
- EXISTING CARRIAGEWAY
- PROPOSED RAISED TABLE
- AREA OF PLACEMAKING OPPORTUNITY

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CHARLES STREET TO BROOK STREET
CYCLE IMPROVEMENTS
SHEET 01 OF 03

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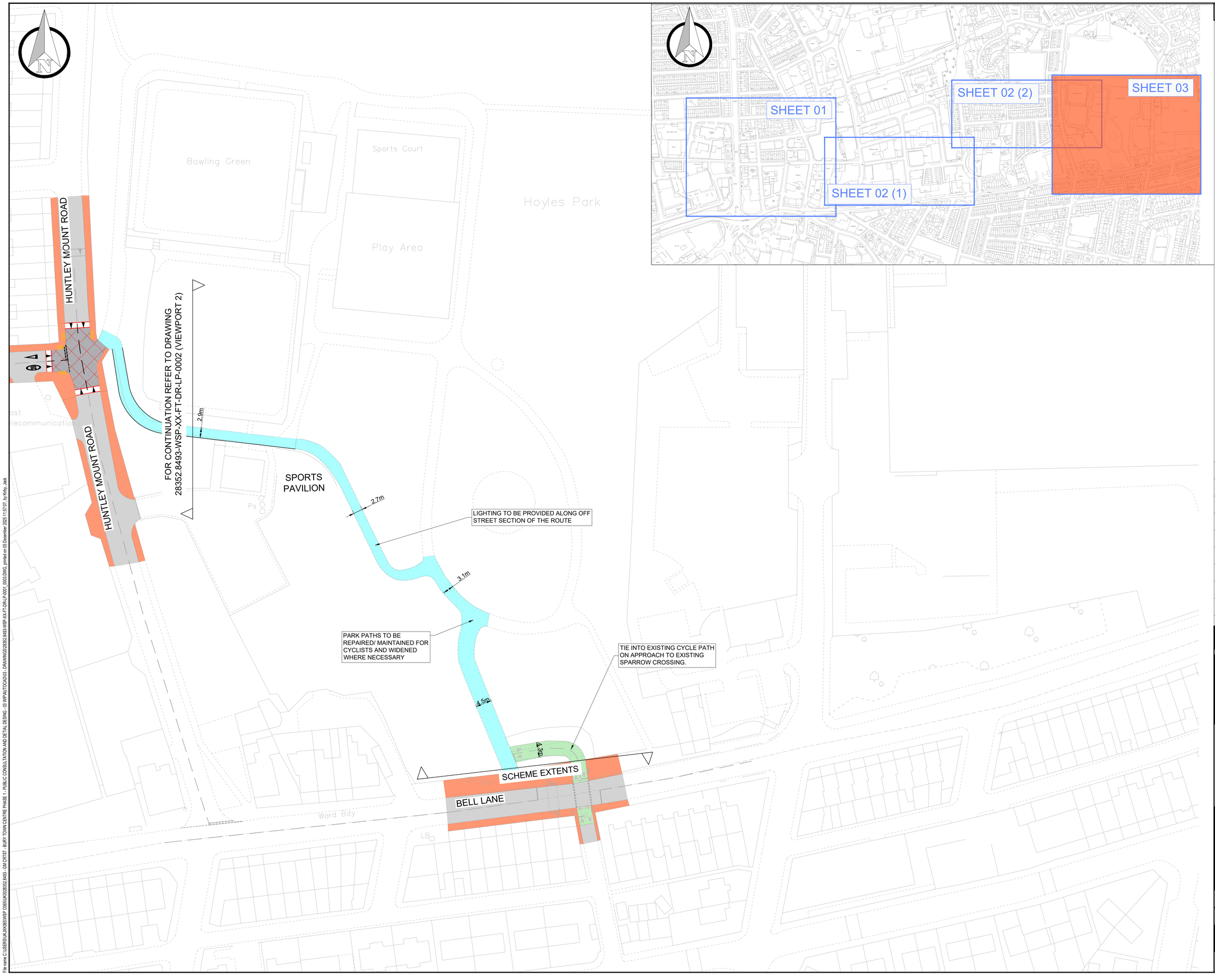

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BURY TOWN CENTRE
HOYLES PARK CONNECTION
CYCLE IMPROVEMENTS
SHEET 03 OF 03

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EXISTING PEDESTRIAN FOOTBRIDGE OVER RAIL CORRIDOR TO BE RETAINED AS ALTERNATIVE PEDESTRIAN ROUTE. LEVEL CHANGES AND EXISTING FOOTBRIDGE WIDTH MAKES ROUTE UNSUITABLE FOR CYCLISTS

MANCHESTER ROAD PARK AND PARK

BELLE VUE TERRACE

MAUDSLEY STREET

HOUGHTON STREET

MANCHESTER ROAD

BRIDGE ROAD

BUS STAND

BUS STAND

BUS STAND

SCHEME EXTENTS

ST GABRIEL'S HIGH SCHOOL

2m

3.2m

2m

RELOCATION OF EXISTING FENCE TO PROVIDE PROPOSED 2M FOOTWAY

NO EXISTING DRAINAGE ON BARON STREET. OPPORTUNITY TO TIE PROPOSED DRAINAGE WORKS TO SUDS DEVELOPMENT AT BUCKLEY WELLS

BARON STREET

Buckley Wells

Crossing

1.9m

5.5m

TIE INTO PROPOSED WORKS AS PART OF BUCKLEY WELLS LOCOMOTIVE DEPOT.

SOUTHERN GATEWAY SCHEME TO TERMINATE AT BARON STREET AND MANCHESTER OLD ROAD JUNCTION. FUTURE TFGM ASPIRATIONS FOR SCHEME ALONG MANCHESTER ROAD TIEING BARON STREET ROUTE TO EXISTING CYCLOPS JUNCTION AT ANGOULEME WAY.

2.1m

2m

6.8m

1.9m

BARON STREET

SCHEME EXTENTS

MANCHESTER OLD ROAD

Childrens Nursery

Trough

Tunnel

85.6m

84.1m

93.0m

93.2m

SHEET 03

SHEET 02

SHEET 01

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- EXISTING CARRIAGEWAY
- EXISTING VERGE AREA
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- AREA OF PLACEMAKING OPPORTUNITY

REV	DATE	BY	DESCRIPTION	CHK	APP
P10	05/12/2025	KT	DESIGN UPDATES	JK	PJ
P09	15/10/2025	KT	DRP ISSUE	JK	PJ
P08	15/09/2025	KT	UPDATED FOLLOWING CLIENT COMMENT	JK	PJ
P07	12/09/2025	VC	UPDATED FOLLOWING CLIENT COMMENT	JK	PJ
P06	11/07/2025	JK	EXTERNAL DRP ISSUE	PJ	PJ
P05	25/06/2025	KT	UPDATED FOLLOWING INTERNAL DRP	JK	PJ
P04	09/06/2025	KT	UPDATED FOLLOWING DRP COMMENTS	JK	PJ
P03	25/02/2025	JK	UPDATED FOLLOWING CLIENT COMMENT	PJ	PJ
P02	20/12/2024	JK	UPDATED FOLLOWING CLIENT COMMENT	PJ	PJ
P01	04/12/2024	VG	FIRST ISSUE	JK	PJ

DRAWING STATUS:
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CLIENT:
Bury Council

SITE/PROJECT:
BURY ACTIVE TRAVEL
CONCEPT DESIGN DEVELOPMENT

TITLE:
BURY TOWN CENTRE
MANCHESTER ROAD / BRIDGE ROAD
CYCLE IMPROVEMENTS
SHEET 01 OF 03

SCALE @ A1:	CHECKED:	APPROVED:
1:500	JK	PJ

PROJECT NO:	DESIGNED:	DRAWN:	DATE:
UK0028352.8493	JK	VC	December 25

DRAWING No: 28352.8493-WSP-XX-SG-DR-LP-0001 REV: P10

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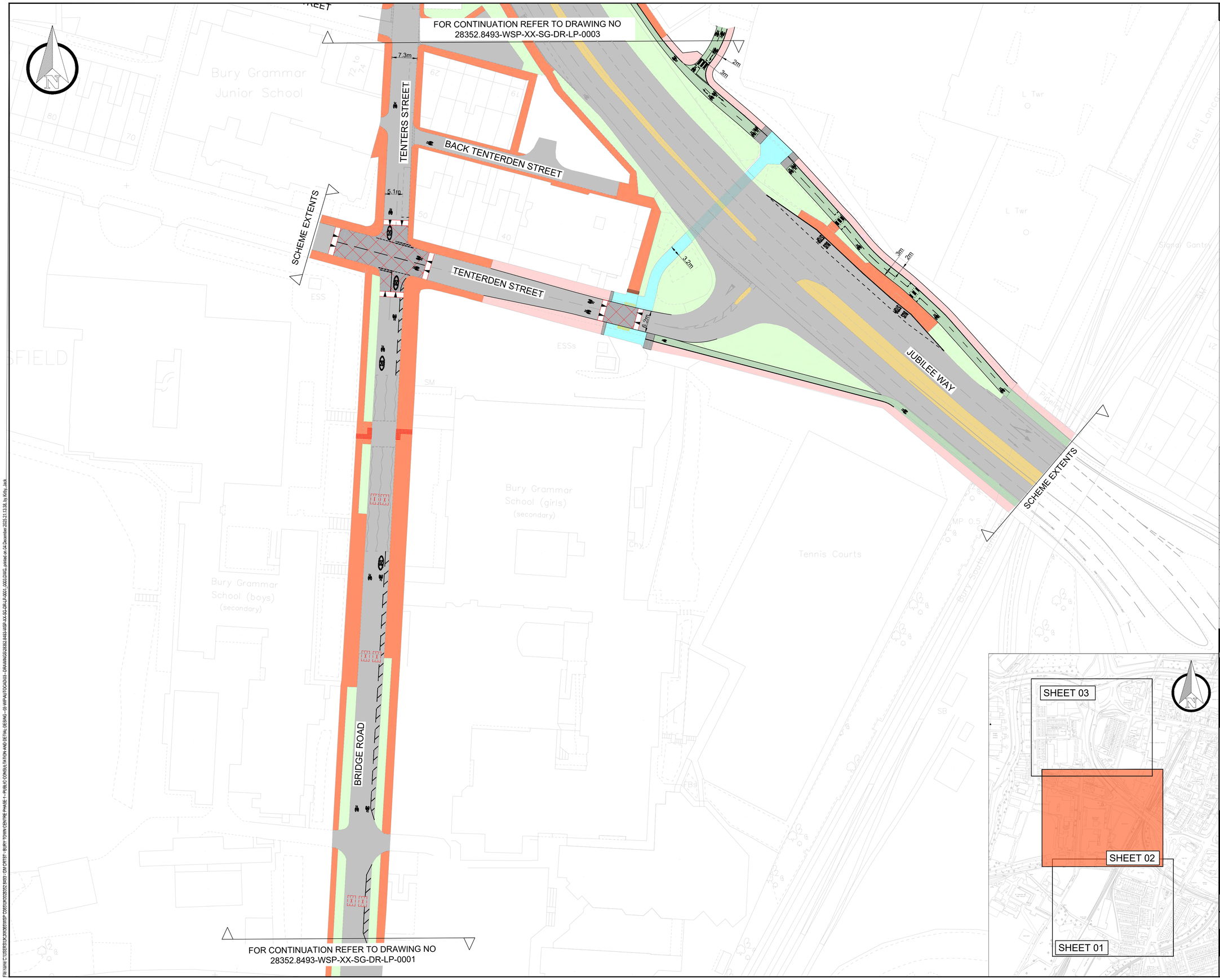

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3. TRAFFIC MODELING NOT YET UNDERTAKEN.
4. REFRESH OF EXISTING ROAD MARKINGS, FORMALISED PARKING BAYS, TROs AND TACTILE PAVING TO BE ASSESSED AT A LATER DESIGN STAGE.

KEY:

- EXISTING KERB LINE
- EXISTING ROAD MARKING
- PROPOSED KERB LINE
- PROPOSED WHITE LINE MARKING
- PROPOSED WHITE LINE MARKING / DEMARCATION BLOCKS TO PROVIDE SEGREGATION BETWEEN CYCLISTS / PEDESTRIANS
- PROPOSED TRAMLINE PAVING
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- PROPOSED SHARED USE PATH
- PROPOSED SEGREGATED CYCLEWAY
- PROPOSED WIDENING OR NARROWING OF EXISTING FOOTWAY
- PROPOSED TRAFFIC ISLAND
- EXISTING SHARED USE PATH TO BE RETAINED
- EXISTING FOOTWAY TO BE RETAINED
- EXISTING CARRIAGEWAY
- EXISTING VERGE AREA
- PROPOSED RAISED TABLE
- AREA OF PLACEMAKING OPPORTUNITY

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P04	09/06/2025	KT	UPDATED FOLLOWING DRP FEEDBACK	JK	PJ
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CLIENT:
Bury COUNCIL

SITE/PROJECT:
BURY ACTIVE TRAVEL
CONCEPT DESIGN DEVELOPMENT

TITLE:
BURY TOWN CENTRE
BRIDGE ROAD TO JUBILEE WAY
CYCLE IMPROVEMENTS
SHEET 02 OF 03

SCALE @ A1:	CHECKED:	APPROVED:
1:500	JK	PJ

PROJECT NO:	DESIGNED:	DRAWN:	DATE:
UK0028352.8493	JK	VC	December 25

DRAWING No: 28352.8493-WSP-XX-SG-DR-LP-0002 REV: P10

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MILLETT STREET

SCHEME EXTENTS

BOLTON STREET

FOR CONTINUATION REFER TO DRAWING NO 28352.8493-WSP-XX-WG-DR-LP-0001

EXISTING SEGREGATED FOOTWAY/CYCLEWAY TO BE WIDENED TO PROVIDE LTN1/20 COMPLIANT CYCLE PATH.

2m

2m

2.8m

3.5m

2.8m

BOLTON STREET

SHARED SPACE PROVIDED TO FACILITATED EASTBOUND ACCESS TO SOUTHBOUND JUBILEE WAY CYCLE LANE AND CASTLECROFT ROAD.

FOR CONTINUATION REFER TO DRAWING NO 28352.8493-WSP-XX-WG-DR-LP-0003

DROPPED KERB TO BE PROVIDED TO ALLOW CYCLISTS ACCESS TO PHOENIX STREET.

PROPOSED BUS STOP BYPASS

PHOENIX STREETTREET

EXISTING SUBSTANDARD BI-DIRECTIONAL CYCLE LANES TO BE WIDENED AND CONVERTED INTO 2M UNI-DIRECTIONAL CYCLE LANES SEGREGATED FROM EXISTING 2M FOOTWAY BY DELINEATOR KERB.

EXISTING FOOTWAY AND CYCLE LANE TO BE RETAINED.

2m

1.9m

2m

1.5m

BUS STOP LAYOUT TO REMAIN AS EXISTING.

2m

2m

JUBILEE WAY

IRWELL STREET

WALSHE STREET

2m

2.4m

FOR CONTINUATION REFER TO DRAWING NO 28352.8493-WSP-XX-SG-DR-LP-0002

Garage

Play Area

Hall

Childrens Nursery

Works

Regency Chambers

Castlecroft House

Peel Lodge

Hilton House

The Manna House (PW)

Car Pk

Bury Grammar

ESS

SHEET 03

SHEET 02

SHEET 01

DO NOT SCALE

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- EXISTING FOOTWAY TO BE RETAINED
- EXISTING CARRIAGEWAY
- EXISTING VERGE AREA
- PROPOSED RAISED TABLE
- AREA OF PLACEMAKING OPPORTUNITY

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P02	15/09/2025	KT	UPDATED FOLLOWING CLIENT COMMENT	JK	PJ
P01	12/09/2025	VC	ROUTE EXTENT UPDATED	JK	PJ

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CLIENT: Bury Council

SITE/PROJECT: BURY ACTIVE TRAVEL CONCEPT DESIGN DEVELOPMENT

TITLE: BURY TOWN CENTRE JUBILEE WAY TO BOLTON STREET CYCLE IMPROVEMENTS SHEET 03 OF 03

SCALE @ A1:	CHECKED:	APPROVED:
1:500	JK	PJ

PROJECT NO:	DESIGNED:	DRAWN:	DATE:
UK0028352.8493	JK	VC	December 25

DRAWING No: 28352.8493-WSP-XX-SG-DR-LP-0003 REV: P04

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FOR CONTINUATION REFER TO DRAWING NO 28352.8493-WSP-XX-WG-DR-LP-0002

EXISTING 2.0M WIDE FOOTWAY WIDENED TO CREATE 3.25M WIDE SHARED USE SPACE TO LINK TO RIVERSIDE NORTH / SOUTH TRAFFIC-FREE WALKING AND CYCLING SHARED USE PATH.

3.25m

6m

DUNSTER ROAD

SCHEME EXTENTS

POTENTIAL TO ADD LOW LEVEL LIGHTING OR CATSEYES, FLUORESCENT PAINTING ETC.

3.5m

2m

HARVARD ROAD

EXISTING 4.0M WIDE FACILITY SEPARATING PEDESTRIANS AND CYCLISTS BY WHITE LINE TO BE REPLACED WITH 3.0M BI-DIRECTIONAL CYCLETRACK AND 2.0M FOOTWAY SEPARATED BY A DEMARCATION KERB.

SOFT LANDSCAPING TO BE CUT BACK TO IMPROVE VISIBILITY AROUND THE CORNER

TIE INTO EXISTING INFRASTRUCTURE.

2.8m

SCHEME EXTENTS

FOR CONTINUATION REFER TO DRAWING NO 28352.8493-WSP-XX-SG-DR-LP-0003

KEY:

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- PROPOSED RAISED TABLE
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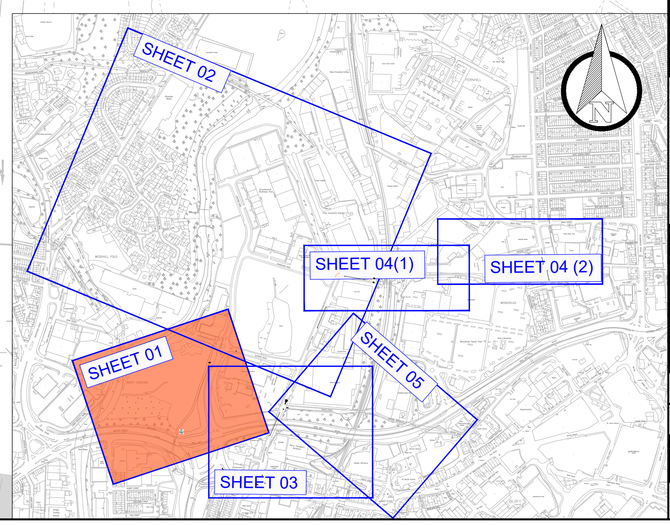

REV	DATE	BY	DESCRIPTION	CHK	APP
P09	02/12/2025	KT	DESIGN UPDATES	JK	PJ
P08	15/10/2025	KT	DRP ISSUE	JK	PJ
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P02	20/12/2024	JK	UPDATED FOLLOWING CLIENT COMMENT	PJ	PJ
P01	04/12/2024	VG	FIRST ISSUE	JK	PJ

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CLIENT: Bury Council

SITE/PROJECT: BURY ACTIVE TRAVEL CONCEPT DESIGN DEVELOPMENT

TITLE: BURY TOWN CENTRE HARVARD ROAD CYCLE IMPROVEMENTS SHEET 01 OF 05

SCALE @ A1:	CHECKED:	APPROVED:
1:500	JK	PJ

PROJECT NO:	DESIGNED:	DRAWN:	DATE:
UK0028352.8493	KT	VC	December 25

DRAWING No: 28352.8493-WSP-XX-WG-DR-LP-0001 REV: P09

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SCHEME EXTENTS

PROVIDE CYCLE FRIENDLY BARRIER.

WOODHILL VIADUCT PARAPET RAILINGS TO BE REPLACED, PROPOSED TO BE BEDDED INTO EXISTING STUB WALL PARAPET.

PROPOSED CUT THROUGH PATH FOR NORTH TO WEST AND WEST TO SOUTH MOVEMENTS TO MEET EXISTING DESIRE LINE. DESIGN TO BE CONFIRMED FOLLOWING ASSESSMENT OF LEVEL DIFFERENCE AT DETAILED DESIGN STAGE.

EXISTING SHARED SPACE PATH TO BE RETAINED AND WIDENED TO MINIMUM 3M WIDTH AND 3.5M WHERE ADJACENT BUILDINGS/FENCING REDUCES EFFECTIVE WIDTH. OVERGROWN VEGETATION TO BE CUT BACK TO GIVE 2M BUFFER TO EDGE OF PATH.

EXISTING SHARED USE PATH CURRENTLY UNLIT AND UNLIKELY TO BE UTILISED IN HOURS OF DARKNESS. OPPORTUNITY TO PROVIDE LOW LEVEL LED LIGHTING. EXISTING LIT ALTERNATIVE ROUTE ALONG HARVARD ROAD TO BE USED.

FORMAL PARKING BAYS TO BE PROVIDED.

FOR CONTINUATION REFER TO DRAWING NO 28352.8493-WSP-XX-WG-DR-LP-0004 (VIEWPORT 1)

FOR CONTINUATION REFER TO DRAWING NO 28352.8493-WSP-XX-WG-DR-LP-0001

FOR CONTINUATION REFER TO DRAWING NO 28352.8493-WSP-XX-WG-DR-LP-0003

WOODHILL ROAD

HARVARD ROAD

MAGDALENE ROAD

CHAMBERHALL STREET

CASTLECROFT ROAD

DUNSTER ROAD

SCHEME EXTENTS

3m

3.5m

3.9m

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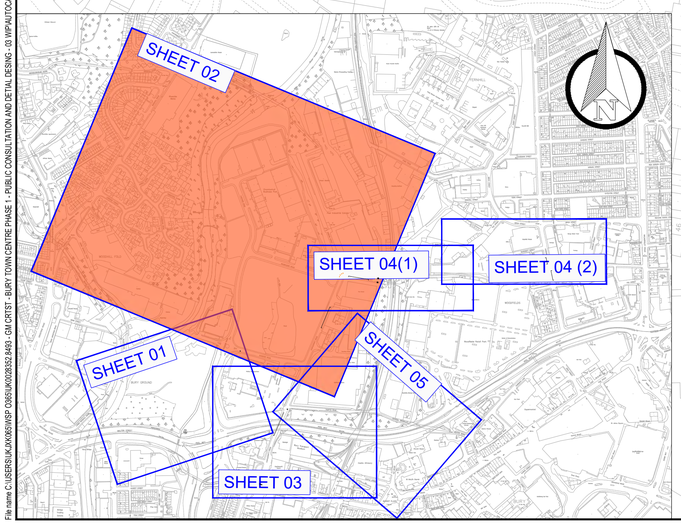

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P01	16/12/2024	VG	FIRST ISSUE	JK	PJ

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CLIENT: Bury Council

SITE/PROJECT: BURY ACTIVE TRAVEL
CONCEPT DESIGN DEVELOPMENT

TITLE: BURY TOWN CENTRE
OFF-CARRIAGEWAY RIVERSIDE PATH
CYCLE IMPROVEMENTS
SHEET 02 OF 05

SCALE @ A1:	CHECKED:	APPROVED:
1:1000	JK	PJ

PROJECT NO:	DESIGNED:	DRAWN:	DATE:
UK0028352.8493	KT	VC	December 25

DRAWING No: 28352.8493-WSP-XX-WG-DR-LP-0002 REV: P09

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BURY ACTIVE TRAVEL
CONCEPT DESIGN DEVELOPMENT

TITLE:
BURY TOWN CENTRE
CASTLECROFT ROAD
CYCLE IMPROVEMENTS
SHEET 03 OF 05

SCALE @ A1:	CHECKED:	APPROVED:
1:500	JK	PJ

PROJECT NO:	DESIGNED:	DRAWN:	DATE:
UK0028352.8493	KT	VC	December 25

DRAWING No: 28352.8493-WSP-XX-WG-DR-LP-0003 REV: P09

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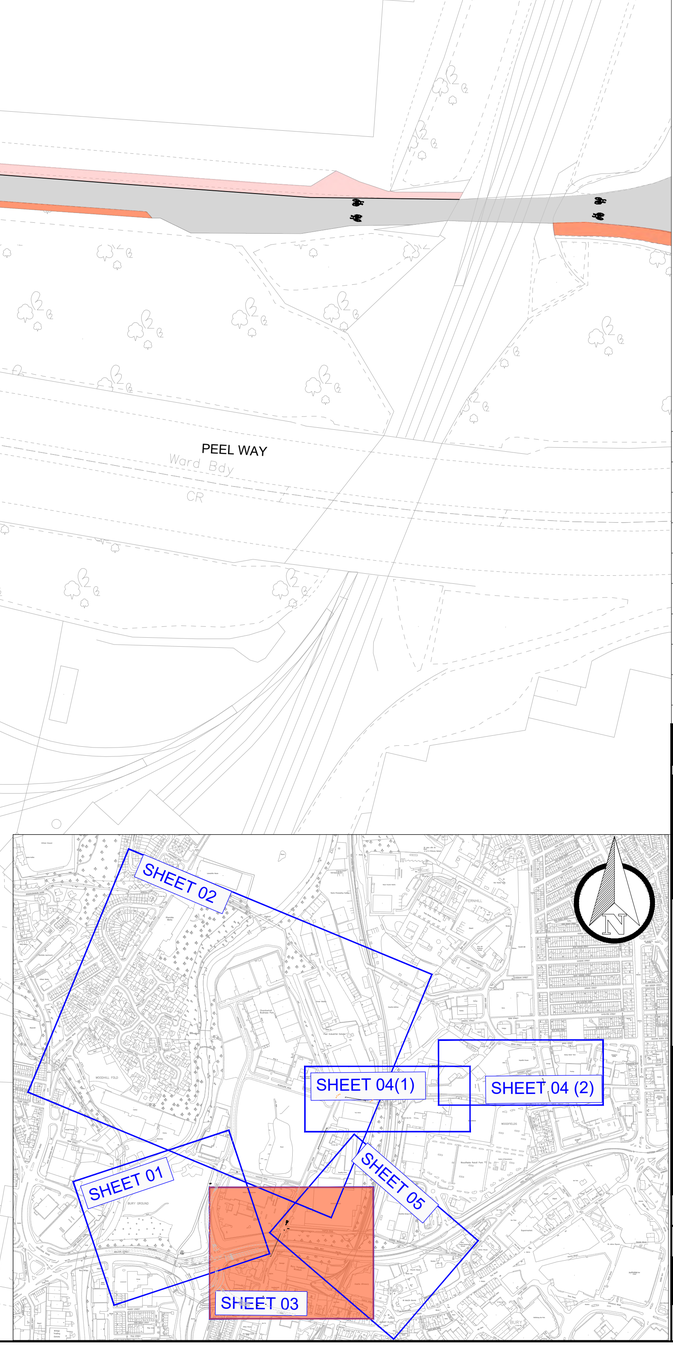

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FOR CONTINUATION REFER TO DRAWING NO 28352.8493-WSP-XX-WG-DR-LP-0002

CONNECTION TO EXISTING OFF CARRIAGEWAY SHARED USE PATH.

MAGDALENE ROAD

3m

2m

CHAMBERHALL STREET

8.4m

2m

2m

1.95m

2.45m

CASTLECROFT ROAD

2.3m

6.7m

FOR CONTINUATION REFER TO DRAWING NO 28352.8493-WSP-XX-WG-DR-LP-0002

REALIGNMENT OF EXISTING RAMP TO REDUCE GRADIENT. LIGHTING AND VISIBILITY TO BE IMPROVED.

POTENTIAL TO ADD LOW LEVEL LIGHTING OR CATSEYES, FLUORESCENT PAINTING ETC.

PROPOSED DOUBLE YELLOW LINES.

IMPROVE LIGHTING THROUGH SUBWAY WITH POTENTIAL TO LINK TO STREET LIGHTING ON CHAMBERHALL STREET.

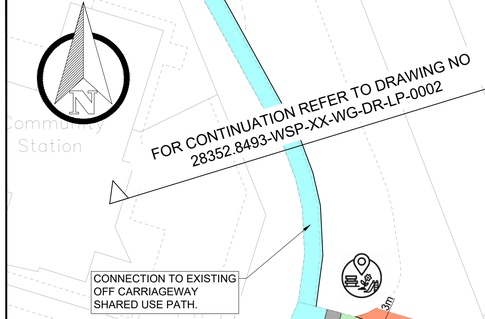
East Lancashire Railway

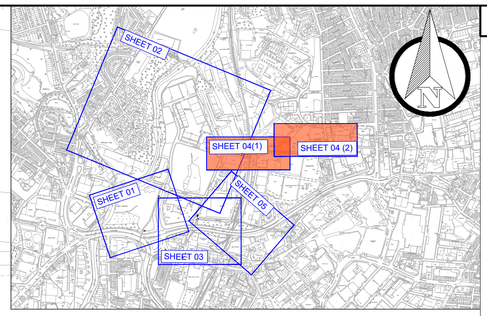
84.1mAD

Trav Crane

FOR CONTINUATION REFER TO DRAWING NO 28352.8493-WSP-XX-WG-DR-LP-0004 (VIEWPORT 2)

VIEWPORT 1





BIRCH STREET

Scrap Metal Yard

Imperial House

ESSs

HORNBY STREET

Garage

BARCROFT STREET

Factory

SCHEME EXTENTS

BUCKLEY STREET TO BE RESTRICTED TO ONE-WAY WESTBOUND WITH CONTRAFLOW CYCLE PROVISION.

CHARLES STREET

4.0m

BUCKLEY STREET

2.6m

Europa House

Club

Day Nursery

EXISTING PARKING BAYS TO BE RELOCATED.

MARSDEN STREET

4m

SCHEME EXTENTS

FOR CONTINUATION REFER TO DRAWING NO 28352.8493-WSP-XX-WG-DR-LP-0004 (VIEWPORT 1)

3.2m

FOR CONTINUATION REFER TO DRAWING NO 28352.8493-WSP-XX-FT-DR-LP-0001

VIEWPORT 2

DO NOT SCALE

NOTES:

1. ALL DIMENSIONS GIVEN ARE SHOWN IN METRES UNLESS OTHERWISE SPECIFIED.
2. CONCEPT DESIGN HAS BEEN COMPLETED BASED ON OS MAPPING AND SITE OBSERVATIONS ONLY. DESIGN SUBJECT TO CHANGE UPON TOPOGRAPHICAL AND OTHER SURVEY INFORMATION ACQUISITION AS DESIGN MOVES TO NEXT STAGE.
3. TRAFFIC MODELING NOT YET UNDERTAKEN.
4. REFRESH OF EXISTING ROAD MARKINGS, FORMALISED PARKING BAYS, TROs AND TACTILE PAVING TO BE ASSESSED AT A LATER DESIGN STAGE.

KEY:

- EXISTING KERB LINE
- EXISTING ROAD MARKING
- PROPOSED KERB LINE
- PROPOSED WHITE LINE MARKING
- PROPOSED WHITE LINE MARKING / DEMARCATION BLOCKS TO PROVIDE SEGREGATION BETWEEN CYCLISTS / PEDESTRIANS
- PROPOSED TRAMLINE PAVING
- PROPOSED LADDER PAVING
- PROPOSED RAMP
- PROPOSED RED (CONTROLLED) TACTILE PAVING
- PROPOSED BUFF (UNCONTROLLED) TACTILE PAVING
- PROPOSED SHARED USE PATH
- PROPOSED SEGREGATED CYCLEWAY
- PROPOSED WIDENING OR NARROWING OF EXISTING FOOTWAY
- PROPOSED TRAFFIC ISLAND
- EXISTING SHARED USE PATH TO BE RETAINED
- EXISTING FOOTWAY TO BE RETAINED
- EXISTING CARRIAGEWAY
- PROPOSED RAISED TABLE
- AREA OF PLACEMAKING OPPORTUNITY

REV	DATE	BY	DESCRIPTION	CHK	APP
P09	09/12/2025	KT	DESIGN UPDATES	JK	PJ
P08	15/10/2025	KT	DRP ISSUE	JK	PJ
P07	15/09/2025	JK	UPDATED FOLLOWING CLIENT COMMENT	PJ	PJ
P06	12/09/2025	VC	UPDATED FOLLOWING CLIENT COMMENT	JK	PJ
P05	04/07/2025	KT	UPDATED FOLLOWING INTERNAL DRP	JK	PJ
P04	09/06/2025	KT	UPDATED FOLLOWING DRP COMMENT	JK	PJ
P03	21/02/2025	JK	UPDATED FOLLOWING CLIENT COMMENT	PJ	PJ
P02	20/12/2024	JK	UPDATED FOLLOWING CLIENT COMMENT	PJ	PJ
P01	04/12/2024	VG	FIRST ISSUE	JK	PJ

DRAWING STATUS: S2 - FOR INFORMATION

wsp
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T+ 44 (0) 121 352 4700, F+ 44 (0) 121 352 4701
wsp.com

CLIENT: Bury Council

SITE/PROJECT: BURY ACTIVE TRAVEL CONCEPT DESIGN DEVELOPMENT

TITLE: BURY TOWN CENTRE CHAMBERHALL STREET TO CHARLES STREET CYCLE IMPROVEMENTS SHEET 04 OF 05

SCALE @ A1:	CHECKED:	APPROVED:
1:500	JK	PJ

PROJECT NO:	DESIGNED:	DRAWN:	DATE:
UK0028352.8493	KT	VC	December 25

DRAWING No: 28352.8493-WSP-XX-WG-DR-LP-0004 REV: P09

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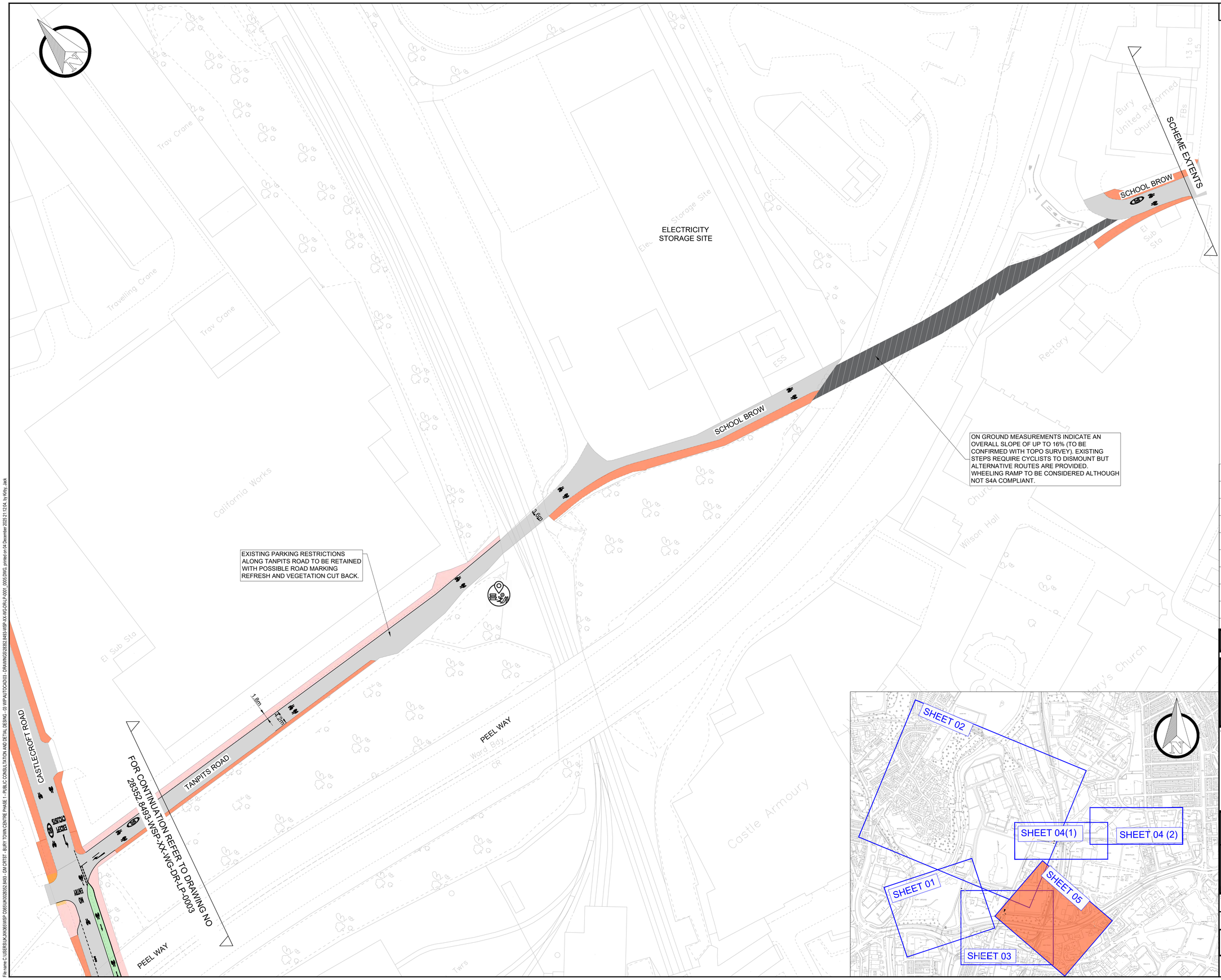
File name C:\USERS\UK\JKK065\WSP CO65\UK0028352.8493 - GM CRTST - BURY TOWN CENTRE PHASE 1 - PUBLIC CONSULTATION AND DETAIL DESING - 03 WIP\AUTOCAD\03 - DRAWINGS\28352.8493-WSP-XX-WG-DR-LP-0001_0005.DWG, printed on 09 December 2025 12:19:04, by Kirby, Jack



DO NOT SCALE

NOTES:

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KEY:

- EXISTING KERB LINE
- EXISTING ROAD MARKING
- PROPOSED KERB LINE
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- PROPOSED SHARED USE PATH
- PROPOSED SEGREGATED CYCLEWAY
- PROPOSED WIDENING OR NARROWING OF EXISTING FOOTWAY
- PROPOSED TRAFFIC ISLAND
- EXISTING SHARED USE PATH TO BE RETAINED
- EXISTING FOOTWAY TO BE RETAINED
- EXISTING CARRIAGEWAY
- PROPOSED RAISED TABLE
- AREA OF PLACEMAKING OPPORTUNITY

REV	DATE	BY	DESCRIPTION	CHK	APP
P09	02/12/2025	KT	DESIGN UPDATES	JK	PJ
P08	15/10/2025	KT	DRP ISSUE	JK	PJ
P07	15/09/2025	JK	UPDATED FOLLOWING CLIENT COMMENT	PJ	PJ
P06	12/09/2025	VC	UPDATED FOLLOWING CLIENT COMMENT	JK	PJ
P05	04/07/2025	KT	UPDATED FOLLOWING INTERNAL DRP	JK	PJ
P04	09/06/2025	KT	UPDATED FOLLOWING DRP COMMENT	JK	PJ
P03	21/02/2025	JK	UPDATED FOLLOWING CLIENT COMMENT	PJ	PJ
P02	20/12/2024	JK	UPDATED FOLLOWING CLIENT COMMENT	PJ	PJ
P01	04/12/2024	VG	FIRST ISSUE	JK	PJ

DRAWING STATUS: S2 - FOR INFORMATION

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T+ 44 (0) 121 352 4700, F+ 44 (0) 121 352 4701
wsp.com

CLIENT: Bury Council

SITE/PROJECT: BURY ACTIVE TRAVEL
CONCEPT DESIGN DEVELOPMENT

TITLE: BURY TOWN CENTRE
CHAMBERHALL STREET TO CHARLES STREET
CYCLE IMPROVEMENTS
SHEET 05 OF 05

SCALE @ A1:	CHECKED:	APPROVED:
1:500	JK	PJ

PROJECT NO:	DESIGNED:	DRAWN:	DATE:
UK0028352.8493	KT	VC	December 25

DRAWING No: 28352.8493-WSP-XX-WG-DR-LP-0005 REV: P09

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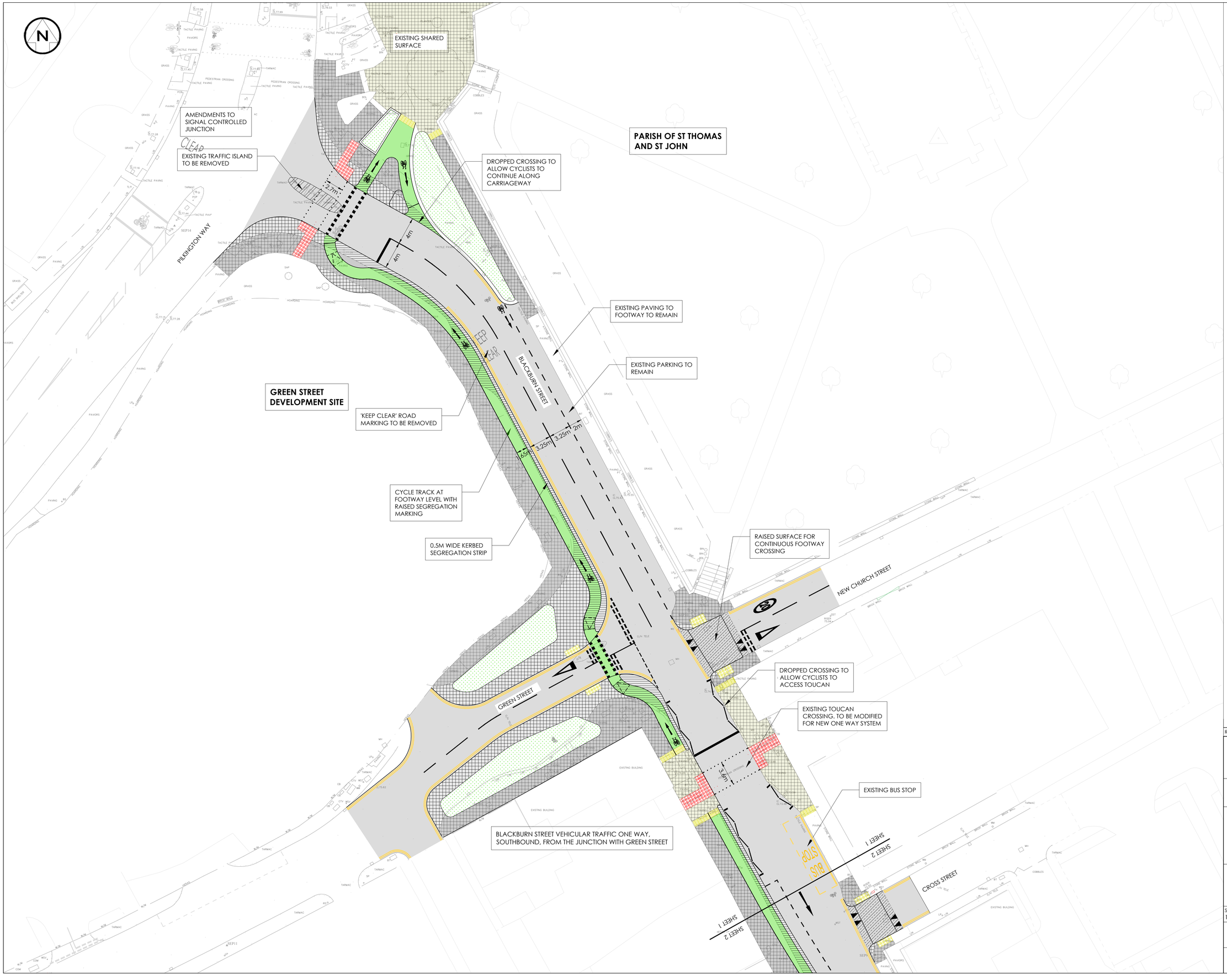
File name C:\USERS\UKJWX90\WSP O365\WX0028352.8493 - GM CRTST - BURY TOWN CENTRE PHASE 1 - PUBLIC CONSULTATION AND DETIAL DESING - 03 WIP\AUTOCAD\03 - DRAWINGS\28352.8493-WSP-XX-WG-DR-LP-0001_0005.DWG, printed on 04 December 2025 21:12:24, by KKhu, Jack



NOTES – GENERAL:

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2 ALL LEVELS ARE STATED IN METRES
3 ALL DIMENSIONS, LEVELS AND CO-ORDINATES ARE BASED UPON TOPOGRAPHICAL SURVEY DRAWING (NO. S26073-T) BY SEP DATED 29/04/25.
4 DO NOT SCALE. PLEASE REFER ANY QUERIES TO THE PROJECT MANAGER / SUPERVISOR.

KEY – GENERAL ARRANGEMENT :

SERIES 700: PAVEMENT

- CARRIAGEWAY CONSTRUCTION - PROPOSED
- CARRIAGEWAY RESURFACING - PROPOSED
- CARRIAGEWAY RAISED SURFACE - PROPOSED

SERIES 1100: KERBS, FOOTWAYS AND PAVED AREAS

- P.C.C KERBING - PROPOSED
- P.C.C EDGING - PROPOSED
- P.C.C TACTILE PAVING - PROPOSED (BUFF COLOURED)
- P.C.C TACTILE PAVING - PROPOSED (RED COLOURED)
- P.C.C. HAZARD PAVING - PROPOSED (BUFF COLOURED)
- EXISTING BITMAC FOOTWAY CONSTRUCTION -TO BE RE-FURBISHED
- EXISTING BITMAC FOOTWAY CONSTRUCTION - TO BE RE-FURBISHED (CYCLE LANE USAGE)
- EXISTING PAVED FOOTWAY CONSTRUCTION - TO BE RE-FURBISHED
- EXISTING PAVED FOOTWAY CONSTRUCTION - TO BE RE-FURBISHED (SHARED USEAGE)
- NEW FOOTWAY CONSTRUCTION - BITMAC
- NEW FOOTWAY CONSTRUCTION - BITMAC (CYCLE LANE USAGE)
- NEW FOOTWAY CONSTRUCTION - PAVED
- CYCLE TRACK RAMP

SERIES 1200: TRAFFIC SIGNS AND ROAD MARKINGS

- ROAD MARKINGS - EXISTING
- ROAD MARKINGS - PROPOSED

SERIES 3000: LANDSCAPE AND ECOLOGY

- PROPOSED RAIN GARDEN

REV	DRN	CHK	APP	DATE	DESCRIPTION

Wilde
Consulting Civil & Structural Engineers
ISO 9001 Registered
2nd Floor, 20 Chapel Street, Liverpool, L3 9AG
www.wildecivil.co.uk
Tel : 0151-705-9075

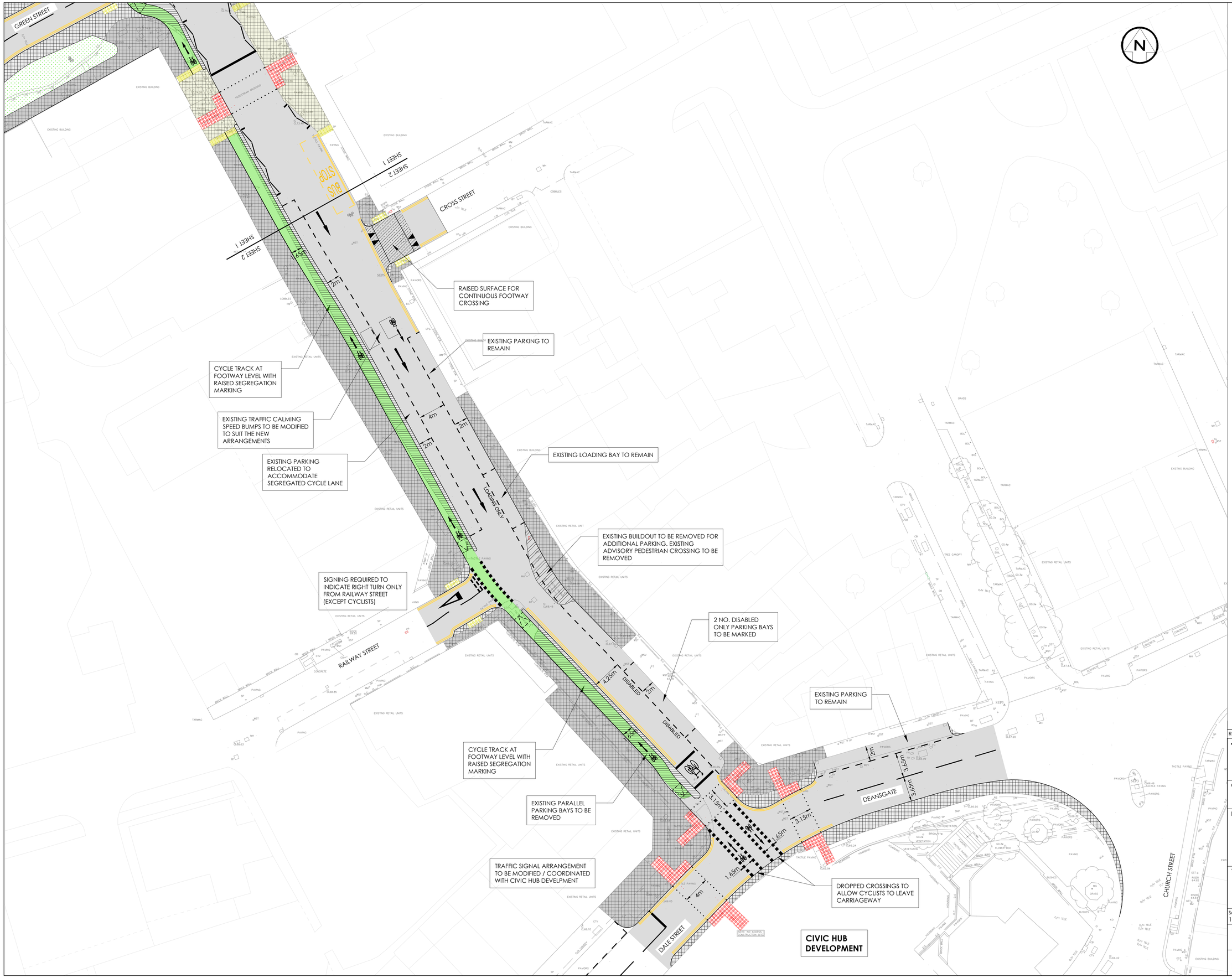
Client: Bury Council

Project: RADCLIFFE TOWN CENTRE - PHASE 1
METROLINK STOP TO CIVIC HUB

Title: BLACKBURN STREET GENERAL ARRANGEMENT (SHEET 1 OF 2)

Scale	Drawn	Date	Chkd	Approved
1:250	AMR	24.06.25	ML	ML

Drawing No.: WCL-DR-RTC-PH1-BB-0100-001
Revision: P01
Status: PRELIMINARY
Sheet Size: A1



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4 DO NOT SCALE. PLEASE REFER ANY QUERIES TO THE PROJECT MANAGER / SUPERVISOR.

KEY – GENERAL ARRANGEMENT :

SERIES 700: PAVEMENT

- CARRIAGEWAY CONSTRUCTION - PROPOSED
- CARRIAGEWAY RESURFACING - PROPOSED
- CARRIAGEWAY RAISED SURFACE - PROPOSED

SERIES 1100: KERBS, FOOTWAYS AND PAVED AREAS

- P.C.C KERBING - PROPOSED
- P.C.C EDGING - PROPOSED
- P.C.C TACTILE PAVING - PROPOSED (BUFF COLOURED)
- P.C.C TACTILE PAVING - PROPOSED (RED COLOURED)
- P.C.C. HAZARD PAVING - PROPOSED (BUFF COLOURED)
- EXISTING BITMAC FOOTWAY CONSTRUCTION -TO BE RE-FURBISHED
- EXISTING BITMAC FOOTWAY CONSTRUCTION - TO BE RE-FURBISHED (CYCLE LANE USAGE)
- EXISTING PAVED FOOTWAY CONSTRUCTION - TO BE RE-FURBISHED
- EXISTING PAVED FOOTWAY CONSTRUCTION - TO BE RE-FURBISHED (SHARED USEAGE)
- NEW FOOTWAY CONSTRUCTION - BITMAC
- NEW FOOTWAY CONSTRUCTION - BITMAC (CYCLE LANE USAGE)
- NEW FOOTWAY CONSTRUCTION - PAVED
- CYCLE TRACK RAMP

SERIES 1200: TRAFFIC SIGNS AND ROAD MARKINGS

- ROAD MARKINGS - EXISTING
- ROAD MARKINGS - PROPOSED

SERIES 3000: LANDSCAPE AND ECOLOGY

- PROPOSED RAIN GARDEN

REV	DRN	CHK	APP	DATE	DESCRIPTION

Wilde
Consulting Civil & Structural Engineers
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2nd Floor, 20 Chapel Street, Liverpool, L3 9AG
www.wildecivil.co.uk
Tel : 0151-705-9075

Client: Bury Council

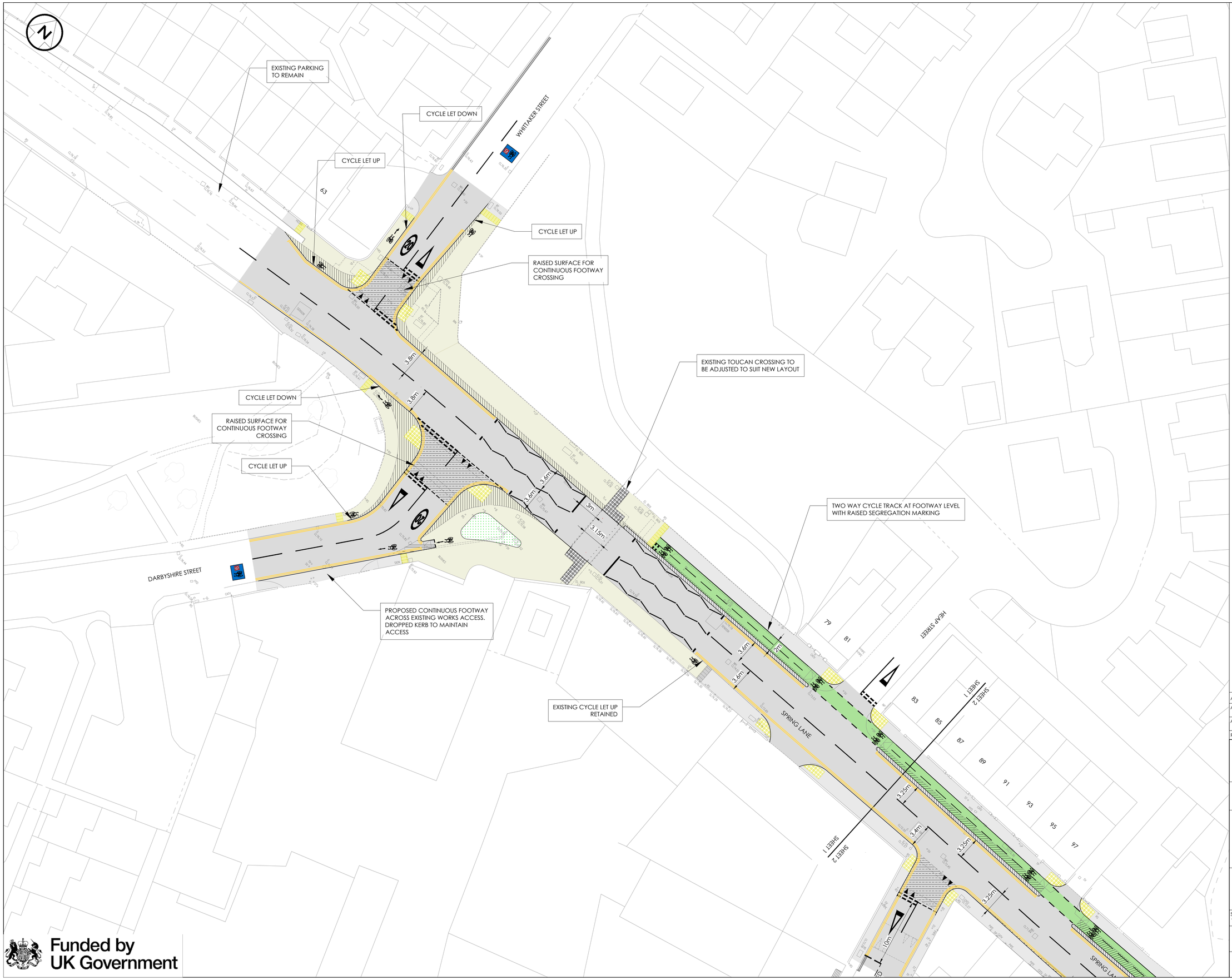
Project: RADCLIFFE TOWN CENTRE - PHASE 1
METROLINK STOP TO CIVIC HUB

Title: BLACKBURN STREET GENERAL ARRANGEMENT (SHEET 2 OF 2)

Scale	Drawn	Date	Chkd	Approved
1:250	AMR	24.06.25	ML	ML

Drawing No.	Revision
WCL-DR-RTC-PH1-BB-0100-002	P01

Status	Sheet Size
PRELIMINARY	A1



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3 ALL DIMENSIONS, LEVELS AND CO-ORDINATES ARE BASED UPON TOPOGRAPHICAL SURVEY DRAWING (NO. 63206-MH) BY MALCOLM HUGHES DATED 07/25.
4 DO NOT SCALE. PLEASE REFER ANY QUERIES TO THE PROJECT MANAGER / SUPERVISOR.

KEY – GENERAL ARRANGEMENT :

- NATIONAL CYCLE ROUTE 6

SERIES 700: PAVEMENT

- CARRIAGEWAY CONSTRUCTION - PROPOSED
- CARRIAGEWAY RESURFACING - PROPOSED
- CARRIAGEWAY RAISED SURFACE - PROPOSED

SERIES 1100: KERBS, FOOTWAYS AND PAVED AREAS

- P.C.C KERBING - PROPOSED
- P.C.C EDGING - PROPOSED
- P.C.C TACTILE PAVING - PROPOSED (BUFF COLOURED)
- P.C.C TACTILE PAVING - PROPOSED (RED COLOURED)
- P.C.C. HAZARD PAVING - PROPOSED (BUFF COLOURED)
- BITMAC FOOTWAY RESURFACING
- EXISTING BITMAC FOOTWAY CONSTRUCTION - TO BE RE-FURBISHED (CYCLE LANE USAGE)
- NEW FOOTWAY CONSTRUCTION - BITMAC
- BITMAC FOOTWAY RESURFACING - PROPOSED (SHARED SURFACE USE)
- NEW FOOTWAY CONSTRUCTION - BITMAC (CYCLE LANE USAGE)
- CYCLE TRACK RAMP

SERIES 1200: TRAFFIC SIGNS AND ROAD MARKINGS

- ROAD MARKINGS - EXISTING
- ROAD MARKINGS - PROPOSED

SERIES 3000: LANDSCAPE AND ECOLOGY

- PROPOSED RAIN GARDEN

REV	DRN	CHK	APP	DATE	DESCRIPTION
A04	CP	AMR	ML	04.03.26	AMENDMENTS FOLLOWING DRP COMMENTS
A03	AMR	AMR	ML	22.10.25	PARKING ARRANGEMENTS ADJACENT TO METROLINK CAR PARK AMENDED
A02	CP	AMR	ML	10.10.25	UPDATED FOLLOWING UTC COMMENTS (17.09.25)

Wilde
Consulting Civil & Structural Engineers
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2nd Floor,
20 Chapel Street,
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L3 9AG
www.wildecivil.co.uk
Tel : 0151-705-9075

Client
Bury Council

Project
RADCLIFFE TOWN CENTRE - PHASE 1
METROLINK STOP TO CIVIC HUB

Title
SPRING LANE
GENERAL ARRANGEMENT
SHEET 1 OF 2

Scale	Drawn	Date	Chkd	Approved
1:250	CP	16/10/25	AMR	ML

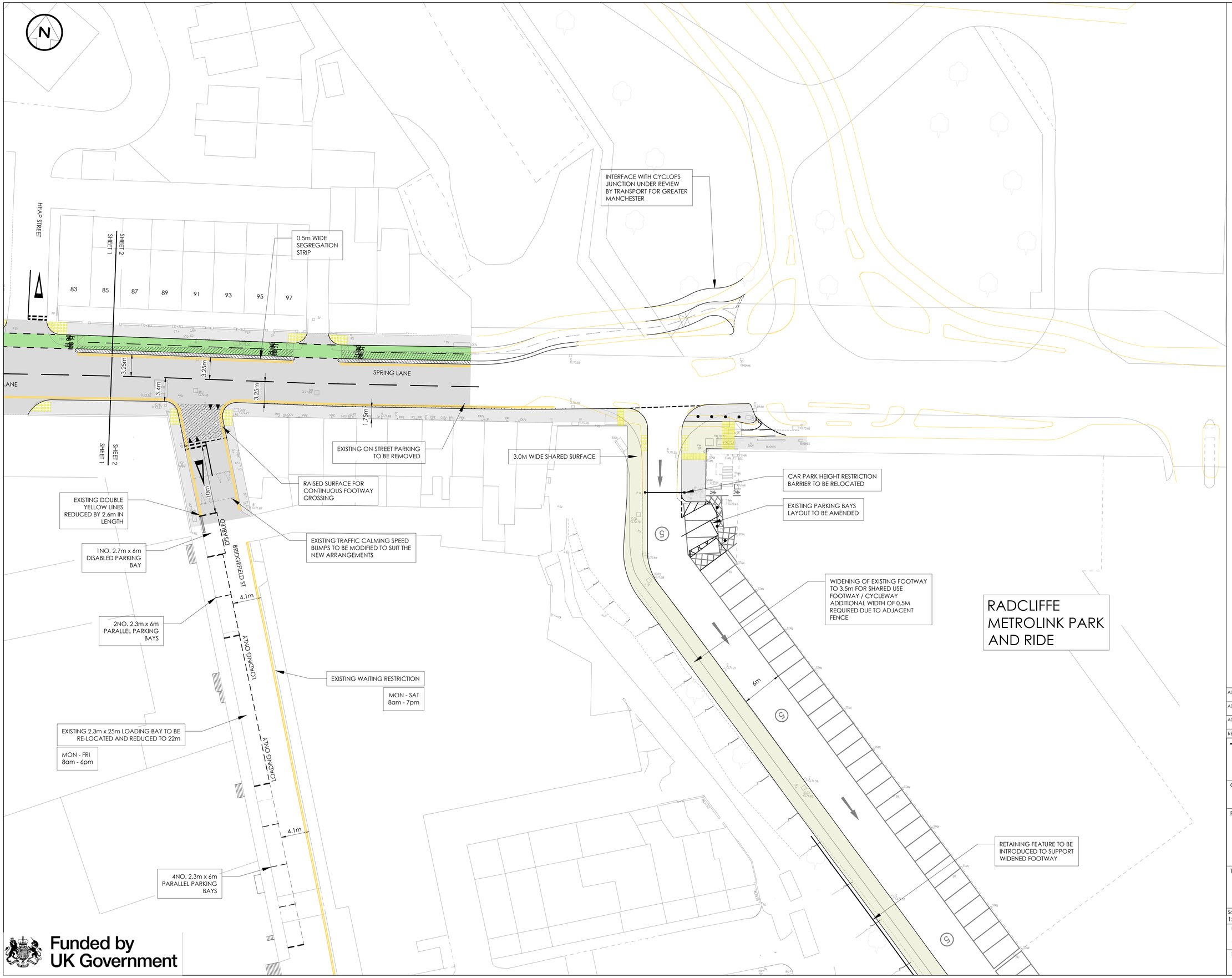
Drawing No.
660-039-WCL-DR-RTC-PH1-SPL-0100_001

Revision
A04

Status
FOR APPROVAL

Sheet Size
A1

Funded by UK Government



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NOTES – GENERAL:

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4 DO NOT SCALE. PLEASE REFER ANY QUERIES TO THE PROJECT MANAGER / SUPERVISOR.

KEY – GENERAL ARRANGEMENT :

SERIES 700: PAVEMENT

- CARRIAGEWAY CONSTRUCTION - PROPOSED
- CARRIAGEWAY RESURFACING - PROPOSED
- CARRIAGEWAY RAISED SURFACE - PROPOSED

SERIES 1100: KERBS, FOOTWAYS AND PAVED AREAS

- P.C.C KERBING - PROPOSED
- P.C.C EDGING - PROPOSED
- PROPOSED CYCLOPS JUNCTION ARRANGEMENT (CURRENTLY UNDER CONSTRUCTION)
- P.C.C TACTILE PAVING - PROPOSED (BUFF COLOURED)
- P.C.C. HAZARD PAVING - PROPOSED (BUFF COLOURED)
- BITMAC FOOTWAY RESURFACING
- EXISTING BITMAC FOOTWAY CONSTRUCTION - TO BE RE-FURBISHED (CYCLE LANE USAGE)
- NEW FOOTWAY CONSTRUCTION - BITMAC
- BITMAC FOOTWAY RESURFACING - PROPOSED (SHARED SURFACE USE)
- NEW FOOTWAY CONSTRUCTION - BITMAC (CYCLE LANE USAGE)
- CYCLE TRACK RAMP

SERIES 1200: TRAFFIC SIGNS AND ROAD MARKINGS

- ROAD MARKINGS - EXISTING
- ROAD MARKINGS - PROPOSED

SERIES 1700: STRUCTURAL CONCRETE

- PROPOSED RETAINING FEATURE (FORM AND EXTENTS TO BE CONFIRMED)

REV	DRN	CHK	APP	DATE	DESCRIPTION
A04	CP	AMR	ML	23.03.26	PARKING ARRANGEMENTS ADJACENT TO METROLINK CAR PARK REMOVED
A03	AMR	AMR	ML	22.10.25	PARKING ARRANGEMENTS ADJACENT TO METROLINK CAR PARK AMENDED
A02	CP	AMR	ML	10.10.25	UPDATED FOLLOWING UTC COMMENTS (17.09.25)

Wilde
Consulting Civil & Structural Engineers
ISO 9001 Registered
2nd Floor,
20 Chapel Street,
Liverpool,
L3 9AG
www.wildecivil.co.uk
Tel : 0151-705-9075

Client: Bury Council

Project: RADCLIFFE TOWN CENTRE - PHASE 1
METROLINK STOP TO CIVIC HUB

Title: SPRING LANE
GENERAL ARRANGEMENT
SHEET 2 OF 2

Scale	Drawn	Date	Chkd	Approved
1:250	CP	16/10/25	AMR	ML

Drawing No.: 660-039-WCL-DR-RTC-PH1-SPL-0100_002
Revision: A04
Status: FOR APPROVAL
Sheet Size: A1

PROPOSED DROPPED CROSSING TO ALLOW CYCLISTS TO LEAVE CARRIAGEWAY AND ACCESS SHARED SURFACE

KNOWLES STREET

ROSE COURT CARE HOME ACCESS ROAD

PROPOSED ROAD MARKING TO TIE INTO EXISTING ROAD MARKINGS

PROPOSED DROPPED CROSSING TO ALLOW CYCLISTS TO JOIN SHARED USE SURFACE

PROPOSED FOOTWAY CONSTRUCTION TO PROVIDE IMPROVED LANE ALIGNMENT

PROPOSED DROPPED CROSSING TO ALLOW CYCLISTS TO LEAVE SHARED SURFACE AND ACCESS CARRIAGEWAY

KEEP CLEAR

WATER STREET

PROPOSED DROPPED CROSSING TO ALLOW CYCLISTS TO LEAVE CARRIAGEWAY AND ACCESS SHARED SURFACE

PROPOSED PEDESTRIAN / CYCLIST SHARED SURFACE

PROPOSED CARRIAGEWAY WIDENING

PROPOSED FOOTWAY WIDENING

PROPOSED 3M WIDE TOUCAN CROSSING

HIGH FRICTION SURFACING OR SURFACE PSV OF 68+ TO BE APPLIED FOR 50M IN ADVANCE OF THE TOUCAN CROSSING STOP LINES

BOWKER STREET

HAMPSON STREET

PROPOSED DROPPED CROSSING TO ALLOW CYCLISTS TO LEAVE CARRIAGEWAY AND ACCESS SHARED SURFACE

PROPOSED DROPPED CROSSING TO ALLOW CYCLISTS TO LEAVE SHARED SURFACE AND ACCESS CARRIAGEWAY

REFER TO VIEWPORT 2

PROPOSED ROAD MARKING TO TIE INTO EXISTING ROAD MARKINGS

VIEWPORT 1

REFER TO VIEWPORT 1

ACCESS TO CANAL TOE PATH

MANCHESTER BOLTON CANAL

PROPOSED PEDESTRIAN / CYCLIST SHARED SURFACE

PROPOSED DROPPED CROSSING TO ALLOW CYCLISTS TO LEAVE CARRIAGEWAY AND ACCESS SHARED SURFACE

VIEWPORT 2

NOTES – GENERAL:

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2 ALL LEVELS ARE STATED IN METRES
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4 DO NOT SCALE. PLEASE REFER ANY QUERIES TO THE PROJECT MANAGER / SUPERVISOR.

KEY – GENERAL ARRANGEMENT :

SERIES 700: PAVEMENT

- CARRIAGEWAY WIDENING - NEW CARRIAGEWAY CONSTRUCTION
- CARRIAGEWAY RESURFACING
- PROPOSED RAISED TABLE - HEIGHT 75MM

SERIES 1100: KERBS, FOOTWAYS AND PAVED AREAS

- P.C.C KERBING - PROPOSED
- P.C.C EDGING - PROPOSED
- P.C.C TACTILE PAVING - PROPOSED (BUFF COLOURED)
- P.C.C TACTILE PAVING - PROPOSED (RED COLOURED)
- P.C.C. HAZARD PAVING - PROPOSED (BUFF COLOURED)
- FOOTWAY RESURFACING - PROPOSED
- FOOTWAY CONSTRUCTION - PROPOSED
- FOOTWAY RESURFACING - PROPOSED (SHARED SURFACE USE)
- FOOTWAY CONSTRUCTION - PROPOSED (SHARED SURFACE USE)

SERIES 1200: TRAFFIC SIGNS AND ROAD MARKINGS

- ROAD MARKINGS - EXISTING
- ROAD MARKINGS - PROPOSED

REV	DRN	CHK	APP	DATE	DESCRIPTION
P04	AMR	ML	ML	26.06.25	REDUCTION IN FOOTWAY WIDTH OUTSIDE NO. 25 WATER STREET REMOVED
P03	JK	ML	ML	24.06.25	BUILD OUTS REDUCED AND LANE WIDTHS INCREASED
P02	AMR	ML	ML	17.06.25	SHARED SURFACE EXTENDED
P01	AMR	ML	ML	22.05.25	DESCRIPTION

Wilde
Consulting Civil & Structural Engineers
2nd Floor,
20 Chapel Street,
Liverpool,
L3 9AG
www.wildecivil.co.uk
Tel : 0151-705-9075

Client: Bury Council

Project: RADCLIFFE TOWN CENTRE - PHASE 1
METROLINK STOP TO CIVIC HUB

Title: WATER STREET TOUCAN CROSSING
GENERAL ARRANGEMENT
OPTION 2 - 3.2M NEARSIDE LANES

Scale	Drawn	Date	Chkd	Approved
1:250	AMR	22.05.25	ML	ML

Drawing No. 660-039-WCL-DR-RTC-PH1-WS-0100-002
Revision P04
Status PRELIMINARY
Sheet Size A1

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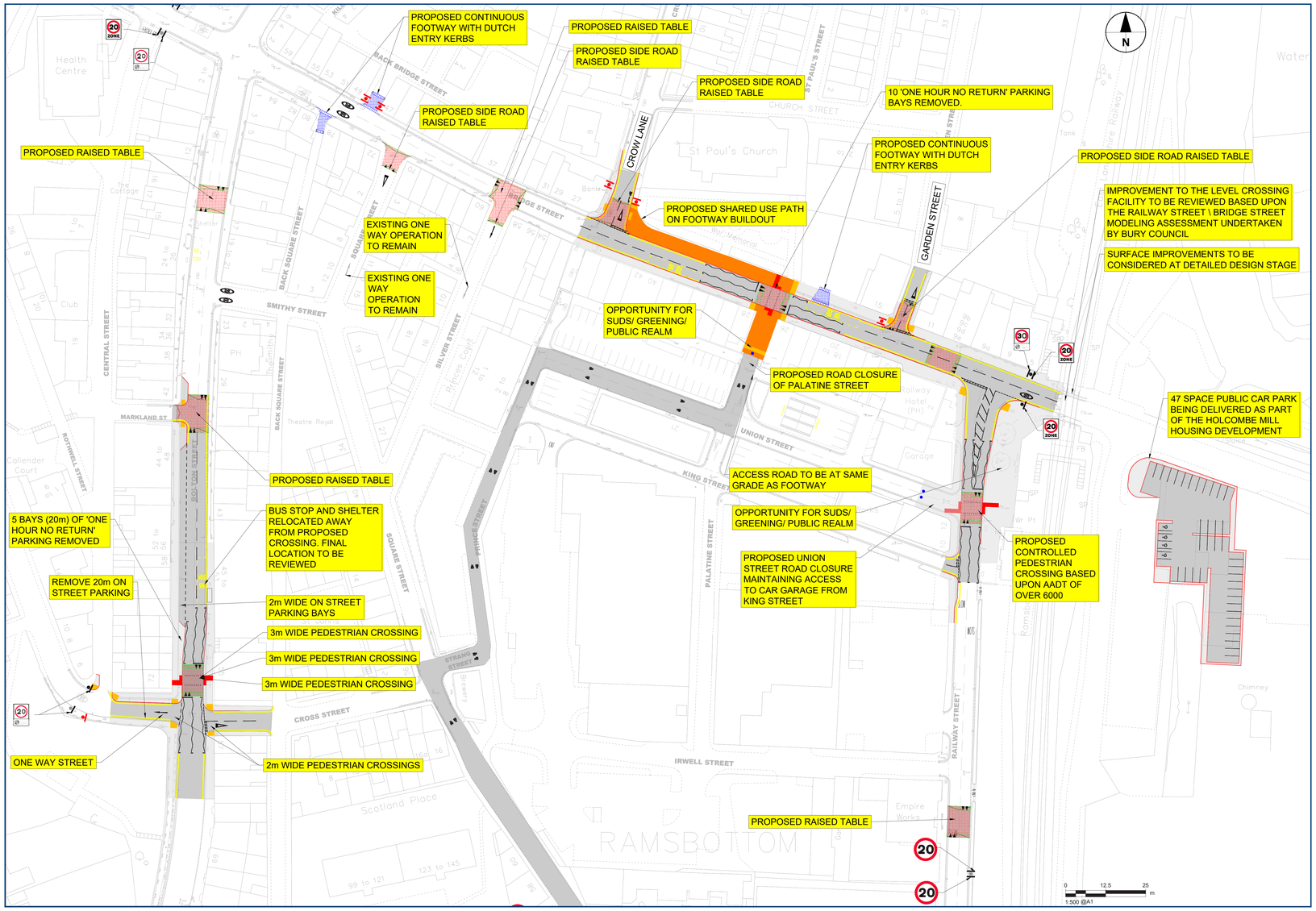
Streets for All - Ramsbottom town centre

Changes around Bridge Street and the market car park

This board shows the proposals and changes made following the consultation process around Bridge Street, the north end of Railway Street, Bolton Street, and the roads around the market car park. All of these streets will have a 20mph speed limit to help make travel safer for everyone.

Map of Ramsbottom town centre and the locations of proposed changes



The north end of Bridge Street, leading on from Crow Lane

Key

- PROPOSED KERB
- PROPOSED DROPPED KERB
- PROPOSED CONTINUOUS FOOTWAY
- PROPOSED CONTROLLED CROSSING TACTILES
- PROPOSED UNCONTROLLED CROSSING TACTILES
- PROPOSED HAZARD TACTILES
- PROPOSED ROAD MARKINGS PRIMROSE YELLOW IN CONSERVATION AREAS
- PROPOSED BUS CAGE MARKINGS
- PROPOSED FOOTWAY
- PROPOSED CARRIAGEWAY \ CAR PARK
- PROPOSED WEEKLY MARKET \ EVENT SPACE
- PROPOSED SHARED FOOTWAY
- PROPOSED RAISED TABLE
- PROPOSED PERMANENT BOLLARD
- PROPOSED ACCESS CONTROL BOLLARD
- EXISTING ROUTE TO NUTTALL PARK
- EXISTING BRIDGE
- PROPOSED SIGN ON NEW POST
- PROPOSED SIGN ON EXISTING POST OF LIGHTING COLUMN

Streets for All - Ramsbottom town centre

BEE NETWORK | Transport for Greater Manchester | Bury Council

Changes around Kay Brow

This board shows the proposed changes around Kay Brow, the southern end of Bolton Street and Railway Street. Kay Brow will become part of the 20mph zone.

Map of Ramsbottom town centre and the locations of proposed changes

Key

- PROPOSED KERB
- PROPOSED DROPPED KERB
- PROPOSED CONTINUOUS FOOTWAY
- PROPOSED CONTROLLED CROSSING TACTILES
- PROPOSED UNCONTROLLED CROSSING TACTILES
- PROPOSED HAZARD TACTILES
- PROPOSED ROAD MARKINGS PRIMROSE YELLOW IN CONSERVATION AREAS
- PROPOSED BUS CAGE MARKINGS
- PROPOSED FOOTWAY
- PROPOSED CARRIAGEWAY \ CAR PARK
- PROPOSED WEEKLY MARKET \ EVENT SPACE
- PROPOSED SHARED FOOTWAY
- PROPOSED RAISED TABLE
- PROPOSED PERMANENT BOLLARD
- PROPOSED ACCESS CONTROL BOLLARD
- EXISTING ROUTE TO NUTTALL PARK
- EXISTING BRIDGE
- PROPOSED SIGN ON NEW POST
- PROPOSED SIGN ON EXISTING POST OF LIGHTING COLUMN

Streets for All - Ramsbottom town centre

Changes to Nuttall Park

This board shows the planned changes in and around Nuttall Park, which are designed to make it easier to travel between the park and the town centre.

We want to improve the paths through Nuttall Park so it's easier to walk and cycle directly to and from the town centre. Improvements include installing dropped kerbs and continuous footpaths.

What is being proposed?

- Proposals include widening the existing footpath to accommodate walkers, wheelers and cyclists.
- Removal of access and control barriers at the bridge on the Nuttall Hall Road access point.

Key

- PROPOSED KERB
- PROPOSED DROPPED KERB
- PROPOSED CONTINUOUS FOOTWAY
- PROPOSED CONTROLLED CROSSING TACTILES
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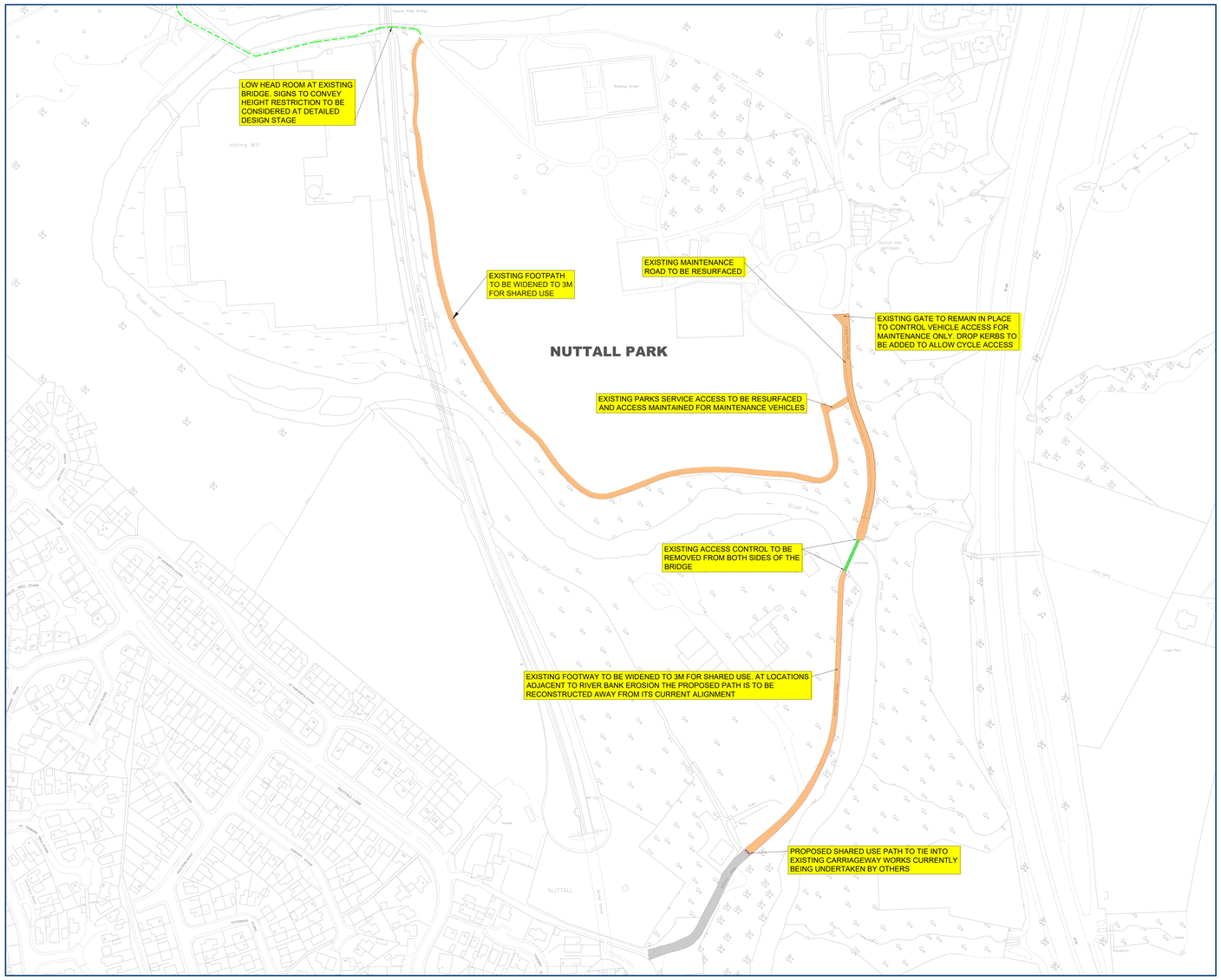
Map of Nuttall Park



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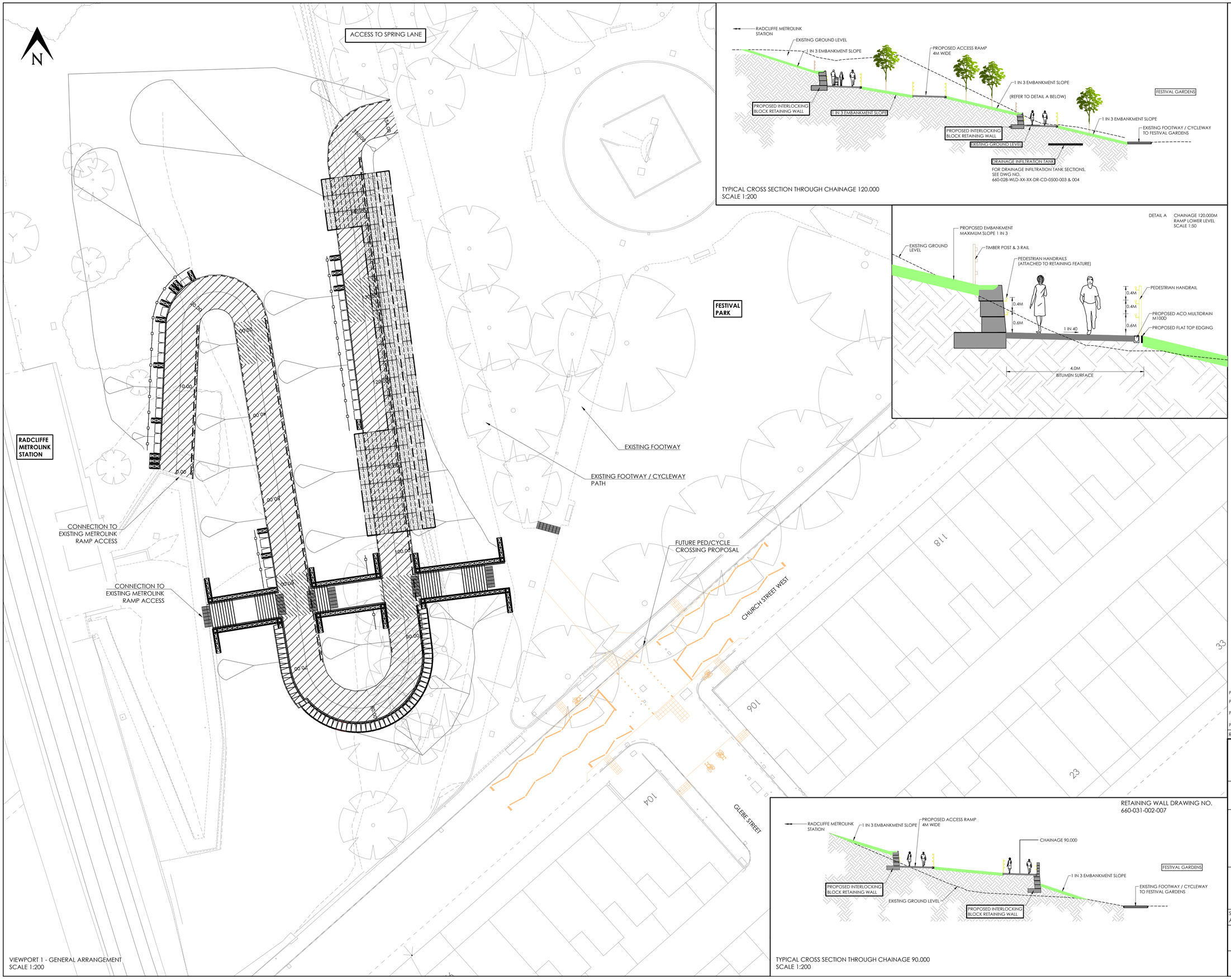

VIEWPORT 1 - GENERAL ARRANGEMENT
SCALE 1:200

TYPICAL CROSS SECTION THROUGH CHAINAGE 120.000
SCALE 1:200

RETAINING WALL DRAWING NO.
660-031-002-007

TYPICAL CROSS SECTION THROUGH CHAINAGE 90.000
SCALE 1:200

NOTES : GENERAL

1 ALL DIMENSIONS ARE STATED IN MILLIMETRES UNLESS NOTED OTHERWISE.
2 ALL LEVELS ARE STATED IN METRES
3 DO NOT SCALE. PLEASE REFER ANY QUERIES TO THE PROJECT MANAGER / SUPERVISOR.
4 THIS DRAWING IS TO BE READ IN COLOUR.

NOTES : SERIES 100 - GENERAL ARRANGEMENT

1 FOR THE REQUIREMENTS OF TREE FELLING OR TREE MITIGATION MEASURES REFER TO DRAWING NUMBER 660-028-WLD-XX-XX-DR-CH-3000-001.

KEY : SERIES 100 - GENERAL ARRANGEMENT

KEY : SERIES 300 - FENCING

- PROPOSED PEDESTRIAN HANDRAIL
- PROPOSED PEDESTRIAN HANDRAIL (ATTACHED TO RETAINING FEATURE)
- PROPOSED TIMBER & 3 RAIL FENCE

KEY : SERIES 500 - DRAINAGE

- PROPOSED ACO MULTIDRAIN M100D
- PROPOSED DRAINAGE ATTENUATION SYSTEM

KEY : SERIES 1100 - KERBS, FOOTWAYS AND PAVED AREAS

- PROPOSED FLAT TOP EDGING (LAID FLUSH)
- PROPOSED 4M WIDE FOOTWAY / CYCLEWAY ACCESS RAMP (MAX. GRADIENT 1IN 20 GRADIENT)
- PROPOSED 4M WIDE FOOTWAY / CYCLEWAY ACCESS RAMP LANDING (5M IN LENGTH)
- PROPOSED HAZARD WARNING PAVING (CORDUROY - BUFF COLOURED)

KEY : SERIES 2500 - SPECIAL STRUCTURES

- PROPOSED RETAINING WALL (REFER TO DRAWING NO. 660-028-WLD-XX-XX-DR-C-1700-001 TO 007

REV	DRN	CHK	APP	DATE	DESCRIPTION
P05	JK	AMR	ML	15.10.24	UPDATED FOLLOWING WLD REVIEW
P04	AMR	ML	MS	06.09.24	PROFILE AMENDED RETAINING WALL ELEVATION REMOVED
P03	AMR	ML	MS	18.08.22	PEDESTRIAN VISIBILITY ADDED DETAIL A ADDED
P02	AMR	ML	MS	07.07.22	ACCESS STEPS ADDED

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Client
BURY COUNCIL

Project
METROLINK ACCESS RAMP RADCLIFFE

Title
GENERAL ARRANGEMENT

Scale	Drawn	Date	Chkd	Approved
AS SHOWN	AMR	19.05.22	ML	ML

Drawing No.
660-028-WLD-XX-XX-DR-CH-0100-001

Revision
P05

Status
FOR INFORMATION

Sheet Size
A1

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- PROPOSED EDGE KERB
- CARRIAGEWAY
- PEDESTRIAN FOOTWAY
- VERGE
- CONTROLLED CROSSING TACTILE PAVING
- UNCONTROLLED CROSSING TACTILE PAVING
- ROAD MARKINGS
- PROPOSED BOLLARD
- ILLUMINATED BOLLARD

NEW TRAFFIC SIGNALS AHEAD

PS102
TO BE LOCATED OUTSIDE NUMBER 139 AND 141 SPRING STREET ON EXISTING LC11

SPRING STREET

HEYWOOD STREET

STUMP TO BE REMOVED

NEW TRAFFIC SIGNALS AHEAD

PS101
TO BE LOCATED AT JUNCTION OF HEYWOOD STREET/ OXFORD MEWS ON EXISTING LIGHTING COLUMN

EXISTING TOUCAN CROSSING TO BE REMOVED

CONTRACTOR TO INSTALL PCC EDGING WHERE POSSIBLE OR FOOTWAY SURFACING TO TERMINATE WITH NO PEDESTRIAN TRIP HAZARDS

CROSS CARRIAGEWAY KERB ADDED BETWEEN THE FLEXIBLE AND RIGID CONSTRUCTION

RELOCATED SPEED CUSHIONS TO BE INSTATED TO BURY STANDARD DETAIL: B305

WILSON STREET

TREE TO BE FELLED

NEW TRAFFIC SIGNALS AHEAD

PS104
TO BE LOCATED OUTSIDE NUMBER 12 WILSON MEWS ON EXISTING LC4

EXISTING SHARED SPACE FOOTWAY SIGNS TO BE REMOVED

EAST STREET

BUS STOP

NEW TRAFFIC SIGNALS AHEAD

PS103

REFER TO INSET A

INSET A

NEW TRAFFIC SIGNALS AHEAD

PS103

REFER TO SPRING ST/ HEYWOOD STREET

STOP

HEYWOOD STREET

0 5 10 m
1:200@A1

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION BOX

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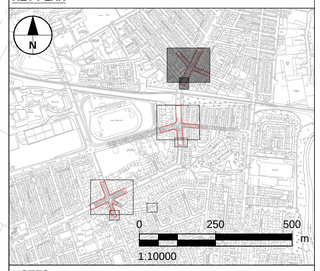
KEY PLAN



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REVISION DETAILS	By / App	Date	Suffix
RSA AMENDMENTS	JL / MA	04/10/24	P02
UTC COMMENTS	MF / SB	04/06/26	P03
CLIENT COMMENTS	MF / SB	16/07/26	P04
CLIENT COMMENTS	MF / SB	12/08/26	P05

Purpose of issue

For Approval

Client

Bury Council
Town Hall
Knowsley Street
Bury
BL9 0SW

Project Title

BURY MCF TRANCHES 5 & 6
FISHPOOL AND PIMHOLE

Drawing Title

ATF4
GENERAL ARRANGEMENT
SPRING STREET/
HEYWOOD STREET

Designed	Drawn	Reviewed	Verified	Approved	Date
MF	MF	DM	GD	SB	12/08/26

Internal Project No.	Suitability
60693246	S3
Scale @ A1	Volume
1:200	ATF4 CC

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Drawing Number Project	Originator	Volume		Rev
60693246	-ACM	-AT4	-	P05
ZZ	-DR	-TR	-0100 001	
Location	Type	Role	MCHW	Number

Plot Date: 12 August 2026 11:17:24
File Name: C:\PWWORKING\AECOM_DS02_UK-CLTDS\674\P\60693246-ACM-AT4-ZZ-DR-TR-0100001

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- UNCONTROLLED CROSSING TACTILE PAVING
- ROAD MARKINGS
- PROPOSED BOLLARD
- ILLUMINATED BOLLARD

PARKHILLS ROAD

PS201 TO BE LOCATED OUTSIDE 230 PARKHILLS ROAD ON EXISTING LIGHTING COLUMN NO.28

NEW TRAFFIC SIGNALS AHEAD

20 ZONE

PS205 NEAR HOUSE NO. 224 TO BE RELOCATED TO EXISTING LIGHTING COLUMN NEAR HOUSE NO.230

30 ZONE ENDS

PS206 NEAR HOUSE NO. 224 TO BE RELOCATED TO EXISTING SIGN POST OUTSIDE NO.201

CONTRACTOR TO INSTALL PCC EDGING WHERE POSSIBLE OR FOOTWAY SURFACING TO TERMINATE WITH NO PEDESTRIAN TRIP HAZARDS

TREE TO BE FELLED

CONTRACTOR TO INSTALL PCC EDGING WHERE POSSIBLE OR FOOTWAY SURFACING TO TERMINATE WITH NO PEDESTRIAN TRIP HAZARDS

KILLON STREET

SLOW

MOTS

NEW TRAFFIC SIGNALS AHEAD

PS202 TO BE LOCATED OPPOSITE POYNTON STREET EXISTING LC4

NEW TRAFFIC SIGNALS AHEAD

PS204

WELLINGTON ROAD

CONTRACTOR TO INSTALL PCC EDGING WHERE POSSIBLE OR FOOTWAY SURFACING TO TERMINATE WITH NO PEDESTRIAN TRIP HAZARDS

IPS201

IPS202

Except for loading

IPS203

PARKHILLS ROAD

REFER TO INSET A

REFER TO WELLINGTON ROAD/ PARKHILLS ROAD

NEW TRAFFIC SIGNALS AHEAD

PS203 TO BE LOCATED AT JUNCTION OF SHORTLANDS AVENUE/ PARKHILLS ROAD ON EXISTING LC19

INSET A

0 5 10 m

1:200@A1

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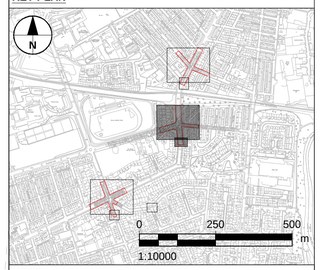
KEY PLAN



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REVISION DETAILS	By / App	Date	Suffix
RSA AMENDMENTS	JL / MA	04/10/24	P02
UTC COMMENTS	MF / SB	04/06/26	P03
CLIENT COMMENTS	MF / SB	16/07/26	P04
CLIENT COMMENTS	MF / SB	12/08/26	P05

Purpose of issue

For Approval

Client

Bury Council
Town Hall
Knowsley Street
Bury
BL9 0SW

Project Title

BURY MCF TRANCHES 5 & 6 FISHPOOL AND PIMHOLE

Drawing Title

ATF4 GENERAL ARRANGEMENT WELLINGTON ROAD/ PARKHILLS ROAD

Designed	Drawn	Reviewed	Verified	Approved	Date
MF	MF	DM	GD	SB	12/08/26

Internal Project No. 60693246	Suitability S3
Scale @ A1 1:200	Volume ATF4 CC

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Drawing Number

Project	Originator	Volume		Rev
60693246	-ACM	-AT4	-	P05
ZZ	-DR	-TR	-0100 002	
Location	Type	Role	MCHW	Number

Plot Date: 12 August 2026 12:29:33
File Name: C:\PWWORKING\AECOM_DS02_UK-CLTDOS\749190\60693246-ACM-AT4-ZZ-DR-TR-0100002

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- VERGE
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- UNCONTROLLED CROSSING TACTILE PAVING
- ROAD MARKINGS
- PROPOSED BOLLARD
- ILLUMINATED BOLLARD

TIE INTO EXISTING ROAD MARKINGS

NEW TRAFFIC SIGNALS AHEAD

PS304 TO BE LOCATED NORTH OF BUS SHELTER ON MARKET STREET ON EXISTING LC22

MARKET STREET

MOTS

BUS STOP

SPEED CUSHIONS TO BE RE BURY STANDARD DETAIL: B3

EXISTING PEDESTRIAN ISLAND TO BE REMOVED INCLUDING EXISTING KERBS, LIGHTING COLUMN AND ILLUMINATED SIGNS AND POST. INSTALL NEW TRAFFIC ISLAND TO BURY STANDARD DETAIL B309 (CENTRAL PEDESTRIAN REFUGE), WITHOUT THE NEED FOR THE PEDESTRIAN CROSSING FACILITY

PARKHILLS ROAD

TIE INTO PROPOSED ATF SCHEME

PS303

NEW TRAFFIC SIGNALS AHEAD

PS301 TO BE LOCATED OUTSIDE NUMBER 67 PARKHILLS ROAD ON EXISTING LC10

SPEED CUSHIONS TO BE REINSTATED TO BURY STANDARD DETAIL: B305

PARKHILLS ROAD

PROPOSED CHANNEL KERB TO TIE INTO EXISTING

TRANSITION FROM OS MAPPING TO TOPOGRAPHICAL SURVEY

TIE INTO EXISTING ROAD MARKINGS

NEW TRAFFIC SIGNALS AHEAD

PS302 TO BE LOCATED AT JUNCTION OF MARKET STREET/ MORLEY STREET ON NEW POST

SLOW

PS306

PS305

RHIWLAS DRIVE

REFER TO INSET B

REFER TO INSET A

INSET A

REFER TO MARKET STREET/ PARKHILLS ROAD

MARKET STREET

INSET B

CHANGED PRIORITIES AHEAD

PS307 TO BE LOCATED OUTSIDE NUMBER 11 RHIWLAS DRIVE ON EXISTING LC11

GIVE WAY

PS311

PS313

RHIWLAS DRIVE

NO ENTRY

LINCOLN DRIVE

PS315

CHANGED PRIORITIES AHEAD

PS308 TO BE LOCATED OUTSIDE NUMBER 24 RHIWLAS DRIVE ON EXISTING LC

PS314

PS310

PS312

GIVE WAY

REFER TO MARKET STREET/ PARKHILLS ROAD

CHANGED PRIORITIES AHEAD

PS309 TO BE LOCATED AT JUNCTION OF LINCOLN DRIVE/ SOMERSET DRIVE ON EXISTING LC

0 5 10 m

1:200@A1

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION BOX

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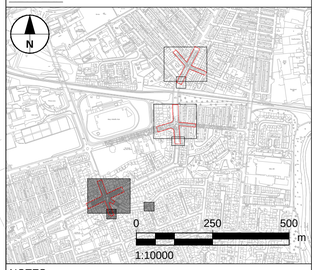
KEY PLAN



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REVISION DETAILS	By / App	Date	Suffix
RSA AMENDMENTS	JL / MA	04/10/24	P02
UTC COMMENTS	MF / SB	04/06/26	P03
CLIENT COMMENTS	MF / SB	16/07/26	P04
CLIENT COMMENTS	MF / SB	12/08/26	P05

Purpose of issue: For Approval

Client: Bury Council, Town Hall, Knowsley Street, Bury, BL9 0SW

Project Title: BURY MCF TRANCHES 5 & 6 FISHPOOL AND PIMHOLE

Drawing Title: ATF4 GENERAL ARRANGEMENT MARKET STREET/ PARKHILLS ROAD

Designed	Drawn	Reviewed	Verified	Approved	Date
MF	MF	DM	GD	SB	12/08/26

Internal Project No.: 60693246
Suitability: S3
Scale @ A1: 1:200
Volume: ATF4 CC

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Drawing Number: Project 60693246 - Originator ACM - Volume AT4 - Location ZZ - Type DR - Role TR - MCHW 0100 - Number 003

Rev: P05

Plot Date - 12 August 2026 11:19:33
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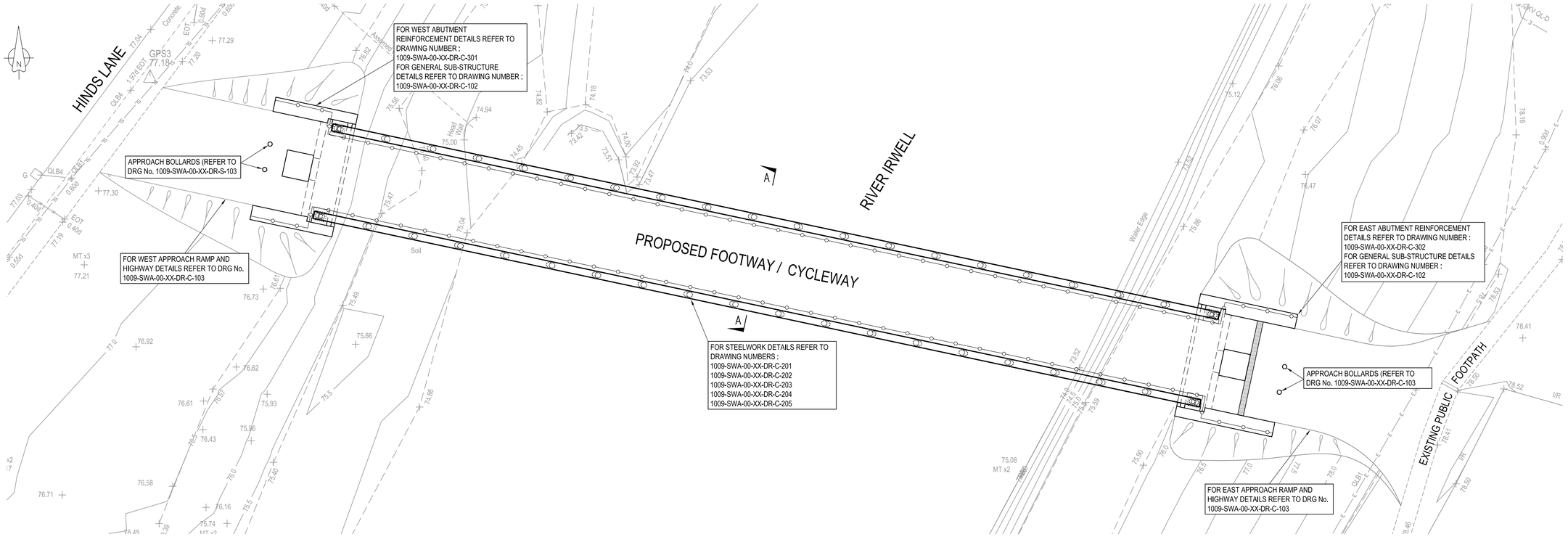
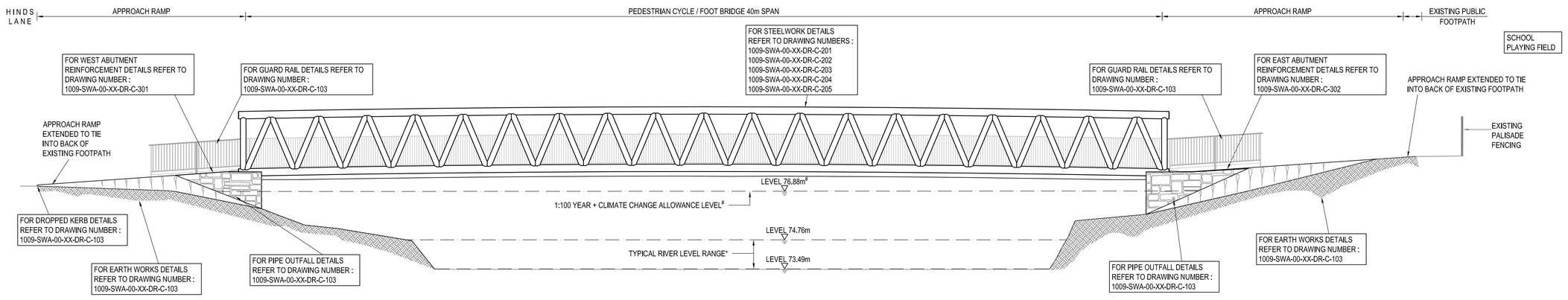


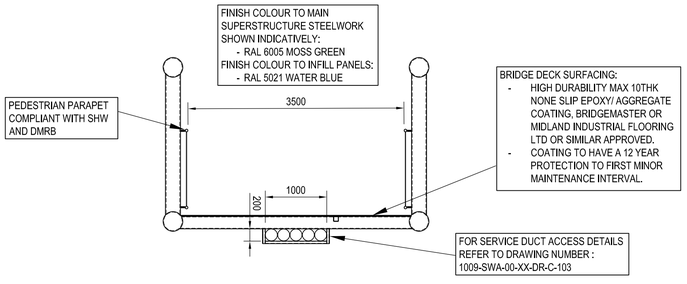
PLAN ON PROPOSED PEDESTRIAN / CYCLIST FOOTBRIDGE

SCALE 1:100



ELEVATION ON PROPOSED PEDESTRIAN / CYCLIST FOOTBRIDGE

SCALE 1:100



SECTION A-A - TYPICAL SECTION THROUGH PROPOSED BRIDGE

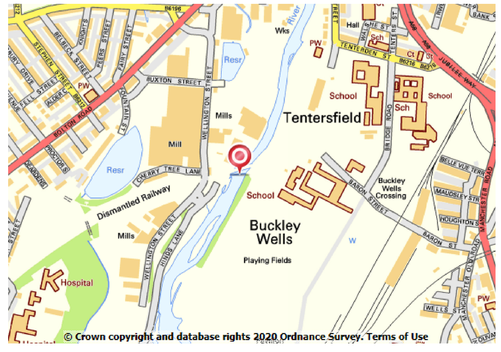
SCALE 1:50

REFERENCE DRAWINGS:

1009-SWA-00-XX-DR-C-101	PROPOSED BRIDGE GENERAL ARRANGEMENT
1009-SWA-00-XX-DR-C-102	PROPOSED ABUTMENT GENERAL ARRANGEMENT AND DETAILS
1009-SWA-00-XX-DR-C-103	PROPOSED EARTH WORKS AND DRAINAGE GENERAL ARRANGEMENT AND DETAILS
1009-SWA-00-XX-DR-C-201-205	PROPOSED STEELWORK
1009-SWA-00-XX-DR-C-301-302	ABUTMENT REINFORCEMENT DETAILS (INC. BBS)
1009-SWA-00-XX-DR-C-401	EXISTING FOOTBRIDGE INDICATIVE DE-COMMISSIONING SEQUENCE

* DENOTES TYPICAL RIVER LEVEL RANGE DATA OBTAINED FROM E.A. FLOOD INFORMATION SERVICE FOR STATION 5026 LOCATED ON THE RIVER IRWELL AT BURY GROUND

\# DENOTES 1:100 YEAR LEVEL PLUS 35% ALLOWANCE FOR CLIMATE CHANGE TO THE 1% DEFENDED LEVEL OBTAINED FROM THE RADCLIFFE AND REDVALES 2016 MODEL.



LOCATION PLAN

SCALE N.T.S.

Do not scale from this drawing.
Use written dimensions only.
If in doubt ask.

1. ALL DIMENSIONS IN MILLIMETRES UNLESS NOTED OTHERWISE (U.N.O.).
2. LEVELS ARE IN METRES ABOVE ORDNANCE DATUM NEWLYN U.N.O..
3. PROPOSED WORKS TO HINDS LANE SUBJECT TO SECTION 278 AGREEMENT.
4. PROPOSED BRIDGE CROSSING SUBJECT TO APPROVAL FROM THE ENVIRONMENT AGENCY.
5. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER LISTED DRAWINGS.
6. SHOULD THERE BE ANY CONFLICT BETWEEN THE DETAILS INDICATED ON THIS DRAWING AND THOSE INDICATED ON OTHER DRAWINGS THE ENGINEER SHOULD BE INFORMED PRIOR TO CONSTRUCTION ON SITE.
7. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO EXECUTE THE WORKS AT ALL TIMES IN STRICT ACCORDANCE WITH THE REQUIREMENTS OF THE 1974 HEALTH AND SAFETY AT WORK ACT, AND THE 2015 CDM REGULATIONS. THE CONTRACTOR WILL BE DEEMED TO HAVE ALLOWED FOR FULL COMPLIANCE INCLUDING FULL LIAISON WITH THE PRINCIPAL DESIGNER WITHIN HIS RATES.
8. U.N.O. ALL WORKS ARE TO BE UNDERTAKEN IN ACCORDANCE WITH SPECIFICATION FOR HIGHWAYS WORKS.
9. ABUTMENT AND WING WALLS TO BE CLAD IN RECLAIMED STONE MASONRY.
10. FOR NOTES REGARDING TO MATERIAL GRADE AND FINISHES PLEASE REFER TO REINFORCED CONCRETE AND STEELWORK DRAWINGS.
11. WATERPROOFING; BBA HAPAS (OR SIMILAR APPROVED) WATERPROOFING SHALL BE APPLIED TO THE TOP OF THE STEEL DECK AND THE BEARING SHELF. BELOW GROUND WATERPROOFING (2No. COATS OF BITUMINOUS PAINT) SHALL BE APPLIED TO THE BANK SEATS.
12. BACKFILL: THE FILL FORMING THE BACKFILL TO THE ABUTMENT AND SLIGHT APPROACH RAMPS TO THE BRIDGE SHALL BE CLASS EN SELECTED WELL GRADED GRANULAR STRUCTURAL FILL MATERIAL TO SERIES 600 OF THE SPECIFICATION OF HIGHWAY WORKS.
13. METALLIC HANDRAIL AND PARAPET TYPE COMPLIANT WITH SHW TO BE SPECIFIED BY CONTRACTOR.
14. HANDRAIL FOUNDATIONS: CONCRETE MIX ST4 IN ACCORDANCE WITH BS EN 206:2013, BS 8500-1:2006, BS 8500-2:2006.

Revision	Date	Drawn	Checked	Approved	
P1	11/11/2020	D.P. / L.H.	J. BARTON	E. WEBB	FIRST ISSUE

Modifications

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Website : www.sandersonwatts.com

Issued for

S2 - ISSUED FOR INFORMATION

Client

BURY COUNCIL

Project

PROPOSED PEDESTRIAN / CYCLE BRIDGE ELTON, BURY

Title

PROPOSED BRIDGE GENERAL ARRANGEMENT

Scale	Revision	Original Size
AS SHOWN	P1	A1

Drg. No.

1009-SWA-00-XX-DR-C-101

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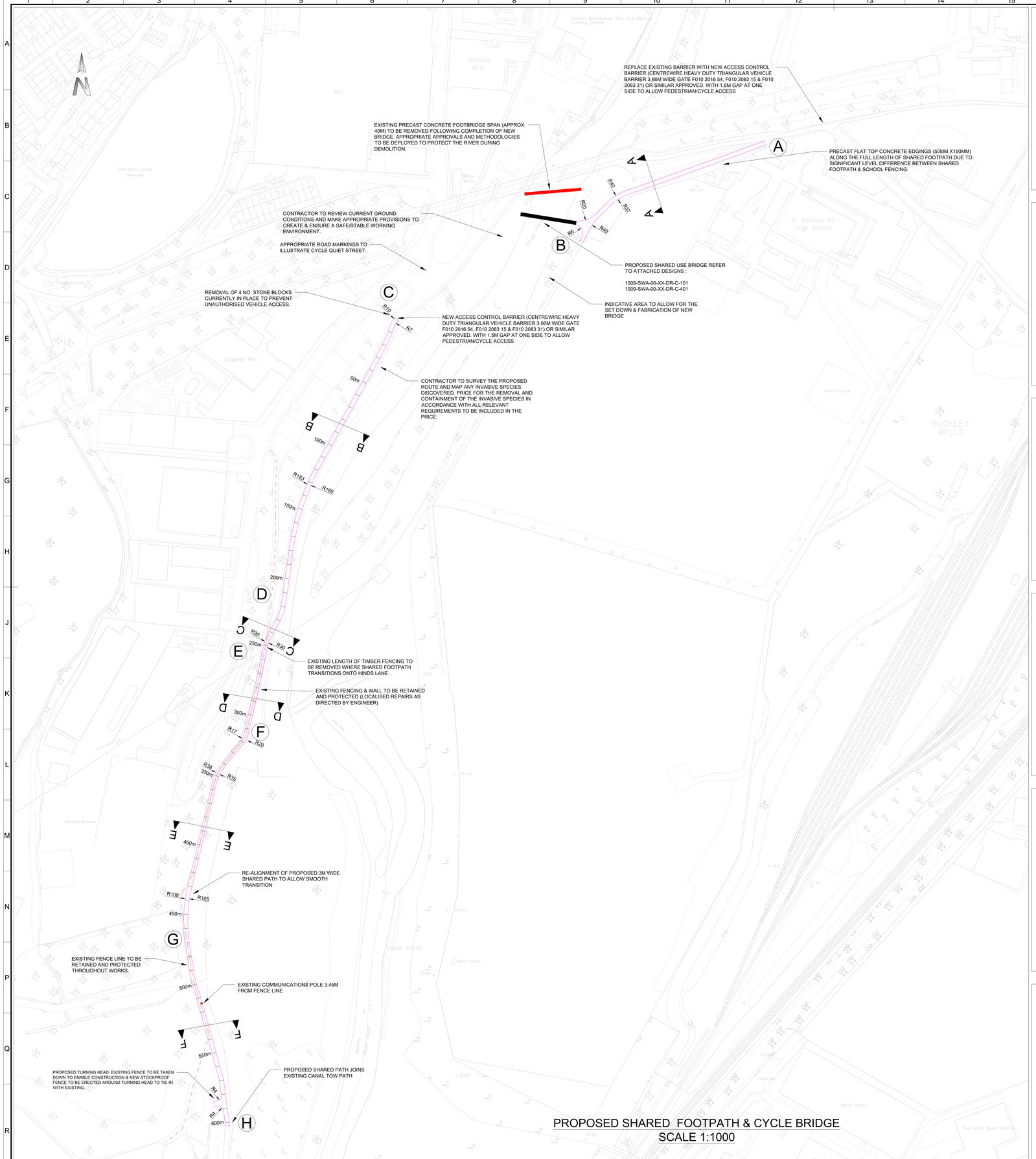
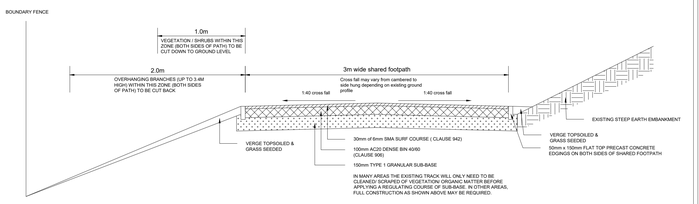
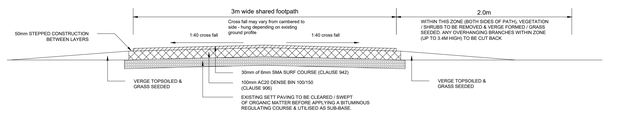


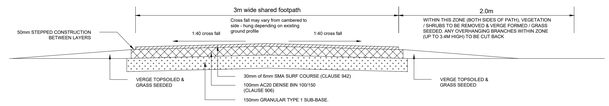
PROPOSED SHARED FOOTPATH & CYCLE BRIDGE
SCALE 1:1000



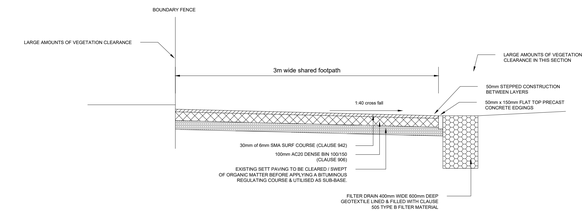
TYPICAL CROSS SECTION A-A - PROPOSED PATH CONSTRUCTION DETAIL - route sections A-B
SCALE 1:25



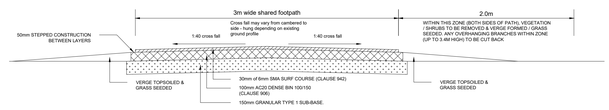
TYPICAL CROSS SECTION B-B - PROPOSED PATH CONSTRUCTION DETAIL -
route sections C-D (existing set paving path)
SCALE 1:25



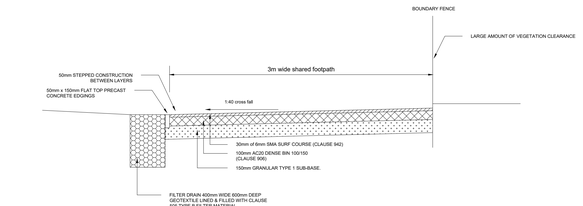
TYPICAL CROSS SECTION C-C - PROPOSED PATH CONSTRUCTION DETAIL - route sections D-E
SCALE 1:25



TYPICAL CROSS SECTION D-D - PROPOSED PATH CONSTRUCTION DETAIL - route sections E-F
SCALE 1:25



TYPICAL CROSS SECTION E-E - PROPOSED PATH CONSTRUCTION DETAIL -
route sections F-G & TURNING HEAD ELEMENT
SCALE 1:25



TYPICAL CROSS SECTION F-F - PROPOSED PATH CONSTRUCTION DETAIL - route sections G-H
SCALE 1:25

KEY

PROPOSED 3.0M WIDE SHARED FOOTPATH

ROUTE OF BRIDLEWAY 110BUR

Drawing Notes:
Units
1. Dimensions shall not be scaled from the drawing.
2. All dimensions are in millimetres unless otherwise stated.
3. All coordinates and levels are in metres unless otherwise stated.
4. All chainages are in metres unless otherwise stated.

Tangent Point Intersection Point

Note: any hatch patterns used in this key are indicative only and do not represent any form of coursing or bonding of materials.

Ordnance Survey map data is shown for reference only and is not related to the survey. (©Crown Copyright and database right 2025. Ordnance Survey100023063.

Rev	Date	By	Amendment Description
D			
C			
B			
A			

Department of Operations
Major Projects
34 Bradley Fold Rd,
Ainsworth, Radcliffe,
Bolton,
BL2 6RS
E-mail: engcon@bury.gov.uk
Internet: www.bury.gov.uk

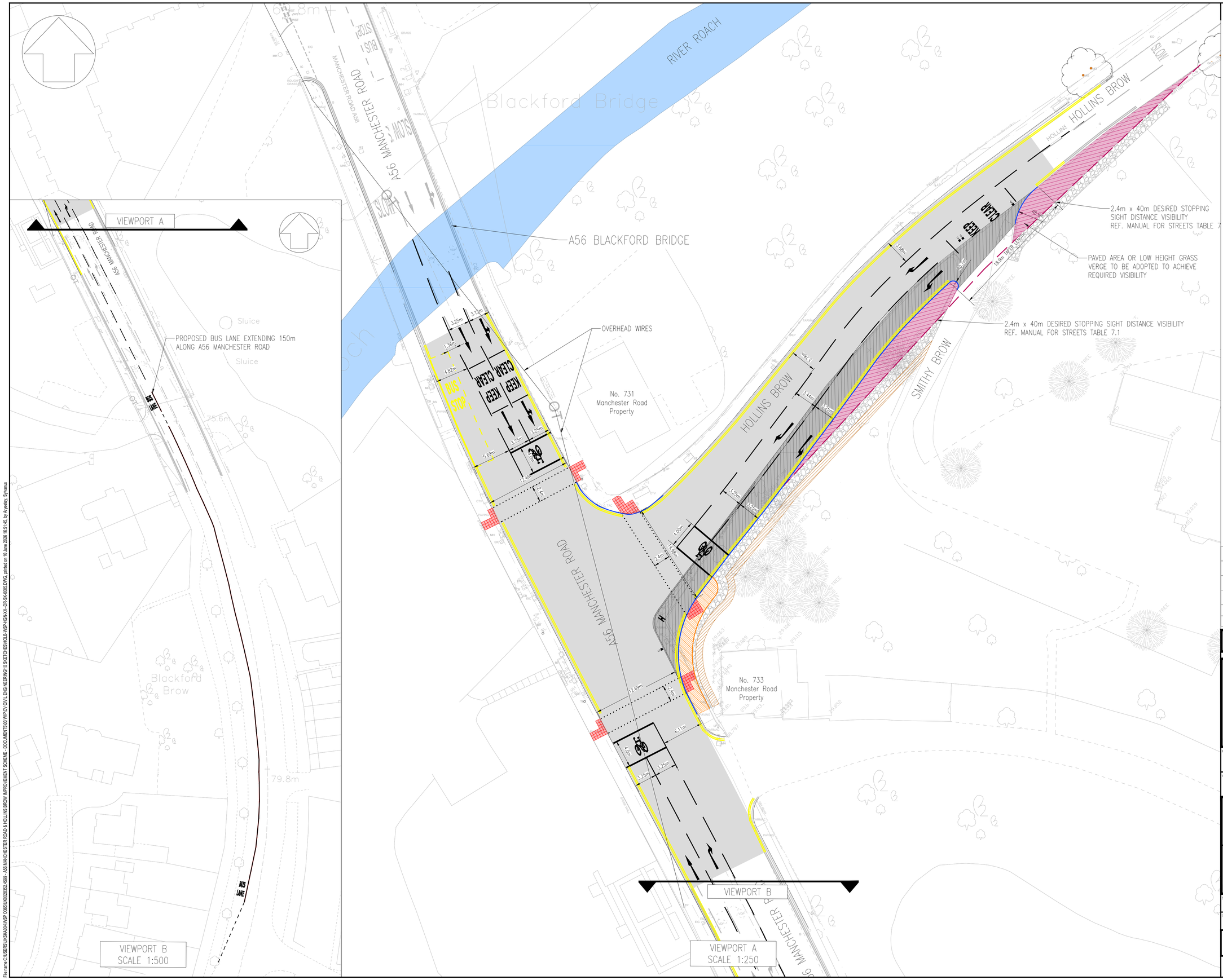
Bury Council

Project Title
HINDS LANE CYCLE BRIDGE

Drawing Title
GENERAL ARANGEMENT

Drawn	Date	Checked	Scale	Sheet Size
Y.Ben fredj	05/09/25		As Shown	A0

Drawing No. HS578/001 — *Revision* D



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NOTES

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2. DRAWING TO BE PRINTED IN COLOUR.
3. DESIGN IS SUBJECT TO DETAILED DESIGN APPROVAL.

KEY

- PROPOSED KERBLINE
- PROPOSED CARRIAGEWAY RESURFACING
- PROPOSED CARRIAGEWAY WIDENING
- PROPOSED PEDESTRIAN FOOTWAY
- PROPOSED RETAINING WALL AREA (WIDTHS ASSUMED)
- PROPOSED ACOUSTICS BARRIER AREA (WIDTHS ASSUMED)
- PROPOSED VERGE
- VISIBILITY OBSTRUCTED BY VEGETATION, RETAINING WALL AND ACOUSTIC FENCE
- STOPPING SIGHT DISTANCE VISIBILITY SPLAY
- PROPOSED TACTILE PAVING (400x400mm)
- EXISTING ROAD GULLY TO BE RELOCATED OR REMOVED
- EXISTING SIGN POST TO BE REMOVED

REV	DATE	BY	DESCRIPTION	CHK	APP
P05	09/06/2026	SA	PROVISION OF BUS STOP BOX ON NORTHBOUND APPROACH TO JUNCTION	RO	
P04	02/04/2026	SA	RETAINING WALL AND ACOUSTIC FENCE ALIGNMENT AMENDED	RO	MS
P03	19/03/2026	SA	DRAWING UPDATED TO SUIT BCC COMMENTS	RO	MS
P02	18/02/2026	SA	DRAWING REVISED FOLLOWING BCC COMMENTS RECEIVED	RO	MS
P01	09/02/2026	SA	FIRST ISSUE	RO	MS

DRAWING STATUS: S3 - FOR REVIEW

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CLIENT: BURY COUNCIL

ARCHITECT:

SITE/PROJECT: A56 MANCHESTER ROAD & HOLLINS BROW IMPROVEMENT SCHEME

TITLE: PROPOSED JUNCTION IMPROVEMENT WORKS OPTION 1

SCALE @ A1:	CHECKED:	APPROVED:
As Shown	BO	MS

PROJECT NO:	DESIGNED:	DRAWN:	DATE:
UK0028352.4599	SA	SA	June 26

DRAWING No: HOLB-WSP-HGN-XX--DR-SK-0005 REV: P05

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File name:C:\USERS\UKSKA004\WSP O365\UK0028352.4599 - A56 MANCHESTER ROAD & HOLLINS BROW IMPROVEMENT SCHEME - DOCUMENTS\03 WIP\DV CIVIL ENGINEERING\10 SKETCHES\HOLB-WSP-HGN-XX--DR-SK-0005.DWG, printed on 10 June 2026 16:51:45, by Aryeetey, Sylvanus

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Agenda Item 11

Classification: Open	Decision Type: Key

Report to:	Cabinet	**Date:** 04 November 2026
Subject:	Parking Strategy, District Car Parking and Moving Traffic Enforcement	
Report of	Deputy Leader and Cabinet Member for Environment, Climate Change and Operations	

1.0 Purpose

1.1 This report seeks approval to carry out statutory consultation on proposals for parking charges at 22 Council car parks across the borough's district centres, using the existing Bury Town Centre tariff structure as the baseline for consultation, with a minimum 21 day objection period, and to carry out a minimum six week consultation on the proposed approach to implementing the Council's existing civil enforcement powers for moving traffic contraventions. The parking proposals provide an opportunity to align provision with the future needs of each centre, supporting safety, accessibility, local economic activity and regeneration. Detailed arrangements for both proposals will be brought back to Cabinet before any final decisions are taken.

2.0 Recommendation(s)

2.1 Note the principles for a borough wide parking strategy set out in section 8.

2.2 Approve statutory consultation on proposals to introduce parking charges at the 22 Council car parks listed in Appendix 1, using the existing Bury Town Centre tariff structure set out in Appendix 2 as the baseline for consultation, with a minimum 21 day objection period in accordance with the Road Traffic Regulation Act 1984 and the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

2.3 Delegate authority to the Executive Director of Place and the Director of Law and Governance and Director of Finance in consultation with the Cabinet Member for Environment, Climate Change and Operations, to agree the proposed tariffs, operating hours, concessions and payment arrangements, prepare the draft off street parking places order and carry out the statutory consultation.

2.4 Approve a public consultation of at least six weeks on the proposed approach to implementing the Council's existing civil enforcement powers for moving traffic contraventions under Part 6 of the Traffic Management Act 2004.

2.5 Delegate authority to the Executive Director of Place, the Director of Law and Governance and the Director of Finance in consultation with the Cabinet Member for Environment, Climate Change and Operations, to agree the moving traffic consultation materials and consultation arrangements.

2.6 Require a further report to Cabinet before any parking order is made, parking charges are introduced or moving traffic enforcement begins. The report will set out the consultation responses, final proposals, financial implications, operational arrangements and proposed mitigation.

2.7 Note that the evidence and themes arising from the consultations will inform the emerging borough parking strategy.

3.0 Reasons for recommendation(s)

3.1 An independent review of 39 Council owned off-street car parks identified a case for the introduction of charges at 22 locations, particularly where high occupancy and long stays reduce the availability of spaces. The Bury Town Centre tariff structure provides an established and understood baseline which can be tested through consultation. The statutory parking order process requires publication and consultation on the detailed proposals, with a minimum 21 day period for objections and representations. This will allow residents, businesses and other users to comment before Cabinet makes a final decision.

3.2 The Traffic Management Act 2004 places a network management duty on local traffic authorities. Proportionate civil enforcement of moving traffic restrictions can support that duty by improving compliance and traffic flow, reducing congestion and delay, improving bus journey reliability and creating safer conditions for pedestrians, cyclists and people using mobility aids. Better network performance may also help reduce avoidable vehicle emissions and allow the police to focus on other priorities. A minimum six week consultation will allow residents, businesses, road users and other stakeholders to comment on the proposed approach before Cabinet decides whether and how to proceed.

4.0 Alternative options considered and rejected

4.1 Introducing district parking charges or moving traffic enforcement without consultation was rejected. Both proposals require public engagement, further evidence and a subsequent Cabinet decision.

4.2 Maintaining the current arrangements was rejected because it would leave identified parking pressures unresolved and would not use the Council's existing moving traffic powers to address evidenced road safety and network management issues.

Report Author and Contact Details:

Name: Richard Binks
Position: Assistant Director Place Operations
Department: Place Operations
E-mail: r.binks@bury.gov.uk

5.0 Background

5.1 Bury is planning for significant growth, with major housing and development allocations across the borough. Regeneration schemes are underway across several district centres, bringing new homes, jobs, services and investment. How people access these locations, including where they park and how the highway network operates, is a key consideration.

5.2 Bury town centre already has an established parking charging regime. As regeneration progresses across the borough, effective parking and traffic management will become increasingly important in supporting town-centre vitality, accessibility, public transport and sustainable travel.

5.3 This report brings forward two consultation proposals: district car park charging and the implementation of the Council's existing moving traffic enforcement powers. No parking charges or moving traffic enforcement will begin as a result of this report; both matters will return to Cabinet following consultation and further development.

6.0 District Charging

6.1 Summary of the review

6.2 In 2026, the Council commissioned an independent review of 39 Council-owned car parks across the borough's district centres and the edge of Bury town centre. The study covered about 1,201 spaces and considered capacity, occupancy, length of stay, turnover, access, nearby land uses, local parking conditions and regeneration plans.

6.3 The review used a staged assessment. Initial evidence on demand, site characteristics and surrounding land uses was followed by detailed occupancy and turnover surveys and site visits at shortlisted car parks. This provided a consistent evidence base for identifying where charging could improve the availability and turnover of spaces.

6.4 The review found the strongest case for further work where occupancy approached practical capacity, long stays reduced availability, or adjoining car parks together formed a significant parking offer. It did not recommend the same approach for every district centre or every car park.

6.5 Sites selected

6.6 The review recommends taking forward 22 car parks, grouped into 10 charging locations because several adjoining sites operate as one parking offer. Appendix 1 lists the selected car parks and summarises the evidence supporting their inclusion.

6.7 Selection at this stage allows detailed proposals to be prepared and tested through statutory consultation. It does not represent a decision to introduce charges. The final assessment will consider consultation responses, displacement, affordability, accessibility, economic effects and the full financial case.

6.8 Tariffs

6.9 The existing Bury town centre tariff structure in Appendix 2 will provide the baseline for consultation. Proposed tariffs, charging days and hours, maximum stays, concessions and payment arrangements for individual charging locations may be tailored where local evidence justifies a different approach. Any variation from the baseline will be clearly explained in the consultation documents.

6.10 Consultation and decision pathway

6.11 Officers will prepare a proposal for each charging location covering tariffs, charging days and hours, concessions, payment methods and the draft off-street parking places order. These proposals will use Bury town centre tariff structure as their baseline. The consultation documents will include plans and a statement of reasons.

6.12 The Council will publish a Notice of Proposals and carry out the prescribed statutory consultation. The objection period will last at least 21 days, the documents will be available for inspection and anyone may submit a written objection or representation.

6.13 The statutory notices will be placed in each affected car park, with targeted engagement with residents, businesses, traders, community organisations, ward members, disabled people's groups and other users.

6.14 Cabinet will receive all objections and relevant representations before deciding whether to proceed. The report will explain any changes, identify unresolved objections and include the final business case and impact assessments.

6.15 This report does not authorise a parking order to be made or parking charges to be introduced.

7.0 Moving Traffic Enforcement

7.1 Background and rationale

7.2 Part 6 of the Traffic Management Act 2004 enables designated local authorities outside London to enforce specified moving traffic contraventions using approved devices. The 2024 designation order designated part of Bury as a civil enforcement area for moving traffic contraventions. The Council therefore already holds the relevant designation.

7.3 The Traffic Management Act 2004 places a network management duty on local traffic authorities. Proportionate enforcement can support that duty by improving compliance and traffic flow, reducing congestion and delay, improving bus journey reliability and creating safer conditions for pedestrians, cyclists and people using mobility aids. Better network performance may also help reduce avoidable vehicle emissions and allow the police to focus on other priorities.

7.4 The proposed approach will be evidence-led and proportionate. Before enforcement is introduced, officers will confirm the restriction and supporting traffic order, review signing and road markings, assess collision, congestion, compliance and public transport evidence, establish baseline measures and define the intended road safety or network management outcomes. Only approved camera equipment will be used, supported by appropriate data protection, equality and technical assessments.

7.5 Consultation and decision pathway

7.6 The Council will carry out a public consultation lasting at least six weeks on the proposed approach to implementation. Engagement will include affected communities, businesses, road users, public transport operators and active-travel and accessibility stakeholders. A summary of responses will be published, explaining how they have informed the proposals.

7.7 Any future scheme will need to comply with the applicable regulations and statutory guidance, including requirements relating to traffic orders and signs, approved devices, data protection, representations and appeals. For the first six months after enforcement begins, the statutory guidance recommends warning notices for a first contravention before a penalty charge notice is issued for any further contravention.

7.8 Cabinet will receive the consultation results, supporting evidence, intended road safety and network management outcomes, equality and environmental considerations, operational and communications arrangements and the full financial case before

deciding whether implementation should proceed. This report does not authorise moving traffic enforcement to begin.

8.0 Parking Strategy and Principles

8.1 The consultations will gather views on district parking charges and the approach to moving traffic enforcement, as well as wider issues including accessibility, affordability, parking turnover, displacement, road safety, network management and the role of parking in supporting town-centre vitality and regeneration.

8.2 The evidence and feedback will inform the development of a Borough Parking Strategy. This will provide a longer term framework for parking management and investment across Bury and will be subject to separate member consideration and public consultation.

8.3 The district proposals and the borough parking strategy will be guided by the following principles:

- support the vitality and regeneration of town centres and neighbourhoods;
- keep shops, services, jobs and community facilities accessible;
- use evidence to improve the availability and turnover of spaces where needed;
- provide a clear, broadly consistent offer while recognising local needs;
- make parking accessible and inclusive, with suitable Blue Badge arrangements and non-digital payment options;
- consider effects on nearby streets, residents and local facilities, and address displacement where it occurs;
- connect parking policy with the Bee Network, walking, wheeling, cycling and electric-vehicle infrastructure;
- use moving traffic enforcement only where evidence demonstrates that it can improve compliance, road safety, accessibility, public transport reliability or the effective management of the highway network;
- maintain safe, well-managed parking and enforcement with clear information for customers; and
- monitor effects on parking use, customers, businesses, neighbourhoods and Council finances.

8.4 These principles do not require the same controls everywhere. Proposals will reflect the evidence, local circumstances and consultation responses.

Links with the Corporate Priorities:

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

9 The recommendations support the Let's Do It Strategy by helping people reach district-centre shops, services and community facilities, managing Council assets responsibly and improving the operation and safety of the highway network. They also support regeneration and better links between parking, public transport, walking, wheeling and cycling. The proposed consultations will help the Council understand local needs before deciding whether to change current parking arrangements or begin moving traffic enforcement.

Equality Impact and Considerations:

10 An Equality Impact Analysis has been undertaken which has identified several characteristics which may be impacted by the proposed introduction of charges to different degrees dependant on the specifics of each characteristic. Some of these impacts are likely to be negative for some characteristics. The analysis will be reviewed following consultation with further mitigations to reduce impacts considered where possible.

Environmental Impact and Considerations:

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

Assessment and Mitigation of Risk:

Risk / opportunity	**Mitigation**
Public concern regarding the introduction of parking charges.	Statutory consultation and wider engagement will provide opportunities for residents, businesses and stakeholders to influence proposals before any decision is taken.
Parking displacement into surrounding residential streets.	Local impacts will be considered through the consultation process and mitigation measures developed where appropriate.
Opportunity to improve parking turnover and availability.	Charging proposals can be designed to encourage shorter stays and improve turnover where evidence demonstrates demand pressures.
Potential impact on town centre footfall and businesses.	Detailed proposals will be informed by occupancy data, local circumstances and stakeholder feedback. Economic impacts will be assessed before final decisions are made.
Risk: Moving traffic enforcement may be perceived as punitive or income-led.	Consultation and communications will explain the statutory network management, road safety, traffic flow and public transport objectives before Cabinet decides whether implementation should proceed.
Risk: Poor restriction, signing, road marking or camera design could cause confusion, unintended penalties or legal challenge.	Each proposal will undergo traffic order, signing, road marking, equality, data protection, technical and legal checks before enforcement is considered.
Opportunity: Improve compliance, safety, accessibility and traffic flow.	The approach will use collision, congestion, compliance, accessibility and public transport

	evidence, with outcomes monitored against an agreed baseline.
Opportunity: Improve bus reliability and conditions for walking and wheeling.	Engagement with communities, road users, public transport and active travel stakeholders will help target demonstrable network problems.

12.0 Procurement Implications:

12.1 The development of a Borough Parking Strategy and supporting Parking Management Framework is considered a prerequisite to the future procurement of parking enforcement services. The strategy will inform the Council's approach to parking management, investment priorities and enforcement activity, providing the evidence base required to specify future service requirements and desired outcomes. Establishing this strategy first will ensure that the subsequent procurement is informed, proportionate and capable of demonstrating value for money while supporting the Council's broader policy objectives.

13.0 Legal Implications:

13.1 The Council has powers under sections 32 and 35 of the Road Traffic Regulation Act 1984 to provide and regulate off street parking places, including through orders that set conditions and charges. In exercising its functions, the Council must have regard to relevant statutory duties, act for proper purposes and take account of all material considerations.

13.2 Any proposal to introduce or amend controls at the affected car parks will require the appropriate off-street parking places order process under the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. This includes prescribed consultation and publication, access to deposited documents, a period for objections of at least 21 days, and consideration of objections before an order is made.

13.3 The authority granted by this report is to prepare the detailed parking proposals and carry out the statutory consultation, including the minimum 21-day objection period. It does not authorise the parking order to be made or charges to be introduced. The final report must address the consultation, objections, representations, equality, finance and all other material considerations before Cabinet determines whether and how to proceed.

13.4 Part 6 of the Traffic Management Act 2004 provides for the civil enforcement of moving traffic contraventions. The Bus Lane Contraventions (Approved Local Authorities) (England) (Amendment) and Civil Enforcement of Moving Traffic Contraventions Designation Order 2024 designated part of Bury as a civil enforcement area for these purposes. The Council therefore already holds the relevant designation and is not seeking approval through this report to apply to the Secretary of State for further powers.

13.5 The proposed moving traffic consultation will run for a minimum of six weeks. Any enforcement scheme brought forward afterwards will need to comply with the applicable statutory guidance and regulations, including requirements relating to traffic orders and signs, approved devices, data protection, equality, representations and appeals. For the first six months after enforcement begins, the statutory guidance recommends warning notices for a first contravention before a penalty charge notice is issued for any further contravention.

13.6 The authority granted by this report is limited to consultation and preparatory work. A further Cabinet decision will be required before moving traffic enforcement begins.

14.0 Financial Implications:

14.1 The implementation of a parking and vehicle enforcement charging strategy will help meet the Place Directorate's additional 2027/28 £0.434m income target that was approved at February Budget Council. Whilst under the Road Traffic Regulation Act 1984, and the Traffic Management Act 2004, any surplus income will be ring-fenced and restricted to the specific transport and community uses outlined in the legislation, this will help reduce the level of that work being funded from the revenue budget in the future.

14.2 Detailed financial implications will be presented when the final site and tariff proposals come back to Cabinet for approval following the completion of the consultation process.

Appendices:

Appendix 1 lists the 22 car parks proposed for consultation across 10 charging locations.

Appendix 2 sets out the Bury Town Centre Tariff

Background papers:

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

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

Term	Meaning
ANPR	Automatic number plate recognition
CCTV	Closed-circuit television, used in the surveys to record vehicle movements
Off-street parking places order	The legal order used to regulate Council car parks, including conditions and charges
MTE	Moving traffic enforcement
PCN	Penalty charge notice
TMA	Traffic Management Act 2004

Appendix 1 Proposed district charging locations

The table lists the 22 car parks to be used as the basis for consultation. Sites are grouped where adjoining car parks function as one parking offer.

No	Charging location	Car park	Spaces
1	Heaton Park	Park Street	15
2	Heaton Park	Upper Wilton Street	17
3	Heaton Park	Whittaker Lane	5
4	Radcliffe Centre	Civic Suite East	87
5	Radcliffe Centre	Civic Suite West	22
6	Radcliffe Centre	Thomas Street	9
7	Radcliffe Centre	Cross Street	20
8	Radcliffe Centre	Railway Street	29
9	Radcliffe South	Library Stand Lane	22
10	Radcliffe South	Irwell Street	7
11	Radcliffe South	Riverside, Mill Bank Road and Stand Lane	20
12	Radcliffe West	Water Street	41
13	Radcliffe West	Robert Street	25
14	Ramsbottom Centre	Market North, Union Street	36
15	Ramsbottom Centre	Market East, Union Street	4
16	Ramsbottom Centre	Market West, Union Street	10
17	Ramsbottom Centre	Prince Street	24
18	Ramsbottom	Railway Street	29
19	Bury Old Road	Brooklands	20
20	Bury	Heywood Street	20
21	Bury	Kay Street	49
22	Whitefield	Lily Hill Street	48

Appendix 2 Bury Town Centre Tariff: Baseline for Consultation

The existing Bury Town Centre tariff structure will provide the baseline for developing the district charging proposals for consultation.

Duration	Charge
Up to 2 hours	£2.40
Up to 3 hours	£2.70
Up to 4 hours	£3.20
Up to 5 hours	£4.30
More than 5 hours	£6.00*
Sunday (all day)	£1.50

Agenda Item 12

Classification: Open	Decision Type: Non-Key

Report to:	Cabinet	**Date:** 04 November 2026
Subject:	Appointments Update	
Report of	Deputy Leader, Cabinet Member Finance and Corporate Services	

Summary

This report sets out amendments to the appointments made at the Annual Meeting of the Council held on 20th May 2026.

Recommendation(s)

That: Cabinet notes the appointments and amendments to appointments made since the Annual Meeting of Council as set out in the report.

Reasons for recommendation(s)

To update Cabinet on amendments to appointments to:

- Regulatory Committees, Overview and Scrutiny Committees and other bodies
- Outside bodies

Alternative options considered and rejected

N/A

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Background

1. At the Annual Meeting of the Council held on 20th May 2026 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 2026/202y Municipal Year and that any such appointments be reported to the Cabinet for information.

2. Following the Municipal elections on 7 May 2026, and the Moorside countermanded election held on the 18 June 2026 the political composition of the Council is as follows:

Council (51 Seats) = 100%

Groups:

- Labour: 31 = 60.78%
- Radcliffe First: 6 = 11.76%
- Reform UK: 6 = 11.76%
- Conservative: 3 = 5.88%
- Together for Bury: 2 = 3.92%

Non Groups on the Council

- Workers Party of Britain: 1= 1.96%
- Independent AB: 1 = 1.96%
- Independent YW: 1 = 1.96%

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

Appointment of the Deputy Cabinet:

Deputy Cabinet Member for Environment, Climate Change and Operations

The removal of Councillor Gareth Staples-Jones

The addition of Councillor Martin Hayes

Committees:

Planning Committee

The removal of Councillor David Hill

The addition of Councillor Paul Davies

Audit Committee

The appointment of Councillor Noel Bayley as Deputy Chair of the Audit Committee until the end of the 2026/27 Municipal Year.

The removal of Councillor David Hill

The addition of Councillor Paul Davies

Outside Bodies:

GM Green City Region Board

The removal of Councillor Staples-Jones

The addition of Councillor Lucy Smith

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:

The Annual Meeting of Council on 20 May 2026 delegated authority to the Chief Executive, in consultation with the Leaders of the political groups, to determine any outstanding appointments and any subsequent changes to appointments during the 2026/2027 Municipal Year. The appointments and amendments set out in this report have been made pursuant to that delegation and are reported to Cabinet for information. No further legal implications arise from the recommendations contained in this report.

Financial Implications:

There are no financial implications.

Appendices:

None.

Background papers:

Annual Appointments Report – May 2026

Update to Annual Appointments – July 2026

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

Term	Meaning

NOT FOR PUBLICATION

Document is Restricted

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