

Classification: Open	Decision Type: Key
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Report to:	Cabinet	Date: 11 March 2026
Subject:	Prestwich Village Regeneration Project: Delegated Authority to Appoint the Third-Party Operator for Phase 1A (Travel Hub)	
Report of	Leader and Cabinet Member for Strategic Growth	

Summary

- 1.1 The Prestwich Village Regeneration Project will deliver a comprehensive re-development of the Prestwich Village site including the Longfield Centre. The Council has formed a Joint Venture (the JV) with Muse Places to deliver this activity. The project will deliver a new village centre and contribute to the Council's strategic aims (Bury 2030) and 'Let's Do It' Strategy.
- 1.2 Extensive progress continues to be made on the development and implementation of the project. The first phase (Phase 1A Travel Hub) remains on site with construction of the new facility still on schedule to be delivered by July 2026.
- 1.3 Once the Travel Hub has reached practical completion (PC), for it to become operational, there will need to be a management team in place from day one to oversee the day-to-day running and facilities management responsibilities.
- 1.4 It is also crucial that the third-party operator is appointed and in contract as soon as possible. This will enable them to connect with VINCI Construction UK Limited who are constructing the Travel Hub and for their input with the operational management items before PC and handover of the building, avoid abortive work and unnecessary costs to the project.
- 1.5 Further to Cabinet on 15th October 2025 that approved the recommended operations management model for the Travel Hub and consequently, the undertaking of a two-stage procurement process for appointment of an external operator, the Crown Commercial Services Framework (CSS) was agreed as the preferred route to market. The first stage (soft market engagement) is complete, and the second stage (invitation to tender [ITT] and evaluation process) is currently being undertaken.
- 1.6 Approval is therefore being requested to delegate authority to appropriate senior management officers to be able to scrutinise and approve the procurement process once complete and approve the awarding of the contract to the preferred third-party operator to avoid unnecessary delay.

Recommendation(s)

It is recommended that Cabinet approve:

- 2.1 Delegation of authority to Executive Director of Place in consultation with the Director of Regeneration and Project Delivery to approve the completion of the procurement process and award the contract.
- 2.2 Delegation of authority to the Director of Place in consultation with the Director of Law and Governance and the Director of Finance to finalise contractual arrangements and execute the contract.

Reasons for recommendation(s)

- 3.1 Approval of the appointment of the third-party operator is required in order for the Travel Hub to become operational once construction has reached PC and handover has taken place.
- 3.2 As per the 15th October 2025 Cabinet approval, an operator should be appointed as soon as possible in the construction delivery process to enable them to contribute to the final stages the of construction i.e. operational management items. This will also help with the smooth opening of the facility.
- 3.3 Delegating authority to the Director of Law and Governance in consultation with the Executive Director of Place and/or Director of Regeneration and Project Delivery and the Director of Finance will enable the contract to be expediently executed within required timeframes.

Alternative options considered and rejected

- 4.1 To fully complete the procurement process and seek approval at a future Cabinet meeting. This would reduce the ability for the preferred third-party operator to engage with VINCI Construction UK Ltd and reduce the contact time they have, to work together during the final stages of construction and have the potential to delay the opening of the Travel Hub.

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Background

- 5.1 As part of the Council's vision for 2030, Bury Council is working collaboratively with our communities to achieve faster growth than the national average

alongside lower levels of average deprivation. The 'Let's do It!' strategy focuses on building a better future for our children and young people, promoting inclusion, improving our environment, and delivering improvements in prosperity and quality of life.

- 5.2 The Prestwich Village Regeneration Project will deliver a framework for modern urban living, working and social enjoyment in Prestwich Village centre. It aims to bring forward a cohesive programme of regeneration that will see the development of a new village centre which is inclusive, sustainable, reflects the needs and aspirations of residents and delivers an attractive urban environment alongside a thriving local economy.
- 5.3 As noted in the Cabinet report of the 12th July 2023, the project has the potential to bring in significant capital investment which will help to deliver multi-faceted regeneration, economic growth, and environmental improvements in Prestwich Village.
- 5.4 To realise the vision, Cabinet approval was given on 13th October 2021 for the Council and Muse Places to legally form the Prestwich Regeneration LLP (the JV) to bring forward a multi-phase mixed use regeneration project. Under this arrangement, Muse Places operate as the developer for the project, delivering construction and development activity on behalf of the JV.
- 5.5 The Prestwich Village Regeneration Project consists of three phases:
 - **Phase 1A** – Delivery of a modern Travel Hub facility consolidating parking in a single town centre location and making available land at Rectory Lane for redevelopment.
 - **Phase 1B** – Delivery of new retail units including a market hall, new leisure/community facilities, a modern new home for the Prestwich Library and new attractive public realm.
 - **Phase 2** – Delivery of 248 new homes.
- 5.6 The Travel Hub represents the first phase of development of the Prestwich Village Regeneration scheme. It is currently under construction by VINCI Construction UK Limited following successful design, planning and contractor procurement activities and will be completed July 2026.
- 5.7 The Travel Hub must be operational from day one so the third-party operator must have been appointed and be in contract well in advance of this day. This is to ensure that post PC and handover of the building the facility is open to the public. It is vital there is parking provision in Prestwich Village ahead of the delivery of Phase 1B and Phase 2 as this will see the removal of the one remaining surface car park (Longfield car park) to facilitate construction of the rest of the project.

- 5.8 It is also of importance that the third-party operator is in place as soon as possible as this will enable them to connect with VINCI Construction UK Limited who are constructing the Travel Hub. The operator's input will be crucial to the operational management items before PC and handover of the building which will avoid abortive work and unnecessary costs to the project.
- 5.9 The operational management items will include:
- Security requirements – roller shutters, access control etc.
 - Payment method e.g. the requirement of ticketing machines.
 - Signage.
 - Entry and exit point management.
 - MEP requirements e.g. camera locations.

Procurement Process

- 5.10 On 15th October 2025 Cabinet approved the recommended operations management model for the Travel Hub, which was the use of an external, specialist travel hub operator as this represents best value for money for the Council. The report explains in detail the reasons for this recommendation.
- 5.11 The same Cabinet report approved the undertaking of a two-stage procurement process for appointment of an external operator covering an initial soft market testing process followed by an external competitive procurement in-keeping with Bury Council's Contract Procedure Rules to ensure Public Contracts Regulations 2015 (PCR 2015) compliance.
- 5.12 In consultation with the Council's Procurement Service, the Crown Commercial Services Framework (CSS) was agreed as the recommended route to market given the nature of the service that needed to be procured.
- 5.13 The first stage (soft market engagement) ran from 31st October 2025 to 21st November 2025. This involved an Expression of Interest process supported by an established industry expert to ensure that the procurement scope/technical specification is tested, is effective, represents value for money and is aligned with wider development aspirations for the Prestwich Village Regeneration scheme. Of the four suppliers on the relevant LOT on the framework, this resulted in a positive agreement to the draft scope/technical specification, two non-responses and one declined to respond.
- 5.14 The second stage (invitation to tender and evaluation process) is currently being undertaken. It was launched on 27th January 2026 and after the inclusion of a period for clarification questions within the timescale, the opportunity closed on 27th February 2026.
- 5.15 The submitted bids are currently being evaluated via an evaluation panel consisting of officers from several disciplines i.e. Regeneration, Parking Services and Procurement. The industry expert is supporting the process

which is following the principles of the Most Economically Advantageous Tender and being assessed across three areas: Qualification, Technical, and Commercial. There is a split in weightings Quality, Price and Social Value and the award of the resultant contract will be on the basis of the 'Most Economically Advantageous Tender'.

- 5.16 Post evaluation, the remaining timescale ahead of appointing the preferred third-party operator is:

Action	Timescale
Consensus Call with CCS to determine final scores following evaluation	w/c 9 th March 2026
CCS Award Recommendation Report and approval	w/c 16 th March 2026
Outcome letters sent and draft contract to preferred operator	w/c 16 th March 2026
Standstill period	w/c 16 th March – w/c 23 rd March 2026
Proposed Award Date of contract	31 st March 2026
Expected execution of contract by both parties	3 rd April 2026
Expected commencement of contract	w/c 6 th April 2026

The expected commencement timescale for the contract for the preferred operator post evaluation and reporting will be the start April 2026, at which point the preferred third-party operator will begin working with UK Vinci Construction Ltd to finalise design items ahead of the Travel Hub becoming operational.

Delegated Authority

- 5.17 To ensure that the preferred third-party operator is in contract as soon as possible and to enable Bury Council to meet the associated procurement requirements and timescale, approval is being sought to delegate authority to award and execute the contract.

Bury Council's Procurement Service will support the work required as appropriate.

- 5.18 As previously explained in this report, it is so important that the Council meets the timescales for the tender process and the preferred third-party operator is able to work with VINCI Construction UK Limited to ensure that the relevant operational management matters are in place prior to the opening of the Travel Hub. The latter will avoid abortive work by VINCI Construction UK Limited and unnecessary associated costs, as well as the potential need for additional work by the third-party operator that will also potentially result in additional operational costs that will have to be met.

Social Value

- 6.1 The project has a Social Value Vision Statement that quantifies the overall Social Value that it has the potential to bring to the local community in terms of new jobs and additional local spend, as well as the broader social, economic and environmental value benefits. This was previously established alongside Bury Council's Social Value Strategy in order to identify priorities.
- 6.2 There is also a Prestwich Village Construction Social Value Action Plan that covers the expected outcomes, measures, associated monetary values and delivery mechanisms to ensure that all construction phases meet their stated objectives. Such outcomes and associated targets will be discussed with the selected contractor and form each action plan that will be part of the contract and regularly monitored.
- 6.3 This document will be in line with the Council's Social Value Strategy.
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Links with the Corporate Priorities:

- 7.1 The redevelopment of Prestwich Village supports delivery of the 'Let's Do It!' strategy and the four principles that underpin it as they all have a correlation to how the Council will design the future of our towns:

Local Neighbourhoods:

The Let's Do It strategy commits to strengthening neighbourhoods, improving the quality of place, and creating environments where residents can live well.

The Prestwich Travel Hub contributes to this priority through:

- Acting as the first major milestone in a once-in-a-generation regeneration that will reposition Prestwich as "one of the best places to live and spend time in the North-West," enhancing the local environment and community offer.
- Introducing infrastructure that significantly improves local accessibility, including modernised parking, enhanced cycle provision, and integration with wider transport networks.
- Ensuring construction practices are delivered in a way that minimises disruption to residents and neighbours, with works planned "as quietly and swiftly as possible" to reduce local impact during the build period.

These actions collectively support the creation of vibrant, accessible, and resilient neighbourhoods, consistent with the goals of the Bury 2030 Community Strategy.

Enterprise to drive economic growth and inclusion:

The strategy sets an ambition for faster economic growth, greater inclusion, and stronger local business ecosystems.

The Prestwich Travel Hub supports these ambitions by:

- Serving as a key enabler for unlocking future phases of the £100m Prestwich regeneration scheme, catalysing further investment and commercial activity in the village centre.
- Contributing directly to local job growth, with 130 construction jobs already created and an estimated 350 new jobs to follow as regeneration progresses.
- Enhancing access to local businesses through improved transport connectivity, helping increase footfall and economic participation.
- Providing modern, inclusive mobility infrastructure—including EV charging points, cycle storage and car club facilities—which reduces transport barriers and broadens access to employment and services across the borough.

These outcomes support a more dynamic local economy in line with the strategy's economic and social inclusion goals.

Delivering Together:

A core pillar of Let's Do It is collaborative delivery across public services, partners, businesses, and communities.

The Prestwich Travel Hub exemplifies this through:

- Delivery via Prestwich Regeneration LLP, a partnership between Bury Council and Muse, with construction led by VINCI Construction UK Limited and funding secured through the City Region Sustainable Transport Settlement (CRSTS), demonstrating strong multi-agency collaboration.
- Cross-departmental coordination within the Council, including highways, regeneration, commercial asset management, property and parking services, ensuring unified delivery of the project.
- Ongoing communication with residents and local businesses through programme updates, road closure notifications and mitigation planning, ensuring a shared approach to managing the impacts of regeneration.

This partnership-led approach reflects the strategy's intent to deliver public services as "one system" with communities.

A Strength-Based Approach

The Bury 2030 Strategy emphasises valuing local strengths, skills, assets, businesses, and community identity.

The Prestwich Travel Hub contributes by:

- Building on Prestwich's strong local identity and existing assets to deliver a long-term transformation that enhances the village's character and appeal.
- Supporting environmental ambitions through low-carbon construction, UK-sourced materials, EV charging and active travel infrastructure, aligning with Greater Manchester's wider Bee Network and sustainability goals.
- Strengthening local economic capabilities, with 58% of construction supply chain spend directed to local businesses, reinforcing local capacity and resilience.
- Providing 600+ hours of training to workers on site, enhancing local skills and supporting residents to benefit from regeneration-related opportunities.

These actions demonstrate how the development leverages and enhances the strengths within the Prestwich community and local economy.

Equality Impact and Considerations:

- 8.1 A full Equality Impact Assessment was completed by a third party as part of planning permission for the Prestwich Regeneration project. This identified some potential temporary negative impacts with mitigations during the demolition and construction phase resulting in reduced or eliminated negative impacts during this phase.
- 8.2 There are no outstanding equalities concerns or considerations at this stage.

Environmental Impact and Considerations:

- 9.1 One of the project's objectives is to deliver a sustainable development. As noted in the report to the 12th July 2023 Cabinet, delivering sustainable developments is now a primary goal for the Prestwich Regeneration LLP. It has adopted Muse Places' Sustainability Strategy which includes a Sustainable Development Brief and Sustainable Action Plan which will be utilised on the project – both making up the Sustainable Development Strategy.
- 9.2 The Planning and Regeneration Statement submitted as part of the hybrid planning application provides summary detail on the environmental impact of the project, including carbon emissions and biodiversity. It states that:

“The project will be low and net zero carbon by design – sustainability and carbon reduction are fundamental to the proposals. Proposed measures include new energy and water efficient buildings to minimise carbon in operation, the use of sustainable building materials to reduce upfront embodied carbon, photovoltaic panels and air source heat pumps.”

“The proposals for Prestwich Village will secure a significant increase in biodiversity when compared with what is on the site at the moment. The proposals will uplift biodiversity by more than 40%. This will be supported by significant levels of new tree planting, open spaces and public spaces where people and nature can thrive.”

Assessment and Mitigation of Risk:

Risk / opportunity	Mitigation
Submitted bids not meeting the requirements of the scope/specification.	Soft market testing stage.
Not meeting the procurement process timescale.	Regular reviews of the timelines for each step of the process with Procurement and Legal Services. Delegated authority to the Director of Law and Governance in consultation with the Executive Director of Place and/or Director of Regeneration and Project Delivery and the Director of Finance to finalise contractual arrangements and execute the contract.
Delay in appointing the preferred third-party operator post leading to reduced/no time for them to work with VINCI Construction UK Limited that could delay the opening of the Travel Hub.	Legal Services will be instructed ahead of schedule to ensure that the contract is executed by the required date.

Legal Implications:

- 10.1 As a contracting authority, the Council is required to adhere to relevant procurement law in procuring goods, works and services, in addition to following its own Contract Procedure Rules. Both the Procurement Act 2023, and its predecessor the Public Contract Regulations 2015 provide for the utilisation of a Framework as a compliant route to market.
- 10.2 Cabinet can delegate the contract award decision under the Council’s Constitution and Scheme of Delegations. Approving the recommendation would enable the award decision to be made by the delegated decision maker within

the parameters already agreed by Cabinet, and in accordance with the Council's Contract Procedure Rules. The delegated officer must ensure that the procurement has been conducted lawfully and in accordance with the published evaluation criteria. Delegation avoids the need to return to Cabinet and does not present additional risk, provided that the award is within the scope of the approvals already given.

Financial Implications:

11.1 As the procurement process is still on-going, the financial implications associated with the delivery of the contract are not yet finalised.

11.2 The financial implications associated with the finalised contract will be set out in the delegated report (subject to Cabinet approval to delegate the decision). However, it is anticipated the external car park operator costs will be fully recovered from car parking income collected from the Prestwich Travel Hub.

Appendices:

There are no appendices for this report.

Background papers:

- Prestwich Regeneration – Joint Venture (Parts A and B) October 2021.
- Prestwich Village Regeneration – Progress Update and Draft Development Plan July 2023.
- Prestwich Village Regeneration Scheme: Delivery of Phase 1A (Travel Hub) – Legal Structure and Funding Approval (Parts A and B) July 2024.
- Procurement of Third-Party Operator for Phase 1A (Travel Hub) October 2025

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

Term	Meaning
Prestwich Regeneration LLP (JV)	The Joint Venture company that comprises of Bury Council and Muse Places Ltd that has been established to deliver the Prestwich Village Regeneration Project.
PC	Practical Completion – the stage in a construction contract when the works are finished, save for minor defects but allowing occupation of the building for its intended purpose.
ITT	Invitation to Tender – a formal, structured and competitive procurement process to invite supplies to submit offers for goods, works or services.
CCS	Crown Commercial Services Framework – a framework that supports the public sector achieve

Term	Meaning
	best value when undertaking procurement exercises.
PCR 2015	The Public Contracts Regulations 2015 is the primary legislation governing public sector procurement in the UK for contracts above certain thresholds, ensuring processes are fair, transparent and competitive.
LOT	A specific category or subdivision within a larger procurement framework separating products and services by subject.
CRSTS	City Region Sustainable Transport Settlement – a UK Government programme to transform local transport networks.
MEP	Mechanical, Electrical and Plumbing linked to building systems.
EIA	Environmental Impact Assessment – this is a mandatory procedure for large-scale development projects likely to have environmental effects. An Environmental Statement is submitted with the planning application.