

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 I.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.
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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.
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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.
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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

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.