

Report to:	Cabinet	Date: 10 June 2025
Subject:	Consultation Outcome – Changes to Resident Car Parking Permits	
Report of	Cabinet Member for Environment, Climate Change & Operations	

Summary

1. In the February 2025 Budget Cabinet paper a list of additional savings projects for consideration was provided for members. One of these savings projects met the threshold for additional consultation with residents. This was the proposed changes to the charges for Resident Parking Permits.
2. A consultation was launched and analysis completed in May and this report presents the outcome of the consultation which is required to be returned to Cabinet within the 25/26 financial for decision.
3. The detail of this proposal is set out below along with the analysis of the consultation responses. Should the proposal not proceed following the outcome of the consultation the loss of £145k of forecast income would need to be offset by an additional contribution from reserves in 2025/26 and the MTFs updated accordingly for later years and increasing the forecast funding gap by £145k.

Recommendation(s)

4. To consider the feedback from the consultation and approve the recommendation for the changes to resident parking permits.

Reasons for recommendation(s)

5. The Council is under significant financial pressure and the changes proposed brings the organisation in line with other areas within Greater Manchester. Should this not be approved then the projected savings will have to be recovered from other areas.

Alternative options considered and rejected

6. N/A

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Background

7. In the February 2025 Budget Cabinet paper a list of additional savings projects for consideration was provided for members approval. One of these savings projects met the threshold for additional consultation with residents. This was the proposed changes to the charges for Resident Parking Permits.
8. Should the proposal not proceed following the outcome of the consultation the loss of forecast income would need to be offset by either other savings projects or an additional contribution from reserves in 2025/26 and the MTFS updated accordingly for later years. This would cause additional financial pressures on the current budget proposals.

Resident Parking Schemes

9. Resident Parking Schemes operate in streets close to town centres, around hospitals and near to Metrolink stops. They allow people who live in these streets to park close to their homes by restricting parking to permit holders only. Residents can apply for permits for their own vehicles and for visitors. Permits are also available for businesses located within Resident Parking Scheme zones.
10. Residents apply to create parking scheme zones in their local areas, the permit fees are used in part to cover the costs of enforcement of the schemes and associated administration e.g. printing of permits with holographic security
11. Bury Council currently has 11 residents parking zones across the Borough. The first residents parking scheme was introduced in the borough approximately 20 years ago. Subsequently, a further 10 schemes have been introduced.
12. It should be recognised that no car owner has an inalienable right to park on any specific section of the highway and it should, therefore, also be recognised that residents parking schemes will never guarantee the car-owning resident a parking space.
13. As with all parking schemes enforcement activity will be undertaken.
14. Requests are generally received directly from residents, via Councillors or as a result of the Council investigating complaints about other issues. There may be, on occasion, the need for the Council to review parking in areas without receiving a request from any other source. In order for the Council to investigate a request to introduce a residents parking scheme a minimum of 10 properties within the affected area must indicate that they support the request.
15. As per our Resident Parking Scheme Policy (<https://www.bury.gov.uk/roads-travel-and-parking/parking/apply-for-a-parking-permit/resident-parking-scheme-permits/resident-parking-scheme-policy>) , existing schemes can be

reviewed every 5 years. Any schemes implemented will remain in place indefinitely. If a resident wishes the Council to consider removing a scheme they must receive support from a minimum of ten affected properties in the area.

Budget Proposal

16. There is an annual charge of £35 for a resident parking permit and the council issues approximately 1,500 permits a year generating an income of £65,000. In addition to this, residents can apply for up to two visitor permits. Bury does not charge for the first visitor permit, the second visitor permit is charged at £35. We issue 5,000 first and 2,300 second visitor permits annually.
17. We recognise that some of the visitor permits will be aligned to health and social support for our residents. There are no proposals to change the current process where free permits can be provided where eligible.
18. We have reviewed how other Councils charge, and we are looking to review how we manage and issue visitor permits. This will generate additional income which will help support our financial pressures. It will also bring us into line with other councils when it comes to visitor permits:
19. We propose to uplift the permit cost for residents from £35 to £45 per annum. This would generate an additional £15,000 of annual income. The proposed uplift in cost would still be lower than two other councils in Greater Manchester.
20. We plan to introduce a new charge for 1st visitor permits of £25 per annum. The proposed changes would generate an additional £125,000 of annual income. The proposed charge would be in line with other councils across the country. We propose to uplift the cost for 2nd visitor permits from £35 to £45 per annum. This would generate an additional £23,000 of annual income.

Greater Manchester Comparison

21. Out of the ten Greater Manchester Authorities, two (Oldham and Manchester) do not charge residents for permit parking and with enforcement for the schemes funded from elsewhere.
22. The remaining listed below utilise various charging methods but as a whole the proposed changes for Bury would result in the charges being the median cost across Greater Manchester for a resident permit and the cheapest for an annual chargeable first visitor permit.

LA	Resident Permit	1 st Visitor	2 nd Visitor
Bolton	£30	£10 for 20 visitor pass book	
Manchester	Free	Free	Free
Oldham	Free	Free	Free
Rochdale	4 allowed – first free, £25 each after that	Not allowed	Not allowed
Tameside	£30.00	£30.00	Daily use scratch cards £10.00 for book of 20
Wigan (increasing from May 25)	£30	£30	Not allowed
Bury	£45.00	£25.00	£45.00
Stockport	£47.50	£47.50	£47.50
Trafford	£49.50	Visitor day books can be purchased - £13 for 25 daily cards	
Salford	£50 per resident permit including 1 free visitor permit		

Consultation

23. The resident consultation for these changes was launched on 24 February 2025 and was open for 6 weeks. There were 286 responses in total.
24. The consultation asked the following questions:
 - **Do you currently use a residents, visitors or business parking permit?**

1. Do you currently use a residents, visitors or business parking permit?



58% of respondents (162) were currently users of parking permits in the borough.

- **If you currently use a first free visitor parking permit, what will the impact of the proposed charge be?**

For many respondents this was seen as an additional cost in an already difficult financial situation following the recent cost of living crisis. In addition, there would be an anticipated significant reduction in routine visitors from family and friends. Some respondents stated that the frequency of current use of the free visitor permit would not warrant purchasing one. Some respondents also noted that the new charge was low in comparison to the other permits and therefore would be of lower impact and others would not be purchasing a second visitor permit to mitigate the cost.

- **Do you think the uplift of costs to align with other areas is the best approach to refreshing the permit charge?**

With regards to approach of benchmarking with other areas to align permit costs the majority of respondents were against this and would rather local principles applied when determining cost increases such as location in the borough and proximity to services such as schools and hospitals

- **Will the proposals stop you from purchasing parking permits in the future?**

4. Will the proposals stop you from purchasing parking permits in the future?



65% of respondents said that they would stop buying permits in the future.

- **Do you have any other concerns on the proposal?**

The main concerns of impact of the changes were financial and the ability to afford both the increase in the cost of permits generally and the new charge for first visitor permits. In addition there were concerns about mental health and the social impact on residents where there could be an impact on reduced visitors particularly to lonely and vulnerable residents. Some respondents also commented on how they didn't want resident parking permit schemes at all.

25. Other suggestions and concerns from respondents included:

- Install more pay and display machines for visitor parking
- Ensure enforcement of permits already being used
- Vulnerability of residents due to limited visiting
- Increased wardens during events such as football matches
- Disparity between those living in in permit and non permit zones and how the proposals are impacting unfairly
- Widen the permit zone and keep the charge the same
- Particularly in Prestwich there was concern about discouraging people from using local businesses as parking is already difficult but also support for use of permits around Prestwich to ensure residents are able to park near their homes

Recommendations

26. In order to meet the requirements set out in the November and February Budget reports it is recommended that this budget proposal is accepted.
27. Consideration should be given as to whether an exemption process would be appropriate to mitigate the medium risks identified in the EIA, however a similar precedence across Greater Manchester is inconsistent.
28. It is recommended that the Resident Parking Permit policy is communicated to permit holders to provide a reminder of the process to end parking schemes in their local area and in addition the opportunity to review on a 5 yearly basis.

Links with the Corporate Priorities:

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

Equality Impact and Considerations:

A full EIA has been carried out for this activity

The blanket introduction of the additional fee for the first visitor pass is likely to result in in-direct discrimination for disabled people and carers if they previously required an additional permit solely for their health and care needs.

Information of how many residents this may affect is not available however 10% of residents stated they were disabled a lot on the 2021 census, it is therefore very likely that some residents will be affected by this policy change.

It is recommended that relevant teams look at an exemption scheme to mitigate the potential for discrimination occurring

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***

There are no environmental impacts linked to this proposal.

Assessment and Mitigation of Risk:

Risk / opportunity	Mitigation

Legal Implications:

To be completed by the Council's Monitoring Officer.

29. Under section 45(1) of the Road Traffic Regulation Act 1984, the Council may designate parking places on the highway and charge for their use. Section 45(2) enables the Council when making an order, to designate a parking place for use by such persons or vehicles as may be authorised for the purpose by a permit. Under section 45(2)(b) the Council may charge for the issue of parking permits as prescribed in the order.
30. Section 46 of the Road Traffic Regulation Act 1984 covers charges at, and regulation of, designated parking places and for regulating the grant, revocation and surrender of any permit mentioned in section 45(2)(a), and the issue of such permit, or payment of any charge in connection with the issue or use of the permit. Section 46A of the Road Traffic Regulation Act 1984 provides for variation of existing charges by notice.

Financial Implications:

To be completed by the Council's Section 151 Officer.

31. The estimated additional annual income of £145k has been built into the 2025/26 budget and medium term financial strategy, subject to the outcome of the consultation. If the changes are not agreed there will be an additional required contribution from reserves of £145k in 2025/26 and the forecast funding gap in 2026/27 and future years will also increase by the same value.

Appendices:

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

