

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