
Parking fees and usage update

EDTCE Scrutiny

Date of meeting: 22 April 2026

Lead director/officer: Andrew L Smith

Useful information

- Ward(s) affected: All Wards
- Report author: Martin Fletcher, City Highways Director
- Author contact details: 37 4965
- Report version number: 01

1. Purpose of Report

- 1.1 To feedback to the EDTCE Scrutiny Committee on the impact of increase to on-street and off-street parking charges implemented on 2nd June 2025. This was an action arising from the Committee meeting held on 23rd April 2025 which requested *“for a report to be brought to Commission, to include car park usage since the increased charges”*.

2. Background

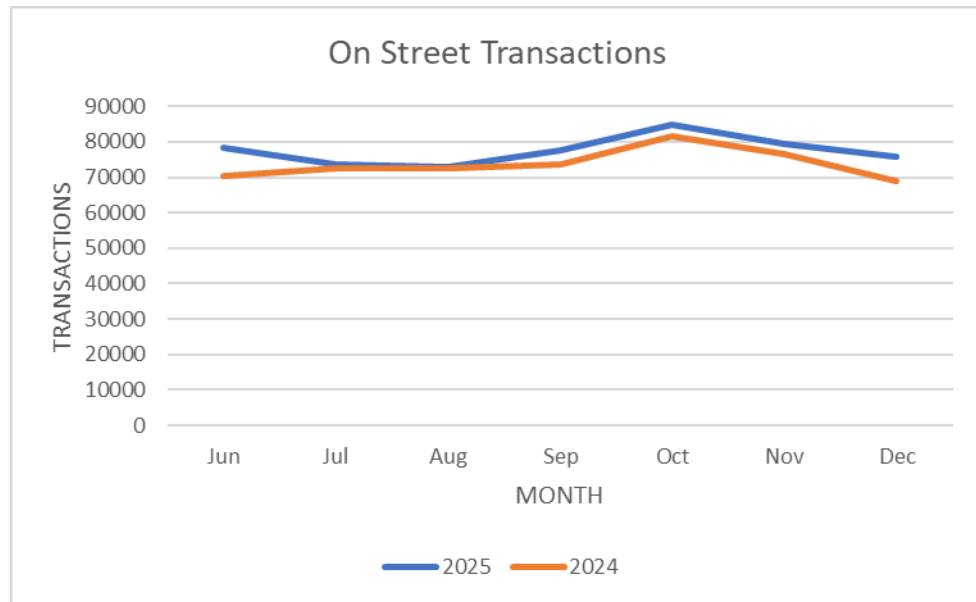
- 2.1 On-street and off-street parking charges were increased on the 2nd of June 2025 to:
- Address increases in costs for the management, operation and enforcement of parking facilities.
 - Address revenue budget cost pressures across Highways & Transport, accounting for increases in operating costs between Summer 2022 and 2025 and forecast increases.
 - Bring council parking tariffs into line with other similar local authorities and private car parking operators.
 - Further support and encourage modal shift toward sustainable transport, recognising increasing bus operator fares and the increase in the national capped fare from £2 to £3.
 - Further support and encourage the take up of the Pay by Phone payment method.
 - To simplify the tariff structure and avoid confusion by customers.
- 2.2 In taking the decision to increase tariffs, this was not expected to have a significant impact based upon the experience of other authorities, benchmarking data, and the increase in January 2023.
- 2.3 A review of the impact of the increase was requested by the EDTCE Scrutiny Committee after suitable period of time. Officer have now collated and reviewed the first seven months of usage and income data since the increase was implemented, June to December 2025 and compared with the same period in 2024.

3. On-Street Review

3.1 Usage/Transactions

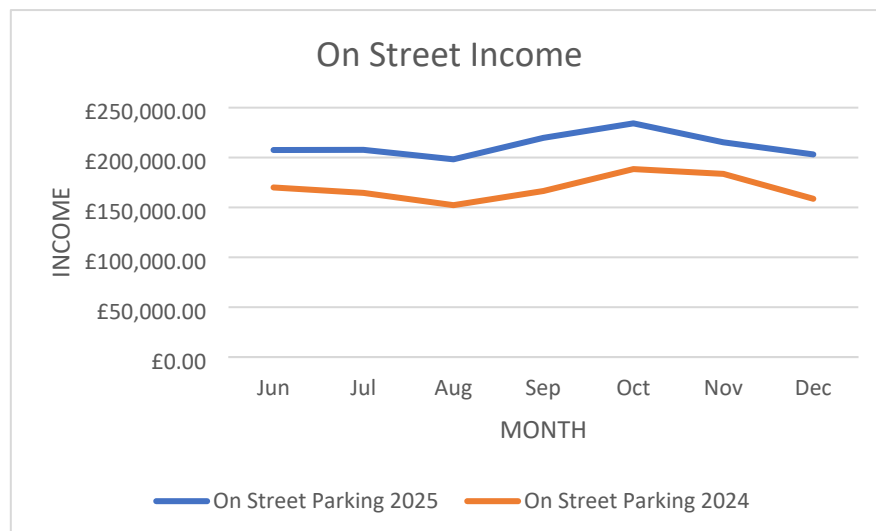
- Average monthly usage (June-December 2025): 77,590 transactions

- Average monthly usage (June-December 2024): 73,785 transactions
- **Change: +5%**



3.2 Income

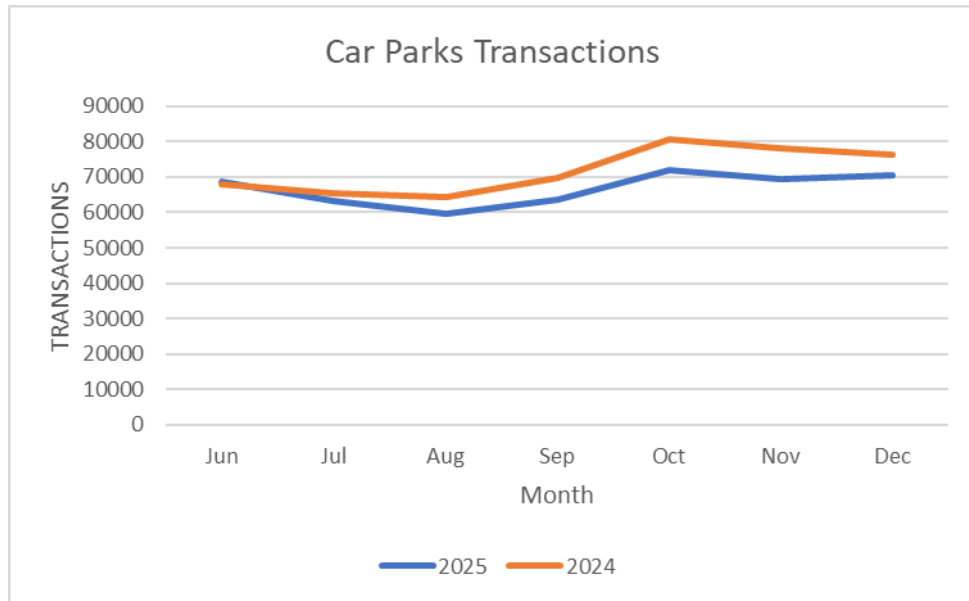
- Average monthly income (June-December 2025): £212K
- Average monthly income (June-December 2024): £169K
- **Change: +26% (£301K additional income).**



4. Off-Street Car Parks Review

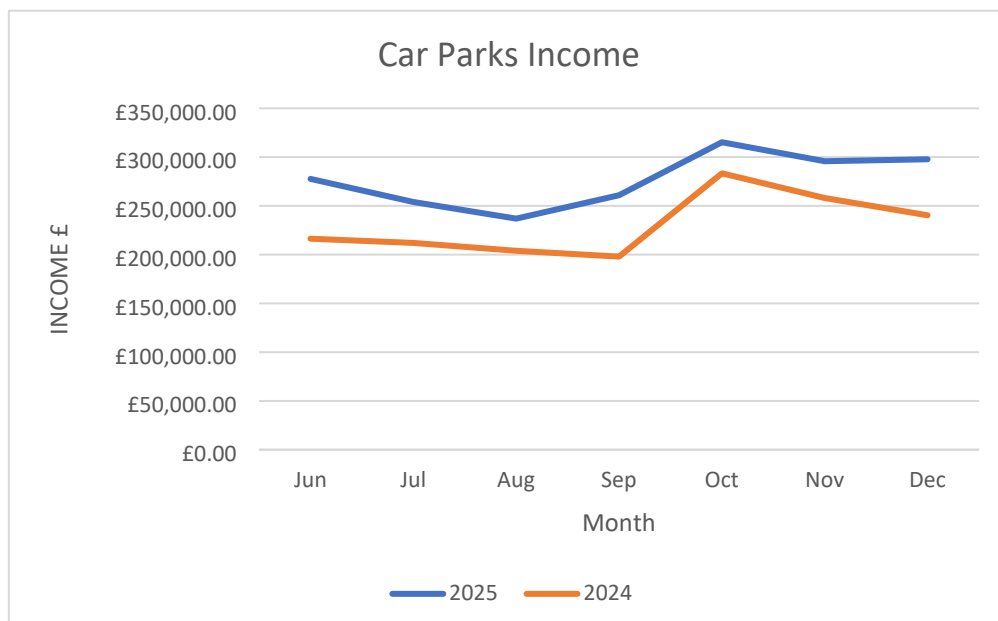
4.1 Usage/Transactions

- Average monthly usage (June-December 2025): 68,810 transactions
- Average monthly usage (June-December 2024): 72,174 transactions
- **Change: -7%.**



4.2 Income

- Average monthly income (June-December 2025): £277K
- Average monthly income (June-December 2024): £230K
- **Change: +21% (£326K additional income).**



5. Summary

- 5.1 On-street income has increased by 26%. Transaction data is not comparable as this now includes Sunday payments. However, there remains strong usage of on-street payment bays.

5.2 Income from the off-street car parks has increased by 21%. Usage (Transactions) is down by 7% which is in line with expectations and factored into budget profiling when taking the decision.

5.3 Overall combined income for period June to December (7 months):

- June to Dec 2024 was £2.8m
- June to Dec 2025 was £3.4m
- Growth in Income = £0.6m (7 months)
- Projected Growth over 12 months = £1.0m

Income growth is in line with projections and usage is broadly stable.

6. Financial, Legal, Equalities, Climate Emergency, and Other Implications

6.1 Financial Implications

The decision report in April 2025 to amend parking charges indicated a projected increase in annual income of £1m in 25/26, rising to £1.1m by 27/28. This report summarises the impact for the 7 month period from June to December 2025 which is broadly in line with the original projections. Significant variances against budget will be reported through quarterly budget monitoring reports.

Signed: Stuart McAvoy - Head of Finance

Dated: 1st April 2026

6.2 Legal Implications

Under the Road Traffic Regulation Act 1984, the highway authority has the power to charge a fee for parking in designated on-street and off-street parking spaces subject to a legal Order.

Increases in parking charges introduced by Order can be made either by Amendment Order or, under section 35C or 46A of the 1984 Act (as appropriate), by Notice.

Signed: Zoe Iliffe, Legal Services

Dated: 7th April 2026

6.3 Equalities Implications

Under the Equality Act 2010; public authorities have a Public Sector Equality Duty (PSED) which means that, in carrying out their functions, they have a statutory duty to pay due regard to the need to eliminate unlawful discrimination, harassment, victimisation and any other conduct prohibited by the Act, to advance equality of opportunity between people who share a protected characteristic and those who don't and to foster good relations between people who share a protected characteristic and those who don't. Protected Characteristics under the Equality Act 2010 are age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex, sexual orientation.

The report provides an update on the impact of increase to on-street and off-street parking charges implemented on 2nd June 2025. There are no direct equalities implications arising from the update report. Blue Badge holders remain able to park for free in on-street P&D bays, council car parks and on some parking restrictions across the city.

Signed: Surinder Singh, Equalities Officer

Dated: 30th March 2026

6.4 Climate Emergency Implications

Car usage is a major source of carbon emissions in Leicester, with the transport sector as a whole accounting for nearly a third of emissions in the city, and a key area to address following the council's declaration of a climate emergency and ambition to reach net zero emissions in the city.

Parking charges can play a role in levels of car usage, and it could therefore be expected that an increase in charges could potentially encourage use of alternative transport options. Any switch to lower carbon alternatives such as walking, cycling and public transport could therefore lead to a reduction in carbon emissions as a result.

Signed: Phil Ball, Sustainability Officer

Dated: 30 March 2026

6.5 Other Implications

None

7. **Appendices**

None