
Leicester Workplace Parking Levy Update

EDTCE Scrutiny

Date of meeting: 7th December 2022
Lead director/officer: Andrew L Smith

Useful information

- Ward(s) affected: ALL
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1. Summary

1.1 A 12 week consultation of a Workplace Parking Levy (WPL) in the city concluded on the 13th March 2022. The consultation report was made public on 7th November 2022.

1.2 An Executive Decision was confirmed on 15th November 2022, that, in light of the current cost of living crisis and associated economic uncertainty, work is not developed further on a Workplace Parking Levy for the city.

2. Recommended actions/decision

2.1 To note the WPL consultation report and Executive Decision that, in light of the current cost of living crisis and associated economic uncertainty, work is not developed further on a Workplace Parking Levy for the city.

3. Scrutiny / stakeholder engagement

3.1 An undertaking to consult on a proposed Workplace Parking Levy (WPL) was initiated in 2019.

3.2 An initial consultation was conducted in Summer 2021 on the principles of a WPL alongside a Draft Leicester Transport Plan that set out ambitious plans for buses cycling and walking and how they could be funded.

3.3 Subsequently a business case and supporting evidence for a WPL was developed in detail and a 12 week public consultation exercise was conducted that concluded on the 13th March, 2022. The consultation was extensively promoted, including in local, social, trade, and national media, and a series of events with key stakeholders were undertaken alongside general consultation methods.

Over 18,000 comments were received including from residents, businesses, unions, schools and partners both within and outside the city area. Over 50% of responders identified themselves as employees. Around three quarters of respondents were from across the city and a quarter lived outside in the county and beyond.

The public consultation exercise including consultation report, summarising comments and officer responses can be found at: [Workplace Parking Levy consultation](#).

Proposals for a Workplace Parking Levy have been subject to scrutiny through the Council's Economic Development, Transport and Climate Emergency Commission in August 2019, September 2021 and also February 2022, to which the Chairs and Vice

Chairs of other Commissions were invited. Comments and suggestions from the scrutiny process were considered as part of the development of WPL proposals. Regular updates have subsequently been provided to EDTCE.

4. Background and options with supporting evidence

See Section 5.

5. Detailed report

5.1 Following a commitment by the council to undertake consultation into a WPL, initial proposals were developed in 2021 alongside a new Local Transport Plan for the city. This set out ambitious plans for a transformational vision to provide city high quality city-wide bus, cycling and walking services and infrastructure and how this could be partly funded through a WPL.

[Leicester Transport Plan](#)

[Leicester Workplace Parking Levy: Initial Consultation](#)

5.2 In developing the business case the council has worked extensively with partners including Nottingham City Council and De Montfort University and external expert consultants to consider options and develop WPL proposals suited to Leicester.

5.3 The WPL proposal, in accordance with the Transport Act (2000), envisaged placing a charge on places of work within the city for any liable parking spaces provided for employees. Exemptions and discounts were proposed and an appropriate charge was identified. The detailed business case and accompanying evidence documents can be found here:

[Workplace Parking Levy - Leicester City Council - Citizen Space](#)

5.4 Section 3 above sets out the extensive consultation and scrutiny conducted on the WPL proposals and provides a link to the report of consultation.

In summary responses were focussed on the following themes:

- Education issues (31%)
- Concept of a Workplace Parking Levy for Leicester (18%)
- WPL Scheme Details (15%)
- Public and active transport (14%)
- Socio-economic impacts (14%)

The main points raised in summary were as follows:

- General support for the transformation of bus, cycling and walking services and facilities in the city and the associated need to address city objectives related, for example to the climate emergency, health and air pollution.
- Concerns raised on the impact of WPL on schools and education including use of school budgets and recruitment and retention of staff.

- Concerns over impact if levy charges were passed on from employers to lower paid staff and the emerging cost of living crisis.
- Concerns raised about the need for a WPL in the city, whether it is the right way to secure funding and if it would be spent on transport as proposed.
- The potential for impacts on the city economy and business investment to be impacted and concerns over recruitment and retention of staff.
- The potential for problems created by displaced parking from car parks.
- Questions over how the WPL could benefit out of city centre workplaces.
- Suggestions for other exemptions and discounts to be introduced and alternative charge levels.

5.5 Since the development of the WPL business case and the consultation exercise there has been a substantial change in the national economic landscape and this is impacting significantly on business and individuals, particularly the lower paid. The cost-of-living crisis has been worsened substantially by global factors such as the Russian invasion of Ukraine and related increase in energy costs, exacerbating existing issues related to the Covid-19 pandemic. The recent political uncertainty has further undermined economic confidence. There is little evidence that these challenges will ease in the short-term making for an uncertain environment to introduce a WPL.

5.6 In this context an Executive Decision by the City Mayor was confirmed on 15th November 2022 that, in light of the current cost of living crisis and associated economic uncertainty, work is not developed further on a Workplace Parking Levy for the city. See [Decision Report](#).

5.3 Officers will continue to develop a Local Transport Plan based on the original draft setting out the council's longer term ambitions and plans. New Government guidance on LTPs is expected in the coming months and a revised plan is expected later in 2023 for consideration.

6. Financial, legal, equalities, climate emergency and other implications

6.1 Financial implications

The financial implications of a Workplace Parking Levy were set out within the published business case. In particular, the base case assumed additional net income of £95m over a 10-year period, which will not now be available to fund services. Clearly, alternative funding would need to be sought to pursue the schemes or initiatives that were under consideration.

Stuart McAvoy – Acting Head of Finance

6.2 Legal implications

The Council has the power to introduce a Workplace Parking Levy by order in accordance with the Transport Act 2000 but there is no duty on the Council to introduce such a Levy. The result of the consultation, including the WPL Consultation report, should be considered to ensure that any decision making is lawful, follows a fair process and is reasonable.

Kevin Carter - Head of Law - Commercial, Property & Planning

6.3 Equalities implications

An EIA was undertaken during development of the WPL business case. Work on this will cease now the WPL will not be developed.
Kalvaran Sandhu – Equalities Manager

6.4 Climate Emergency implications

A WPL scheme is a method of demand management that would encourage the uptake of active and sustainable travel modes alongside promoting such modes. As such, if a WPL is not implemented positive impacts on transport related emissions within the city will not occur – including the delivery of new and improved infrastructure via the levy, and the overall dis-incentivisation of vehicular travel for commuting purposes
Aidan Davis – Sustainability Officer

6.5 Other implications (You will need to have considered other implications in preparing this report. Please indicate which ones apply?)

None

7. Background information and other papers:

Embedded in the report

8. Summary of appendices:

8.1 Not applicable.

9. Is this a private report (If so, please indicate the reasons and state why it is not in the public interest to be dealt with publicly)?

9.1 No

10. Is this a “key decision”? If so, why?

10.1 No