
Executive Decision

Parking Fees & Charges

Decision to be taken by: City Mayor

Decision to be taken on: 25 March 2025

Lead director/officer: Andrew L Smith

Useful information

- Ward(s) affected: All
- Report author: Martin Fletcher, City Highways Director
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- Report version number: 1

1. Summary

- 1.1 Leicester City Council applies fees and charges for on and off-street parking. There are varying price points in consideration of running costs, location, usage and facilities available.
- 1.2 The last major change to parking fees and charges occurred in January 2023 following a review of charges in Summer 2022.
- 1.3 Over the last decade, there have been improvements to technology to make payment easier, increases in the cost of delivering services and pressures on transport budgets and developments in transport policy to address the climate emergency. The council has also invested heavily to improve the quality of council car parks.
- 1.4 This report seeks approval to vary parking fees and charges, dependant on parking location and tariff band, as set out in Appendix A of this report, to:
 - Address increases in costs for the management, operation and enforcement of parking facilities.
 - Address revenue budget cost pressures across Highways & Transport, accounting for current and forecast increases in operating costs between Summer 2022 and 2025.
 - 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 the national capped fare from £2 to £3.
 - Further support and encourage the take up of the Pay by Phone payment method.
 - Delete the Night Owl tariffs to simplify the tariff structure and avoid confusion by customers.
- 1.5 To note that annual increases in parking fees and charges in future years will be considered and implemented thereafter to offset increases in operational running costs.
- 1.6 The measures are required to help ensure expenditure remains within budget and address current and forecast revenue cost pressures.
- 1.7 It is proposed to commence the new tariffs on 12th May 2025, or as soon as practicable thereafter, subject to the necessary actions required to implement the tariff amendments being completed.

2. Recommended actions/decision

- 2.1 To approve revised parking fees and charges, as set out in Appendix A of this report, and to implement annual increases thereafter, as set out in paragraph 4.2.
- 2.2 To note that the Director for Planning, Development & Transportation will implement the revised tariffs in accordance with the statutory requirements, through use of delegated powers to authorise the making of, or changes to, Traffic Regulation Orders.

3. Scrutiny / stakeholder engagement

- 3.1 Leicester City Council utilises a Traffic Regulation Order to manage on-street parking and a similar Off-Street Order for car parks. The council is required to place a notice advertising the new fees and charges.
- 3.2 Where an Order requires amending to facilitate charging for parking, the normal statutory consultation process will be applied.

4. Background and options with supporting evidence

Proposal.

- 4.1 This report proposes to amend on-street and off-street parking charges across all payment methods in May 2025, benchmarked against other similar local authorities and private car parking providers to ensure tariffs remain appropriate and competitive. The proposed tariffs for each car park and the on-street parking zones are detailed in Appendix A. The proposed amendment in parking tariffs is expected to generate an estimated £1m of additional income in 25/26, based on income and levels of usage in 23/24. This will offset the increase in costs since Summer 2022 and deliver revenue savings.
- 4.2 In addition, this report proposes to increase on-street and off-street parking charges annually thereafter to offset increases in operational running costs, benchmarked against the increase in Retail Price Index (RPI), other similar local authorities and private car parking operators and to ensure the tariffs remain competitive.
- 4.3 There is a 10p convenience fee for using Pay by Phone. It is proposed that this is absorbed within the parking tariff to help promote take up of this method of payment.

Rationale for Increase.

- 4.4 Income from parking charges is reinvested into parking, highways and transport-related services to support the delivery of the Council's transport policies and objectives.
- 4.5 On and off-street parking charges were last reviewed in Summer 2022 and following an Executive Decision in November 2022 were increased in January 2023. This was the first increase in parking tariffs since 2014.
- 4.6 During the period since the tariff review in Summer 2022, national inflationary pressures have led to increases in costs such as labour, energy and third-party services (e.g.

security services, CCTV monitoring, maintenance of parking infrastructure). Operational costs associated with management and enforcement have also increased.

4.7 Pay by Phone as an alternative method of payment for parking is now well established locally and nationally. Pay by Phone services involve a small convenience fee (10p) per transaction currently payable by the customer and the capital cost of signage. 57% of transactions are now made by Pay by Phone. The annual value of the convenience fee paid separately by customers is currently £70k. Absorbing the fee within the parking tariff will support and encourage further take up of this payment method, simplifying the charge to customers.

4.8 Demand for parking remains strong, with private operators increasing fees and organisations approaching the council for contract parking.

4.9 Major capital investment in recent years in Leicester City Council car parks, including both Haymarket and Newarke St multi-storey car parks, has significantly improved the car parking environment and the Council's car parks now offer excellent quality and safer car parking for customers. All council car parks have secured Park Mark status which is awarded to parking facilities that have met the requirements of a safer parking risk assessment conducted with the Police.

4.10 Benchmarking data for comparator parking facilities has been reviewed in detail to confirm tariffs remain competitive when compared with similar neighbouring local authorities and private car parking operators.

4.11 Various price points and tariff options have been considered against relevant benchmarking information when developing the proposals.

Risks.

4.12 An Equalities Impact Assessment has been completed. Blue Badge holders remain able to park for free in on-street Pay & Display bays and council car parks.

4.13 Some car owners may choose not to park in the City, or to park in alternative private car parks; however, this is not expected to be significant based upon the experience of other authorities, benchmarking data, and the increase in January 2023.

Provisional Timelines.

4.14 Publish notice of changes to on-street and off-street parking charges on 24th March 2025, or as soon as practicable thereafter.

4.15 Roll out the new tariffs from 12th May 2025, or as soon as practicable thereafter.

4.16 Annual increases for on-street and off-street parking charges commencing 1st April 2026.

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

5.1 Financial Implications

The budget for 2025/26 set a target saving of £4m for Planning, Development & Transportation, to be achieved by 2027/28. The report proposes changes to parking tariffs which are estimated to raise additional income of £1.1m per year by 2027/28. Of this additional income £0.5m will be used to cover existing pressures on the car parking revenue budget; the remaining £0.6m represents savings which will contribute to the £4m savings target. The breakdown, and profile of these saving, is provided in the table below:

	2025/26	2026/27	2027/28	Full Year
Gross Saving	£510k	£550k	£600k	£600k
Minus cost of changes to tariff boards, signage and legal notices	(£10k)			
Net Saving	£500k	£550k	£600k	£600k

Absorbing the 10p convenience fee is estimated at a net cost of £70k. This will be offset by the planned tariff increase and has been taken into account when estimating the additional £1.1m income.

Signed: Stuart McAvoy – Head of Finance

Dated: 6th March 2025

5.2 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 FCILEx, Principal Lawyer (Property, Highways & Planning Team)

Dated: 11th February 2025

5.3 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.

This report seeks approval to vary parking tariffs and charges dependant on parking location and tariff band and further annual increases thereafter benchmarked against RPI. In order to demonstrate that the consideration of any potential equalities impacts is being taken into account and as an integral part of the process of reviewing or amending existing services, an Equality Impact Assessment (EIA) has been undertaken. It is important to note that increase in parking charges has the potential to negatively impact those on lower incomes.

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 January 2025

5.4 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: Duncan Bell, Change Manager (Climate Emergency)

Dated: 30th January 2025

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

Key risks have been identified with section 4.

6. Background information and other papers:

None.

7. Summary of appendices:

Appendix A – Proposed Tariffs.

8. 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)?

No.

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

No.

Appendix A – Proposed Parking Tariffs

Haymarket Car Park		
Time Band	Current Tariff	Proposed Tariff
1 hour	£2.00	£2.50
3 hours	£4.00	£5.00
4 hours	£5.00	£6.30
6 hours	£7.00	£8.80
9 hours	£10.00	£12.50
12 hours	£12.00	£15.00

Newarke Street Car Park		
Time Band	Current Tariff	Proposed Tariff
1 hour	£2.00	£2.50
3 hours	£4.00	£5.00
4 hours	£5.00	£6.30
6 hours	£7.00	£8.80
9 hours	£10.00	£12.50
12 hours	£12.00	£15.00

Upper Brown		
Time Band	Current Tariff	Proposed Tariff
1 hour	£2.00	£2.50
3 hours	£4.00	£5.00
4 hours	£5.00	£6.30

Dover Street Car Park		
Time Band	Current Tariff	Proposed Tariff
1 hour	£2.00	£2.50
3 hours	£4.00	£5.00
4 hours	£5.00	£6.30
6 hours	£7.00	£8.80
9 hours	£10.00	£12.50
12 hours	£12.00	£15.00

Abbey Park Car Park		
Time Band	Current Tariff	Proposed Tariff
2 hours	£2.00	£2.20
3 hours	£3.00	£3.30
4 hours	£4.00	£4.40
12 hours	£9.00	£9.90

St Margarets Pastures Car Park		
Time Band	Current Tariff	Proposed Tariff
2 hours	£2.00	£2.20
3 hours	£3.00	£3.30
4 hours	£4.00	£4.40
12 hours	£9.00	£9.90
Sunday/BH Up to 3 Hours	£1.00	£1.10
Sunday/ BH Up to 6 Hours	£3.00	£3.30

Victoria Park Car Park		
Time Band	Current Tariff	Proposed Tariff
1 hour	£1.00	£1.30
2 hours	£2.00	£2.50
3 hours	£3.00	£5.00
4 hours	£4.00	£6.30
9 hours	N/A	£12.50
12 hours	£9.00	£15.00

Watermead Park Car Park		
Time Band	Current Tariff	Proposed Tariff
2 hour	£2.00	£2.20
3 hours	£3.00	£3.30
4 hours	£4.00	£5.40
12 hours	£9.00	£9.90

Phoenix Car Park		
Time Band	Current Tariff	Proposed Tariff
1 hour	£2.00	£2.50
3 hours	£4.00	£5.00
4 hours	£5.00	£6.30
6 hours	£7.00	£8.80
9 hours	£10.00	£12.50
12 hours	£12.00	£15.00

On-Street Pay & Display Bays		
Time Band	Current Tariff	Proposed Tariff
City Centre Inner 1 hour	£2.00	£2.50
City Centre Inner 2 hours	£3.50	£4.40
City Centre Outer 2 hour	£2.00	£2.50
City Centre Outer 3 hours	£2.50	£3.10
City Centre Long Stay 3 hours	£2.00	£2.50
City Centre Long Stay 10.5 hours	£8.00	£10.00
London Rd Outer 1 hour	£1.00	£1.30
London Rd Outer 2 hours	£2.00	£2.50
London Rd Outer 6.5 hours	£7.00	£8.80
London Rd Inner 0.5 hours	£1.00	£1.30
London Rd Inner 1 hour	£2.00	£2.50
London Rd Inner 2 hours	£3.00	£3.80
London Rd Inner 3 hours	£4.00	£5.00