Finance and Economic Overview and Scrutiny Committee

SOUTH KESTEVEN DISTRICT COUNCIL

Tuesday, 10 March 2026 at 10.00 am
Council Chamber - Council Offices, St. Peter's Hill, Grantham. NG31 6PZ

Committee Members:	Councillor Bridget Ley (Chairman) Councillor Gareth Knight (Vice-Chairman) Councillor Matthew Bailey, Councillor Tim Harrison, Councillor Graham Jeal, Councillor Gloria Johnson, Councillor Max Sawyer, Councillor Lee Steptoe and Councillor Murray Turner

Agenda

This meeting can be watched as a live stream, or at a later date, via the SKDC Public-I Channel

1. **Public Speaking**
   The Council welcomes engagement from members of the public. To speak at this meeting please register no later than 24 hours prior to the date of the meeting via democracy@southkesteven.gov.uk

2. **Apologies for Absence**

3. **Disclosure of Interests**
   Members are asked to disclose any interests in matters for consideration at the meeting.

4. **Minutes from the previous meeting** (To Follow)
To confirm the minutes of the meetings held on 24 February 2026.

5. **Updates from previous meeting**

6. **Announcements or updates from the Leader of the Council, Cabinet Members or the Head of Paid Service**

7. **Update on Economic Development Strategy** (To Follow)
To provide an update to the Committee regarding the progress made towards the action plan associated with the South Kesteven District Economic Development Strategy (2024-2028) and progress towards a refresh of the strategy.

8. **SKDC Car Parking Review** (Pages 3 - 66)
This report provides an update following review of car parking use across SKDC following recent tariff changes.

9. **Work Programme 2025/26** (Pages 67 - 68)

10. **Any other business, which the Chairman, by reason of special circumstance decides is urgent**

11. **Presentation and Update on St Martins Park, Stamford**
It is anticipated that under Section 100A (4) of the Local Government Act 1972, the press and public be excluded from the meeting during consideration of the following item(s) on the grounds that it is likely, that if they were present, there could be disclosed to them exempt information as defined in paragraph 3 of Part 1 of Schedule 12A of the Act.

Agenda Item 8

SOUTH KESTEVEN DISTRICT COUNCIL

Finance and Economic Overview and Scrutiny Committee

Tuesday, 10 March 2026

Report of Councillor Richard Cleaver - Cabinet Member for Property and Public Engagement

Review of Council Car Parking Arrangements

Report Author

Richard Wyles, Deputy Chief Executive and s151 Officer

Richard.wyles@southkesteven.gov.uk

Purpose of Report

This report provides an update following review of car parking use across SKDC following recent tariff changes.

Recommendations

The Finance and Economic Overview and Scrutiny is asked to:

- **Consider the findings of the Car Parking Study including analysis of payment methods.**
- **Review the current criteria for Disabled Parking.**
- **Review the criteria for use of Season Tickets.**
- **Consider the case for introducing controlled parking arrangements in Bourne, Deepings and Billingborough.**
- **Consider options to further increase the utilisation of car parks where capacity remains unused.**
- **Consider options to achieve higher turnover of spaces in the busiest short stay car parks enabling more utilisation.**

Decision Information

Does the report contain any exempt or confidential information not for publication?	No
What are the relevant corporate priorities?	Connecting communities Sustainable South Kesteven Enabling economic opportunities Effective council
Which wards are impacted?	All Wards

1. Implications

Taking into consideration implications relating to finance and procurement, legal and governance, risk and mitigation, health and safety, diversity and inclusion, safeguarding, staffing, community safety, mental health and wellbeing and the impact on the Council's declaration of a climate change emergency, the following implications have been identified:

Finance and Procurement

1.1 This report is a review of the car parking arrangements following the implementation of the current car parking tariffs in January 2025. There are no specific proposals to amend the tariffs and therefore there are no financial implications arising from this report.

Completed by: Richard Wyles, Deputy Chief Executive and s151 Officer

Legal and Governance

1.2 Finance and Economic OSC are asked to consider a number of actions within the recommendations. Any changes to parking arrangements following the reviews suggested in the report will be subject to the decision making requirements within the Constitution at Part 3 (Responsibility for Functions).

Completed by: James Welbourn, Democratic Services Manager

2. Background to the Report

2.1. During 2024 there was a fundamental review of car parking arrangements across the car parking portfolio which culminated in changes to the car parking tariffs in Grantham and Stamford. These changes were introduced on 20 January 2025 and introduced a simplified tariff structure and an element of free parking in Grantham.

2.2. It was agreed to undertake a review of the impact of the new tariffs following a period of 6 months to assess:-

- the impact the new charges have had on usage and any identify any adverse behavioural changes.
- Parking usage and charges policy at Bourne and the Deepings
- The impact of the additional capacity at Cattle Market, Stamford
- The appropriateness of the council's Blue Badge parking policy

The Council has appointed the consultants (Tetra Tech) who have been previously utilised in order to provide car parking studies. Tetra Tech's report is provided in detail at Appendix A – Car Parking Update 2025.

2.3. After considering the review, the Portfolio Holder and officers believe the following areas require further consideration:

- Analysis of Tariff Charging post January 2025
- The analysis of pay by machine and pay by app
- Disabled parking offer – designation and location of bays and free parking period
- Season ticket usage and current criteria
- Underutilisation of car parking bays at specific locations on specific days
- The desirability of maximising the turnover of spaces at the very busy short stay car parks
- Current free and unrestricted limited parking policy in specific locations – Bourne, Market Deeping and Billingborough

2.4 <u>Analysis of Tariff Charging post January 2025</u>

Following implementation of the new car parking tariff structure in January 2025 it is evident the change has been predominantly positive, with the potential for some fine tuning in specific locations to further enhance the effective use of the Council's parking provision across the district.

2.5 Grantham has seen the introduction of free short stay parking (up 2 hours at Wharf Road, and 1 hour in all other car parks), which has helped to increase the number of tickets sold by approximately 30%, with evidence of increased short stay turnover. Income has reduced by approximately16%, due to the implementation of the free parking provision. Overall occupancy generally sits between 40-60% during core periods, which suggests the supply of provision within the town is sufficient but areas of high demand could be offset to alternative sites where capacity is available.

2.6 Stamford continues to experience growth in ticket sales of approximately 8% and income generation of approximately 33% since the implementation of the new tariff structures with continuing very high occupancy levels in general, across all short stay car parks. Following the recent extension of the Cattle Market car park long stay provision there is now greater capacity and therefore opportunity to offset the very high demand from the short stay provision during Monday to Thursday each week.

2.7 Following the implementation of the new parking tariff structure, Grantham's free short-stay offer has increased turnover of short-stay parking but reduced long-stay and income generation as a whole across the town. Stamford's increase to tariff prices has reduced all-day tickets in the short stay car parks and promoted turnover of spaces whilst increasing overall income.

2.8 In summary it is recognised that the changes to the car parking tariffs have been successful and the required outcomes of simplifying tariffs, reducing dwell time in short stay car parks and encourages more users in Grantham has been achieved. However it is recognised that there is still scope to further improve utilisation in off-peak periods.

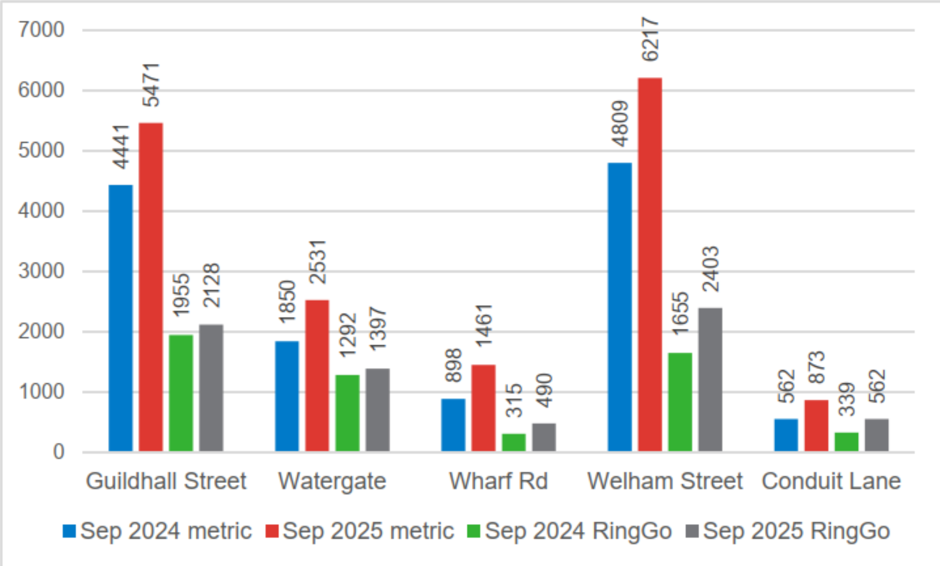
2.9 Analysis of Payment Methods

The car parks offer 3 primary methods of payment at each of its locations:

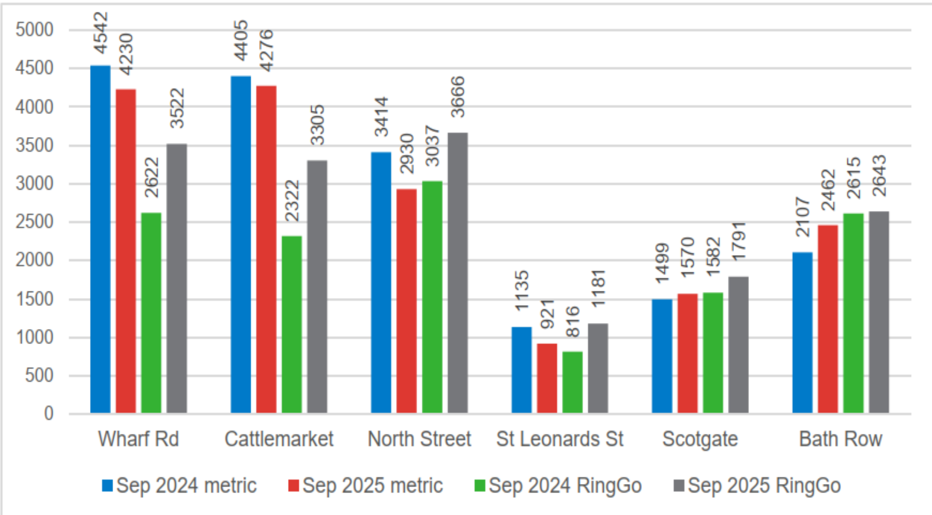
- Pay by App (RingGo)
- Pay by cash (at a car park machine)
- Pay by card (at a car park machine)

2.10 Pay by App continues to be most convenient method of payment for motorists as it is easy to receive reminders for periods of stay that are nearing expiry, the ability to increase the parking period without returning to the vehicle and avoid the inconvenience of visiting a physical machine. The popularity of the app as a payment method continues to grow with app usage in Stamford increasing from 43% to 50% of all transactions in the past year. For Grantham it has remained constant at around 30% of all transactions.

2.11 Grantham Ticket Sales by Transaction type:



2.12 Stamford Ticket Sales by Transaction Type:



2.13 Paying by cash is still a convenient method although there is a monthly cost for cash collection of approximately £1,800. It is unlikely the Council would move to a cash free only offer despite the costs incurred although a number of cash free machines have been introduced across the car parks to reduce the number of machines requiring cash collection. The card transaction fee is approximately £750 per month; a combined cost of £2,550 per month.

2.14 Criteria of Disabled Parking Offer

The scope of the car parking study was asked to consider the current disabled parking offer, and this is included in the report at section 6 of Appendix A. The current arrangement is that the Council offers dedicated disabled bays but allows blue badge holders to park in either dedicated disabled parking bays or any other car parking bay - provided the blue badge is displayed.

2.15 However, the Council allows unlimited all-day parking for blue badge holders which is generous when compared to neighbouring towns. A comparison of the local authorities disabled provision is set out in Table 1 below. The time limit of 3 hours is in line with Department for Transport criteria when displaying a disabled badge whilst parking on yellow lines.

Table 1 – Comparison of Local Authorities Disabled parking provision.

Local Authority	Free Duration	Designated Disabled Bays	Standard Bays	Time Limit	Payment Required Over Time Limit
SKDC	Unlimited	Yes	Yes (allowed)	No limit	No
Rutland CC (Oakham)	Up to 3 hours	Yes	Yes	3 hours	Yes – standard tariff
Newark & Sherwood DC (Newark-on-Trent)	Up to 3 hours	Yes	No free parking in standard bays	3 hours	Blue badge users must pay in standard bays
Melton BC (Melton Mowbray)	Up to 3 hours	Yes	Yes	3 hours	No

2.16 The Department for Transport (DfT) guidance document *'Inclusive Mobility – A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure'* states that the recommended proportion of designated accessible parking spaces for Blue Badge holders is 6%, although some adjustments may be appropriate at a local level to reflect nearby facilities.

2.17 The survey data (tables 8,10, 16 and 18 of Appendix A) shows that there are impacts on parking associated with the Councils current criteria to disabled parking provision. Stamford and Grantham's car parks are frequently at 100% occupancy in terms of disabled bays usage resulting in standard bays being used where all disabled parking bays are occupied. The high utilisation due to unlimited stays for blue badge holders constrains disabled bay turnover and results in use of standard spaces preventing income generation.

2.18 Taking into consideration the DfT guidance recommending a 6% proportion of disabled bays per car park, the study indicates there is a slight under provision of the disabled spaces across car parks as a whole in Grantham. However, Stamford meets this percentage across all car park sites.

2.19 The survey suggests that disabled users favour a more central parking location and based on this it is proposed that an exercise is undertaken to review disabled parking provision along with location to ensure this is allocated based on demand for each site.

2.20 Example of this issue is highlighted within the study report in Stamford where Bath Row and the Wharf Road Car parks experience higher disabled use exceeding bay provision in comparison to the Cattle Market. It is suggested that this car park has a greater provision of disabled bays when compared to demand. This suggests that proximity to the town is a greater factor than availability. Tables detailing the disabled parking ratio are detailed below:

Stamford

Car Park	Total Bays available	Disabled Bays available	Current %	6% disabled provision	Difference
Cattlemarket	384	26	7%	23	3
Bath Row	77	7	9%	5	2
North Street	103	7	7%	6	1
Scotgate	62	4	6%	4	0
St Leonards St	34	0	0%	2	-2
Wharf Road	238	10	4%	14	-4
Stamford Total	898	54	6%	54	0

Grantham

Car Park	Total Bays available	Disabled Bays available	Current % Provision	6% disabled provision	Difference
Conduit Lane	47	6	13%	3	3
Guildhall Street	88	7	8%	5	2
Watergate	100	6	6%	6	0
Welham Street	314	10	3%	19	-9
Wharf Road	260	9	3%	16	-7
Grantham Total	809	38	5%	49	-11

2.21 Taking into consideration other Councils' approach to disabled parking, it is proposed that a review is undertaken in respect of the following:

- The current Car Parking Order which enables free unlimited parking in disabled bays as well any other available general car parking spaces.

- The allocation of disabled parking bays at each SKDC car park ensuring the provision meets the demand where possible. For example the bay allocation for disabled users should be provided in the short stay car parks close to the town centre and a reduced provision in the outlying long stay car parks where the distance to town is further.

2.22 Season Ticket Usage

Season ticket parking has remained a strong income stream since the implementation of the new parking tariffs in January 2025 with approximately £107,500 having been generated in the past 12 months. Appendix B – Season Ticket Usage provides a breakdown of this information. The criteria for season tickets can be found at Appendix C.

2.23 Of the income generated, Stamford is attributable for approximately 61% of season ticket income and Grantham amounting to the remaining 39%.

Town	Weekly	Monthly	Quarterly	Commercial Purchases Quarterly	College Other	Total
Grantham	£133	£1,465	£6,550	£17,800	£16,364	£42,312
Stamford	£1,250.50	£7,010	£50,640	£6,240	-	£65,140.50
District Total	£1,383.50	£8,475	£57,190	£24,040	£16,364	£107,452.50

2.24 It can be suggested that these different season-ticket profiles by town are consistent with change of behaviour across each town since implementation of the new tariffs. Grantham's increase in short stay usage has reduced casual long stay tickets, while Stamford's increase in tariff for long stay users promotes the purchase of season tickets for frequent users.

2.25 Stamford car park usage is strong generally with continuing high demand across car parks, particularly those in a central location. Of the income generated in Stamford, 78% is based on quarterly purchased tickets consistent with regular commuter usage.

2.26 In comparison, Grantham season tickets income is dominated by quarterly purchases, but these are concentrated in bulk quarterly purchase (48%) or via temporary commercial season tickets (39%) rather than individual demand.

2.27 As a result of the findings it is recommended the season ticketing criteria is reviewed to enhance utilisation of spaces across car parks, in particular the consistent underutilisation of space at the Wharf Road Multi Story car park in Grantham and the Cattlemarket car park at Stamford.

2.28 Under-utilisation of car parking bays at specific locations on specific days

Section 4 of the (Appendix A) report provides commentary on the September 2025 car park occupancy study undertaken at SKDC car parks in Grantham, Stamford, Bourne, Market Deeping and Billingborough.

2.29 Car park occupancy overall in Grantham was consistently between 40-60% on both Friday and Saturday with usage dropping in the afternoon. One notable observation however was the clear under utilisation of the Wharf Road Multi Storey Car Park with persistently low occupancy on the Friday (between 12-37%) and Saturday (between 15-50%).

2.30 This is notable as the car park has the most generous free parking period of any Council car park (2 hours free) following the post January 2025 tariff changes. This free provision has not led to an increase in usage and further initiatives may be necessary to stimulate demand such as enabling commuter season tickets to be introduced.

2.31 This is not the case at some other centrally located car parks within the town such as Guildhall Street. Consideration could be given to adjusting tariff rates during periods of peak demand at Guildhall Street in order to divert usage to Wharf Road Multi Storey although this could have a negative impact on income levels.

2.32 Car park occupancy levels in Stamford where generally very high on both Friday and Saturday, particularly in the car parks close to the town centre. Occupancy generally exceeded 85%, but one notable exception was that of the Cattle Market car park.

2.33 Appendix A suggests that the Cattle Market car park has a underutilisation in comparison to other Stamford car parks. Although improving on the Saturday this was still below other town centre car parks with the exception of a peak in demand around lunchtime on the Saturday.

2.34 The Cattle Market is in direct proximity to the Stamford Railway Station, which also provides parking for long stay users at a much more enhanced rate. Daily long stay tickets can be purchased at the station car park for £3.50, in comparison to that of the Cattle Market at £5 per day. Although the Cattle Market provides the most beneficial rate in the town for all day stay in Council owned car parks, the current tariff structure does not incentivise commuters and long stay users from relocating from the Railway Station.

2.35 Consideration should therefore be given to enhancing the attraction of the Cattle Market as a daily long stay destination with potential discounts to the tariff structure to promote long stay parking on specific weekdays (Mondays to Thursdays).

2.36 Current free parking in Bourne, Billingborough and Market Deeping

In response to the previous Parking Study report to Cabinet in September 2024, the consultants were asked to review the existing parking utilisation and arrangements in the other primary towns in the district inclusive of Billingborough, all of which currently benefit from free of charge parking.

2.37 As part of the review studies were also undertaken on parking in these locations during Friday the 26th September 2025, which indicated very high occupancy and congestion in key parts of Bourne, mixed demand in Market Deeping, and persistent under-use in Billingborough. Therefore, this is no business case to consider any form of controlling parking provision at the Billingborough car park.

2.38 The following summary table provides a breakdown of the evidence of pressures at each location along with the recommendations for measures to be implemented where necessary.

Town / Location	Evidence of Pressure	Behaviour Issues	Study Findings	Recommended Approach
Bourne	Severe (90–109% occupancy)	Overflowing bays	Pressure increasing vs 2023	**YES –** strong case: introduce time limits, potential charging, enforcement
Market Deeping	Localised (Square/Halfleet)	Some out-of-bay parking	Overall decline since 2023	**YES –** limited controls: time limits, marking, enforcement at hotspots.
Billingborough	None (58–69%)	None reported	Under-utilised, unmanaged	**NO –** not justified

2.39 From the study report findings it is evident the uncontrolled nature of parking in these towns is starting to create issue for provision within the towns of Bourne and Market Deeping particularly.

2.40 The findings support the implementation of controlled parking to Bourne particularly for the following reasons:

- There is consistent over-capacity throughout the day.
- Car parks are used by long-stay parkers occupying valuable shopper spaces.
- Overflow outside bays is commonplace.
- Conditions will worsen as the town grows.

2.41 This was supported in part for Market Deeping, particularly in high use sites to maintain order of use and support regular turnover of bays.

2.42 It is proposed that further reviews are undertaken at Bourne and Market Deeping in order to manage the spaces and limit parking periods to support turnover of spaces. This would include the introduction of regular visible enforcement of parking to ensure proper use of space provision.

3. Key Considerations

3.1. The Committee is to consider the following:

- The findings of the Car Parking Study
- Improvements to parking charges to stimulate best use of the available capacity
- To establish a criteria for Disabled Parking; and
- Consider the case for introducing controlled parking arrangements in Bourne, Deepings and Billingborough.

4. Other Options Considered

4.1 Taking no action is also an option. However, due to the ongoing parking pressures/issues throughout the car parks across the district, this is not recommended.

5. Reasons for the Recommendations

5.1 Making greater use of the available capacity means we would better serve the needs of local residents and businesses.

5.2 The current disabled parking policy is not consistent with an ambition to ensure that where parking capacity is limited an equitable offer is established.

5.3 Implementation of controlled parking measures in Bourne and Market Deeping is recommended to limit parking periods, support turnover of spaces and ensure regular visible enforcement of parking to ensure proper use of space provision

6. Background Papers

6.1 Cabinet Report – 24th September 2024:
[Agenda for Cabinet on Tuesday, 24th September, 2024, 10.00 am | South Kesteven District Council]

7. Appendices

7.1 Appendix A – Car Parking Update 2025

7.2 Appendix B – Season Ticket Usage
7.3 Appendix C – Season Ticket Criteria

South Kesteven Parking Update

784-B059960

Car Parking Update 2025

Final

South Kesteven District Council

January 2026

Document prepared on behalf of Tetra Tech Limited. Registered in England number: 01959704

TETRA TECH

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Document Control

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Date:	23/01/2026	**Checked by:**	RJH
Status:	Final	**Approved by:**	RJH
Description of revision:	Incorporating client comments		

Table of Contents

List of Figures

1.0 Introduction

1.1 Background

1.1.1 Tetra Tech has been appointed by South Kesteven District Council (SKDC) to undertake a review of public car parking facilities in Grantham, Stamford, Bourne, Market Deeping and Billingborough.

1.1.2 Previous work undertaken by Tetra Tech in 2021, provided an evidence base to assess parking issues and consider solutions to best achieve the Council's objectives. This was followed by a study update in 2023 which updated the evidence base to create a new baseline following recovery from the Covid-19 pandemic which had impacted on parking.

1.1.3 This current review provides an update to the 2023 study, accounting for changes to car parking charges which were implemented in Grantham and Stamford in January 2025. This review assesses the changes in car parking use pre and post tariff changes based on occupancy levels (through on-site surveys) and by analysing ticketing information provided by the Council.

1.1.4 Although no changes have been made to the car park tariffs in Bourne and Market Deeping, this study also investigates the recent usage levels at the car parks in these towns to identify any changes since the 2023 study update. The car park in Billingborough was not surveyed previously and new usage levels for that car park are included as part of this study.

1.1.5 The study also compares the provision of disabled parking and the availability of EV charging to similar sized towns in the East Midlands.

1.2 Report Structure

1.2.1 The structure of the remainder of this report is as follows.

- Chapter 2 – Car park details
- Chapter 3 – Ticket sales analysis
- Chapter 4 – Car park occupancy surveys
- Chapter 5 – Comparison of changes in car park use
- Chapter 6 – Disabled parking policy and charges
- Chapter 7 – Electric vehicle parking
- Chapter 8 – Summary and conclusions

2.0 Car Park Details

2.1 Introduction

2.1.1 This chapter provides details of the SKDC car parks and their charging tariffs.

2.2 Locations

2.2.1 Locations of the car parks within the five towns covered by the scope of this study are shown in **Figure 1** to **Figure 5** below and on the following pages. These indicate car parks which are available for public use, with those in blue boxes indicating car parks operated by SKDC and those in white boxes indicating car parks which are privately operated.

Figure 1 - Grantham Town Centre Car Parks

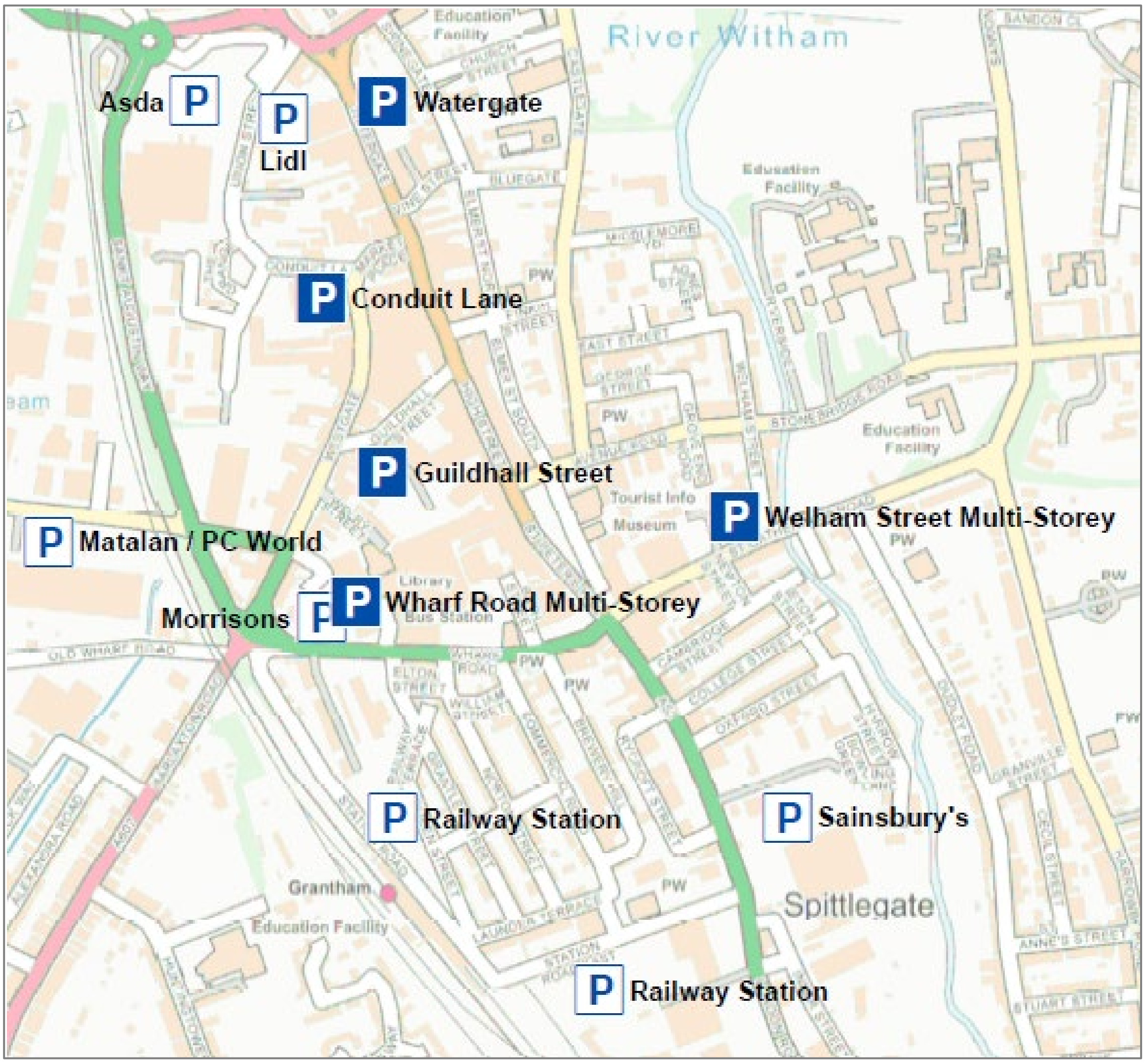


Figure 2 - Stamford Town Centre Car Parks

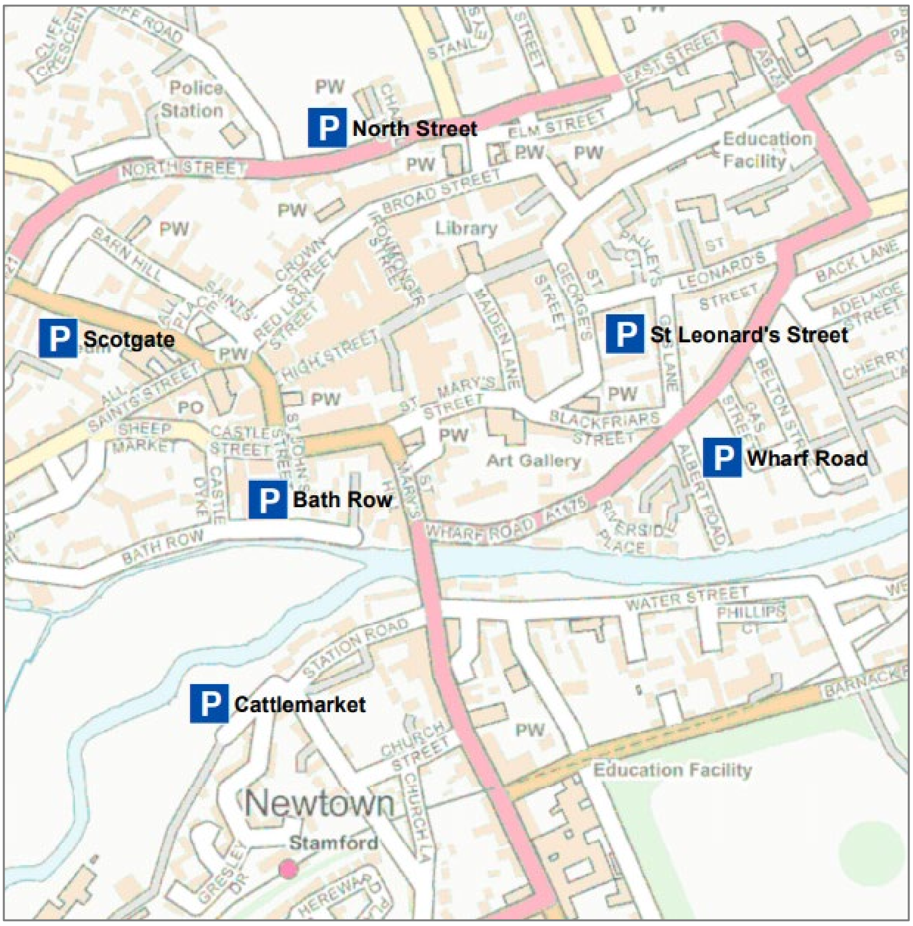


Figure 3 - Bourne Town Centre Car Parks

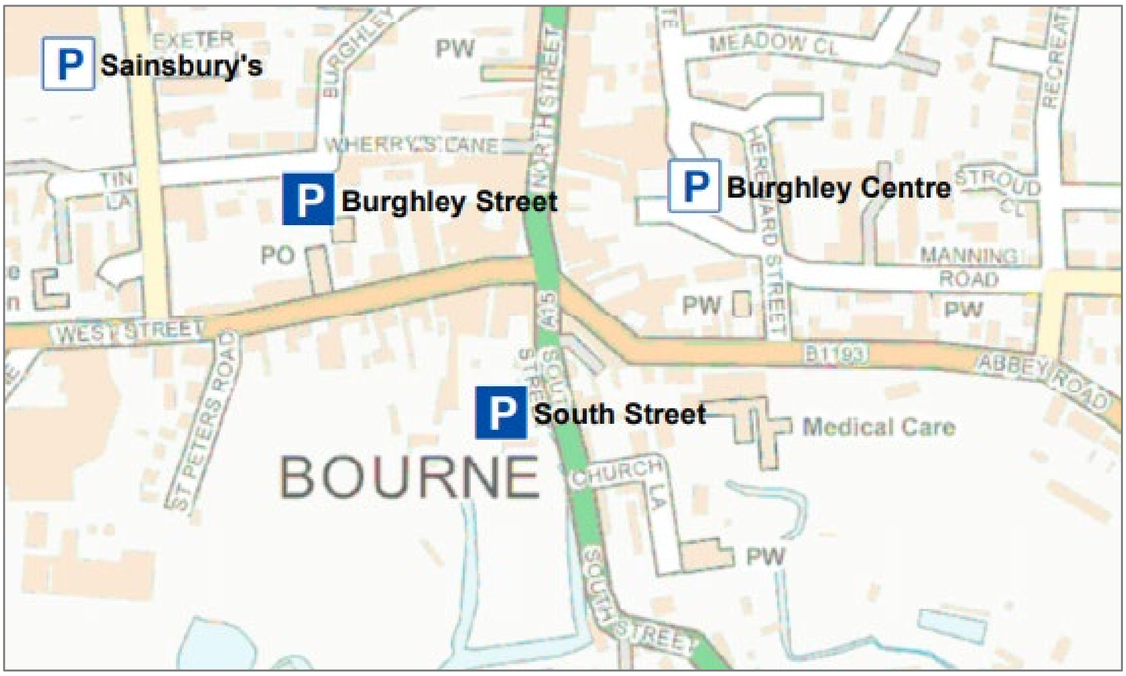


Figure 4 - Market Deeping Town Centre Car Parks

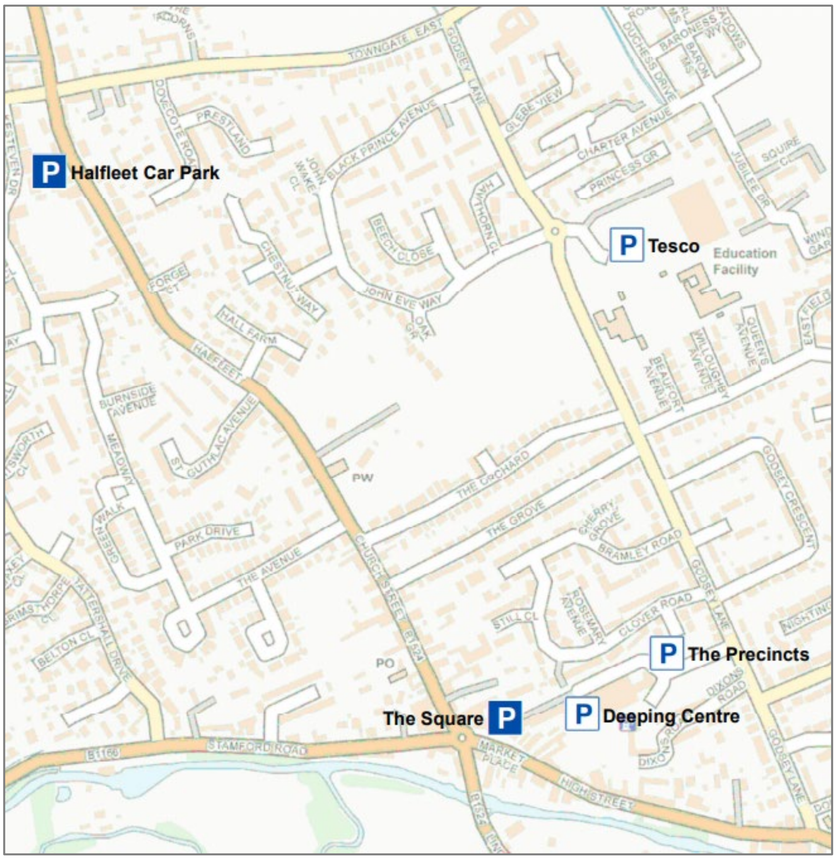
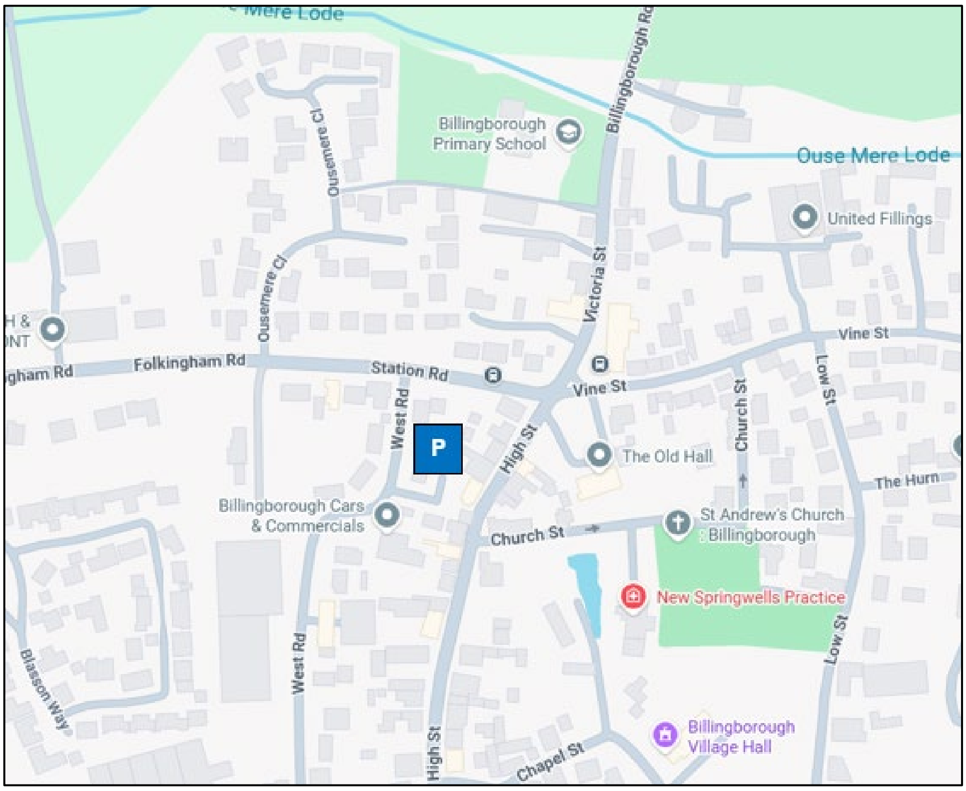


Figure 5 - Billingborough Town Centre Car Parks



2.3 Parking Tariffs

2.3.1 Tariffs for the car parks included as part of this study are detailed in this section alongside previous tariffs (pre-January 2025) for reference. Only car parks in Grantham and Stamford are currently subject to charges; those in Market Deeping, Bourne and Billingborough were and remain free for use.

Pre January 2025 Car Park Tariffs

2.3.2 Prior to January 2025, parking charges were as follows.

Table 1 - South Kesteven Car Park Charging Tariff (Prior to January 2025)

Car Park		Tariff						
		30 mins	1hr	2hr	3hr	4hr	6hr	All Day
Grantham	Short Stay							
	Guildhall St	90p	£1.20	£1.90	£2.50	£4.10	N/A	£5.30
	Watergate	90p	£1.20	£1.90	£2.50	£4.10	N/A	£5.30
	Wharf Rd	90p	£1.20	£1.90	£2.50	£8.00	N/A	£10.40
	Long Stay							
	Conduit Ln	£2.50				£3.40	N/A	£4.10
	Welham St	£1.20				£1.70	£3.20	£10.40
Stamford	Short Stay							
	North St	£1.00	£1.30	£2.00	£2.60	£4.20	N/A	£5.40
	St Leonards	£1.00	£1.30	£2.00	£2.60	£4.20	N/A	£5.40
	Bath Row	£1.00	£1.30	£2.00	£2.60	£4.20	N/A	£5.40
	Scotgate	£1.00	£1.30	£2.00	£2.60	£4.20	N/A	£5.40
	Long Stay							
	Cattlemarket	£2.60				£3.50	N/A	£4.20
	Wharf Rd	£2.60				£3.50	N/A	£4.20

Post January 2025 Car Park Tariffs

2.3.3 Following the tariff amendments in January 2025, the car parking charges are as follows:

Table 2 - South Kesteven Car Park Charging Tariff (Post January 2025)

Car Park		Tariff				
		Up to 1hr	2hrs	3hrs	4hrs	Over 4hrs
Grantham	Guildhall St	Free	£2.00	£2.50		£7.00
	Watergate	Free	£2.00	£2.50		£7.00
	Wharf Rd	Free		£2.50		£5.00
	Conduit Ln	Free	£2.00	£2.50		£7.00
	Welham St	Free	£1.50		£1.90	£5.00
Stamford	North St	£1.50	£2.50	£4.50		£8.00
	St Leonards	£1.50	£2.50	£4.50		£8.00
	Bath Row	£1.50	£2.50	£4.50		£8.00
	Scotgate	£1.50	£2.50	£4.50		£8.00
	Cattlemarket	£3.00		£4.00		£5.00
	Wharf Rd	£3.00		£4.00		£5.00

2.3.4 A key change has been that car parks in Grantham now offer 1-hour free parking. Additionally, the Conduit Lane car park in Grantham offers short stay options whereas previously the tariff encouraged long stay.

3.0 Ticket Sales Analysis

3.1 Introduction

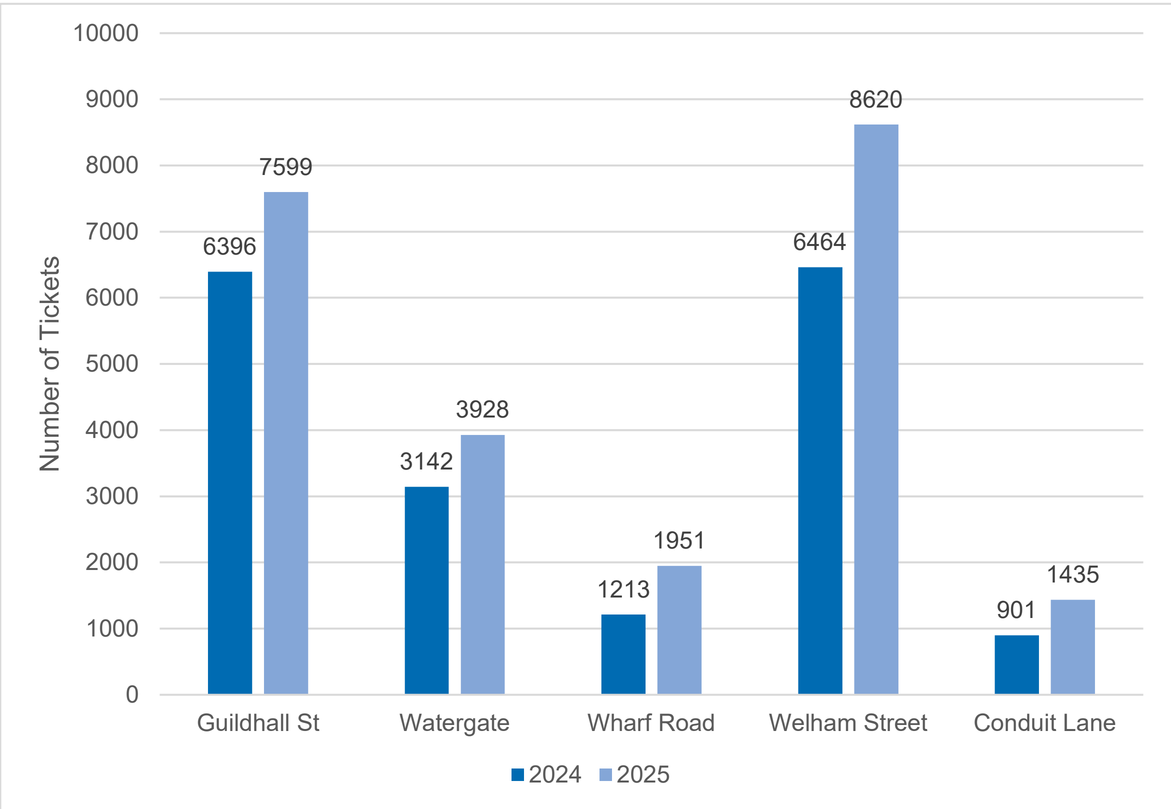
3.1.1 Ticket sales information was provided by SKDC based on tickets sold via the on-site ticket machines and RingGo app data for Grantham and Stamford. Data was provided for the month of September for 2024 and 2025. This data has been used to illustrate and draw comparisons between 2024 prior to the tariff changes and September 2025 post tariff changes. The September 2025 data coincides with the timing of the occupancy surveys which are reported on and analysed in Chapter 4.

3.1.2 No ticket sales analysis has been undertaken for the car parks in Bourne, Market Deeping or Billingborough which are free for use and therefore have no associated data.

3.2 Grantham Ticket Sales

3.2.1 **Figure 6** shows the total in-month ticket sales and provides a comparison for the Grantham car parks between the months of September 2024 and September 2025. It should be noted that the September 2025 ticket sales numbers also account for the one hour free parking as patrons are required to obtain a ticket for this duration.

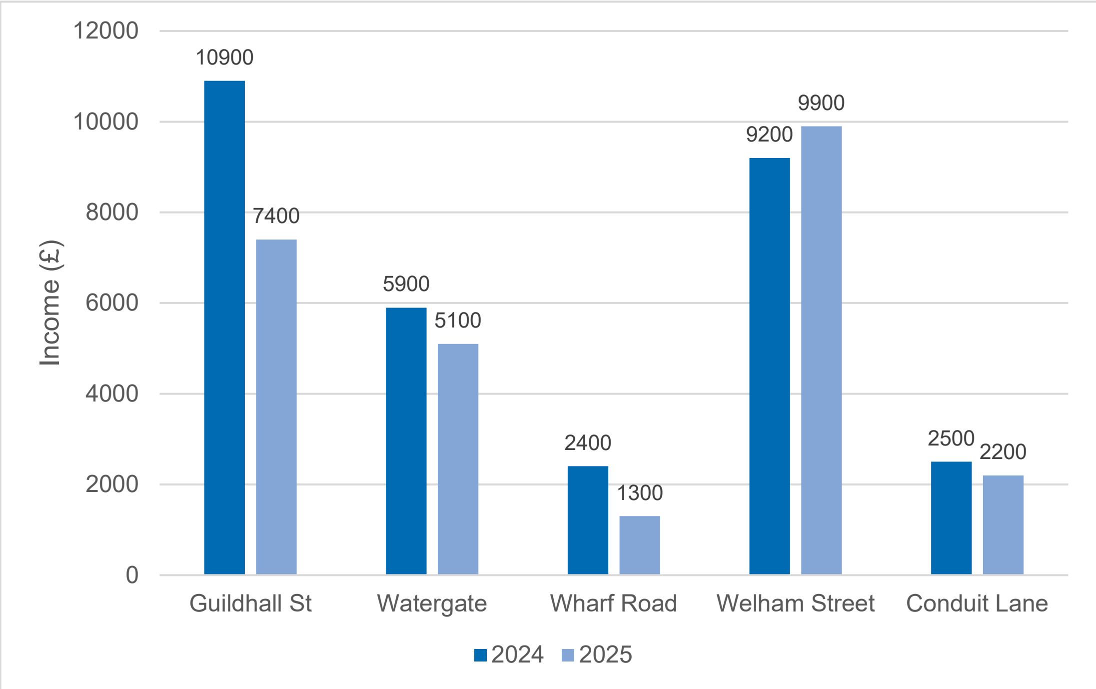
Figure 6 - September Car Park Ticket Sales - Grantham (2024 - 2025)



3.2.2 The total number of tickets sold in Grantham in September 2024 was 18,116. In September 2025 a total of 23,533 tickets were sold, equating to an overall increase of 5,417 tickets (approximately 30%).

3.2.3 **Figure 7** shows a comparison between the total income generated by the Grantham car parks for the same period between September 2024 and September 2025.

Figure 7 - September Income - Grantham (2024 - 2025)

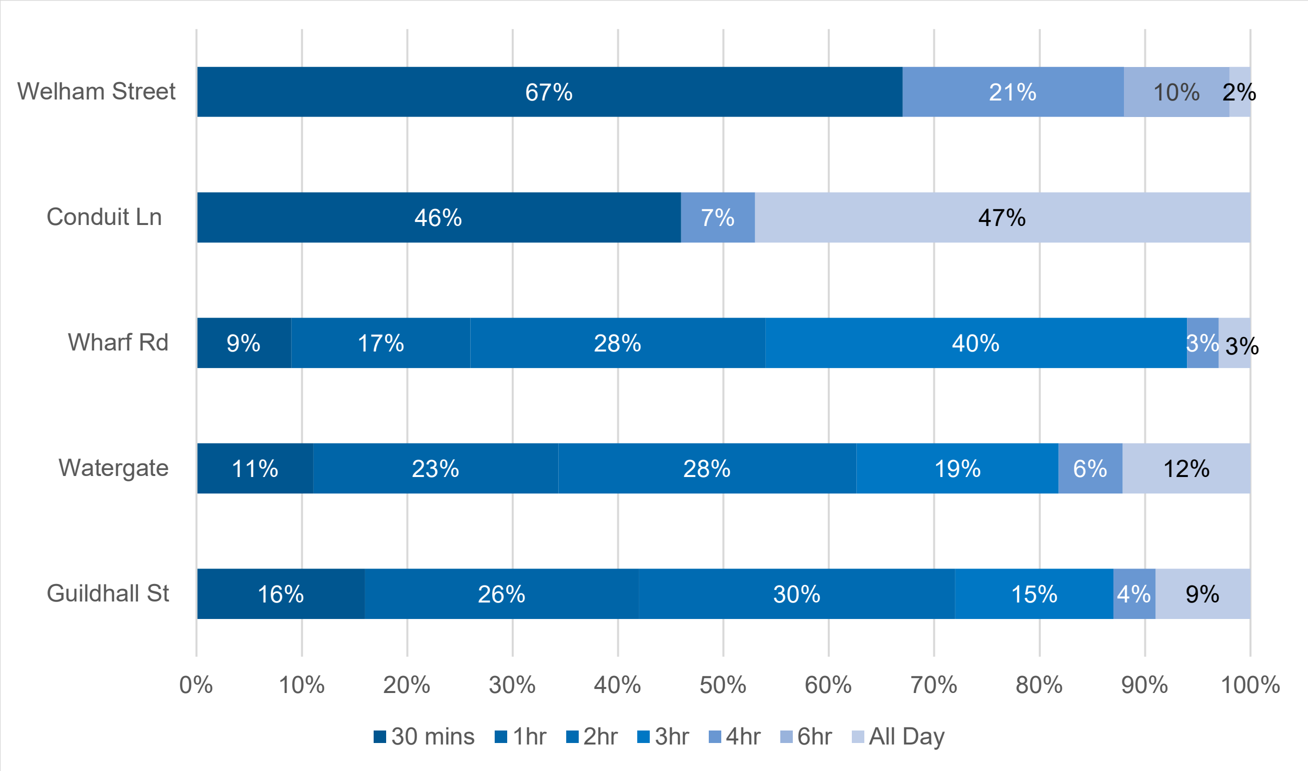


3.2.4 In September 2024 the total income from the Grantham car parks was £30,900, and in September 2025 this was £25,900. This represents a decrease of £5,000 (approximately 16%).

3.2.5 **Figure 6** and **Figure 7** show that although car park usage has increased from September 2024 to September 2025, the level of resultant income has decreased across all of the car parks in Grantham with the exception of Welham Street car park where an increase in revenue has been seen. This is discussed in Chapter 5 in the context of the occupancy surveys.

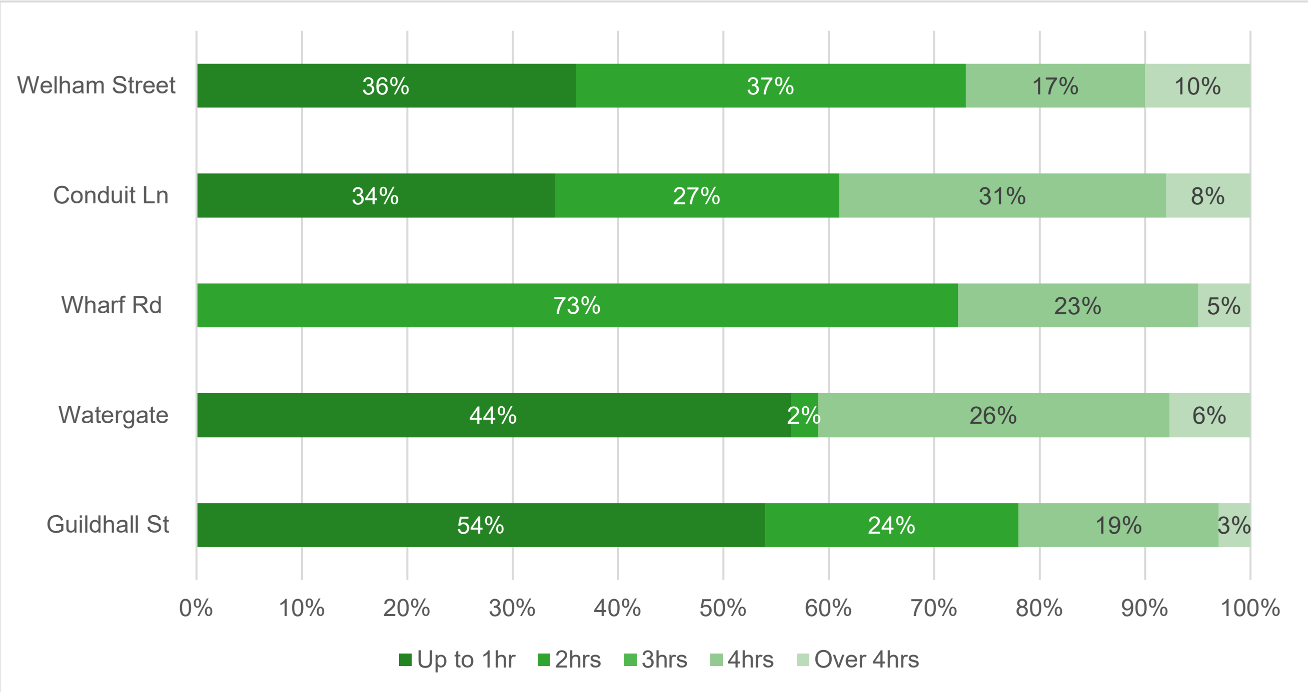
3.2.6 **Figure 8** below shows the tickets sales by tariff in Grantham in September 2024.

Figure 8 - Grantham Ticket Sales Composition 2024



3.2.7 **Figure 9** below shows the tickets sales by tariff in Grantham in September 2025.

Figure 9 - Grantham Ticket Sales Composition 2025



3.2.8 Where one-hour tickets were previously offered in September 2024 (i.e. excluding Conduit Lane and Welham Street), this made up approximately 25-40% of stays at the short stay car parks. In 2025, stays of up to one-hour increased across all car parks to approximately 35-55%. At Watergate the proportion of one-hour stays has increased from 34% to 44% and at Guildhall Street, it has increased from 42% to 54%.

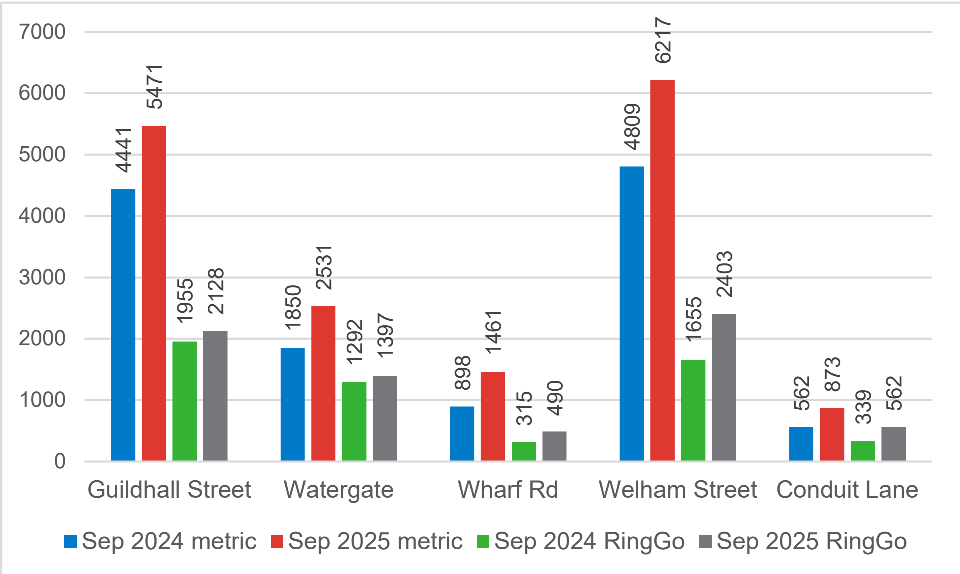
3.2.9 At Wharf Road, where the free parking period now extends to 2 hours, the proportion of stays of up to 2 hours has increased from 54% to 73%.

3.2.10 Longer stays, exceeding 4 hours, make up a smaller proportion of tickets sold. With the exception of Conduit Lane (as described below), stays over 4 hours long made up at most 12% of ticket sales in both September 2024 and 2025, with little change.

3.2.11 The use of Conduit Lane in September 2024 was evenly split between those staying less than and those staying more than 4 hours. In September 2025, the proportion of those staying more than 4 hours at Conduit Lane has decreased to less than 8% and the duration of stays now more typically reflects short stay parking patterns.

3.2.12 **Figure 10** below shows the ticket sales figures by transaction type (i.e. whether they were purchased using the on site machine or via RingGo).

Figure 10 – Grantham Ticket Sales by Transaction Type

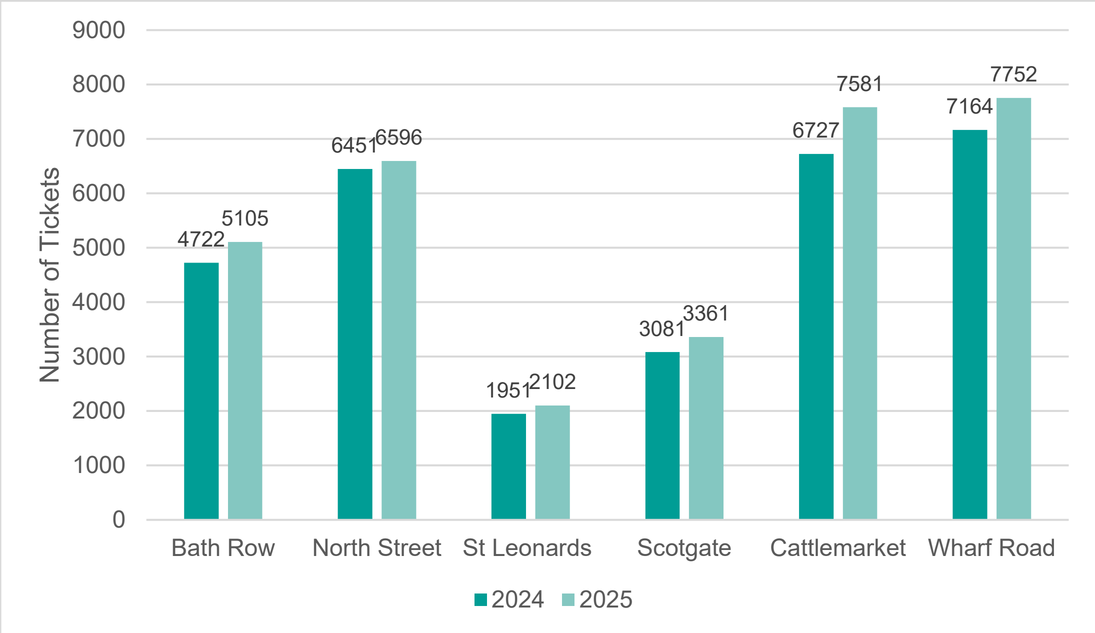


3.2.13 This shows that transactions by both car parking machine and RingGo increased between September 2024 and September 2025, corresponding with the general increase in total ticket sales. Overall, the proportion of sales made using the car parking machines in Grantham was relatively consistent at 69% in 2024 and 70% in 2025.

3.3 Stamford Ticket Sales

3.3.1 **Figure 11** shows the in-month ticket sales and provide a comparison in Stamford car parks between the months of September 2024 and September 2025.

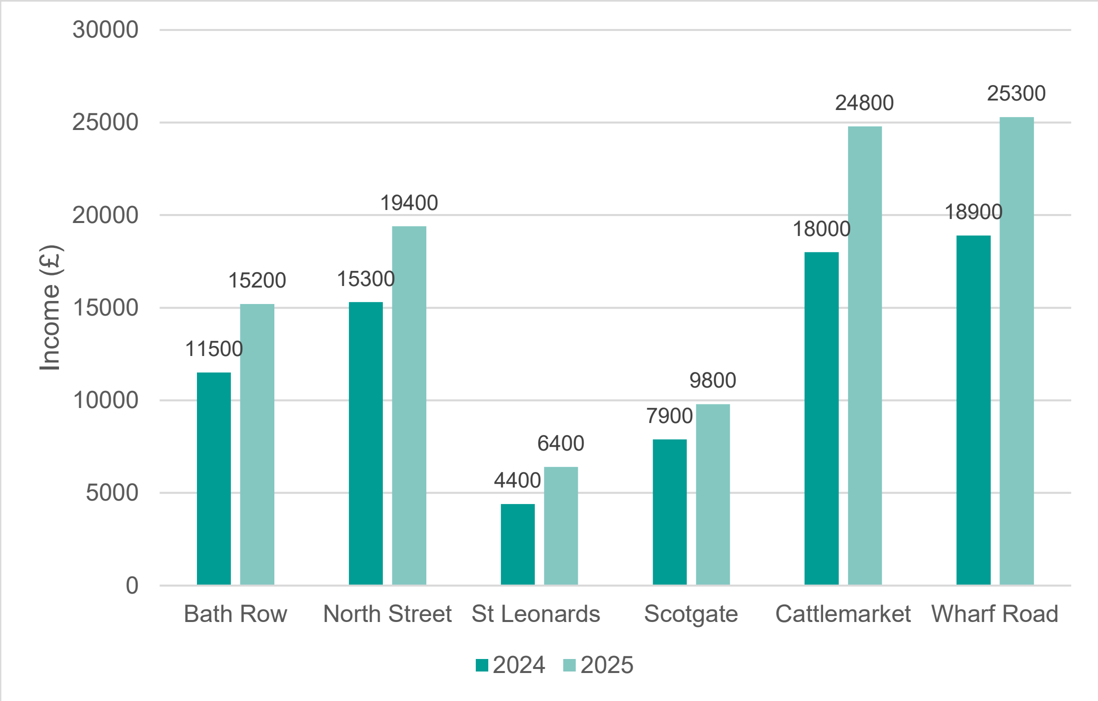
Figure 11 - September Car Park Ticket Sales - Stamford (2024 - 2025)



3.3.2 The total number of tickets sold in Stamford in September 2024 was 30,096. In September 2025 a total of 32,497 tickets were sold, equating to an overall increase of 2,401 tickets (approximately 8%).

3.3.3 **Figure 12** on the next page shows how the total income generated by the Stamford car parks in the month of September has changed between the month of September 2024 and September 2025.

Figure 12 - September Income - Stamford (2024 - 2025)

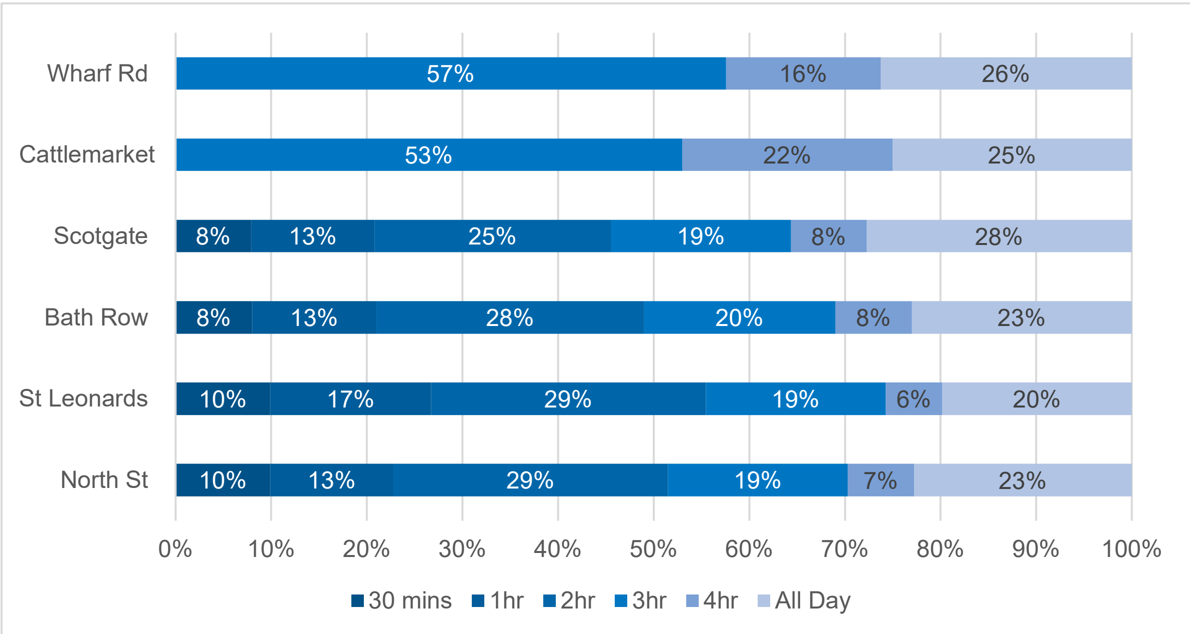


3.3.4 In September 2024 the total income from the Stamford car parks was £76,000, and in September 2025 this was £100,900. This represents an increase of £24,900 (approximately 33%).

3.3.5 **Figure 11** and **Figure 12** show that car park usage and resultant income has increased from September 2024 to September 2025 in all car parks in Stamford.

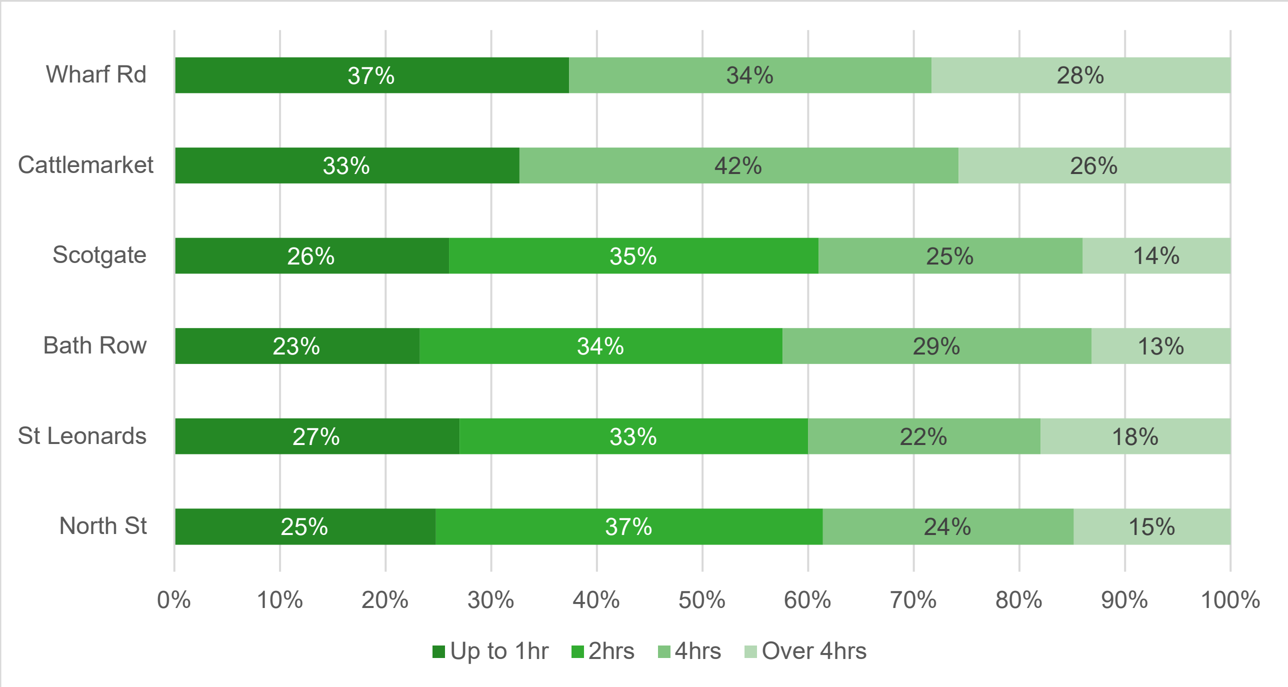
3.3.6 **Figure 13** shows the tickets sales by tariff in Stamford in September 2024.

Figure 13 - Stamford Ticket Sales Composition 2024



3.3.7 **Figure 14** shows the tickets sales by tariff in Stamford in September 2025.

Figure 14 - Stamford Ticket Sales Composition 2025

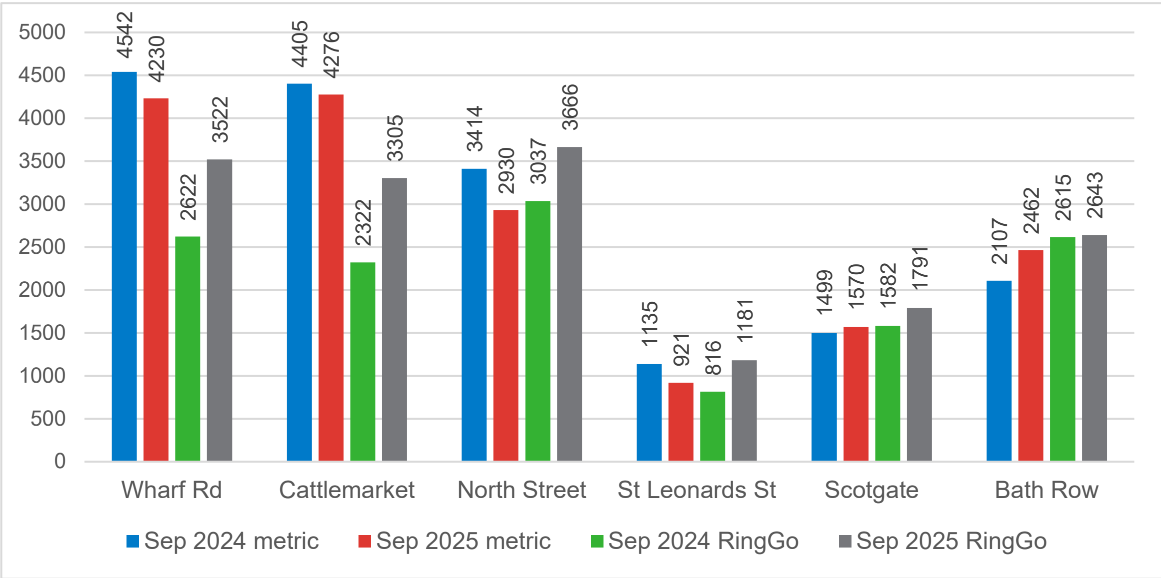


3.3.8 In September 2024, those staying over 4 hours made up approximately a quarter of the stays in Stamford, even in the short stay car parks. In September 2025, the stays exceeding 4 hours made up less than 20% of the car parks which offer shorter stays of 1 hour.

3.3.9 Stays of up to 1 hour have generally increased. At those car parks offering 1-hour tickets in 2024 (i.e. excluding Wharf Road and Cattlemarket) made up approximately 20-25%. In 2025, stays of up to 1 hour increased to approximately 25-35%.

3.3.10 **Figure 15** on the next page shows the ticket sales figures by transaction type (i.e. whether they were purchased using the on site machine or via RingGo).

Figure 15 – Stamford Ticket Sales by Transaction Type



3.3.11 This shows that transactions using the on-site car parking machines fell at Wharf Road, Cattlemarket, North Street and St Leonards car parks between September 2024 and September 2025 whilst they increased at Scotgate and Bath Row car parks. Overall, the proportion of sales made using the car parking machines in Stamford decreased from 57% 2024 to 50% in 2025. Transactions via RingGo increased in all of the Stamford car parks.

4.0 2025 Car Park Occupancy Survey Analysis

4.1 Introduction

4.1.1 This chapter presents the findings of the September 2025 car park occupancy surveys at the Grantham, Stamford, Bourne, Market Deeping and Billingborough car parks.

4.1.2 Surveys were undertaken on the following dates as agreed with the client:

- Grantham: 19 September (Friday) and 20 September (Saturday)
- Stamford: 26 September (Friday) and 27 September (Saturday)
- Bourne: 26 September (Friday)
- Billingborough: 26 September (Friday)
- Market Deeping: 26 September (Friday)

4.1.3 Locations for the car park surveys were agreed in advance with the client and included:

Grantham Car Parks
- Welham Street
- Conduit Lane
- Wharf Road
- Guildhall Street
- Watergate

Stamford Car Parks
- Wharf Road
- Cattlemarket
- St Leonards
- Bath Row
- Scotgate
- North Street

Bourne Car Parks
- Burghley Street
- Burghley Street (permit)
- South Street
- Bourne CAP (Burghley Centre)

Market Deeping Car Parks
- Douglas Road (Deeping Centre)
- Halfleet
- The Square (Market Square)
- The Precincts

Billingborough Car Parks
- West Road

4.1.4 All surveys were undertaken between 10am and 4pm and recorded hourly occupancy at the car parks. Surveys were undertaken on foot, and a snapshot count was taken within each hourly interval. For the car parks in Grantham and Stamford, additional observations were made on the number of disabled permit holders utilising the car park by identifying those displaying a disabled parking permit, irrespective of whether they occupied a marked disabled bay or not.

4.1.5 The results show how many vehicles were parked at hourly intervals and how full the car parks were during the surveys. Occupancy above 85% is considered as being at-capacity because this is recognised by the Chartered Institution of Highways and Transportation and the British Parking Association as the level at which it becomes difficult for drivers to find the remaining spaces and to manoeuvre in, out and around the car park.

4.2 Grantham Car Park Surveys

4.2.1 The results of the Grantham surveys are presented in this section. At the time of the surveys, levels three and four of the Wharf Road multistorey car park were closed for resurfacing works and half of the Watergate car park was closed due to construction works. The following tables have been adjusted to reflect the number of bays available within each car park with the various works.

Table 3 - Grantham Car Park Survey Results: Friday 19th September 2025

Car Park	Bays	Parked Vehicles					
		10am – 11am	11am – 12 noon	12 noon – 1pm	1pm - 2pm	2pm – 3pm	3pm – 4pm
Conduit Lane	47	23	33	34	32	32	33
Guildhall Street	88	79	84	88	88	87	74
Watergate*	43	39	42	42	40	41	40
Welham Street	314	130	161	164	171	198	160
Wharf Road*	127	36	47	40	27	23	15
SKDC Total	619	307	367	368	358	381	322

* Adjusted to reflect the number of bays available at the time of survey. Normal capacity is 100 spaces at Watergate and 240 bays at Wharf Road.

Table 4 - Grantham Car Park Occupancy: Friday 19th September 2025

Car Park	Car Park Occupancy (%)					
	10am – 11am	11am – 12 noon	12 noon – 1pm	1pm - 2pm	2pm – 3pm	3pm – 4pm
Conduit Lane	49%	70%	72%	68%	68%	70%
Guildhall Street	90%	95%	100%	100%	99%	84%
Watergate*	91%	98%	98%	93%	95%	93%
Welham Street	41%	51%	52%	54%	63%	51%
Wharf Road*	28%	37%	31%	21%	18%	12%
SKDC Total	50%	59%	59%	58%	62%	52%

* Adjusted to reflect the number of bays available at the time of survey. Normal capacity is 100 spaces at Watergate and 240 bays at Wharf Road.

4.2.2 The results of the Friday survey show that occupancy was high in the Guildhall Street and Watergate car parks, where occupancy exceeded 85% for most of the day, and low in the Conduit Lane, Welham Street and Wharf Road car parks.

Table 5 - Grantham Car Park Survey Results: Saturday 20th September 2025

Car Park	Bays	Parked Vehicles					
		10am – 11am	11am – 12 noon	12 noon – 1pm	1pm - 2pm	2pm – 3pm	3pm – 4pm
Conduit Lane	47	29	38	38	34	22	16
Guildhall Street	88	88	87	88	84	80	65
Watergate*	43	43	38	41	33	41	33
Welham Street	314	171	164	148	128	122	122
Wharf Road*	127	39	52	63	48	36	19
SKDC Total	619	370	379	378	327	301	255

* Adjusted to reflect the number of bays available at the time of survey. Normal capacity is 100 spaces at Watergate and 240 bays at Wharf Road.

Table 6 - Grantham Car Park Occupancy: Saturday 20th September 2025

Car Park	Car Park Occupancy (%)					
	10am – 11am	11am – 12 noon	12 noon – 1pm	1pm - 2pm	2pm – 3pm	3pm – 4pm
Conduit Lane	62%	81%	81%	72%	47%	34%
Guildhall Street	100%	99%	100%	95%	91%	74%
Watergate*	100%	88%	95%	77%	95%	77%
Welham Street	54%	52%	47%	41%	39%	39%
Wharf Road*	31%	41%	50%	38%	28%	15%
SKDC Total	60%	61%	61%	53%	49%	41%

* Adjusted to reflect the number of bays available at the time of survey. Normal capacity is 100 spaces at Watergate and 240 bays at Wharf Road.

4.2.3 The results of the Saturday survey show that occupancy was high in the Guildhall Street and Watergate car parks, where occupancy exceeded 85% for some part of the day, and low in the Conduit Lane, Welham Street and Wharf Road car parks. Cars were observed to be waiting for spaces to become available at the Guildhall Street car park between 12 noon – 1pm.

Grantham Parking Summary

4.2.4 Car park occupancy overall in Grantham were consistently between 40-60% on both Friday and Saturday with usage dropping in the afternoon.

4.2.5 The high occupancy levels at Watergate were to be expected given the partial car park closure, and the previously recorded car park usage from 2023 was 90% when the car park was fully operational. It is recommended that additional surveys are undertaken to obtain representative data, once the resurfacing works are complete and the Wharf Road and Watergate car parks are fully open.

4.2.6 The occupancy surveys indicate a potential preference for certain car parks, in particular at Guildhall Street and Watergate. Patron surveys may be beneficial to understand this potential preference and to consider measures to better distribute usage should this be desired.

Grantham Disabled Parking Surveys

4.2.7 The results of the Grantham disabled parking surveys are presented in the following tables. Where occupancy percentages in excess of 100% are shown this indicates that disabled permit holders were occupying undesignated (standard) parking bays.

Table 7 - Grantham Disabled Parking Survey Results: Friday 19th September 2025

Car Park	Bays	Parked Vehicles					
		10am – 11am	11am – 12 noon	12 noon – 1pm	1pm - 2pm	2pm – 3pm	3pm – 4pm
Conduit Lane	6	6	6	1	1	2	2
Guildhall Street	7	7	7	7	5	7	4
Watergate	6	4	5	6	5	6	3
Welham Street	10	5	10	9	12	10	8
Wharf Road	9	5	8	5	4	4	2
SKDC Total	38	27	36	28	27	29	19

Table 8 - Grantham Disabled Parking Occupancy: Friday 19th September 2025

Car Park	Car Park Occupancy (%)					
	10am – 11am	11am – 12 noon	12 noon – 1pm	1pm - 2pm	2pm – 3pm	3pm – 4pm
Conduit Lane	100%	100%	17%	17%	33%	33%
Guildhall Street	100%	100%	100%	71%	100%	57%
Watergate	67%	83%	100%	83%	100%	50%
Welham Street	50%	100%	90%	120%	100%	80%
Wharf Road	56%	89%	56%	44%	44%	22%
SKDC Total	71%	95%	74%	71%	76%	50%

4.2.8 The results of the Friday disabled parking survey show that occupancy was generally higher earlier in the day with a decrease after 3pm. Disabled occupancy was high across the whole day in the Guildhall Street, Watergate and Welham Street car parks. Welham Street attracted more disabled parking users than the number of disabled parking spaces available. Disabled users were observed parking on the ground floor level where no disabled parking spaces are provided potentially indicating a preference for ground floor access over the use of a marked bay. This can be confirmed through patron surveys.

Table 9 - Grantham Disabled Parking Survey Results: Saturday 20th September 2025

Car Park	Bays	Parked Vehicles					
		10am – 11am	11am – 12 noon	12 noon – 1pm	1pm - 2pm	2pm – 3pm	3pm – 4pm
Conduit Lane	6	5	6	5	3	1	1
Guildhall Street	7	11	12	13	8	7	12
Watergate	6	6	3	5	3	7	7
Welham Street	10	9	9	7	8	7	9
Wharf Road	9	4	6	3	3	4	2
SKDC Total	38	35	36	33	25	26	31

Table 10 - Grantham Disabled Parking Occupancy: Saturday 20th September 2025

Car Park	Car Park Occupancy (%)					
	10am – 11am	11am – 12 noon	12 noon – 1pm	1pm - 2pm	2pm – 3pm	3pm – 4pm
Conduit Lane	83%	100%	83%	50%	17%	17%
Guildhall Street	157%	171%	186%	114%	100%	171%
Watergate	100%	50%	83%	50%	117%	117%
Welham Street	90%	90%	70%	80%	70%	90%
Wharf Road	44%	67%	33%	33%	44%	22%
SKDC Total	92%	95%	87%	66%	68%	82%

4.2.9 The results of the Saturday disabled parking survey show that occupancy was high across all car parks in the morning period with the exception of Wharf Road where use by disabled parking permit holders was significantly lower than the provision.

4.2.10 Disabled occupancy was high across the whole day in the Guildhall Street, Watergate and Welham Street car parks, where all car parks attracted more disabled parking users than the number of disabled parking spaces provided. Further details are provided in Chapter 6 on the overall provision and potential measures to support and manage disabled parking.

4.3 Stamford Car Park Surveys

4.3.1 The results of the Stamford surveys are presented in this section. At Bath Row, there are also time restricted parking spaces (8am – 6pm for permit holders and up to 2 hours for non-permit holders) but these were excluded from the survey. For clarity, only those available for Pay and Display to members of the public were included in the survey.

4.3.2 In the Scotgate car park, eight parking bays were unavailable during the survey due to maintenance work.

4.3.3 On both the Friday and Saturday surveys, markets were held in the town centre. The Friday market was a much larger market with the Saturday market having approximately a quarter of the number of traders as Friday.

4.3.4 During the Saturday survey, a school open day was being held at the neighbouring Stamford School. The school does have its own car park; however, this could have skewed results as visitors may have been using the nearby Cattlemarket car park.

Table 11 - Stamford Car Park Survey Results: Friday 26th September 2025

Car Park	Bays	Parked Vehicles					
		10am – 11am	11am – 12 noon	12 noon – 1pm	1pm - 2pm	2pm – 3pm	3pm – 4pm
Cattlemarket	384	142	190	241	233	166	128
Bath Row	77	70	77	74	71	61	55
North Street	103	103	102	103	97	93	79
Scotgate*	54	53	53	52	52	44	42
St Leonards St	34	33	31	34	34	25	27
Wharf Road	238	205	230	232	231	190	180
SKDC Total	890	606	683	736	718	579	511

* Adjusted to reflect the number of bays available at the time of survey

Table 12 - Stamford Car Park Occupancy: Friday 26th September 2025

Car Park	Car Park Occupancy (%)					
	10am – 11am	11am – 12 noon	12 noon – 1pm	1pm - 2pm	2pm – 3pm	3pm – 4pm
Cattlemarket	37%	49%	63%	61%	43%	33%
Bath Row	91%	100%	96%	92%	79%	71%
North Street	100%	99%	100%	94%	90%	77%
Scotgate*	98%	98%	96%	96%	81%	78%
St Leonards St	97%	91%	100%	100%	74%	79%
Wharf Road	86%	97%	97%	97%	80%	76%
SKDC Total	68%	77%	83%	81%	65%	57%

* Adjusted to reflect the number of bays available at the time of survey

4.3.5 The results of the Friday survey show that occupancy was high in all car parks, where occupancy exceeded 85% for most of the day until it began to fall from 3pm onwards, with the exception of Cattlemarket car park. Cattlemarket car park had low occupancy all day. The occupancy level in Cattlemarket car park as a percentage was low however, there is a higher number of car parking spaces provided, and the number of cars parked exceeded that of most of the other car parks in Stamford.

Table 13 - Stamford Car Park Survey Results: Saturday 27th September 2025

Car Park	Bays	Parked Vehicles					
		10am – 11am	11am – 12 noon	12 noon – 1pm	1pm - 2pm	2pm – 3pm	3pm – 4pm
Cattlemarket	384	143	192	284	327	308	258
Bath Row	77	70	75	76	76	77	76
North Street	103	99	100	101	98	100	98
Scotgate*	54	49	54	56	56	56	49
St Leonards St	34	34	33	34	33	31	28
Wharf Road	238	180	227	231	232	230	215
SKDC Total	890	575	681	782	822	802	724

* Adjusted to reflect the number of bays available at the time of survey

Table 14 - Stamford Car Park Occupancy: Saturday 27th September 2025

Car Park	Car Park Occupancy (%)					
	10am – 11am	11am – 12 noon	12 noon – 1pm	1pm - 2pm	2pm – 3pm	3pm – 4pm
Cattlemarket	37%	50%	74%	85%	80%	67%
Bath Row	91%	97%	99%	99%	100%	99%
North Street	96%	97%	98%	95%	97%	95%
Scotgate*	91%	100%	104%	104%	104%	91%
St Leonards St	100%	97%	100%	97%	91%	82%
Wharf Road	76%	95%	97%	97%	97%	90%
SKDC Total	65%	77%	88%	92%	90%	81%

* Adjusted to reflect the number of bays available at the time of survey

4.3.6 Where occupancy is above 100% (at Scotgate) this indicates cars parked outside designated marked bays.

4.3.7 The results of the Saturday survey show that occupancy was high across the whole day in all car parks where occupancy exceeded 85% for most of the day, with the exception of Cattlemarket car park. Cattlemarket car park had low occupancy until an increase was seen at midday and was then busier in the afternoon. As indicated earlier, the occupancy level in Cattlemarket car park as a percentage was low however, there is a higher number of car parking spaces and the number of cars parked exceeded that of most of the other car parks in Stamford.

Stamford Parking Summary

4.3.8 Occupancy levels in Stamford where very high on both Friday and Saturday in Stamford in the car parks around the town centre, typically exceeding 85%. Although the occupancy percentage at the Cattlemarket car park is low, this is somewhat skewed by the total number of spaces available and the total number of vehicles parked were similar to the larger car parks in Stamford.

4.3.9 The high occupancy levels at Scotgate car park were to be expected given the temporary loss of eight car parking spaces, and the previously recorded car park usage from 2023 was 94% when the car park was fully operational. Additional surveys when works are complete could be undertaken to verify results.

4.3.10 During the Saturday survey, a school open day was being held at the neighbouring Stamford School which could have skewed results. A further Saturday survey could be undertaken to assess how the school open day might have affected the car park usage.

Stamford Disabled Parking Surveys

4.3.11 The results of the Stamford disabled parking bay surveys are presented in the following tables. Where occupancy percentages in excess of 100% are shown this indicates that disabled permit holders were occupying undesignated (standard) parking bays.

Table 15 - Stamford Disabled Parking Survey Results: Friday 26th September 2025

Car Park	Bays	Parked Vehicles					
		10am – 11am	11am – 12 noon	12 noon – 1pm	1pm - 2pm	2pm – 3pm	3pm – 4pm
Cattlemarket	26	15	22	21	18	7	2
Bath Row	7	9	9	10	13	11	12
North Street	7	8	10	9	6	9	4
Scotgate	4	4	3	5	4	5	3
St Leonards St	0	2	1	0	0	0	0
Wharf Road	10	16	11	12	9	7	6
SKDC Total	54	54	56	57	50	39	27

Table 16 - Stamford Disabled Parking Occupancy: Friday 26th September 2025

Car Park	Car Park Occupancy (%)					
	10am – 11am	11am – 12 noon	12 noon – 1pm	1pm - 2pm	2pm – 3pm	3pm – 4pm
Cattlemarket	58%	85%	81%	69%	27%	8%
Bath Row	129%	129%	143%	186%	157%	171%
North Street	114%	143%	129%	86%	129%	57%
Scotgate	100%	75%	125%	100%	125%	75%
St Leonards St	N/A	N/A	N/A	N/A	N/A	N/A
Wharf Road	160%	110%	120%	90%	70%	60%
SKDC Total	100%	104%	106%	93%	72%	50%

4.3.12 The results of the Friday disabled parking survey show that occupancy was high at all car parks (except the Cattlemarket car park). The number of disabled parking users exceeded the number of disabled parking spaces provided at some point in the day. Disabled occupancy at Cattlemarket was high in the morning period and low in the afternoon period from 2pm onwards.

Table 17 - Stamford Disabled Parking Survey Results Saturday 27th September 2025

Car Park	Bays	Parked Vehicles					
		10am – 11am	11am – 12 noon	12 noon – 1pm	1pm - 2pm	2pm – 3pm	3pm – 4pm
Cattlemarket	26	1	2	9	14	15	13
Bath Row	7	7	5	8	8	8	10
North Street	7	7	7	5	4	6	5
Scotgate	4	3	4	3	2	2	1
St Leonards St	0	1	0	0	1	1	0
Wharf Road	10	8	10	7	14	10	9
SKDC Total	54	27	28	32	43	42	38

Table 18 - Stamford Disabled Parking Occupancy: Saturday 27th September 2025

Car Park	Car Park Occupancy (%)					
	10am – 11am	11am – 12 noon	12 noon – 1pm	1pm - 2pm	2pm – 3pm	3pm – 4pm
Cattlemarket	4%	8%	35%	54%	58%	50%
Bath Row	100%	71%	114%	114%	114%	143%
North Street	100%	100%	71%	57%	86%	71%
Scotgate	75%	100%	75%	50%	50%	25%
St Leonards St	N/A	N/A	N/A	N/A	N/A	N/A
Wharf Road	80%	100%	70%	140%	100%	90%
SKDC Total	50%	52%	59%	80%	78%	70%

4.3.13 The results of the Saturday disabled parking survey show that occupancy was high at Bath Row and Wharf Road all day and attracted more disabled parking users than the number of disabled parking spaces provided. Disabled occupancy was high in the morning period at Scotgate and North Street but much lower in the afternoon period. Disabled occupancy at Cattlemarket was low all day, much lower than Friday's occupancy. The low levels of usage at Cattlemarket compared to Bath Row and Wharf Road where usage exceeded the number of bays available may indicate a locational preference which could be further investigated through patron surveys. Further details are provided in Chapter 6 on the overall provision and potential measures to support and manage disabled parking.

4.4 Bourne Car Park Surveys

4.4.1 The results of the Bourne surveys are presented in the following tables.

Table 19 - Bourne Car Park Survey Results: Friday 26th September 2025

Car Park	Bays	Parked Vehicles					
		10am – 11am	11am – 12 noon	12 noon – 1pm	1pm - 2pm	2pm – 3pm	3pm – 4pm
Burghley Street	63	62	59	63	62	57	41
Burghley Street Permits	36	35	36	36	34	31	27
South Street	67	71	73	68	62	68	61
Burghley Centre	149	103	118	145	130	99	77
SKDC Total	315	271	286	312	288	255	206

Table 20 - Bourne Car Park Occupancy: Friday 26th September 2025

Car Park	Car Park Occupancy (%)					
	10am – 11am	11am – 12 noon	12 noon – 1pm	1pm - 2pm	2pm – 3pm	3pm – 4pm
Burghley Street	98%	94%	100%	98%	90%	65%
Burghley Street Permits	97%	100%	100%	94%	86%	75%
South Street	106%	109%	101%	93%	101%	91%
Burghley Centre	69%	79%	97%	87%	66%	52%
SKDC Total	86%	91%	99%	91%	81%	65%

4.4.2 The results show that occupancy in the car parks in Bourne was high at the time of the survey, typically being over 85% until 3pm. Occupancy at South Street car park was over capacity for most of the day with vehicles parked outside of designated bays.

4.5 Market Deeping Car Park Surveys

4.5.1 The results of the Market Deeping surveys are presented in the following tables.

Table 21 - Market Deeping Car Park Survey Results: Friday 26th September 2025

Car Park	Bays	Parked Vehicles					
		10am – 11am	11am – 12 noon	12 noon – 1pm	1pm - 2pm	2pm – 3pm	3pm – 4pm
The Square	24	21	20	21	14	19	17
Deeping Centre	139	61	83	83	95	87	64
Halfleet	24	17	15	22	22	24	24
The Precincts	107	23	28	28	26	26	33
SKDC Total	294	122	146	154	157	156	138

Table 22 - Market Deeping Car Park Occupancy: Friday 26th September 2025

Car Park	Car Park Occupancy (%)					
	10am – 11am	11am – 12 noon	12 noon – 1pm	1pm - 2pm	2pm – 3pm	3pm – 4pm
The Square	88%	83%	88%	58%	79%	71%
Deeping Centre	44%	60%	60%	68%	63%	46%
Halfleet	71%	63%	92%	92%	100%	100%
The Precincts	21%	26%	26%	24%	24%	31%
SKDC Total	41%	50%	52%	53%	53%	47%

4.5.2 The results show that occupancy at The Square and Halfleet car parks was high at the time of the survey, with occupancy exceeding 85% at The Square in the morning and at Halfleet in the afternoon. The Deeping Centre and The Precincts car parks were less well used with occupancy in the Precincts being particularly low.

4.5.3 Apart from The Square all car parks had at least one vehicle parked outside designated spaces at some point during the day. This was despite vacant spaces being available and could be a result of no tariff being in place and no car park attendant monitoring the car park.

4.6 Billingborough Car Park Surveys

4.6.1 Presently individual bays at West Road car park are not marked. The results of the Billingborough surveys are presented in the table below.

Table 23 - Billingborough Car Park Survey Results: Friday 26th September 2025

West Road Car Park	Bays	Parked Vehicles					
		10am – 11am	11am – 12 noon	12 noon – 1pm	1pm - 2pm	2pm – 3pm	3pm – 4pm
Parking Survey	26*	18	18	16	17	17	15
Occupancy		69%	69%	62%	65%	65%	58%

*As bays are not individually marked, this is an approximate estimate of the number of cars which can be accommodated.

4.6.2 The results show that the West Road car park in Billingborough was not well used with just over half the capacity being utilised.

5.0 Comparison of Changes in Car Park Use

5.1 Introduction

5.1.1 To understand if tariff changes have reflected changes in parking behaviour in Grantham and Stamford, analysis has been undertaken on parking trends by comparing both the overall usage (through the occupancy surveys) and the ticket sales data. Whilst no tariff changes have been implemented in Bourne, Market Deepening and Billingborough, a comparison of the usage has also been undertaken. This chapter collectively considers the data presented in the previous chapters to identify changes to how the car parks across South Kesteven are being utilised.

5.1.2 It should be noted that comparisons have only been made where data has been made available by SKDC or collected through recent surveys. Additional information, such as parking availability at other privately operated car parks and patron surveys could be useful in identifying the potential sources of changes to car park use.

5.2 Grantham Car Park Comparisons

5.2.1 Car parks in Grantham experienced a change to the tariff structure overall in January 2025, where most notably a free one-hour parking period was offered across all car parks except Wharf Road, where a free two-hour parking period is now offered. The changes to the charges associated with various durations of stay are shown in **Table 24** below. It should be noted that due to the change in tariff structure the comparisons below are made against what the cost of staying would have previously been.

Table 24 - Difference in Pre and Post January 2025 Grantham Car Park Tariffs

Car Park		Tariff						
		30 mins	1hr	2hr	3hr	4hr	6hr	All Day
Grantham	Short Stay							
	Guildhall St	-£0.90	-£1.20	£0.10	£0.00	-£1.60	N/A	£1.70
	Watergate	-£0.90	-£1.20	£0.10	£0.00	-£1.60	N/A	£1.70
	Wharf Rd	-£0.90	-£1.20	-£1.90	£0.00	-£5.50	N/A	-£5.40
	Long Stay							
	Conduit Ln	-£2.50	-£2.50	-£0.50	£0.00	-£0.90	N/A	£2.90
	Welham St	-£1.20	-£1.20	£0.30	£0.30	£0.20	£1.80	-£5.40

5.2.2 At the time of the 2025 surveys, levels three and four of the Wharf Road multistorey car park were closed for resurfacing works and half of the Watergate car park was closed due to construction works leaving 43 spaces available. The following tables reflect the differences in the number of bays available within each car park in 2023 and 2025 on the surveyed Friday and Saturdays.

Table 25 - Grantham Car Park Comparison in Usage 2023 to 2025: Friday Surveys

Car Park	2023 Bays	2025 Bays	Change in Parked Vehicles					
			10am – 11am	11am – 12noon	12noon – 1pm	1pm - 2pm	2pm – 3pm	3pm – 4pm
Conduit Lane	47	47	-10	1	-3	-10	-7	2
Guildhall Street	88	88	-3	-1	2	0	2	8
Watergate*	100	43	5	-35	-25	-22	-20	-17
Welham Street	314	314	46	82	76	95	124	110
Wharf Road*	240	127	-30	0	-12	-32	-31	-29
SKDC Total	789	619	8	47	38	31	68	74

* Fewer spaces available in 2025 due to works

5.2.3 **Table 25** illustrates that overall, there has been an increase in the car park usage in Grantham on a Friday particularly in the afternoon. The greatest increase in car park usage can be seen at the Welham Street car park where, although the number of car parking spaces has decreased by 14 spaces, usage has increased considerably by up to 124 spaces on a Friday afternoon.

5.2.4 At Watergate and Wharf Road car parks the usage has decreased. Watergate car park has seen a reduction in parking provision from 100 spaces to 43 spaces due to works which accounts for the drop in usage.

5.2.5 The second car park where usage has decreased is the Wharf Road car park. Although half of the car park was closed for resurfacing at the time of the surveys in 2025, the car parking usage has decreased across the whole day when compared to the 2023 data. The 2023 data indicated that the maximum level of usage was 66 spaces (28%) in the early morning period and the 2025 data indicates maximum usage of 63 spaces (37%). The survey data indicates that even with the incentive of a considerably reduced parking tariff, there is further reduction in usage since the previous survey. It is unclear if the knowledge of partial closure may have deterred patrons and a further survey upon completion of the works could provide an opportunity to verify these results.

Table 26 - Grantham Car Park Comparison in Usage 2023 to 2025: Saturday Surveys

Car Park	2023 Bays	2025 Bays	Change in Parked Vehicles					
			10am – 11am	11am – 12noon	12noon – 1pm	1pm - 2pm	2pm – 3pm	3pm – 4pm
Conduit Lane	47	47	16	20	15	17	11	7
Guildhall Street	88	88	2	-1	9	8	8	-4
Watergate	100	43	-47	-52	-49	-52	-26	-23
Welham Street	314	314	103	94	79	60	56	69
Wharf Road*	240	127	-27	-10	-2	2	-2	-15
SKDC Total	789	619	47	51	52	35	47	34

* Fewer spaces available in 2025 due to works

5.2.6 **Table 26** illustrates that overall, there has been an increase in usage of car parks in Grantham on a Saturday. The greatest increase for car parking usage can be seen at the Welham Street car park where, although the number of car parking spaces has reduced, the usage has increased considerably by up to 103 spaces on a Saturday morning. This may be potentially driven by the reduction in spaces available at Watergate and Wharf Road at the time of the 2025 surveys. A repeat of the surveys once these car parks are fully operational will assist in understanding if the increase at Welham Street is linked to the availability at other car parks, or if there has been a genuine increase.

5.2.7 As seen in Friday's surveys, Wharf Road car park has seen car park usage decrease on a Saturday morning.

5.2.8 In Grantham there has been an increase in the number of ticket sales when compared to 2024. However, the reduction in long stay patrons and the amendments to car parking charges has resulted in a decrease in revenue as presented in Chapter 3. It seems likely that the free short term car parking tariff resulted in these parking trends and reduction in revenue. These changes to behaviours could be verified through patron surveys.

5.2.9 Overall, the percentage increase in number of tickets sold (+33%) is greater than the reduction in income (-16%).

5.2.10 In Grantham there have been reductions in the number of car park users staying all day (over 4 hours). Car parks have seen reductions as follows: Guildhall Street -6%, Watergate -6%, Conduit Lane -39%. It is likely that the appeal of free short term parking following the tariff amendments in January 2025 has shifted these parking trends and this can be verified through patron surveys. There have been slight increases in long stay parking at Welham Street. This change in behaviour will likely have been incentivised by the considerable reduction in tariffs for long stay car parking at the car park.

5.2.11 In Grantham, the largest increases have been seen in the number of car park users staying up to an hour. Car parks have seen increases as follows: Guildhall Street +12%, Watergate +10%. It is likely that the free one hour car parking tariff has resulted in the changes in parking trends.

5.2.12 Prior to the tariff changes, Conduit Lane car park was a long stay car park with no option to purchase short stay parking ticket. 46% of users were parking for up to three hours in 2024 and following the tariff changes 34% take advantage of free parking for up to one hour and a further 27% of patrons now park for up to 2 hours. This has resulted in a considerable loss in revenue considering the 59.3% increase in car park usage, from 901 monthly (September 2024 data) ticket sales prior to the tariff change to 1,435 following the tariff changes (September 2025 data).

5.2.13 These changes in car park usage, in addition to the increase in the number of car park users, indicates that the user dwell time has decreased and parking space turnover has increased at the majority of car parks in Grantham.

5.3 Stamford Car Park Usage and Ticket Sales Comparisons

5.3.1 Car parks in Stamford experienced a change to the tariff structure overall in January 2025, where most notably the 30min band was removed. The changes to the charges associated with various durations of stay are shown in **Table 27** below. It should be noted that due to the change in tariff structure the comparisons below are made against what the cost of staying would have previously been.

Table 27 - Difference in Pre and Post January 2025 Stamford Car Park Tariffs

Car Park		Tariff						
		30 mins	1hr	2hr	3hr	4hr	6hr	All Day
Stamford	Short Stay							
	North St	£0.50	£0.20	£0.50	£1.90	£0.30	N/A	£2.60
	St Leonards	£0.50	£0.20	£0.50	£1.90	£0.30	N/A	£2.60
	Bath Row	£0.50	£0.20	£0.50	£1.90	£0.30	N/A	£2.60
	Scotgate	£0.50	£0.20	£0.50	£1.90	£0.30	N/A	£2.60
	Long Stay							
	Cattlemarket	£0.40	£0.40	£0.40	£1.40	£0.50	N/A	£0.80
	Wharf Rd	£0.40	£0.40	£0.40	£1.40	£0.50	N/A	£0.80

5.3.2 The table below illustrates the difference in car park usage between the previous car parking surveys undertaken in 2023, with the most recent car parking surveys undertaken in 2025.

5.3.3 In the Scotgate car park, eight parking bays were unavailable during the 2025 survey due to maintenance work. The following tables reflect the differences in the number of bays available within each car park in 2023 and 2025.

Table 28 - Stamford Car Park Comparison 2023 to 2025: Friday Surveys

Car Park	2023 Bays	2025 Bays	Change in Parked Vehicles					
			10am – 11am	11am – 12noon	12noon – 1pm	1pm - 2pm	2pm – 3pm	3pm – 4pm
Cattlemarket	288	384	73	-43	-20	-55	8	3
Bath Row	84	77	-11	-8	-10	-11	-15	-25
North Street	103	103	2	0	3	0	1	-14
Scotgate*	67	54	-2	-12	-12	-6	-10	-13
St Leonards St	34	34	1	-3	0	0	-2	6
Wharf Road	238	238	31	0	1	3	21	64
SKDC Total	814	890	94	-66	-38	-69	3	21

* Fewer spaces available in 2025 due to works

5.3.4 **Table 28** illustrates that on a Friday there has been an increase car park usage in the morning and a decrease over the midday period in Stamford.

5.3.5 There have been reductions in usage at Bath Row and Scotgate across the whole day. However, these reflect reductions in the number of car parking spaces available for use such that the occupancy remains at or very near capacity throughout the day.

Table 29 - Stamford Car Park Comparison 2023 to 2025: Saturday Surveys

Car Park	2023 Bays	2025 Bays	Change in Parked Vehicles					
			10am – 11am	11am – 12noon	12noon – 1pm	1pm - 2pm	2pm – 3pm	3pm – 4pm
Cattlemarket	288	384	101	104	162	160	139	125
Bath Row	84	77	8	-3	-7	-7	-4	-4
North Street	103	103	15	0	-1	0	6	4
Scotgate*	67	54	8	6	-7	-7	-6	-10
St Leonards St	34	34	10	1	4	2	-1	5
Wharf Road	238	238	51	74	58	40	19	43
SKDC Total	814	890	193	182	209	188	153	163

* Fewer spaces available in 2025 due to works

5.3.6 **Table 29** illustrates that on a Saturday there has been an increase in car parking usage across the whole day in Stamford.

5.3.7 There has been a considerable increase in usage across the whole day at Cattlemarket and Wharf Road car parks with car parking demand relatively unchanged at the other car parks.

5.3.8 Although the parking provision has increased by 96 spaces at the Cattlemarket, from 288 in 2023 to 384 in 2025, the increase in usage has exceeded this figure with the highest increase of 162 spaces seen at lunchtime on a Saturday. This indicates that the expansion of the car park has assisted in accommodating visitors which may previously not have been able to park given the high levels of occupancy observed in 2023.

5.3.9 There have been reductions in usage for parking at Bath Row and Scotgate across the whole day however, there have been reductions in the number of car parking spaces available for use at both car parks. Both car parks were used to full capacity in both 2023 and 2025 therefore the reduction in the number of car parking spaces is most likely to account for the reduction in usage.

5.3.10 In Stamford there has been an increase in the number of ticket sales and an increase in revenue when compared to 2024. The percentage increase in income (+33%) significantly exceeds the increase in the number of tickets sold (+8%). This is likely to be a two-fold effect as a result of the overall increase in prices alongside the restructuring of the tariff removing 30 minute stays which previously made up to 10% of the short stay car park tickets sold in 2024. It also indicates that the increase in price has not deterred car park users.

5.3.11 In similar trend to that seen in Grantham, in Stamford there have been reductions in the number of car park users staying all day. Car parks have seen reductions as follows: North Street -8%, St Leonards -2%, Bath Row -10%, Scotgate -14%. This reduction could be related to the considerable increase in tariff of £2.60 (48% increase) for all day parking.

5.3.12 These changes in car park usage, in addition to the increase in the number of car park users, indicates that the user dwell time has decreased and parking space turnover has increased at the majority of car parks in Stamford.

5.4 Bourne Car Park Usage Comparisons

5.4.1 The table below illustrates the difference in car park usage between the previous lunchtime snapshot car parking surveys undertaken in 2023, with the most recent car parking surveys undertaken in 2025.

Table 30 - Bourne Car Park Comparison 2023 to 2025: Friday Snapshot Surveys

Car Park	2023 Bays	2025 Bays	Change in Parked Vehicles		
			2023 12 noon – 1pm	2025 12 noon – 1pm	Change
Burghley Street	62	63	60	63	3
Burghley Street Permit	38	36	32	36	4
South Street	75	67	72	68	-4
Burghley Centre	145	149	118	145	27
SKDC Total	320	315	282	312	30

5.4.2 **Table 30** illustrates that on a Friday there has been an increase in car park usage in Bourne. The greatest increase has been seen in the Burghley Centre car park. During the previous surveys in 2023, the car parking was at capacity with 88% of available parking being used. In the 2025 surveys, car parking was over capacity with 99% of available parking being used.

5.4.3 It should be noted that Sainsburys has a 2-hour time limit for free customer parking and there are signs in the car park showing that it is only for customer use. It is not clear if there is enforcement in place to deter customers from parking at Sainsburys and leaving site for other destinations in the town.

5.4.4 There is no current data available on the duration of stay and without imposing a ticketing system this can only be captured through patron surveys to understand if the duration of stay influences visitors' decision to park in the town centre car parks.

5.5 Market Deeping Car Park Usage Comparisons

5.5.1 The table below illustrates the difference in car park usage between the previous lunchtime snapshot car parking surveys undertaken in 2023, with the most recent car parking surveys undertaken in 2025.

Table 31 - Market Deeping Car Park Comparison 2023 to 2025: Friday Snapshot Surveys

Car Park	2023 Bays	2025 Bays	Change in Parked Vehicles		
			2023 12 noon – 1pm	2025 12 noon – 1pm	Change
The Square	24	24	24	21	-3
Deeping Centre	143	139	119	83	-36
Halfleet	24	24	16	22	6
The Precincts	107	107	20	28	8
SKDC Total	274	294	179	154	-25

5.5.2 **Table 31** illustrates that on a Friday there has been a decrease in car park usage in Market Deeping. The greatest decrease has been seen in the Deeping Centre car park.

6.0 Disabled Parking Policy and Charges

6.1 Introduction

6.1.1 This chapter investigates the existing approach to disabled parking provision within Grantham and Stamford and similar locations from across the East Midlands to illustrate the difference in tariffs and number of spaces. It goes on to explore possible changes to disabled parking in SKDC car parks.

6.2 Disabled Parking Tariffs

6.2.1 At present, South Kesteven District Council permits disabled badge holders to park their vehicles for free in either designated disabled bays or standard bays for an unlimited period of time, with the display of a blue badge.

6.2.2 Comparisons were made against the policies and charging policy for other comparative locations. The town centres of Oakham, Newark-on-Trent and Melton Mowbray were agreed as comparative with the client for their locality and town centre facilities.

Oakham Disabled Parking Tariff

6.2.3 The town of Oakham is under the Local Authority of Rutland County Council. Rutland County Council permits up to three hours free parking in disabled bays and standard parking bays for blue badge holders. Parking is chargeable at the standard tariff for a parking duration of over three hours.

Newark on Trent Disabled Parking Tariff

6.2.4 Newark on Trent is under the Local Authority of Newark & Sherwood District Council. Newark & Sherwood District Council also permits up to three hours free parking in disabled bays for blue badge holders who must display a blue badge and parking clock. Blue badge users must pay and display for all parking in standard parking bays even with a blue badge and parking clock on display.

Melton Mowbray Disabled Parking Tariff

6.2.5 Melton Mowbray is under the Local Authority of Melton Borough Council. Melton Borough Council permits all disabled users who display a blue badge and parking clock to park for free parking in their car parks for up to three hours.

SDKC Disabled Parking Tariff

6.2.6 When comparing disabled parking provision in similar locations, it can be seen that SKDC are generous in permitting free parking for all disabled users in either designated disabled bays or standard bays for an unlimited period of time. If SKDC were to amend the disabled parking policy to reflect that of the similar comparative locations above, amendments would include:

- Limiting the duration for free disabled parking
- Limiting disabled parking only to designated bays.

6.2.7 The proposals above could lead to a better distribution of disabled bay use across all the car parks and encourage better turn over.

6.2.8 In the case of Stamford, as seen from the occupancy surveys, the number of disabled permit users regularly exceeds the number of bays available other than at the Cattlemarket car park. This means that standard bays are being occupied by disabled permit users particularly in car parks which are in high demand. A patron survey would reveal whether the location of the Cattlemarket car park is a deterrent to disabled users despite the availability of marked disabled spaces which offer easier access to vehicles.

6.3 Disabled Parking Provision Guidance

6.3.1 The surveys reveal that the current disabled parking provision does not meet the demand as both Stamford and Grantham car parks are at capacity in all car parks with the exception of Cattlemarket. Many of the car parks are at well over 100% for disabled users.

6.3.2 The Department for Transport (DfT) guidance document 'Inclusive Mobility – A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure' states that the recommended proportion of designated accessible parking spaces for Blue Badge holders is as follows:

> *'For car parks associated with shopping areas, leisure or recreational facilities, and places open to the general public: a minimum of one space for each employee who is a disabled motorist, plus 6% of the total capacity for visiting disabled motorists.'*

6.3.3 There are also guidance and standards for proposed developments which provide a reasonable proxy in publicly accessible places.

6.3.4 **Table 32** shows the different disabled parking design guidance for the percentage of disabled car parking to be provided in car parks for proposed shopping, recreation and leisure developments.

Table 32 - Disabled Parking Design Guidance

Local Authority	% of total Car Parking Spaces	
	Under 200 Spaces	Over 200 spaces
Leicestershire	6%	4%
Nottinghamshire	6%	
North Lincolnshire	5%	

6.3.5 Based on the above a guidance and standards, a 6% provision of disabled spaces is considered to be a reasonable proxy, although some adjustments may be appropriate at a local level to reflect nearby facilities.

Grantham Disabled Parking Provision

6.3.6 **Table 33** below shows how much disabled parking is currently provided in Grantham car parks, and how much parking would be provided if the figure of 6% of total car parking provision was applied.

Table 33 - Disabled Parking Provision in Grantham

Car Park	Total Bays available	Disabled Bays available	Current % Provision	6% disabled provision	Difference
Conduit Lane	47	6	13%	3	3
Guildhall Street	88	7	8%	5	2
Watergate	100	6	6%	6	0
Welham Street	314	10	3%	19	-9
Wharf Road	260	9	3%	16	-7
Grantham Total	809	38	5%	49	-11

6.3.7 The table above illustrates that the disabled parking provision in Grantham as a whole does not meet the 6% proxy level of disabled parking. Welham Street and Wharf Road currently provide disabled parking at 3% of the overall parking provision and the car parks have a shortfall of nine and seven disabled parking spaces respectively. The higher percentage provision at Conduit Lane and Guildhall Street do not offset the shortfall at Welham Street and Conduit Lane.

6.3.8 The surveys found that the maximum number of disabled users in the Welham Street and Wharf Road car parks were 12 and 8 users respectively on a Friday. If disabled parking provision was increased to the 6% proxy level, there would be sufficient disabled parking provision to accommodate disabled users in Grantham.

6.3.9 The survey results in **Table 8** and **Table 10** reveal that the existing disabled parking provision does not meet the current demand as all Grantham car parks are at capacity, with Guildhall Street, Watergate and Welham Street car parks over 100% capacity. Additional spaces could be provided across the town which would offer an overall 6% of spaces. However, the distribution of spaces across the town could also be influenced by the relative location and the quality of routes to key facilities, and whether certain locations are more attractive to disabled users. Patron surveys and route quality reviews can be useful in understanding and responding to the demand and appropriate distribution of facilities.

Stamford Disabled Parking Provision

6.3.10 **Table 34** below shows how much disabled parking is currently provided in Stamford car parks, and how much parking would be provided if the figure of 6% of total car parking provision was applied.

Table 34 - Disabled Parking Provision in Stamford

Car Park	Total Bays available	Disabled Bays available	Current %	6% disabled provision	Difference
Cattlemarket	384	26	7%	23	3
Bath Row	77	7	9%	5	2
North Street	103	7	7%	6	1
Scotgate	62	4	6%	4	0
St Leonards St	34	0	0%	2	-2
Wharf Road	238	10	4%	14	-4
Stamford Total	898	54	6%	54	0

6.3.11 The table above illustrates that St Leonards Street and Wharf Road car park provides disabled parking at less than 6% of the total car parking provision. St Leonards Street currently provides no disabled parking and has a shortfall of two disabled parking spaces. Wharf Road provides disabled parking at 4% of the overall parking provision and has a shortfall of four disabled parking spaces compared to the 6% proxy level of provision.

6.3.12 The surveys found that the maximum number of disabled users in the St Leonards Street and Wharf Road car parks were 2 and 16 users respectively, on a Friday. If disabled parking provision was increased to the 6% proxy level, there would still be a surplus of disabled users compared to the number of spaces provided, although the provision would be sufficient at St Leonards.

6.3.13 The survey results in **Table 16** and **Table 18** reveal that there are often more disabled permit holders utilising the car park than the disabled bays available at all except the Cattlemarket car park. At the same time, **Table 34** shows that the disabled parking provision at Cattlemarket meets the recommended 6% proxy level. It also shows that that the provision at Bath Row exceeds the 6% level although the surveys identified that the number of disabled users regularly exceeded the number of marked bays available. Some demand management, as described in Paragraph 6.2.6, could help to ensure that disabled car parking users can access disabled bays, as well as ensure that standard parking spaces remain available for those without a disabled parking permit.

7.0 Electric Vehicle Parking

7.1 Introduction

7.1.1 At present, there are several facilities for electric vehicle charging in local authority owned public car parks in Grantham, Stamford, Market Deeping and Bourne.

7.1.2 Six dual charge points, each supplying two parking bays, were installed in 2020. These charge points were installed in Welham Street car park in Grantham, North Street car park in Stamford, Community Centre car park in Market Deeping and Burghley car park in Bourne. In August 2025, four additional dual chargers were installed in Cattlemarket car park in Stamford.

7.1.3 The total electric vehicle charging provision in SKDC public car parks are listed below:

- Welham Street par park, Grantham - 4 chargers (7kW AC)
- North Street car park, Stamford – 4 chargers (14kW AC)
- Cattle Market car park, Stamford – 8 chargers (22kW AC)
- Community Centre car park, Market Deeping – 2 chargers (22kW AC)
- Burghley Community car park, Bourne – 2 chargers (22kW AC)

7.1.4 As with disabled parking in chapter 6, comparisons were made against electric vehicle charging provisions for other comparative locations. The town centres of Oakham, Newark-on-Trent and Melton Mowbray were agreed as comparative with the client for their locality and town centre facilities.

7.2 Oakham Electric Vehicle Parking

7.2.1 Rutland County Council has committed to provide 30 charging points (15 sites with 2 bays per charger) across Rutland, with the first being installed in Autumn of 2025 and the remaining charging points being installed over the following 12 months. At present, there is one device with two connectors at their Church Street car park in Oakham.

7.3 Newark on Trent Electric Vehicle Parking

7.3.1 Newark & Sherwood District Council provides 19 electric vehicle charging points in their car parks across the district.

7.4 Melton Mowbray Electric Vehicle Parking

7.4.1 Melton Borough Council only provides one electric charging point at its Burton Street car park.

7.5 SKDC Electric Vehicle Parking

7.5.1 SKDC electric parking provision is very generous when compared to other similar locations. With the increase in electric vehicle sales and the government's zero emission vehicle (ZEV) mandate, all new cars and vans will now be zero emission vehicles by 2035, it should be recognised that the need for electric vehicle charge points will increase over time.

7.5.2 At this time, the provision of EV parking across the SKDC car parks appears to be sufficient although patron surveys would be able to identify if there is an unmet need. It should be noted that although there is likely to be an increase in electric vehicle charging point, many EV owners are able to charge at home, often more cost effectively, and therefore the increased ownership may not necessarily result in a proportionate increase to the number of charging spaces which are required in public car parks.

7.5.3 At present there are no widespread industry standards for public car parks and the ability to provide EV charging is often driven by infrastructure and space availability. The requirement also varies depending on the type of charging facility. Those with fast charge often apply penalties for overstaying and therefore experience a higher turnover, which in turn reduces the demand for the number of spaces to be made available.

7.5.4 Periodic surveys for the use of EV spaces can help to identify the trend and rate at which the demand for EV spaces is increasing. This can then be used and compared against the 85% capacity indicator to forecast when additional spaces may be become beneficial until such time that wider industry standards are adopted for public car parks.

8.0 Summary

8.1 Summary

8.1.1 This report presents an update to the previous Strategic Parking Plan produced in 2023. New data collection has been carried out that quantifies the changes in parking patterns in Grantham, Stamford, Bourne and Market Deeping town centres since parking tariff changes were applied in January 2025.

Grantham

8.1.2 In Grantham there has been an increase in ticket sales of approximately 30% however, income has decreased by £5,000 which equates to approximately -16%. In Grantham there has been an increase of one-hour ticket sales by approximately 10-15%. The number of ticket sales for long stay parking has decreased at Conduit Lane car park. It seems likely that the free short term car parking tariff resulted in these parking trends and reduction in revenue. These changes to behaviours could be verified through patron surveys. The proportion of tickets sold at the on-site parking machines has stayed relatively constant at 70%.

8.1.3 Grantham usage has increased at Welham Street Car park and decreased at Watergate and Wharf Road car parks. Further surveys are recommended at the latter two car parks to verify results as maintenance works were ongoing at the time of surveys.

8.1.4 Car park occupancy overall in Grantham was consistently between 40-60% on both Friday and Saturday with usage dropping in the afternoon. The occupancy surveys indicate a potential preference for Guildhall Street and Watergate car parks.

8.1.5 Patron surveys may be beneficial to understand this potential preference and to consider measures to better distribute usage.

8.1.6 Disabled occupancy was high across both days in the Guildhall Street, Watergate and Welham Street car parks. Welham Street attracted more disabled parking users than the number of disabled parking spaces. Disabled users were observed parking on the ground floor level where no disabled parking spaces are provided potentially indicating a preference for ground floor access over the use of a marked bay. This could be confirmed through patron surveys.

Stamford

8.1.7 In Stamford there has been an increase in ticket sales of approximately 8% and income has increased by £24,900 which is approximately 33%. In Stamford there has been an increase in the number of one-hour ticket sales by approximately 5-10%. There has been a decrease in the number of ticket sales for long stay parking across Stamford. The proportion of tickets sold via the on-site parking machines has reduced overall from 57% to 50%.

8.1.8 There have been reductions in usage at Bath Row and Scotgate across the whole day. However, these reflect reductions in the number of car parking spaces available for use such that the occupancy remains at or very near capacity throughout the day. There has been a considerable increase in usage across the whole day at Cattlemarket and Wharf Road car parks which exceeded the number of spaces added as a result of the expansion. Across Stamford there have been reductions in the number of car park users staying all day.

8.1.9 During the Saturday survey, a school open day was being held at the neighbouring Stamford School which could have skewed results. It is recommended that additional surveys are undertaken at the Cattlemarket car park to verify the data.

8.1.10 It is recommended that additional surveys should be undertaken at the Scotgate car park to obtain representative data, once the eight car parking spaces that were unavailable during the surveys have been reinstated.

8.1.11 The results of the Friday disabled parking survey show that occupancy level was high at all car parks (except the Cattlemarket car park where the occupancy level was lower due to the total capacity available, but the number of cars parked was comparable to the larger car parks). The number of disabled parking users exceeded the number of disabled parking spaces provided. Bath Row and Wharf Road had high occupancy all day on Saturday. Disabled parking on Saturdays was recorded to be lower in the afternoons. Disabled occupancy at Cattlemarket was high in the morning period and low in the afternoon period from 2pm onwards. Cattlemarket disabled occupancy was low all day Saturday.

Bourne

8.1.12 There has been an increase in car park usage in Bourne. The greatest increase has been seen in the Burghley Centre car park. During the previous surveys in 2023, the car parking was at capacity with 88% of available parking being used. In the 2025 surveys, car parking was over capacity with 99% of available parking being used. South Street car park being over capacity for most of the day. Occupancy in all car parks was high at the time of the 2025 survey.

Market Deeping

8.1.13 In Market Deeping use of The Square and Halfleet car parks was high at the time of the survey. The Deeping Centre and The Precincts car parks were less well used with occupancy in the Precincts being particularly low. There has been an overall decrease in the use of car parks at Market Deeping, with the greatest decrease seen at the Deeping Centre car park.

Billingborough

8.1.14 The results show that the West Road car park in Billingborough was not well used with just over half the capacity being utilised.

Disabled Parking

8.1.15 SKDC disabled parking provision does not meet the current demand in Stamford and Grantham car parks as surveys have shown that the majority are at or over 100% capacity with the exception of Cattlemarket car park. When compared against a 6% provision, overall, there is an under provision, although there is a combination of car parks providing over or below the 6% level.

8.1.16 When compared with other towns across the East Midlands, the offer for disabled car parking is generous and therefore may be leading to the high levels of disabled parking observed during the surveys. An approach to reviewing the disabled provision, alongside other demand management measures such as restricting the free parking period or only allowing marked bays to be used by disabled permit holders, may be beneficial.

8.1.17 There were some noticeable preferences for specific car parks and patron surveys could be used to verify these preferences and to consider a combination of redistributing the disabled spaces and/or introducing demand management.

Electric Vehicle Parking

8.1.18 SKDC provision for electric vehicle charging is generous in comparison to other towns across the East Midlands.

8.1.19 Although there are no industry standards at present for the level of electric vehicle provision at public car parks recent government mandates and policies are likely to increase the ownership of EVs, which in turn could lead to an increase in demand for EV spaces. Consideration should be given to the installation of additional electric vehicle charging points within existing car parks across the district to accommodate the rising number of electric vehicles on the local road network, utilising periodic monitoring to forecast the rate of demand increase until such time industry standards are implemented.

SEASON TICKET SALES VIA RINGGO AND DIRECT JAN 25-JAN 26

	SALES MON-FRI	PRICE
GRANTHAM		
WEEKLY	5	£18.00
MONTHLY	11	£65.00
QUARTERLY	35	£170.00
BULK BUY QUARTERLY(BUY 4 GET 5TH FREE)	100	£170.00
GRANTHAM COLLEGE TEMP PARKING SEPT TO JUNE		
TOTAL GRANTHAM		
STAMFORD		
WEEKLY	42	£18.00
MONTHLY	49	£65.00
QUARTERLY	172	£170.00
BULK BUY QUARTERLY (BUY 4 GET 5TH FREE)	12	£170.00
TOTAL STAMFORD		
GRAND TOTAL		

INCOME	SALES MON-SAT	PRICE	INCOME	TOTAL INCOME
£90.00	2	21.5	£43.00	£133.00
£715.00	10	75	£750.00	£1,465.00
£5,950.00	3	200	£600.00	£6,550.00
£17,000.00	4	200	£800.00	£17,800.00
				£16,364.00
				£42,312.00
£756.00	23	21.5	£494.50	£1,250.50
£3,185.00	51	75	£3,825.00	£7,010.00
£29,240.00	107	200	£21,400.00	£50,640.00
£2,040.00	21	200	£4,200.00	£6,240.00
				£65,140.50
				£107,452.50

South Kesteven District Council
Car Parking Season Tickets

South Kesteven District Council offer a range of season tickets that offer great value for those who use our pay and display car parks on a regular basis. Season tickets enable flexible unlimited parking without the hassle of buying a daily ticket each time.

Season tickets can be purchased for use at our long stay car parks in Grantham and Stamford for weekly, monthly and three- month periods, providing a competitive discounted rate to that of the standard all day parking charge.

How much does a season ticket cost?

Grantham
Monday to Friday

Weekly £18
Monthly £65
Quarterly £170

Monday to Saturday

Weekly £21.50
Monthly £75
Quarterly £200

Stamford
Monday – Friday

Weekly £18
Monthly £65
Quarterly £170

Monday to Saturday

Weekly £21.50
Monthly £75
Quarterly £200

There are further discounts are available to those purchasing multiple season tickets at the same time. These discounts will be applied to purchases of 4 or more season tickets. If you wish to discuss potential multi-buy discounts, please email us at carparks@southkesteven.gov.uk to obtain a price.

How do I apply?

Season tickets are available to purchase online using the link on the South Kesteven District Council's website Car park season tickets | South Kesteven District Council

You will be required to set up an online account to include your personal details via the RingGo website/app. To download the app please go to the Apple store or Google Play.

How can I renew a season ticket?

To renew a season ticket, please visit the council's website Car park season tickets | South Kesteven District Council. Please note renewal letters or emails are not sent to the customer, the responsibility for the renewal of the season ticket falls to the customer.

Where can I park with a season ticket?

A season ticket will allow the holder to park in the following long stay car parks:

- Grantham season ticket - Welham Street Multi Storey Car Park levels 3 – 6 only*
- Stamford season ticket - Cattle Market Car Park and Wharf Road Car Park

*All long stay car parks are open 24/7, with the exception of Welham Street, Grantham, which is open 6.30am to 7.30pm / 12.30am.
Please note that Levels 3-6 will be locked off from 7.30pm, as will the stairwells, so only the lower levels 1-2 will remain open until 12.30am when the main entrance and exit shutters are locked. Please note parking is free after 6pm Monday to Saturday and free all day on Sunday.

Shutters will be opened at 6.30am each day for all levels.

Season tickets are not valid for use in any of our short stay car parks.

A season ticket does not guarantee a parking space will be available within our designated car parks as bays are taken on a first come first serve basis, nor does a season ticket assign any specific bays to the holder.

The Council reserves the right to modify and amend the season ticket application criteria on a case by case basis to support Council priorities.

Season ticket holder's responsibilities

Season ticket holders are solely responsible for the renewal of their season tickets. It is important to note that South Kesteven District Council do not contact season ticket holders advising of the renewal of their season tickets.

The season ticket entitles the holder to park one vehicle at a time, and it is the customers responsibility to update the registration should a change of vehicle be required.

Season ticket holders are responsible for ensuring that the season ticket held is valid and in accordance with the South Kesteven District Council's Off-Street Parking Places - Civil Enforcement Order 2023. Parking Order | South Kesteven District Council

It is the season ticket holders responsibility to ensure that their season ticket details are both accurate and up to date. The holder must update their season ticket immediately if there are any changes to the information provided when registering. Failure to do so may result in a Penalty Charge Notice (PCN) being issued on the vehicle.

South Kesteven District Council may suspend or cancel any account and season ticket with immediate effect if the holder is found to be in breach of these terms and conditions.

The season ticket holder must ensure that their vehicle is parked wholly within the confines of a designated bay. Failure to do so may result in a Penalty Charge Notice (PCN) being issued on that vehicle.

The season ticket holder should contact the council immediately if they have any issues with the online system and/or their season ticket by calling 01476 406080 or emailing carparks@southkesteven.gov.uk.

It is an offence under the Fraud Act 2006 to obtain a service dishonestly by false representation or misleading information. If the applicant does, they may be prosecuted.

We do not offer either whole or part refunds for any season tickets purchased.

South Kesteven District Council's responsibilities

The council reserves the right to cancel or refuse to issue a season ticket, and the season ticket holder will forfeit their fee if:

○ The holder or any person using the season ticket threatens or physically abuses a civil enforcement officer, police officer or authorised officer of the South Kesteven District Council (such behaviour may also result in the applicant being barred from council premises);

○ The season ticket holder, or any person using the season ticket fails to comply with a reasonable request from a civil enforcement officer, a police officer or an authorised officer of the council in respect of their behaviour or usage of any season ticket issued by the council;

○ It becomes apparent that a season ticket issued by South Kesteven District Council is improperly held or is being improperly used;

○ The season ticket holder provided false or misleading information when applying for their season ticket;

○ The season ticket holder has not complied with the Off-Street Traffic Regulation Order;

○ There is any default in payment of the council's appropriate charge for the season ticket; and/or

○ The vehicle against which the season ticket has been issued has outstanding penalty charges which have reached the stage where the statutory rights of appeal have been exhausted.

South Kesteven District Council and partners will process season ticket holder’s information in accordance with the requirements of the UK General Data Protection Regulation and the Data Protection Act 2018, for the purpose of providing parking services to residents and businesses. This will include the recording of vehicle information.

South Kesteven District Council is under a duty to protect the public funds it administers and may use the information provided for the prevention and detection of fraud. The council may, therefore, disclose or request information to or from the Driver and Vehicle Licensing Authority (DVLA), law enforcement agencies, other council departments or other organisations, such as, other local authorities.

In line with its duty to protect public funds, the council will conduct audits and investigations to ensure there is no fraudulent use of its season tickets service. This may include the use of civil enforcement officers, auditors, and dedicated investigators to record data.

The websites use industry-standard SSL encryption software. This protects your personal information, including credit or debit card details, and your name and address. Users are able to identify they are in a secure area of the website when a padlock appears in your web browser display, along with "https" instead of the usual "http" address.

The season ticket holder’s name and email address are required as part of the online application. This data will be retained for the term the season ticket is valid. South Kesteven District Council may request the address relating to the application specifically to support the investigation of any alleged season ticket misuse or fraud.

Should season ticket holders have any concern or issue in relation to the information being held by South Kesteven District Council they should write to:

South Kesteven District Council
Council Offices
The Picture House
St Catherine’s Road
Grantham
NG31 6TT

Finance and Economic Overview and Scrutiny Committee Work Programme 2025-2026

REPORT TITLE	LEAD OFFICER	PURPOSE	ORIGINATED
10 MARCH 2026 (ADDITIONAL)			
Update on the Economic Development Strategy	Lead Officer: **Simon Jackson (Economic Development Inward Investment Manager)**	To provide the Committee with the latest update.	6 monthly update
Review of car parking arrangements	Lead Officer: **Richard Wyles (Deputy Chief Executive)**	To provide the Committee with an update.	6 monthly review
Presentation and Update on St Martins Park, Stamford	Lead Officer: **Richard Wyles (Deputy Chief Executive)**	To provide the Committee with an update	6 monthly review
7 MAY 2026			
Update on Housing Revenue Account (HRA) Plan	Lead Officer: **Richard Wyles (Deputy Chief Executive)**		Requested at meeting held on 24 February 2026
Future High Street Fund – Closure Report	Lead Officer: **Emma Whittaker (Assistant Director for Planning and Growth)**		
2 JULY 2026 (PROVISIONAL)			
10 SEPTEMBER 2026 (PROVISIONAL)			

Agenda Item 9

Unscheduled Items

Proposals for Mowbeck Way site			

The Committee's Remit
The remit of the Finance and Economic Overview and Scrutiny Committee will be to work alongside Cabinet Members to assist with the development of policy and to scrutinise decisions in respect of, but not limited to:

- Budget monitoring
- Budget setting
- Business rate relief
- Business trade and licensing (Policy)
- Business transformation
- Charitable rate relief
- Council-owned property, assets, and maintenance (non-council house)
- Customer access strategy
- Data protection reporting
- Economic development
- Fees and charges
- Large-scale development projects
- Medium term financial planning and national funding proposals
- Procurement
- Review of outturn
- Town centre developments and partnerships