



**SOUTH  
KESTEVEN  
DISTRICT  
COUNCIL**

## **Cabinet**

Tuesday, 2 June 2026

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

# **Review of SKDC 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**

#### **Cabinet is asked to:**

- 1. Commission a feasibility study in order to identify additional parking capacity in Stamford.**
- 2. Approve a new single charge of £3 at the Cattlemarket car park Stamford Monday to Thursday to encourage greater usage.**
- 3. Introduce a maximum 3 hour free parking limit at all Council Pay and Display car parks for blue badge holders.**
- 4. Agree to amend the Parking Order to reduce the parking limitation periods at SKDC car parks in Bourne town centre to the following:**
  - **South Street – up to 12 hours**
  - **Burghley Street – up to 2 hours**
  - **Corn Exchange – up to 2 hours (excluding authorised parking)**
- 5. Agree to review and update the current waiting times at all other Council operated car parks across the District to ensure they remain appropriate for the usage requirements.**
- 6. Agree to a review of the controlled parking arrangements across the District following a six month implementation period.**

## Decision Information

|   |  |
|---|--|
| Is this a Key Decision?   | Yes  |
| Does the report contain any exempt or confidential information not for publication? | No   |
| What are the relevant corporate priorities?   | Connecting communities<br>Sustainable South Kesteven<br>Enabling economic opportunities<br>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 The proposed changes to tariffs could have minor financial implications but it is accepted that the proposals are seeking to maximise space occupancy and increase demand and if these objectives are met then there would have a positive financial impact. However there is a financial risk to the Cattlemarket car park income by lowering the charge and removing the time band choice on Mondays to Thursdays. Current analysis of ticket sales confirms that 68% of users purchase parking for only up to 4 hours so removing this choice could have a negative impact on user behaviour. Modelling predicts there could be an income reduction of £60k if no additional demand is stimulated. This will need to be kept under review and other tariff changes may be necessary to offset the income reduction.

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

### ***Legal and Governance***

- 1.2 Any governance implications are referred to within the body of the report.

*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 Cattlemarket, Stamford
  - The appropriateness of the council's Blue Badge parking policy
- 2.3 The Council has appointed the consultants (Tetra Tech) who have been previously utilised in order to provide car parking studies. The detailed report is provided at Appendix A – Car Parking Update 2025.
- 2.4 The findings of the Tetra Tech Car Parking Update 2025 were presented to Finance and Economic Overview and Scrutiny Committee on 10<sup>th</sup> March 2026, where the report findings were discussed and recommendations for the further actions now being proposed to Cabinet were supported.
- 2.5 Feasibility study into the creation of additional capacity in Stamford.
- The study confirms that Stamford parking usage remains high at most locations across the week. The report confirms continued 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.
- 2.6 The changes to the tariff charging structure have had the positive effect of reducing all-day parking in the short stay car parks and promoted use of long stay parking but capacity across the town remains a restricting factor even with the recent extension of 146 additional spaces at the Cattle Market car park. In order to respond to this demand pressure and support the future expansion of Stamford it is recommended that a feasibility study is undertaken to explore and identify potential options for increasing the towns parking capacity further.
- 2.7 Disabled Parking Review and time limitation
- The Tetra Tech survey data (tables 8,10, 16 and 18 of Appendix A) shows that there are adverse impacts on parking associated with the Councils current criteria to disabled parking provision.
- 2.8 Stamford and Grantham's car parks are frequently at 100% occupancy in respect of disabled bays usage resulting in standard bays being used where all disabled parking bays are occupied. The high utilisation is due to the current policy of

unlimited stays for blue badge holders and this has the effect of constraining disabled bay turnover and results in blue badge holders then accessing non disabled bays preventing further bay turnover and income generation.

- 2.9 Taking into consideration other Councils' approach to disabled parking, it is proposed that a review is undertaken in respect of the allocation and distribution of disabled parking bays at all SKDC car parks ensuring the provision meets the demand where possible. Following the review of the Department for Transport (DfT) guidance it is evident there is a slight under provision of the disabled spaces across car parks as a whole in Grantham whilst Stamford overall meets the 6% guidance across all car park sites.
- 2.10 However, it is recognised that the bay allocation for disabled users should be provided in the short stay car parks close to the town centres where practical and conversely a reduction in the provision in the outlying long stay car parks where the distance to town is further. Therefore a review of the current allocation is planned with the objective of realigning the disabled bay provision to ensure the bays are provided at the most suitable locations for the users.
- 2.11 SKDC's short stay car parks tend to be more centrally located to promote ease of access to retail and hospitality venues. By increasing the number of disabled bays in the short stay car parks it is evident that the current disabled parking criteria which enables free unlimited parking will require modifying to control the availability of parking to all users. Therefore, to align with the current rules of 3 hours for on-street parking and other comparable Councils it is recommended that SKDC limit disabled parking to 3-hour free parking in any bay for blue badge holders.
- 2.12 Review of the introduction of controlled parking arrangements outside of Grantham and Stamford
- 2.13 In response to the previous Parking Study report to Cabinet in September 2024, the report reviewed the existing parking utilisation and arrangements in locations where there is currently free unlimited parking. The review observed very high occupancy and congestion in key parts of Bourne, mixed levels of demand at the Halfleet car park in Market Deeping, and persistent under-use at the Council car park in Billingborough. Therefore, the conclusion drawn is there is no business case to consider any form of controlled parking provision at the Market Deeping and Billingborough car parks.
- 2.14 However the findings support the implementation of controlled parking to Bourne particularly for the following reasons:
- Car parks are consistently operating at full 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.

2.15 Controlled parking arrangements can take many forms ranging from parking tariffs to limit duration of stay or introducing a Parking Order that places a parking limitation on the duration of stay and can be specific car park. A classification, based on observational use would be:

- South Street – all day parking only (up to 12 hours)
- Burghley Street – shoppers use (up to 2 hours)
- Corn Exchange – shoppers use (up to 2 hours) or by the controlled barrier access

2.16 It is recommended that a Parking Order amendment is implemented in order to control parking duration and enable an improvement in the turnover of spaces in the town. This would complement the arrangements in place at two privately operated car parks (Sainsburys car park and Burghley Centre) which is having a positive impact on these locations. The introduction of this proposal would be supported by clear signage, publicity and patrolling to educate users during a transitional period. It is not possible to determine whether or not charges should be introduced at South Street in order to more effectively manage usage, and so it is recommended that this be reviewed. It is also recommended that other non-chargeable parking locations are reviewed to ensure the current Parking Order waiting times are appropriate based on current uses.

### 2.17 Changes to Car Parking Tariffs

2.18 The independent study confirms there is currently significant **unused** capacity at two car parks – Cattlemarket in Stamford and Wharf Road multi-storey Grantham. This is most apparent on Mondays to Thursdays. The tariff changes at Wharf Road car park have included the introduction of a free 2 hours parking offer but the car park has also been subject to operational disruption as maintenance works have been carried out. This disruption will continue during 2026 so it not advised to make any tariff changes until the works have been completed. After that period, usage will be reviewed to identify underutilised capacity and how to stimulate demand.

2.19 However in order to stimulate demand at the Cattlemarket car park it is proposed that a simplified payment structure is introduced at a reduced rate of £3 (irrespective of duration of stay). This is shown in the table below:

| Tariff Band  | Monday to Thursday | Friday and Saturday |
|--------------|--------------------|---------------------|
| 0-2 hours    | £3.00              | £3.00               |
| 2-4 hours    | £3.00              | £4.00               |
| Over 4 hours | £3.00              | £5.00               |

- 2.20 Should the new charges be approved by Cabinet then the season ticket charges will be reviewed accordingly.

### **3. Key Considerations**

- 3.1 External consultants were appointed to assess the impact on the changes to the car parking arrangements that were introduced in January 2025. The report also considered further modifications and enhancements to the current car parking offer. This report explores these areas in more detail and makes specific recommendations.

### **4. Other Options Considered**

- 4.1 Taking no action is also an option. However, due to the ongoing parking pressures and issues identified at specific locations and 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 is recommended to limit parking periods, support turnover of spaces to increase footfall for local businesses and ensure regular visible enforcement of parking to ensure proper use of space provision.

### **6. Consultation**

- 6.1 The findings of the Tetra Tech Car Parking Update 2025 were presented to the Finance and Economic Overview and Scrutiny Committee on 10<sup>th</sup> March 2026. The report was considered and supported. Copies of the minutes of this meeting can be found in the Background papers section 7 of this report.

### **7. Background Papers**

- 7.1 Cabinet Report – 24<sup>th</sup> September 2024:  
[Agenda for Cabinet on Tuesday, 24th September, 2024, 10.00 am | South Kesteven District Council](#)

7.2 Finance and Economic Overview and Scrutiny Committee – 10<sup>th</sup> March 2026:  
<https://moderngov.southkesteven.gov.uk/mgCommitteeDetails.aspx?ID=729>

## **8. Appendices**

8.1 Appendix A – Car Parking Update 2025.