



Kirton in Lindsey Town Council

The Town Council Office,
Diamond Jubilee Town Hall,
High Street,
Kirton in Lindsey,
North Lincolnshire,
DN21 4LZ
☎ 01652 648978 / 07518 284173
✉ enquiries@kirtoninlindseytowncouncil.gov.uk

REPORT **of** **CAR PARK NEEDS SURVEY** **at** **KIRTON IN LINDSEY**

Date of measurements:	29 th January 2024 – 3 rd February 2024
Date of this report:	15 th April 2024
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CONTENTS

1.0	Introduction	3
2.0	Methodology	3
2.1	Parking Areas	4
3.0	Overall Results	5
3.1	Dwell Time	6
4.0	Effect of Proposed Car Park and Future Years	7
5.0	Individual Parking Areas	8
5.1	George Street	8
5.2	King Edward Street	9
5.3	Sylvester Street	10
5.4	High Street	11
5.5	High Street 2	12
5.6	Market Place Road	13
5.7	Market Place Car Park	14
5.8	Town Square Car Park	15
5.9	Town Centre, Excluding King Edward Street	16

Appendix – Raw Car Parking Data Available as Separate Document

1.0 **Introduction**

Kirton in Lindsey Town Council (KLTC) are aware of regular comments from the community that car parking provision in the centre of the town is insufficient and there is a desire to increase the availability of parking spaces.

Work has been ongoing for some time to provide an additional free-to-use car park. There are limited areas that offer potential as a car park site. One of these areas lies at the top of High Street, opposite the junction with South Cliff Road on the piece of land commonly known as 'Squatters.'

Planning permission has been secured by KLTC for construction of a car park with 47 spaces on this piece of land. The cost to develop this piece of land is considerable and is likely to require a combination of successful applications to relevant funding streams and also a Public Works Loan (PWL), with repayments funded by the Council Tax Precept. The application for a PWL and therefore whether the project goes ahead will be subject to a full public consultation for the residents of Kirton in Lindsey.

As part of the process, a study has been commissioned by KLTC to quantify the use of current town parking provision. This report has been prepared by the Town Council to provide an overview of the data generated by the study.

2.0 **Methodology**

Nationwide Data Collection (NDC) were appointed to undertake the survey of current car parking usage. The survey was undertaken between Monday 29th January and Saturday 3rd February 2024, with monitoring between the hours of 07:00 and 19:00.

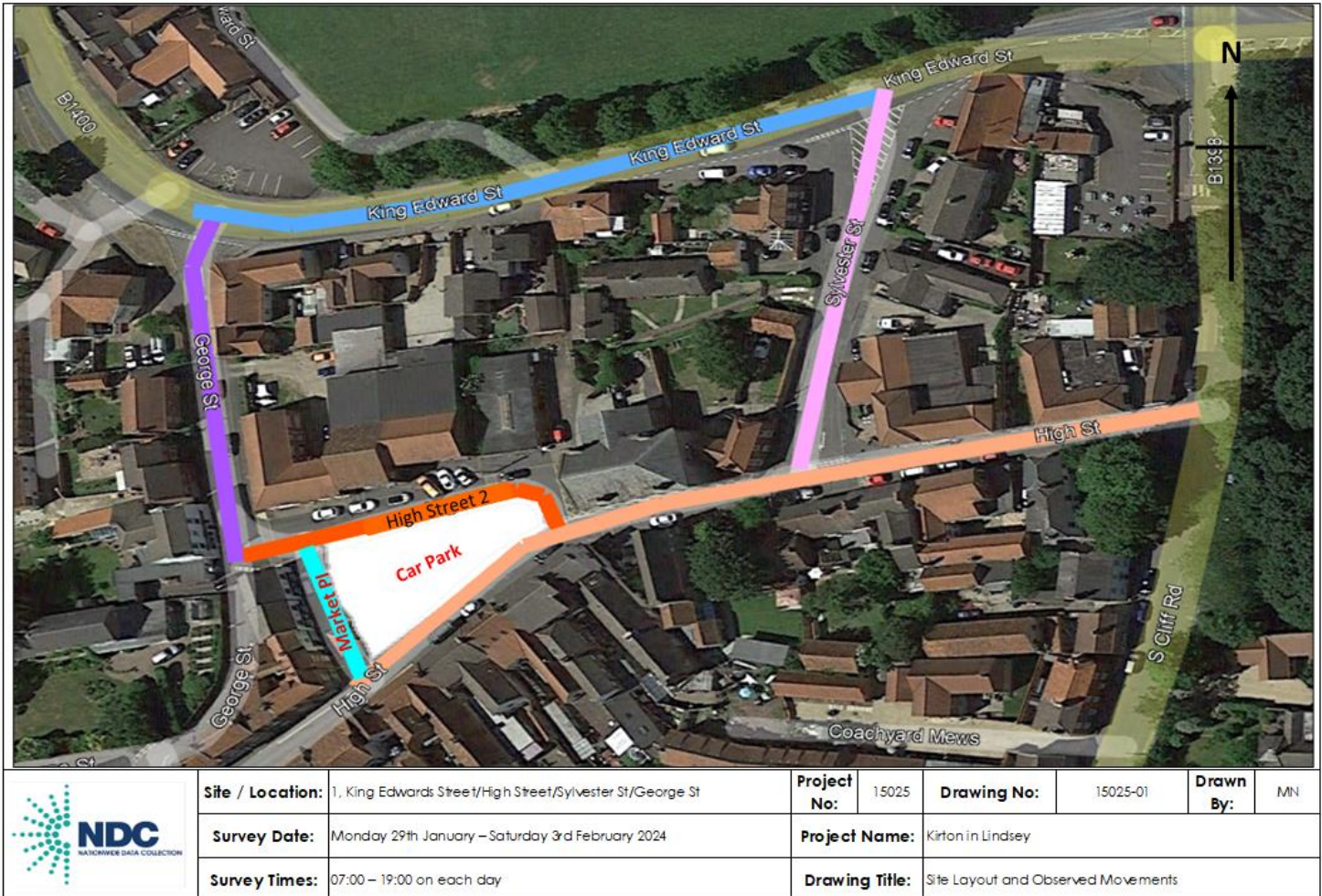
Data was collected via the installation of several cameras. Various aspects of each vehicle event were recorded including vehicle class, arrival and departure times, location and nature of activity (for example parked, loading, waiting etc).

The data was provided to KLTC in the form of a spreadsheet showing each vehicle event in each of eight predetermined areas. The full spreadsheet data is available as a separate appendix. KLTC have undertaken analysis of the results to provide graphical summaries shown in the main body of this report.

For analysis of the data, all activities by car have been included, ie. parking, waiting, loading/unloading, parcel pickup / drop off. For commercial vehicles, the only activity included in the data analysis is parking, or use of designated spaces in the town square. This is so that activities that could not be transferred to a new car park such as refuse collections are not included in the interest of accuracy.

2.1 Parking Areas

The data collection and analysis is divided into eight areas around the town centre. These are shown in the annotated map below:



The car park spaces in the town square have been further split, giving eight total areas:

1. George Street
2. King Edward Street – south side only
3. Sylvester Street
4. High Street
5. High Street (2)
6. Parking on the road 'Market Place.'
7. Designated spaces along Market Place
8. Designated spaces around the centre of the square bordering High Street

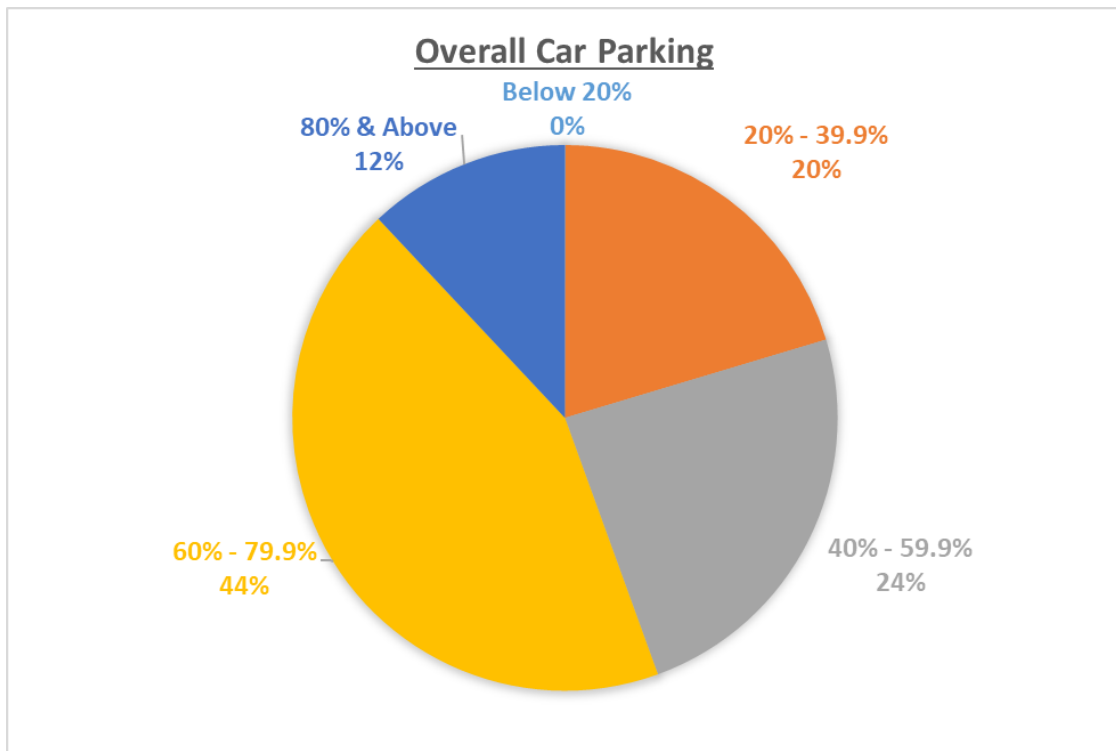


3.0 **Overall Results**

The survey has produced a large amount of data for which there are many possibilities of parameters for analysis. As a starting point, summary data is shown in this section for the whole survey duration including usage of all survey areas combined.

The pie chart below shows the proportion of time that current car parking provision is utilised to the following extents:

- Below 20% usage,
- 20% to 39.9% usage
- 40% to 59.9% usage
- 60% to 79.9% usage
- Over 80% usage



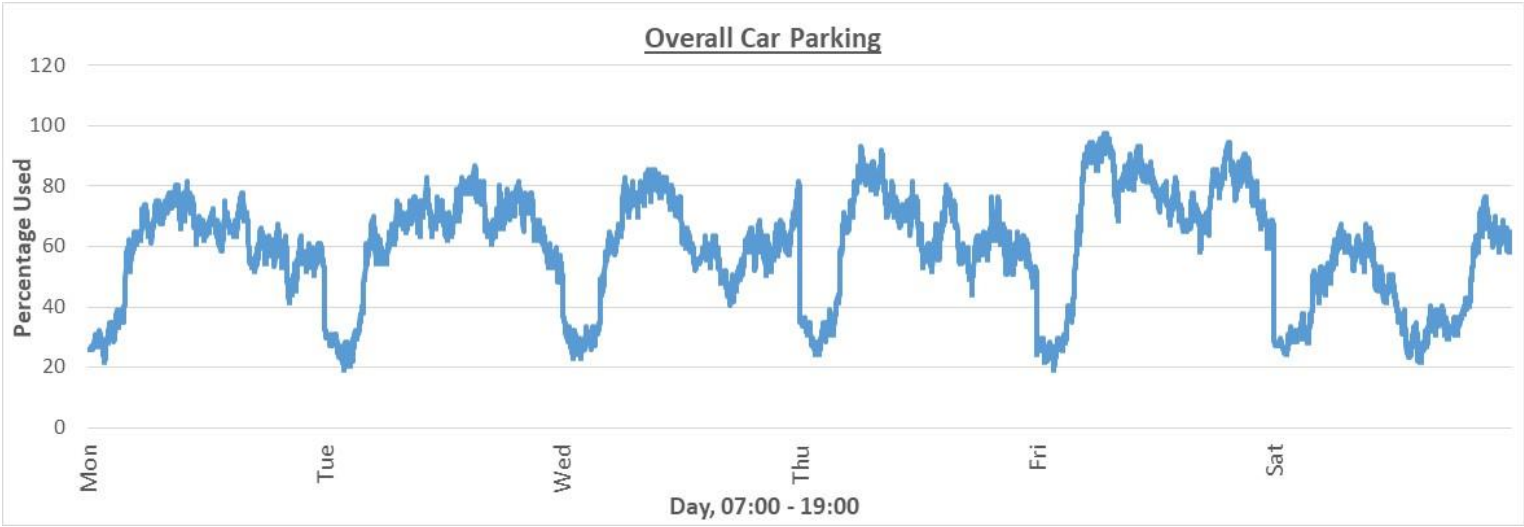
It can be seen that the dominant of these equal threshold sized groups is 60% to 79.9% utilisation, which occurs for 44% of the total survey period.

Overall, more than 60% of the current car parking provision is in use for 56% of the time, Monday to Saturday, 07:00 – 19:00. Less than 60% of the current car parking provision is used for 44% of the time. Conversely, for 88% of the survey time the current parking provision is less than 80% full.

The amount of time that less than 20% of the current car parking provision was used was less than 1% -the precise figure being 0.3%.

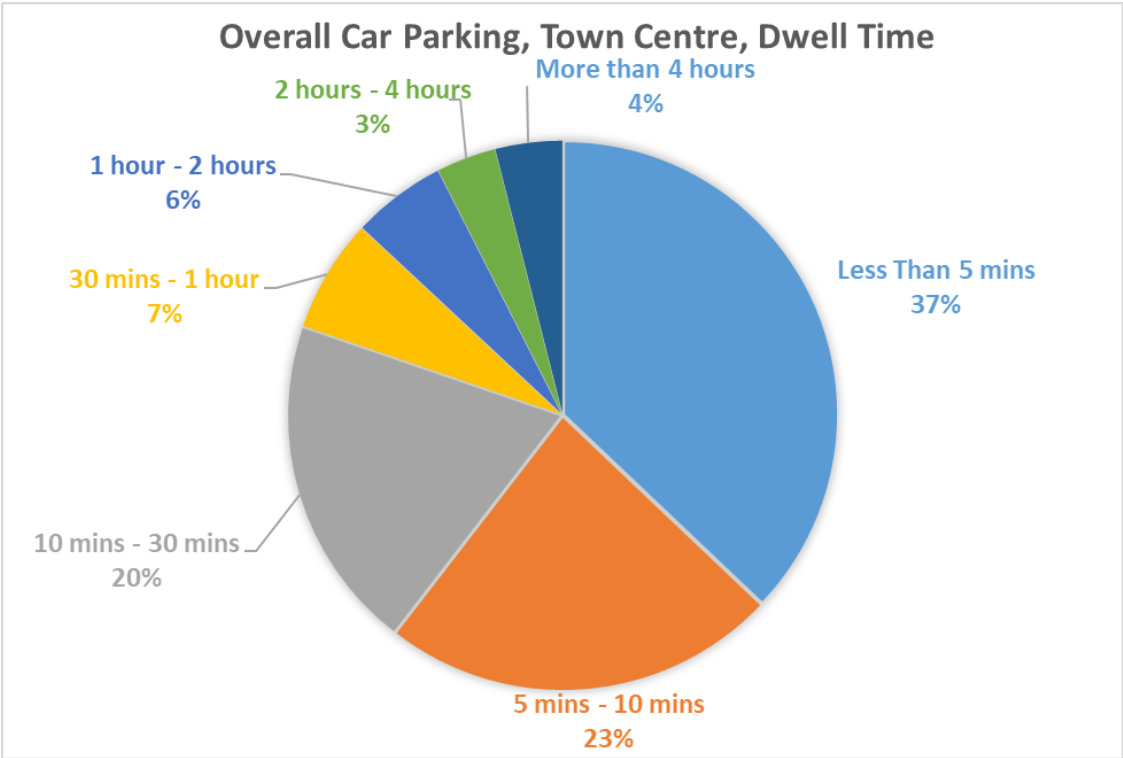
The graph below shows overall usage of total car parking provision against time to provide a visual illustration of how car parking use fluctuates with time of the day and also day of the week.

The timeframe for each day starts at 07:00 and finishes at 19:00



3.1 **Dwell Time**

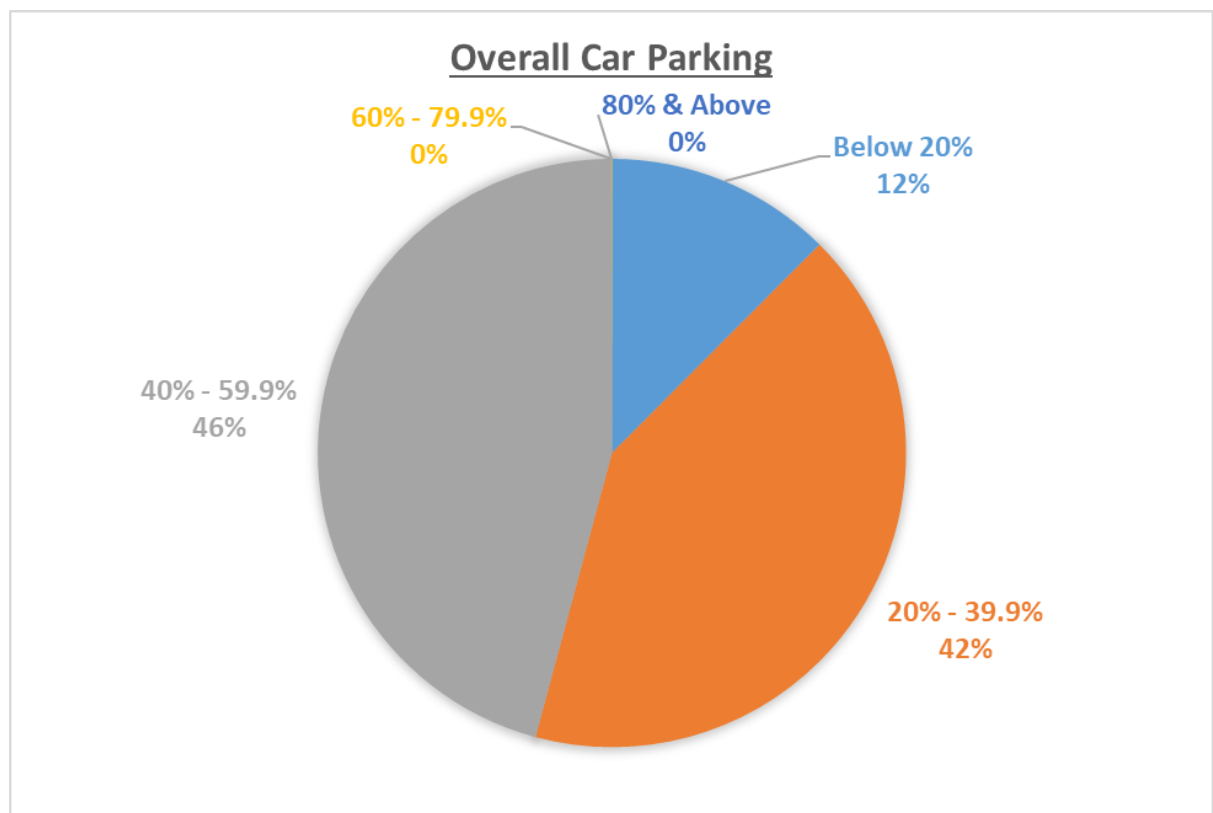
The time that any vehicle was using a parking space (the ‘dwell’ time) is summarised in the pie chart below for various timeframes:



4.0 Effect of Proposed Car Park and Future Years

The total number of car parking spaces in the areas surveyed is 77. The currently proposed car park offers an additional 47 spaces, an increase of 61%.

If the number of vehicles engaging in parking activity remains the same but with the additional spaces offered by the proposed car park included, the predicted overall car parking usage is shown in the pie chart below.



It can be seen that there is less than 1% of the time where more than 60% of the potential car parking capacity would be used based on current vehicle numbers. This demonstrates that the proposed car park offers a quantifiable improvement in car parking provision.

Kirton in Lindsey Town Council are aware of the large numbers of future new dwellings that are subject to current planning approval. This is in the region of 500 new dwellings, with the town currently comprising approximately 1500 existing dwellings.

Full traffic flow predictions for the future year when permitted developments are completed and occupied are beyond the scope of this report, but clearly residential development creates the potential for increased car parking demand in the town centre, though other variables exist including the unknown future occupancy of retail premises in the town square. The data contained in this report suggests that the proposed car park should offer significantly increased car parking provision for current and future scenarios.

5.0 Individual Parking Areas

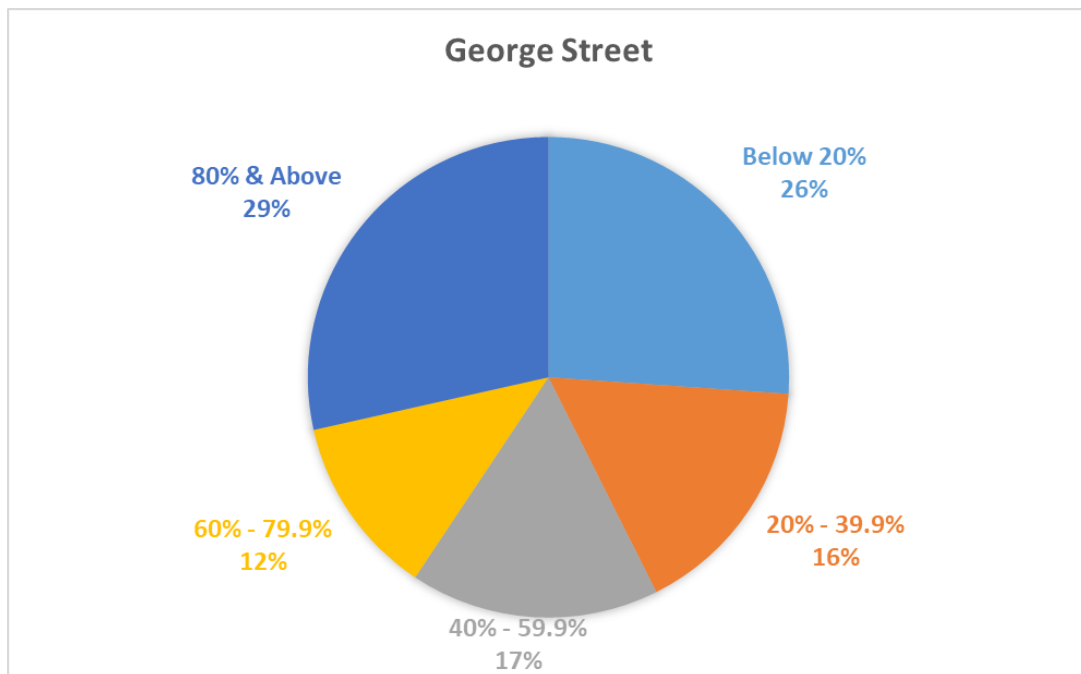
This section of the report includes summaries of results for each of the individual car parking areas for those readers who wish to view more detailed information. The data is again presented as a pie chart showing portion of parking provision usage and also as time history graphs.

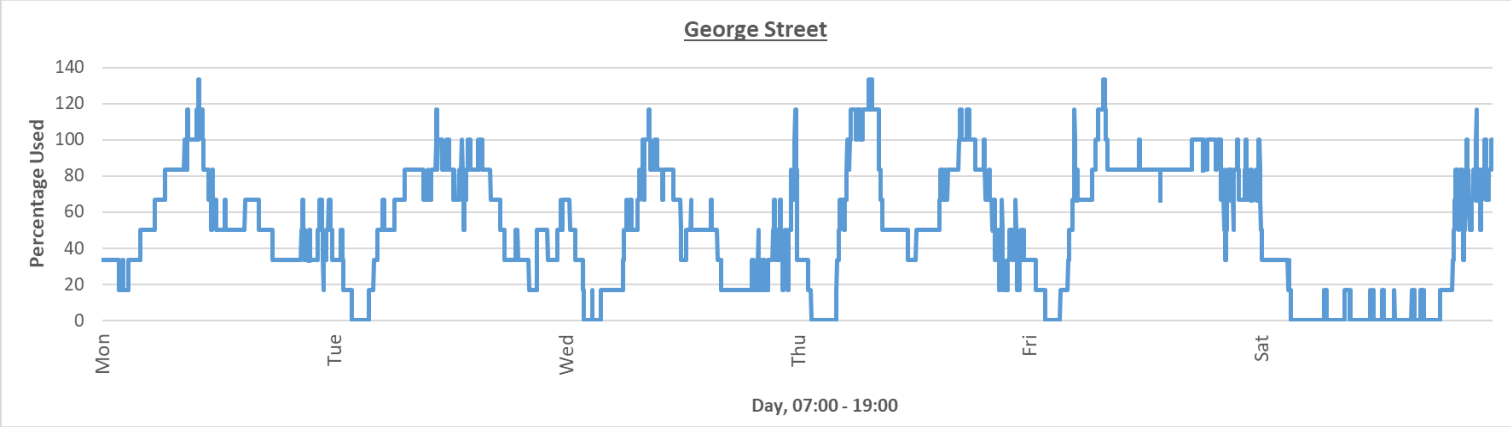
There are instances where the time history graphs show parking usage of more than 100%. This indicates where more cars are engaged in parking activity than there are legally available spaces, indicating illegally parked vehicles for example causing obstruction by parking across dropped kerbs, entrances etc. The total number of spaces in each area are:

Area	George Street	King Edward Street	Sylvester Street	High Street	High Street 2	Market Place Street	Market Place Car Park	Town Square Car Park		Total
Total Spaces	6	10	10	20	9	2	5	15		77

5.1 George Street

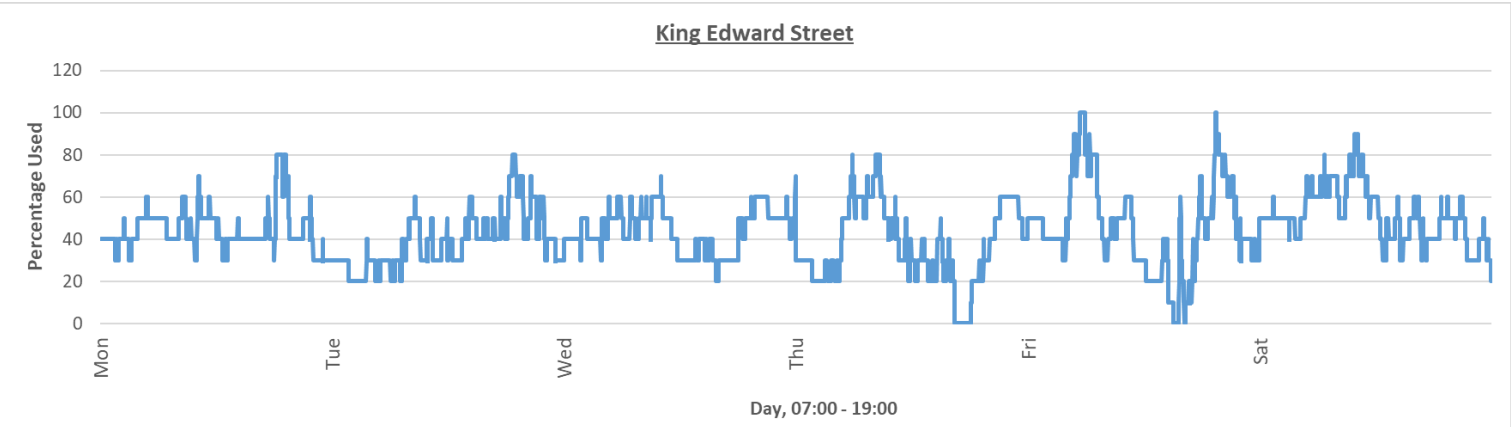
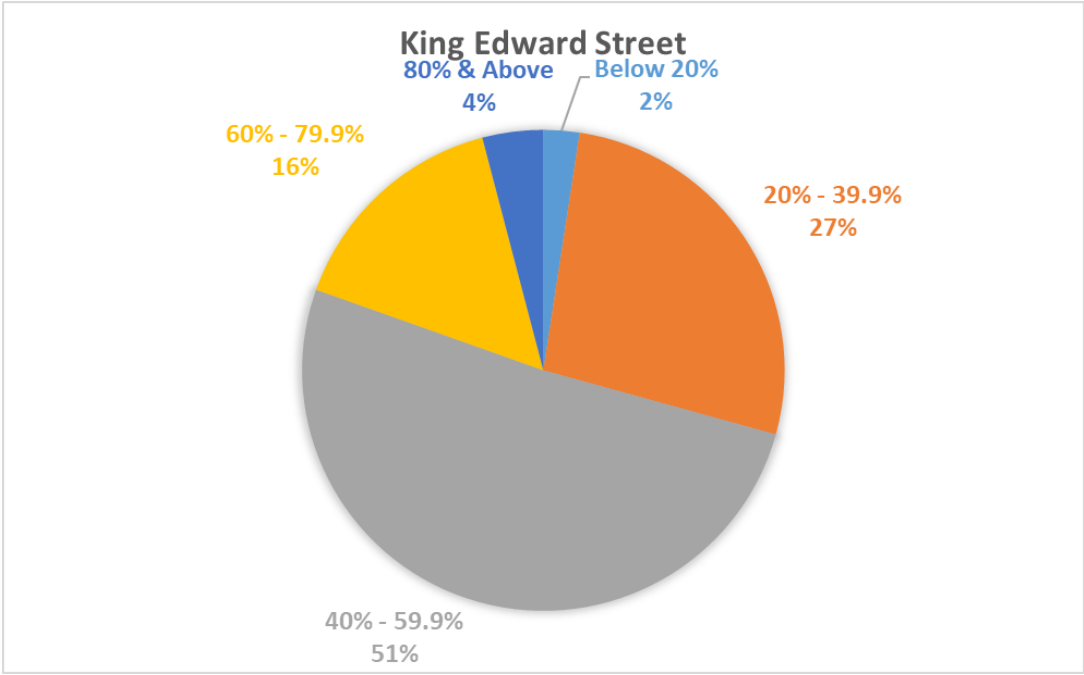
Total Spaces = 6





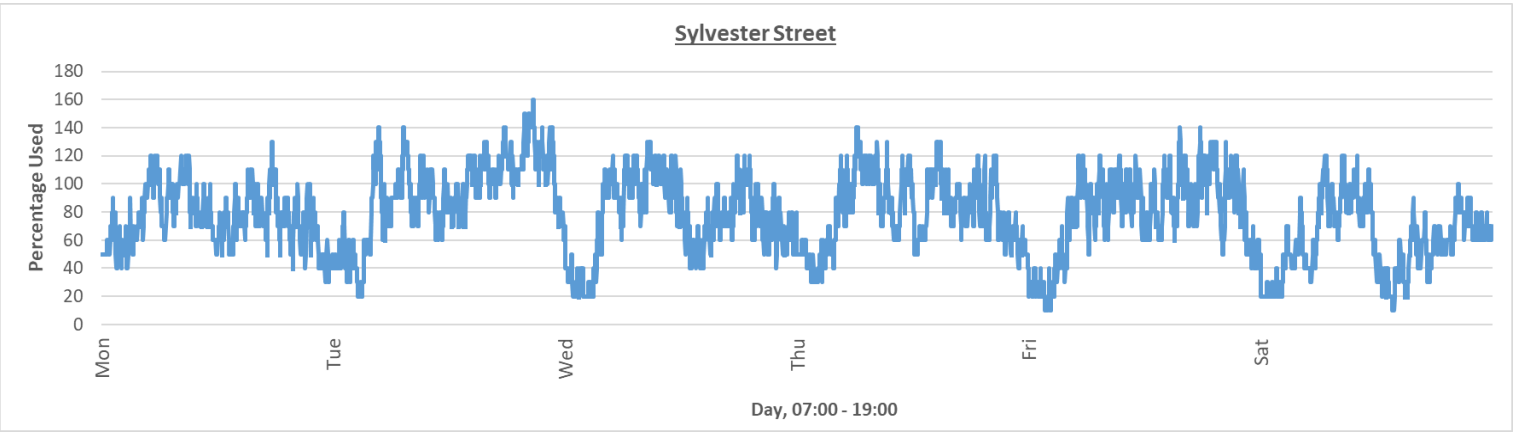
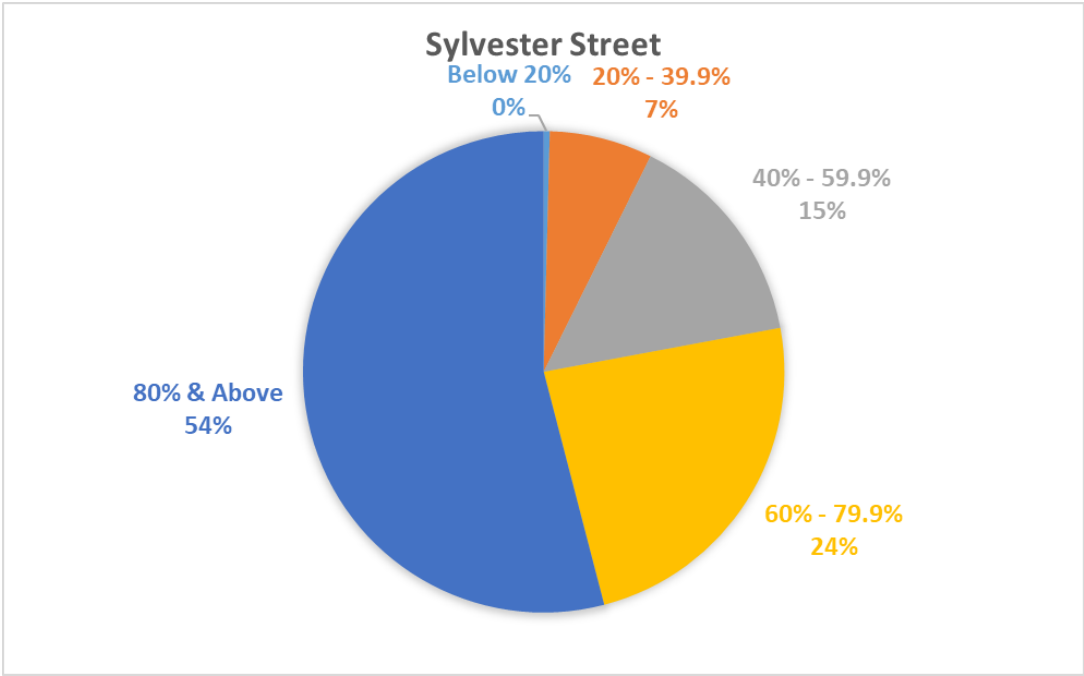
5.2 **King Edward Street**

Total Spaces = 10



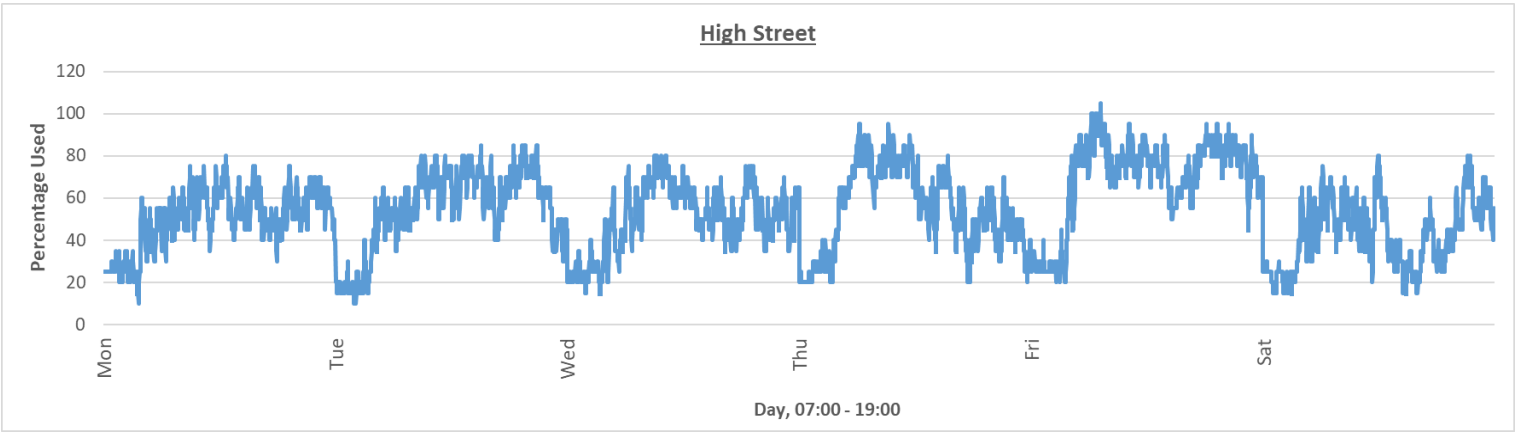
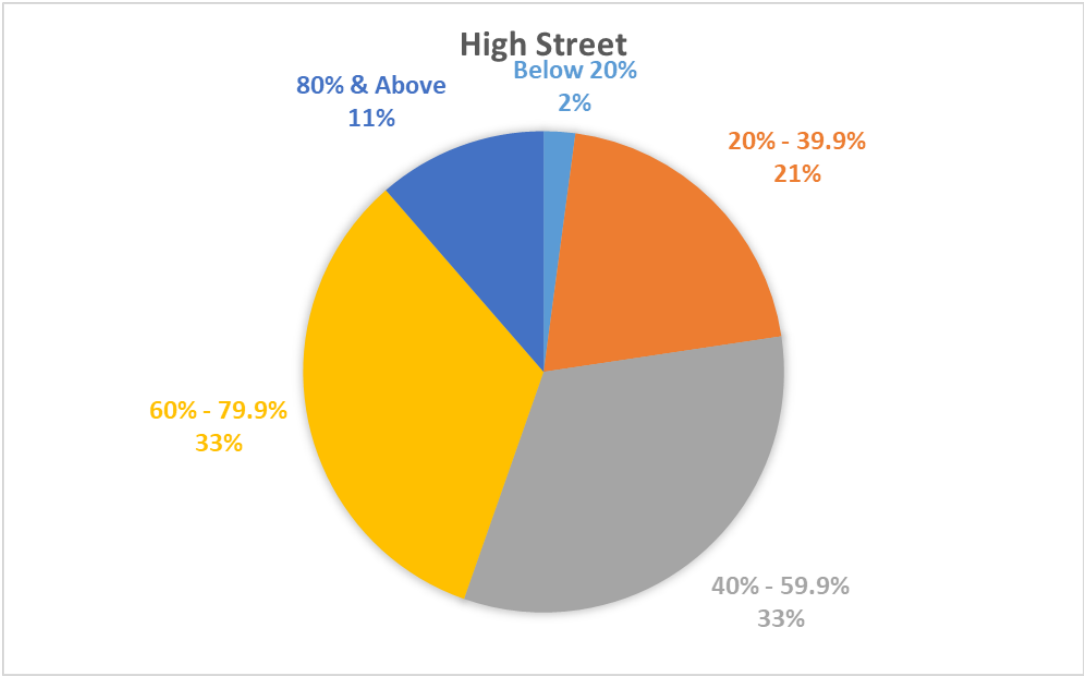
5.3 **Sylvester Street**

Total Spaces = 10



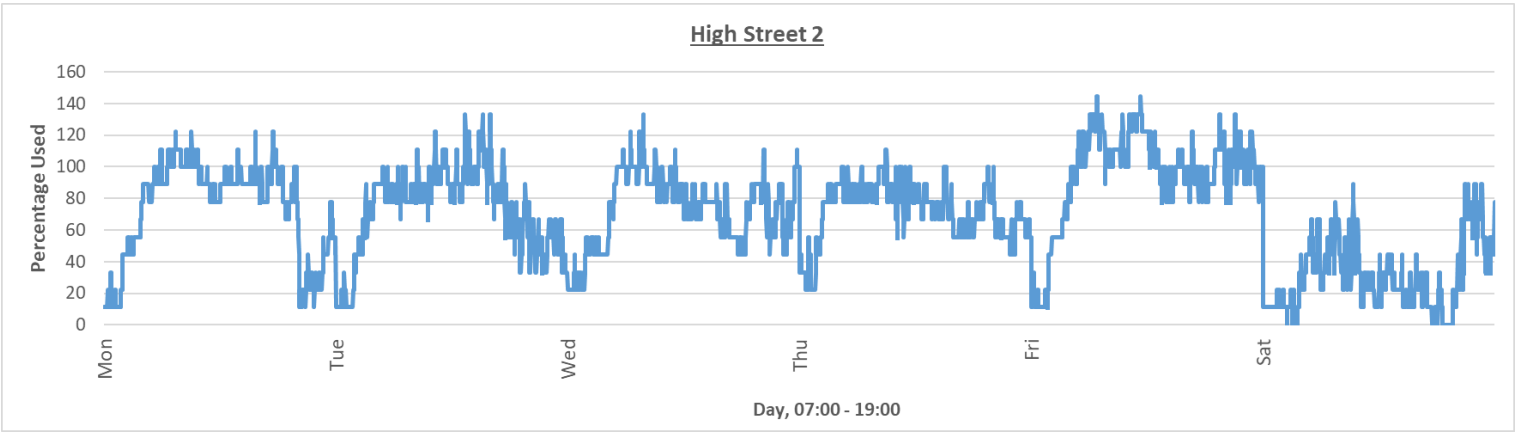
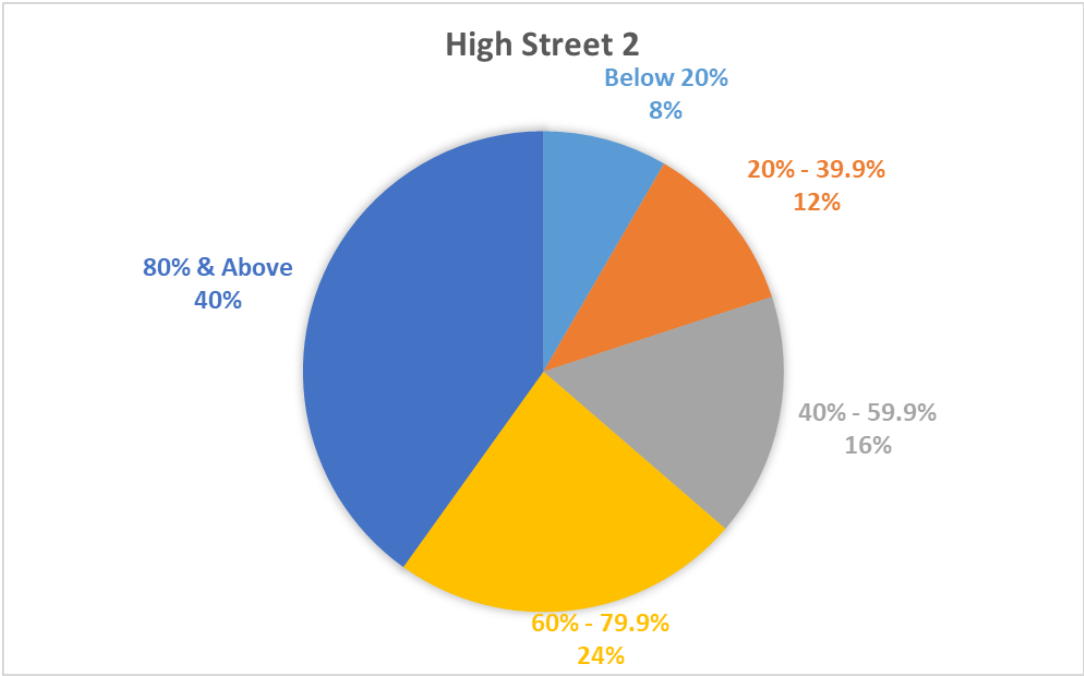
5.4 **High Street**

Total Spaces = 20



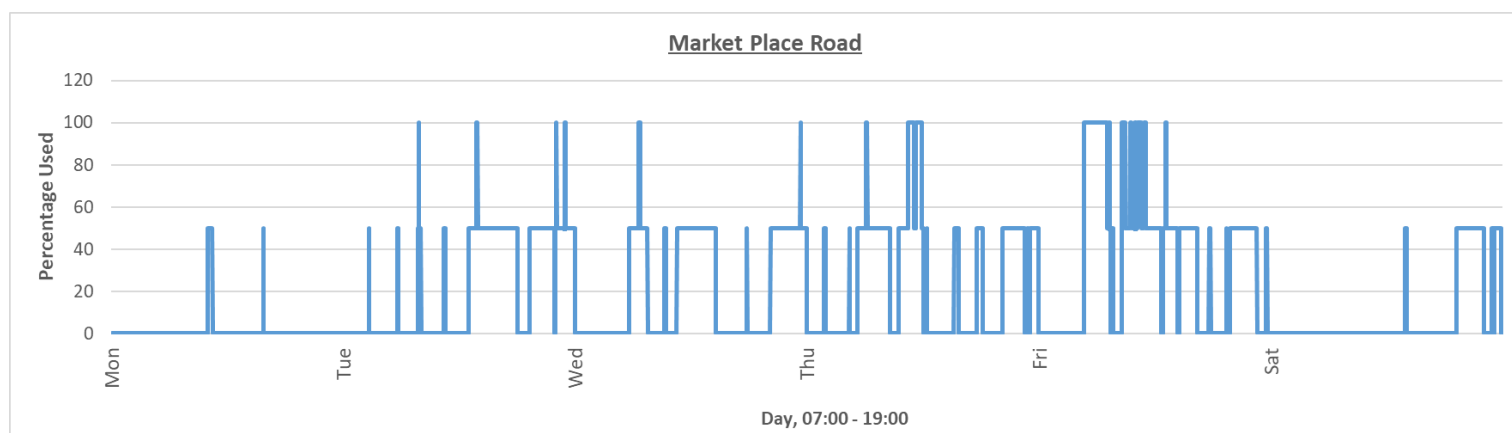
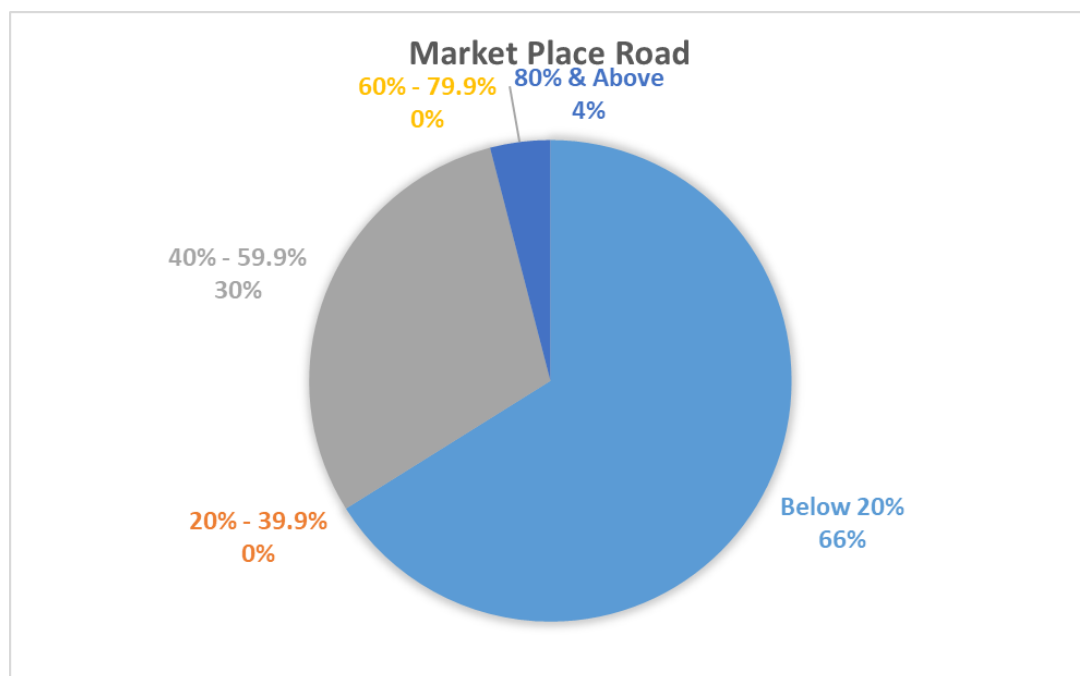
5.5 **High Street 2**

Total Spaces = 9



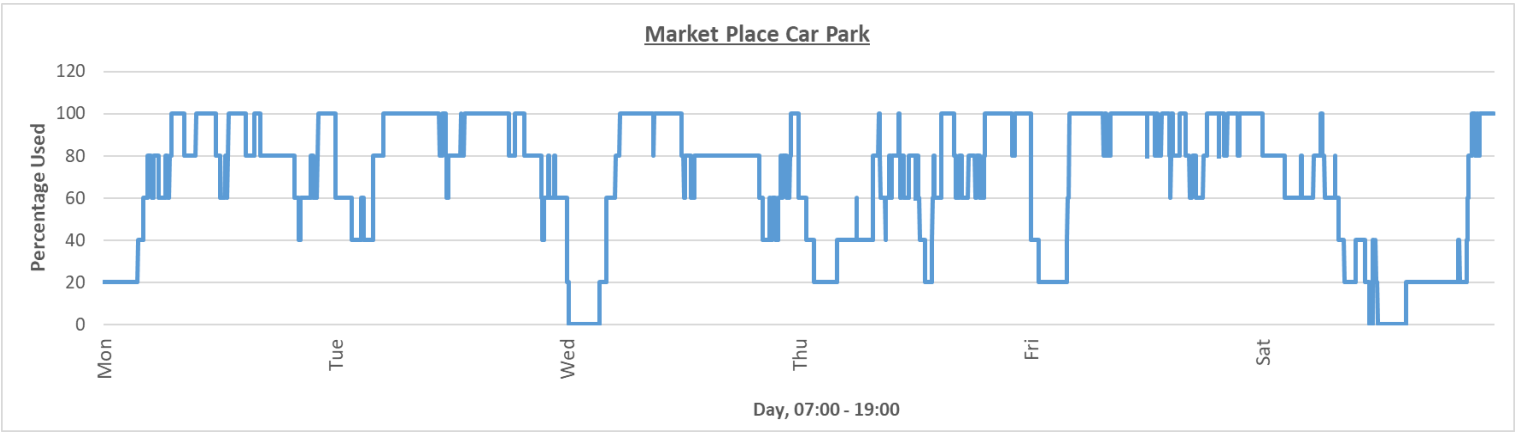
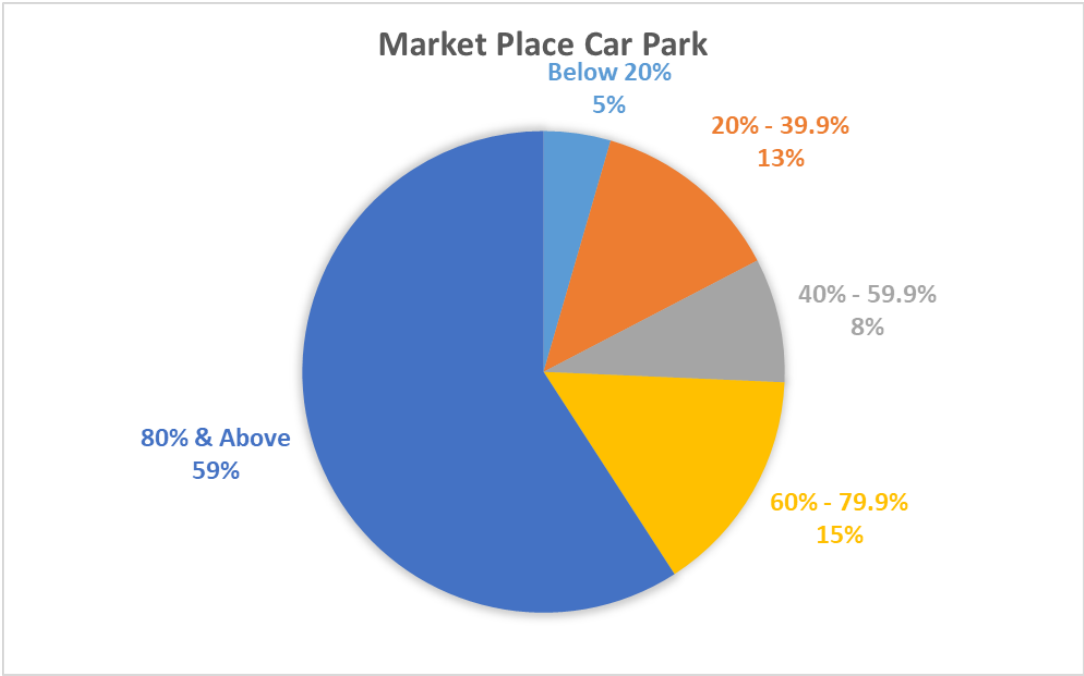
5.6 Market Place Road

Total Spaces = 2



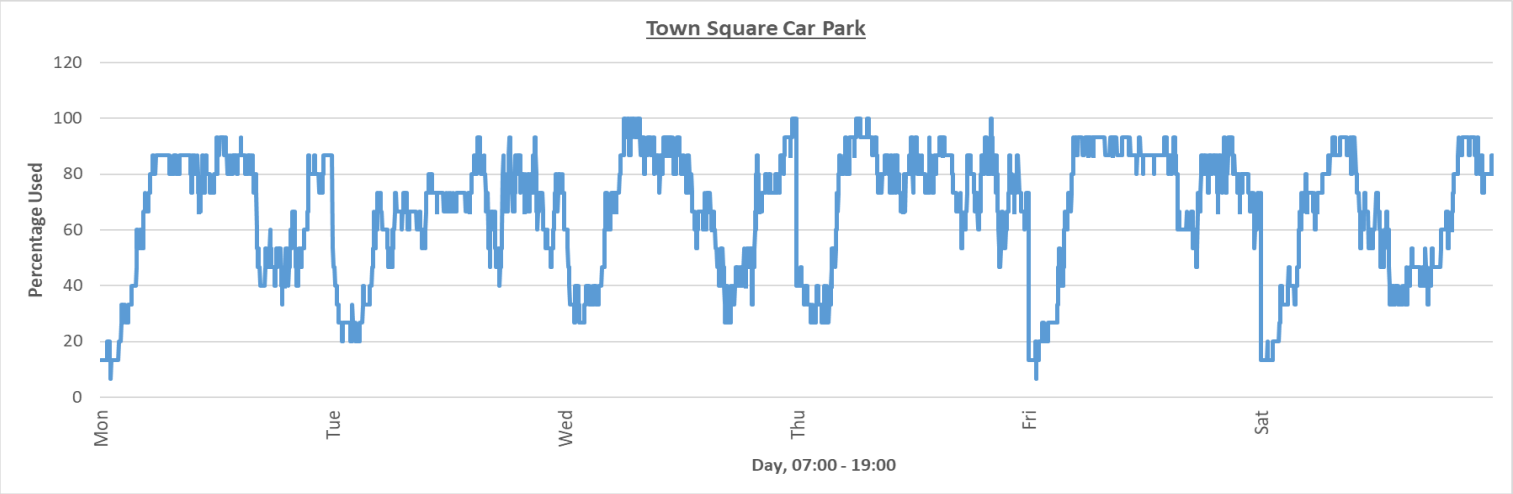
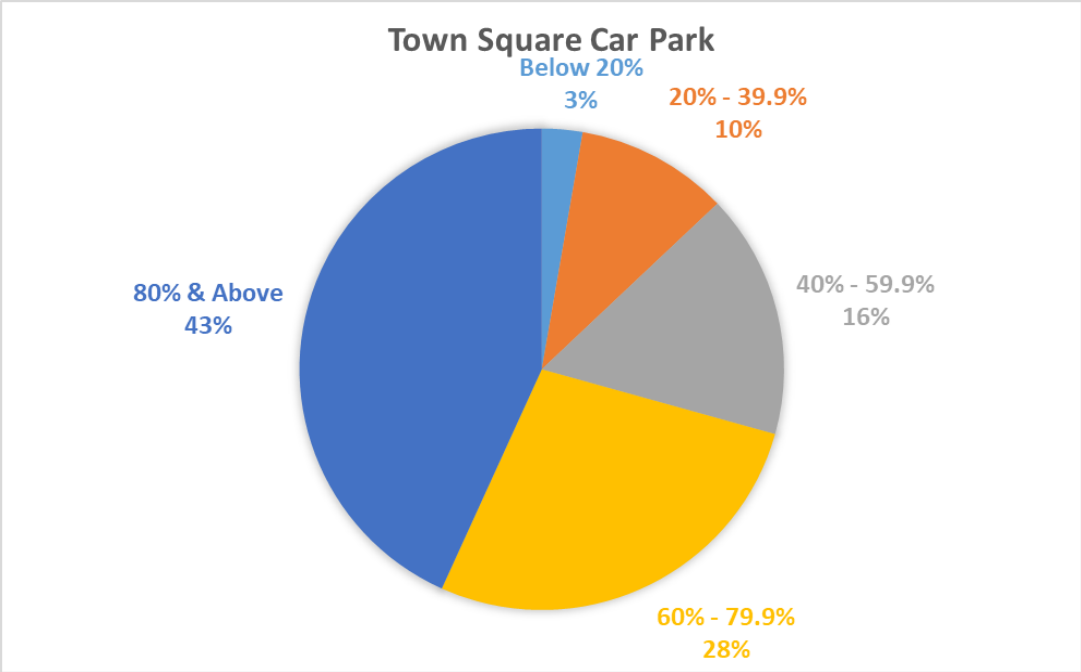
5.7 **Market Place Car Park**

Total Spaces = 5



5.8 **Town Square Car Park**

Total Spaces = 15



5.9 Town Centre, Excluding King Edward Street

It can be seen that the most heavily used areas are those in the centre of the town, closest to businesses and retail or commercial premises.

If the overall results are processed for the parking areas in the centre of the town, excluding available spaces on King Edward Street, the results show an even higher utilisation of available parking, shown in the diagrams below.

This suggests that there is a general preference for parking in the closest proximity to the premises being visited, even if there is a low availability of vacant legal parking places.

The proposed car park is at the closest available location to the town square, but the data contained in this report may be an indicator that the preference of many will remain to be parking as close as possible to the premises being visited if there is any capacity available.

