



**ASOS (XPO LOGISTICS), BARNSELEY
CAR PARK MANAGEMENT PLAN
ON BEHALF OF**



23 March 2018

Our Ref: NK018641

RPS

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QUALITY MANAGEMENT

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1 CAR PARK MANAGEMENT PLAN

1.1 Purpose of Report

1.1.1 RPS is appointed by XPO Logistics Inc as highway and traffic consultants to produce a Car Park Management Plan for their site at ASOS (XPO Logistics) distribution centre on the eastern side of the Houghton Main Colliery Roundabout on A6195 Park Spring Road, Barnsley.

1.1.2 The principle of the car park to improve the ASOS operational needs and prevent overspill onto the public highway has been accepted by Barnsley Metropolitan Borough Council (BMBC) who granted planning permission for the car park (2017/0782) on 11 September 2017. Condition 12 of the planning permission stated that:

Prior to the commencement of use of the car park a Car Park Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall indicate measures that will be put in place to monitor and manage staff car parking on the site, linked to sustainable travel measures in the Travel Plan and address safety concerns regarding parking on the surrounding highway. The Plan will must be submitted to the Planning Authority and once approved, it shall be fully implemented and retained as such thereafter.

Reason: In the interest of highway safety and promoting the use of public transport, in accordance with Core Strategy Policies CSP 25 and CSP 26.

1.1.3 This document lays out the Car Park Management Plan (CPMP).

1.2 Site Location and Use

1.2.1 The existing ASOS (XPO Logistics), Barnsley site is located as the crow flies 6.4km east of Barnsley or 11-13km by road, adjacent to the A6195 Park Spring Road and takes access via the Houghton Main Colliery Roundabout. The ASOS building is located in close proximity to several villages with Grimethorpe 3km north on Park Spring Road, Great Houghton at 2.8km via Chapel Lane and the Sandhill Golf Club or 4km by road, Darfield at 4km by road, Thurnscoe at 5.2km by road and Goldthorpe 5.6km via the A635 or 6.8km via Thurnscoe. The location of the ASOS building is shown in **Figure 1**.



Figure 1: Location Plan

- 1.2.2 The current site carpark which supports 553 cars in total (including 12 disabled) is located to the north side of the ASOS building as shown in **Figure 2**.

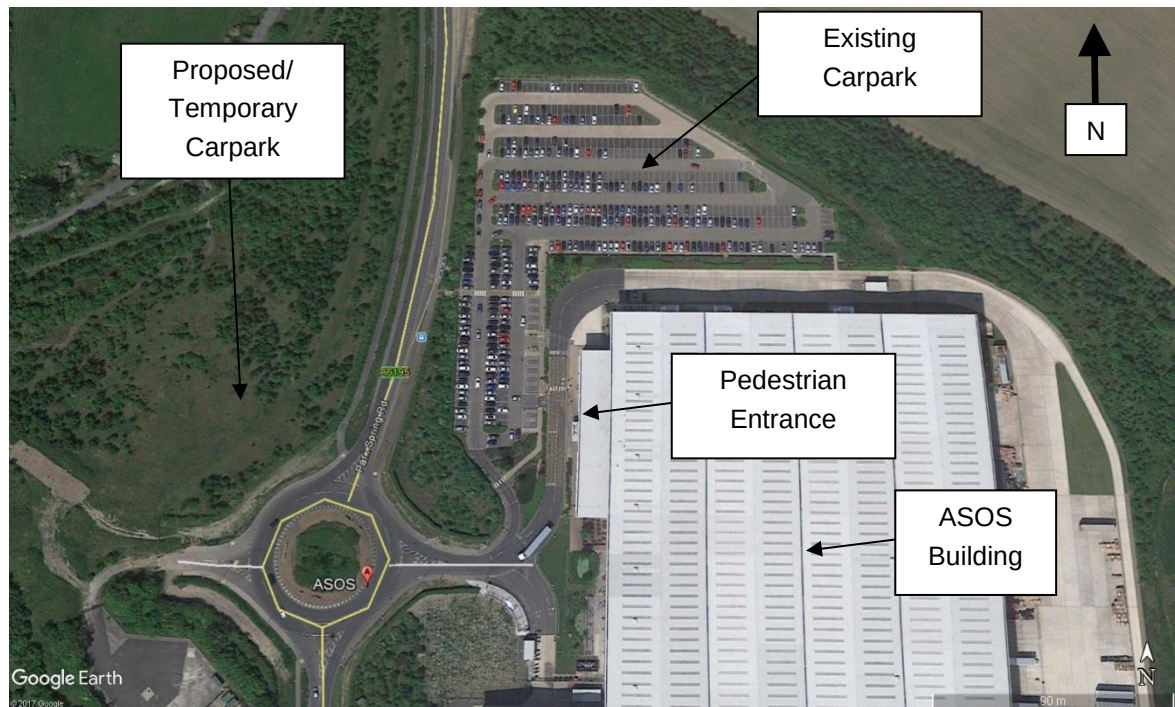


Figure 2: Car Park Locations

- 1.2.3 The planning approved car park is to be located directly to the north west of the ASOS building and roundabout on the western side of Park Spring Road. The carpark will accommodate 314 cars. A temporary car park is to be located on the site of the proposed carpark until it can be made permanent. The permanent car park is shown by the drawing 6057-003 which is reproduced in **Appendix A**.

1.3 Existing Travel/ Parking Demand

- 1.3.1 Previously the site employed 4000 individuals and up to 3100 (split between 3 shifts) would visit the site on any given day. Currently 3500 staff per day visit the site.
- 1.3.2 The ASOS site also receives around 20 visitors a day.
- 1.3.3 The agreed 2012 Traffic Statement for the expansion of the ASOS warehouse summarised a travel survey of 600 of the 682 staff on site. This demonstrated that travel behaviour was reasonably sustainable in 2012 with only 51% of the staff driving to the site. The summary results are reproduced in **Table 1**.

Mode	
Walk	0.7%
Cycle	1.5%
Bus	13.3%
Motorcycle	2.5%
Car Passenger	17.6%
Dropped Off	11.2%
Car Driver	51.0%
Unknown	2.2%

Table 1: 2012 Site Modal Split

- 1.3.4 Compare this with the 2011 Census for the surrounding area where results that 71% of journeys were by private car.
- 1.3.5 A recent July 2017 travel survey sampled 587 staff and demonstrated that sustainable travel levels were very good and solo car trips accounted for just 32.2% of journeys to work. The full modal split is shown in **Table 2**.

Mode	
Walk	6.98%
Cycle	3.24%
Bus	24.53%
Train	2.04%
Park And Ride	0.85%
MC	2.90%
Car Share	27.26%
Lone Driver	32.20%

Table 2: July 2017 Site Modal Split

- 1.3.6 Assuming that other than the peak shift change the car park capacity is not exceeded those who car share are on average in a vehicle of at least 2.5 occupants. The demand profile for the car park on a typical day based on this car sharing assumption is shown by the table in **Appendix B**.
- 1.3.7 From the table it can be seen that the absolute capacity of the car park 541 general parking spaces is only exceeded at the shift changes 06:30-07:30 and 22:30-23:30. During this time large delays are experienced by staff as they wait for a vacant space. Whilst not making a car parking space readably available the proposed 314 additional spaces would reduce the required wait time and ensure that there is no overspill on to the public highway.
- 1.3.8 In order to reduce excess parking and therefore reduce waiting time ASOS employ car park attendants.
- 1.4 Current Incentives to Car share**
- 1.4.1 At present to encourage car sharing ASOS offer those who car share priority parking in dedicated spaces.
- 1.4.2 The company also host the occasional raffles for car sharers to promote its use.

1.5 Car Park Marshalling

- 1.5.1 The temporary car park will be controlled at the entrance by a marshal checking security passes and another marshal showing people to spaces as there will be no markings. A further marshal will assist people to cross the road. Access to the permanent car park will be controlled by a barrier.

1.6 Possible Future Monitoring & Control

- 1.6.1 Possible future staff travel surveys will monitor staff travel habits which are already good and if solo car use is negatively affected possible controls could be introduced such as further incentives for car sharers or restrictions for solo car users. This could be:

- Allocating a larger proportion of the car park to car sharers only;
- Charging Single Occupancy Vehicles (SOV's);
- Further rewards for car sharers;

1.7 Importance of a Workplace Travel Plan

- 1.7.1 A workplace Travel Plan (TP) includes a suite of measures intended to assist individuals manage their core transportation needs and thus travel to the proposed development by the most sustainable means. This is principally by promoting smarter travel choices that are available to them in order to travel to/from the development site and reducing the reliance on private car journeys originating from housing in the process.
- 1.7.2 TPs are an important tool to help deliver accessible, sustainable communities and offer clear benefits to all the parties involved – future occupiers of the site, their neighbours and the wider community. They involve meeting the access needs of employees and require partnerships between developers, local authorities, local communities and potential occupiers.
- 1.7.3 Speculative large scale multi-occupation developments cannot be expected to produce a travel plan while it remains speculative. Therefore, an interim travel plan should be submitted along with the planning application. A full travel plan should then be submitted once the site is occupied.
- 1.7.4 A Travel Plan has to take into consideration existing transport conditions relevant to the proposed development area and its surrounding environment, and to set out a range of appropriate initiatives and measures designed to increase travel awareness and to effectively manage and reduce the level of single-occupancy car use.
- 1.7.5 There are a number of objectives that the implementation of the Travel Plan is intended to fulfil:
- Increase awareness of sustainable travel alternatives and the benefits of using them;
 - Generate fewer single-occupancy car trips than would otherwise be the case by encouraging a modal shift in travel;
 - Influence travel behaviour of individuals;
 - Reduce the need for unnecessary journeys;

- Promote social inclusion and interaction by organising bicycle user groups, walking buddy and car-sharing schemes and community forum meetings;
- Help improve the health of individuals; and
- Accommodate those journeys that need to be made by car.

1.7.6 Condition 10 of the planning permission for the car park outlines clearly the requirement for a TP and the CPMP to be integrated into it. It is envisaged whilst not limited to the TP will include the measures for control of the car park as outlined in the previous **Sections 1.4, 1.5 and 1.6.**

Prior to the commencement of use of the car park a draft Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall indicate measures that will be put in place to encourage sustainable travel and travel by modes other than the private car, including the potential for cycle spaces and the installation of Electric Vehicle Charging Points, and allow for regular reporting and monitoring to be undertaken. Subsequently, within six months of the site becoming operational, a detailed travel plan shall be submitted to the Local Planning Authority and once approved, it shall be fully implemented and retained as such thereafter

Reason: In the interest of promoting use of public transport, in accordance with Core Strategy Policy CSP 25.

1.8 Accident Analysis

- 1.8.1 All non damage road accidents within 1km of the site in the last 5 years of data (2011-2015) were analysed for this report and whilst it was found that there was only 6 accidents due to the high speed nature of the road 3 of these were serious, however these accidents occurred some distance away from the ASOS roundabout and would not be affected by the proposals. Full ammonised details of the road traffic accidents can be found in **Appendix C.**
- 1.8.2 The approved proposals for the car park however, could only have a positive effect upon road safety by preventing overspill of parked or near stationary vehicles on to the public highway.

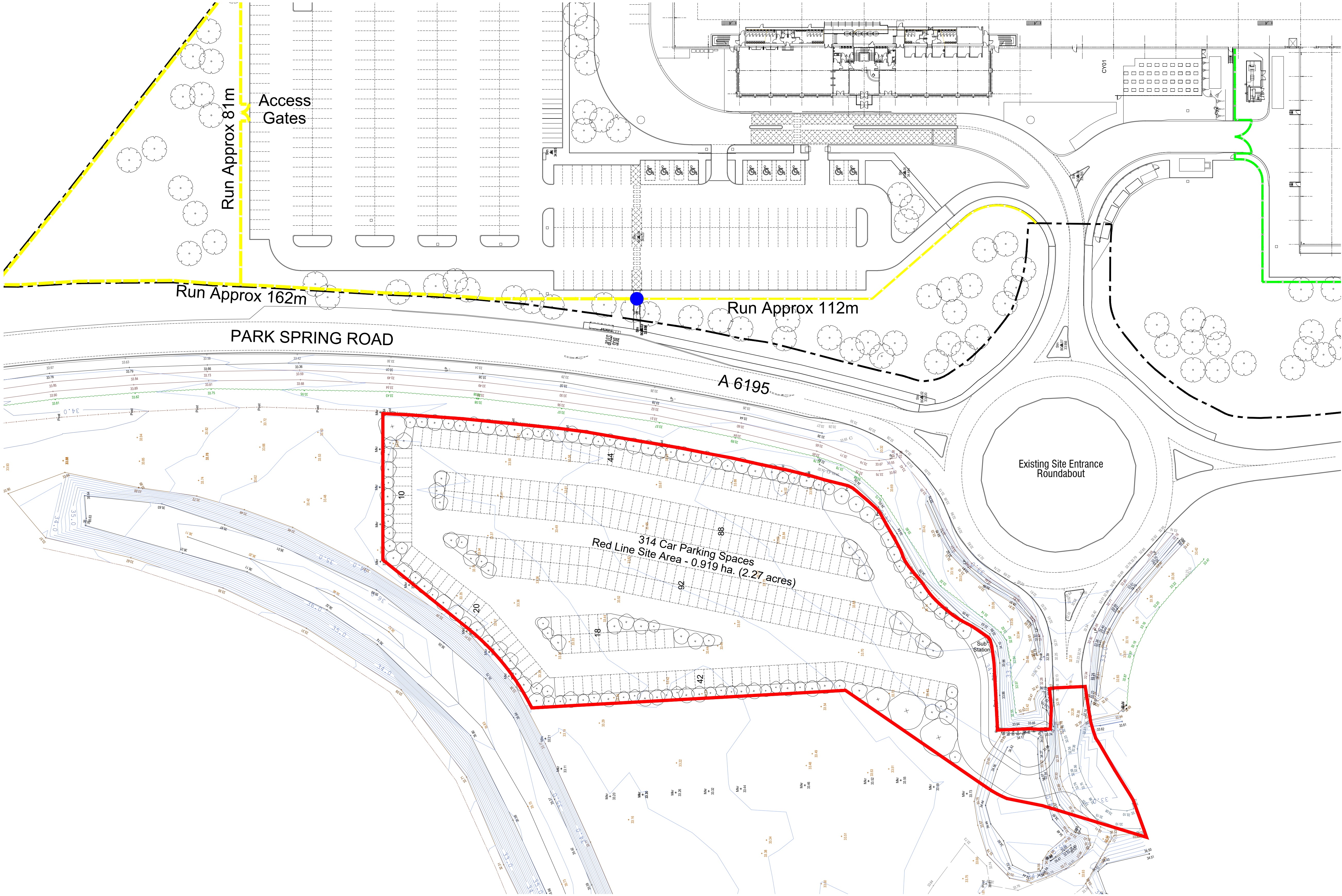
APPENDICES

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APPENDIX A: Proposed Car Park



For Soft Landscaping
please refer to JBLA
Landscaping Proposals

no.	date	revision	by
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client



project

Proposed Car Park
ASOS.COM
Spring Park Road
Little Houghton, Youkshire

drawing

Proposed Car Park Layout

scale	1:500@A1	drawn	RPW
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checked	SPP	date	23.06.17
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no

6057 - 003

APPENDIX B: Existing Car Demand

Typical	A 07:00-15:00		B 15:00-23:00		C 23:00-07:00		Staff/Visitors		Accumulation
	IN	OUT	IN	OUT	IN	OUT	IN	OUT	
00:00-00:30									487
00:30-01:00									487
01:00-01:30									487
01:30-02:00									487
02:00-02:30									487
02:30-03:00									487
03:30-04:00									487
04:00-04:30									487
04:30-05:00									487
05:00-05:30									487
05:30-06:00									487
06:00-06:30									487
06:30-07:00	570								1057
07:00-07:30						518			539
07:30-08:00									539
08:00-08:30							1		540
08:30-09:00							1	1	540
09:00-09:30							1	1	540
09:30-10:00							1	1	540
10:00-10:30							1	1	540
10:30-11:00							1	1	540
11:00-11:30							1	1	540
11:30-12:00							1	1	540
12:00-12:30							1	1	540
12:30-13:00							1	1	540
13:00-13:30							1	1	540
13:30-14:00							1	1	540
14:00-14:30							1	1	540
14:30-15:00			518				1	1	1058
15:00-15:30		570					1	1	488
15:30-16:00							1	1	488
16:00-16:30							1	1	488
16:30-17:00							1	1	488
17:00-17:30							1	1	488
17:30-18:00							1	1	488
18:00-18:30								1	487
18:30-19:00									487
19:00-19:30									487
19:30-20:00									487
20:00-20:30									487
20:30-21:00									487
21:00-21:30									487
21:30-22:00									487
22:00-22:30									487
22:30-23:00					518				1005
23:00-23:30				518					487
23:30-00:00									487
Total	570	570	518	518	518	518	20	20	

APPENDIX C: Road Accident Analysis

Accident Ref	201214B107212	201314B077113	201414B007714	201414B040714	201114B090011	201114B027611
Date	25/11/2015	19/11/2013	27/01/2014	03/05/2014	23/09/2011	20/03/2011
Time	06:58	14:30	06:45	15:57	07:00	12:30
Severity	Serious	Slight	Slight	Serious	Serious	Slight
Location	Circa 350m N of Asos Rbt (Not within 20m of a junction)	Asos Roundabout	Asos Roundabout	Circa 75m S of Asos Rbt (Not within 20m of a junction)	Circa 800m N of Asos Rbt (Not within 50m of a junction)	Circa 850m S of Asos Rbt (Not within 50m of a junction)
Weather	Raining no high winds	Fine no high winds	Fine no high winds	Fine no high winds	Fine no high winds	Fine no high winds
Road Surface	Wet or damp	Dry	Wet or damp	Dry	Dry	Dry
Lighting	Dark	Daylight	Dark - Lit	Daylight	Daylight	Daylight
Veh1	Car	Car	Car	MC >500cc	HGV > 7.5t	Pedal Cycle
Veh2	Car	MC <125cc		MC >500cc	Car	Car
Casualty1	V1 16-20M	V2 21-25M	Ped 46-55F	V1 26-35M Serious	V2 16-20M	V1
Casualty2		V1 26-35M Passenger		V2 36-45M Slight		
Description	V1 drives in to the rear of V2 parked on a slight bend.	Both Vehs travelling Southbound on main Carriageway and impact the Front of their Vehs	U Turning Car hits Pedestrian	V1 Held up on Main Carriageway when V2 drives in to the rear.	Both Vehs on the main Carriageway and impact the Front of their Vehs	V1 Pedal Cycle goes into the rear of parked V2