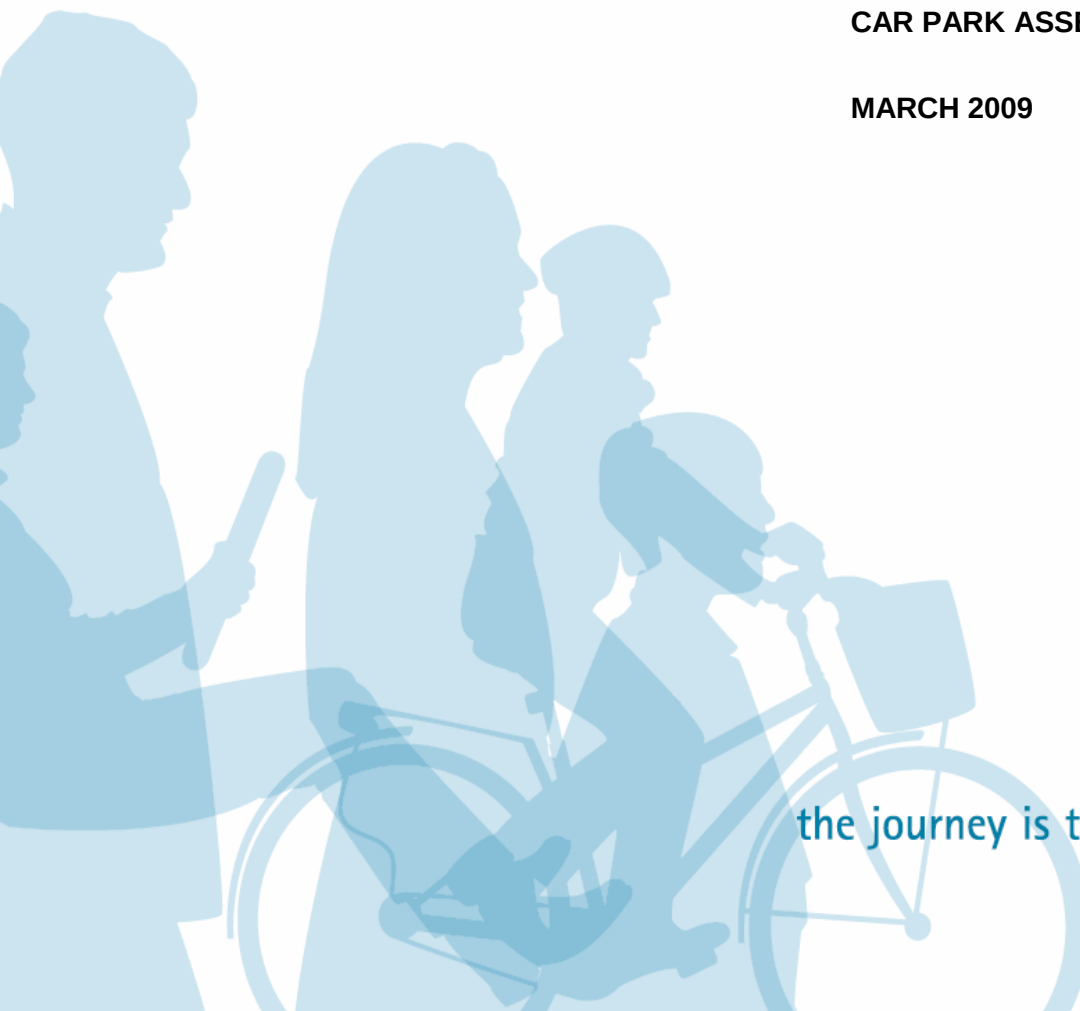




**PROPOSED ASDA CAR PARK
ALTERATIONS
OLD MILL LANE, BARNLEY**

CAR PARK ASSESSMENT

MARCH 2009



the journey is the reward

**PROPOSED ASDA CAR PARK
ALTERATIONS
OLD MILL LANE, BARNESLEY**

CAR PARK ASSESSMENT

MARCH 2009

Project Code:	M/ASLBARNSELYTP.1
Prepared by:	RJB
Approved by:	SMC
Issue Date:	March 2009
Status:	Final

**PROPOSED ASDA CAR PARK ALTERATIONS
OLD MILL LANE, BARNSELEY
Car Park Assessment**

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PROPOSED ASDA CAR PARK ALTERATIONS
OLD MILL LANE, BARNESLEY
Car Park Assessment

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1. INTRODUCTION

- 1.1 Mayer Brown Limited has been appointed by ASDA Stores Limited to prepare a Car Parking Assessment in support of a planning application for alterations to the existing car park layout at their store on Old Mill Lane, Barnsley.
- 1.2 The existing site is located just outside Barnsley town centre, with the current store comprising of 8,268 sq.m gross floor area (GFA). There is parking provision for 481 cars. Customer spaces comprise 434 whilst the remaining 47 spaces are allocated for colleagues
- 1.3 ASDA propose to alter the existing car park layout to update and improve internal traffic circulation and provide additional customer and colleague parking provision to ease current demand upon the colleague car park.
- 1.4 The sites internal and external accessibility via sustainable travel modes has been examined.
- 1.5 A parking accumulation assessment has been carried out on the colleague car park. This demonstrates the existing demand upon the colleague car park and the impact that the proposed provision would have on its operation.
- 1.6 The proposed car parking numbers have been assessed against local and national parking standards.
- 1.7 A Colleague Travel Plan has also been submitted as a separately bound document to support a reduction in the number of single occupancy car journeys made to the workplace.

2. THE SITE AND ADJACENT HIGHWAY NETWORK

- 2.1 The existing store is located within the Metropolitan Borough of Barnsley, on the outskirts of Barnsley town centre, situated off the Old Mill Lane gyratory.
- 2.2 The Old Mill Lane gyratory provides access to the A61 and A635. The A61 northbound provides access towards Wakefield whilst the A61 southbound is a major access road which runs to the south of Barnsley town centre and provides access to areas west of Barnsley, including the M1 Motorway.
- 2.3 The A635 provides access to residential areas to the west of the site, including Gawber, Kexbrough and Darton.
- 2.4 In addition to the ASDA store, other businesses located around the Old Mill Lane gyratory include PC World, Halfords and Curry's.
- 2.5 A McDonald's restaurant with drive through facilities is located in the southern corner of the ASDA site, shown in Figure 2.1.



Figure 2.1: McDonald's onsite

- 2.6 Separate car parking is provided for the McDonald's restaurant which is managed by UK Parking Control Ltd and a maximum stay policy of one hour is in operation. Signage to this affect is clearly displayed throughout the McDonalds car park.

Existing Site Use

- 2.7 The existing site arrangement is shown on drawing BL01, which can be found in **Appendix A** of this report.

- 2.8 The existing store is situated to the north west of the site and comprises of around 8,268 sq.m internal gross floor area (GFA).

Vehicular Access

- 2.9 Access from the Old Mill Lane gyratory to Canal Way is achieved via a simple left-in, left-out priority junction, shown in Figure 2.2.



Figure 2.2: Access from the Old Mill Lane gyratory

- 2.10 Canal Way provides access into the site with the left-hand lane providing access to the main customer and colleague car parks as well as the service yard located at the rear of the store, accessed via the colleague car park
- 2.11 The right-hand lane provides vehicular access to the customer car park to the east of the site as well as the ASDA petrol filling station, recycling area and McDonald's restaurant/drive through. Figure 2.3 shows the existing layout and markings located on Canal Way on entry to the site.



Figure 2.3: Access into ASDA car Park

- 2.12 An additional vehicular egress point is located adjacent to the petrol filling station, providing access onto the A61 Old Mill Lane northbound, shown in Figure 2.4.



Figure 2.4: Additional vehicular egress point

Car Park

- 2.13 A total of 481 parking spaces are currently provided within the site to serve the ASDA store, with 434 and 47 provided for customers and colleague respectively. These include 20 spaces for people with disabilities and 19 spaces for parent and toddler parking.
- 2.14 Figure 2.5 shows the special needs parking area adjacent to the store entrance. 'Space Hog' systems are installed with loudspeaker messages played automatically when a car enters a disabled bay reminding the motorist it is reserved for people with a disability.



Figure 2.5: Disabled parking provision in front of the store

- 2.15 Two car park spaces along the store frontage have been allocated for motorcycle parking, shown in Figure 2.6.



Figure 2.6: Motorcycle parking provision onsite

- 2.16 The existing colleague car park is located along the western side of the store with access to the goods online loading area and service yard achieved via this car park, shown in Figure 2.7.



Figure 2.7: Colleagues and Online delivery vehicles parking area

- 2.17 Onsite observations indicate the colleague car park is well used resulting in colleagues vehicles parking along the northern edge of the colleague car park/service yard access road, shown in Figure 2.8.



Figure 2.8: Additional vehicles parking along access road

Customer Facilities

- 2.18 A 24-hour petrol filling station is located onsite. Fuel tankers access the PFS via a slipway adjacent to the customer filling points, shown in Figure 2.9.



Figure 2.9: ASDA 24-hour Petrol Filling Station

- 2.19 Onsite recycling facilities are located in the western corner of the site. Its location adjacent to the main pedestrian access point and customer car park provides access to these facilities for pedestrians and vehicles. Facilities include recycling for glass, paper and clothing.

3. SITE ACCESSIBILITY

- 3.1 Whilst it is recognised that a car will usually be necessary for bulk food shopping trips, it is important that the store is accessible by non-car modes of transport for those undertaking smaller shops, as well as colleagues travelling to and from work. This section details the accessibility of the site by sustainable modes of transport.

Pedestrian Access

- 3.2 Located off the Old Mill Lane gyratory there are a total of 12 signal crossing facilities located around the gyratory, several of which are located close to pedestrian access points into ASDA, shown in Figure 3.1. These crossings provide access for residents to the south of the site and Barnsley Town Centre, whilst negating traffic using the gyratory.



Figure 3.1: Signal crossing on Old Mill Lane gyratory

- 3.3 Residential areas north east of the store can access the site via a pedestrian access point in the north east corner of the site, which also provides access to the nearby northbound bus stop.
- 3.4 Customers can also access the store via Canal Street, shown in Figure 3.2 with a zebra crossing facility provided for pedestrians to negate the main ASDA vehicular access road.



Figure 3.2: Access from Canal Street and residential areas to the west

- 3.5 Within the site a central pedestrian walkway provides pedestrian access from the main pedestrian site access point on Old Mill Lane to the ASDA store entrance, shown in Figure 3.3.



Figure 3.3: Central pedestrian walkway from Old Mill Lane to store entrance

Cycle Access

- 3.6 Cycle parking is provided in the form of 4 cycle hoops adjacent to the colleague entrance, along the southern side of the store, shown in Figure 3.4.

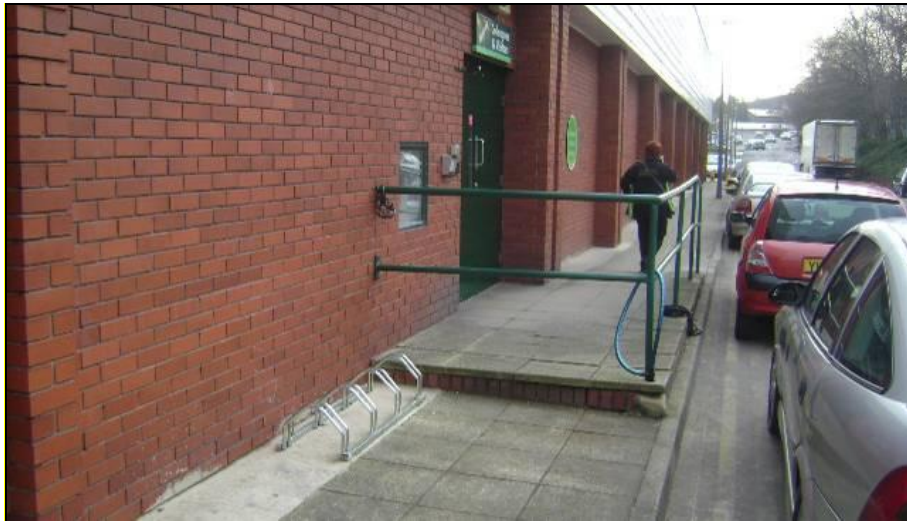


Figure 3.4: Colleague cycle parking provision

Accessibility by Public Transport

- 3.7 The site is served by two nearby bus stops located on Old Mill Lane. The sheltered northbound stop is located adjacent to the pedestrian access point in the south east corner of the site, shown in Figure 3.5.



Figure 3.5: Northbound bus stop with access into the site

- 3.8 The southbound stop also sheltered and access from the main pedestrian access point is achieved via a signal crossing on Old Mill Lane.
- 3.9 A summary of the bus services that operate within the vicinity of the store and nearby bus stopping facilities are provided in Table 3.1.

Stop Name	Location	Routes Serving Stop
Old Mill Lane (Northbound)	Adjacent to site pedestrian access point	1, 11, 31, 57, 59, 194, 444
Old Mill Lane (Southbound)	30 Meters south east of main pedestrian access point	1, 11, 31, 57, 59, 194, 444

Table 3.1: Bus Stop Location and Services

- 3.10 A free ASDA Shopperbus, operated by Tate's Travel runs twice a day on Tuesday, Wednesday and Thursday, shown in Figure 3.6.
- 3.11 Services provide access to and from the surrounding local area, including destinations such as Pilley, Highgate, Staincross, Goldthorpe, Fitzwilliam and Stainborough.



Figure 3.6: ASDA Shopperbus

Accessibility by Taxi

- 3.12 Two taxi waiting bays are provided outside the store entrance. The store provides a customer free phone taxi line to allow customers to contact local taxi service providers.

4. DEVELOPMENT PROPOSALS

4.1 The development proposals involve the following:

Customer Car Park

- Realignment of existing parking provision
- Provision of an additional 11 customer spaces, including additional special needs parking
- Relocation of special needs parking along the store frontage and central pedestrian walkway

Colleague Car Park

- Provision of an additional 9 standard colleague parking spaces
- Provision of a dedicated colleague disabled space

Proposed scheme elements

4.2 The proposed car park arrangement is shown on drawing SP01, which can be found in **Appendix A** of this report.

4.3 It is proposed to realign customer parking spaces to provide an improved traffic circulation with shorter vehicular aisles

Vehicular Access

4.4 Vehicular access into the car park, petrol filling station and McDonald's restaurant will not be altered apart from lane markings updated where there is currently no clear definition between entry and egress lanes.

Car park

4.5 The proposed layout will provide a total of 502 parking spaces, representing an increase of 21 spaces. 10 of these spaces will be allocated for ASDA colleagues with 11 additional customer spaces created by the proposed car park realignment.

4.6 Disabled parking allocation will increase by 2 spaces from 20 to 22 spaces, with a dedicated colleague disabled parking space. Designated parent & toddler spaces will increase from 19 to 20.

4.7 A new central pedestrian walkway will be provided in a similar location to the existing walkway. However, due to the proposed car park layout, the walkway will have less internal roadway crossing points than existing. This reduces from 7 to 3 crossing points.

-
- 4.8 The majority of disabled parking spaces will be relocated along the store frontage with direct access to the store entrance via a covered walkway running between the store and car park.
 - 4.9 Parent and toddler parking will be relocated along the new central pedestrian walkway linking to the store entrance via a pedestrian crossing.
 - 4.10 The existing taxi waiting spaces will be replaced with a pick up/drop off point located at the northern corner of the car park in close proximity to the store entrance.

Servicing

- 4.11 No alterations will be made to the existing servicing arrangements.

5. PARKING ASSESSMENT

- 5.1 The existing car park provides a total of 481 spaces. 442 of these allow for standard parking while disabled spaces and parent and toddler spaces allow for an additional 20 and 19 respectively.
- 5.2 The proposed layout increases parking provision by 21 to 502 spaces of which 460 would allow for standard parking with disabled and parent and toddler spaces increasing to 22 and 20 spaces respectively. Colleague parking provision will increase by 10 spaces from 47 to 57, with 1 colleague space dedicated to disabled parking provision.

Colleague Car Park Accumulation

- 5.3 A colleague car park accumulation survey was undertaken from Monday 23rd to Saturday 28th February 2009 between the hours of 08:00 and 20:00 and Sunday 1st March 2009 between the hours of 09:00 and 17:00. A copy of the survey can be found in **Appendix B** of this report.
- 5.4 Using these survey results, the existing capacity of the colleague car park has been assessed and the impact the proposed capacity will have upon this.
- 5.5 Delivery vehicles have been removed from the car park accumulation as the online delivery vans have their own designated parking/loading bays and HGV's pass through this area to access the service yard at the rear of the store.
- 5.6 Accumulation analysis for the existing and proposed colleague car park is shown in Table 5.1.

Date	Peak Time	Maximum Accumulation	Existing Capacity (47 spaces)	Proposed Capacity (57 spaces)
Monday 23/02/09	12:00	55	117%	96%
Tuesday 24/02/09	13:00	65	138%	114%
Wednesday 25/02/09	12:00	61	130%	107%
Thursday 26/02/09	11:15, 12:00 & 17:00	60	128%	105%
Friday 27/02/09	12:00	68	145%	119%
Saturday 28/02/09	10:15 & 14:00	58	123%	102%
Sunday 01/03/09	10:45, 11:00, 11:45 & 12:00	56	119%	98%

Table 5.1: Colleague Car Park Accumulation and Capacity

- 5.7 Table 5.1 illustrates that the existing colleague car park operates well over capacity during the daily peak periods. These peak periods are not isolated, for example the colleague car park operated at over 100% capacity from 08:00 until 17:30 on Tuesday.
- 5.8 The increase in colleague parking provision by 10 spaces, to a total of 57 spaces does alleviate pressure upon the car park and would result in the colleague car park operating at below 105% for a majority of the week, between 08:00 and 20:00.
- 5.9 57 colleague parking spaces is deemed appropriate as this amount of provision would be fully utilised and reduce the need for colleagues to park along the access road and/or utilise customer parking spaces.
- 5.10 The introduction of a store Travel Plan is also likely to assist the operation of the colleague car park by encouraging colleagues to reduce the number of single occupancy car journeys they make when travelling to and from the store. This is outlined in more detail in Section 6.

Parking Provision

- 5.11 Barnsley Metropolitan Borough Council's Supplementary Planning Document 32 (SPD 32) 'Parking, Transport Assessments and Travel Plans', adopted March 2005 sets out the maximum standards for vehicle parking that the Council will apply to all new development and proposals for all redevelopment and changes of use.
- 5.12 SPD 32 has no reference to Food Retail developments and therefore general parking standards for the proposed development have been taken from the national policy below.

Planning Policy Guidance (PPG) Note 13: Transport

- 5.13 PPG 13 sets out the Government's policies in respect of transport and development planning and promotes advice on integrated transport and land use planning.
- 5.14 The maximum car parking standards set out in PPG 13 are as follows:
- *"For individual developments, the standards in Annex D should apply as a maximum unless the applicant has demonstrated (where appropriate through a Transport Assessment) that a higher level of parking is needed."* PPG 13 para. 54
 - PPG 13 Annex D: Maximum Parking Standards states that the national maximum parking standard for food retail developments is 1 space per 14 sq. m.

Unitary Development Plan (UDP) Policy T22: Car parking Standards & Contributions

- 5.15 The Barnsley Metropolitan Borough Council's UDP document 'Policy T22 – Car parking Standards and Contributions gives guidance on provision of disabled parking provision.
- 5.16 Policy T22 states that *“car parking associated with employment premises, shopping areas, leisure and recreational facilities, places open to the general public and public car parks, provision should be made for disabled car parking which should amount to at least 4% of the total car parking provision to be provided.”*
- 5.17 Table 5.2 provides an overview of the parking standards associated with the proposed development based on the national and local policies previously mentioned, PPG 13 and UDP Policy T22.

Development Category	Food Retail
Car parking provision (Maximum)	1 space per 14 sq.m GFA
Disabled parking provision (Minimum)	4% of total parking provision

Table 5.2: Parking Standards relevant to the proposed site

- 5.18 Comparisons of parking standards and proposed provision based on the proposed development providing 445 customer spaces and 57 colleague parking spaces, with the store consisting 8,268 sq.m GFA is shown in Table 5.3.

	Overall parking provision	Disabled parking provision
Parking Standards	591 spaces (1 space per 14 sq.m GFA)	20 spaces
Proposed Provision	502 spaces (1 space per 16.5 sq.m GFA)	22 spaces

Table 5.3: Comparison of Proposed parking provision and Parking Standards

- 5.19 Table 5.3 demonstrates that the proposed development fully satisfy's parking standards, providing parking provision below maximum standards set out in PPG 13 and Disabled parking provision above standards set out in UDP Policy T22.

Special Needs Access

- 5.20 Special needs customers are provided with preferential car parking arrangements providing access to all parts of the store. Special needs car parking spaces will be relocated more conveniently with wider parking spaces provided for parent and toddler spaces along either side of the central pedestrian walkway.
- 5.21 Extra wide parking spaces will be provided for all disabled parking spaces with a majority of these located along the store frontage, 4 disabled spaces will be located along the central pedestrian walkway with pedestrian crossing facilities designed to assist the movement of disabled customers to the store entrance.
- 5.22 Colleague disabled parking will also consist of an extra wide parking bay, located in close proximity to the ASDA colleague store entrance.

6. TRAVEL PLAN

- 6.1 The 1998 Government White Paper, A New Deal for Transport, encourages companies to adopt Travel Plans in order to reduce private car mileage both for the journey to work and for business use. To support the proposed car park revisions, a Travel Plan will be produced for the ASDA store in order to encourage colleagues to reduce the number of single occupancy car journeys when travelling to and from the store.
- 6.2 The Plan will form a long-term strategy, of which the main objective is a reduction in private car mileage in favour of more sustainable modes of travel. Travel Plan aims are as follows:
- Increase the awareness of more environmentally-friendly modes of transport available in the area; and
 - To introduce a package of physical and management measures that will facilitate travel by other modes.
- 6.3 The plan will form a strategic base in which changes in current travel patterns can be achieved amongst colleagues.
- 6.4 The Travel Plan will include the following:
- An assessment of base travel patterns;
 - Plan objectives, relating to achieving a reduction in car use;
 - A description of the measures/initiatives to be implemented;
 - Details of the administration of the Plan; and
 - A detailed monitoring and review system.
 - A Colleague Travel Plan will be submitted alongside the Car Park Assessment as a separate document.

7. SUMMARY AND CONCLUSIONS

- 7.1 Mayer Brown Limited has been instructed by ASDA Stores Limited to prepare a Car Park Assessment for the proposed car park layout of their existing store in Old Mill Lane, Barnsley. The Car Park Assessment accompanies a planning application for the proposed changes to the car park serving the store.
- 7.2 The store is situated within an accessible location and can be accessed by modes of transport other than the private car. The development site therefore accords with local and national government guidance, which seeks to encourage a reduction in the length and number of private car trips
- 7.3 A car park accumulation survey has been carried out on the colleague car park. The proposed additional colleague parking spaces will assist in alleviating the current under provision demonstrated by the survey.
- 7.4 The proposal provides provision within local and national parking standards set out in Barnsley's UDP Policy T22 and PPG13.
- 7.5 The reorganisation of the car park layout will improve the operation of the car park whilst having no adverse affects on the surrounding highway network. The proposed layout will greatly improve the existing arrangement with increased provision for special needs users, improved traffic flow circulation and a safer layout to negotiate for both vehicles and customers returning to their vehicles.
- 7.6 A Travel Plan will also be produced for the ASDA store to encourage colleagues to reduce the number of single occupancy car journeys and use non-car modes of transport when travelling to and from work.
- 7.7 In review of this assessment, it has been demonstrated that the proposed changes to the customer and colleague car parks will benefit the operation of the store.

APPENDIX A: Architects Drawings



Parking Numbers

EXISTING

- 395 Standard Spaces
- 20 Disabled Spaces
- 19 Parent and Toddler
- 18 Trolley Bays

- 47 Colleague Spaces

TOTAL - 499

Project No	Dwg No	Rev
051	BL01	

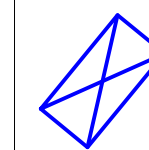
Dwg Title
Block Plan Existing Layout

Date	Feb 09	Scale	1:500 @ A1
	DP		

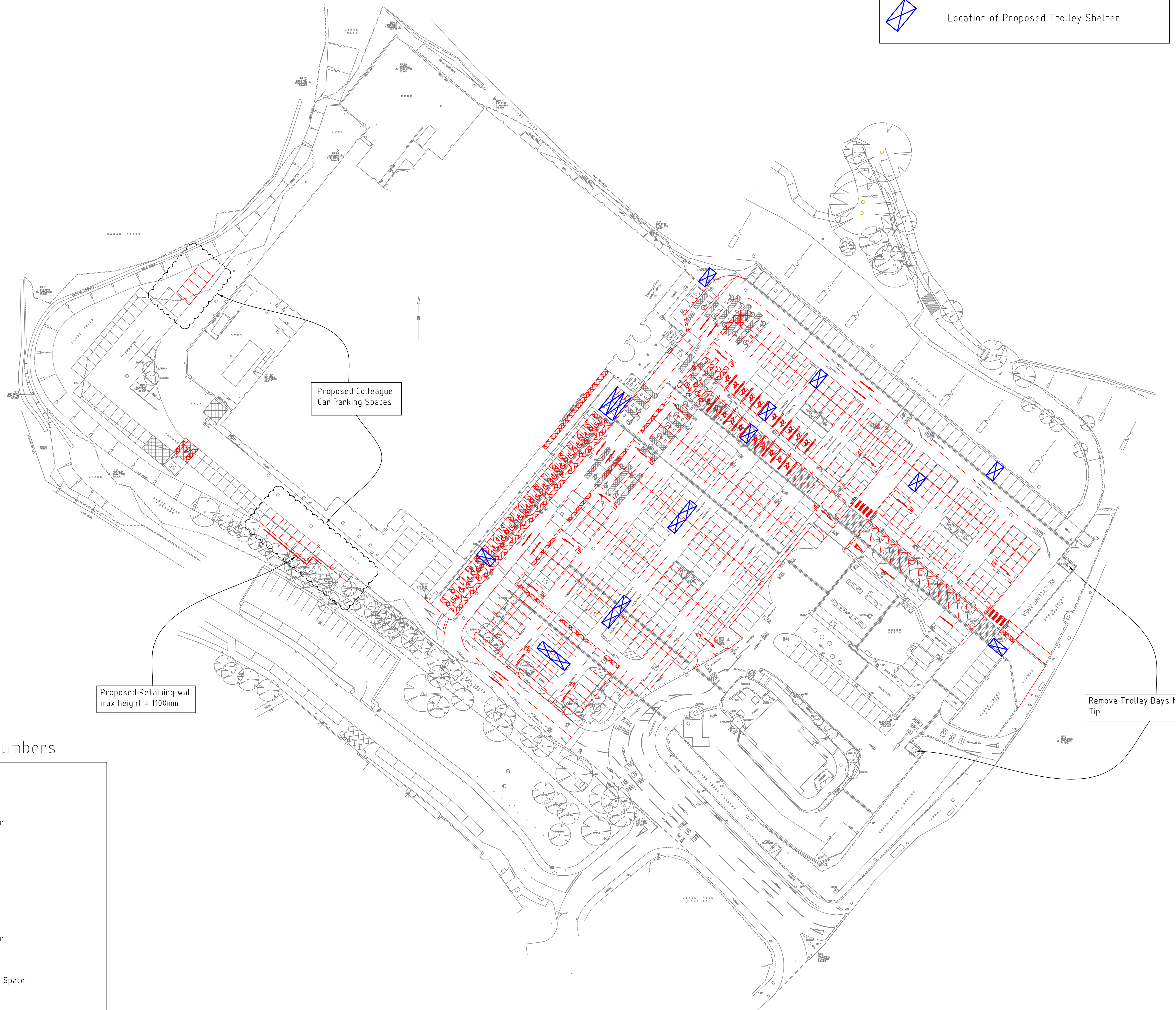
Project
ASDA Store Old Mill Lane Barnsley

Client
 part of the WAL*MART family

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Location of Proposed Trolley Shelter



Parking Numbers

EXISTING

395 Standard Spaces
20 Disabled Spaces
19 Parent and Toddler
18 Trolley Bays

47 Colleague Spaces

TOTAL - 499

PROPOSED

404 Standard Spaces
21 Disabled Spaces
20 Parent and Toddler
20 Trolley Bays

56 Colleague Spaces
1 Disabled Colleague Space

TOTAL - 522

Project No	Dwg No	Rev
051	SP01	

Dwg Title
Site Plan - Proposed Layout

Date	Feb 09	Scale	1:500 @ A1
DP			

Project
ASDA Store Old Mill Lane Barnsley

Client



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DO NOT SCALE FROM THIS DRAWING. IF IN DOUBT ASK.
THE DRAWING MAY NOT BE COPIED WITHOUT PRIOR WRITTEN PERMISSION.

APPENDIX B: Colleague Car Park Accumulation Survey

Time	Accumulation	Existing Parking Provision
08:00	44	47
08:15	47	47
08:30	48	47
08:45	49	47
09:00	48	47
09:15	48	47
09:30	49	47
09:45	49	47
10:00	49	47
10:15	48	47
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18:30	28	47
18:45	25	47
19:00	26	47
19:15	26	47
19:30	25	47
19:45	25	47
20:00	29	47

<-- Enter Total here

Capacity (%)
93.6%
100.0%
102.1%
104.3%
102.1%
102.1%
104.3%
104.3%
104.3%
102.1%
104.3%
106.4%
108.5%
108.5%
110.6%
106.4%
117.0%
106.4%
97.9%
104.3%
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66.0%
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55.3%
53.2%
53.2%
61.7%

Time	Accumulation	Existing Parking Provision
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08:30	48	47
09:00	48	47
09:30	49	47
10:00	49	47
10:30	49	47
11:00	51	47
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12:00	55	47
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19:30	25	47
20:00	29	47

MAX ACCUMULATION

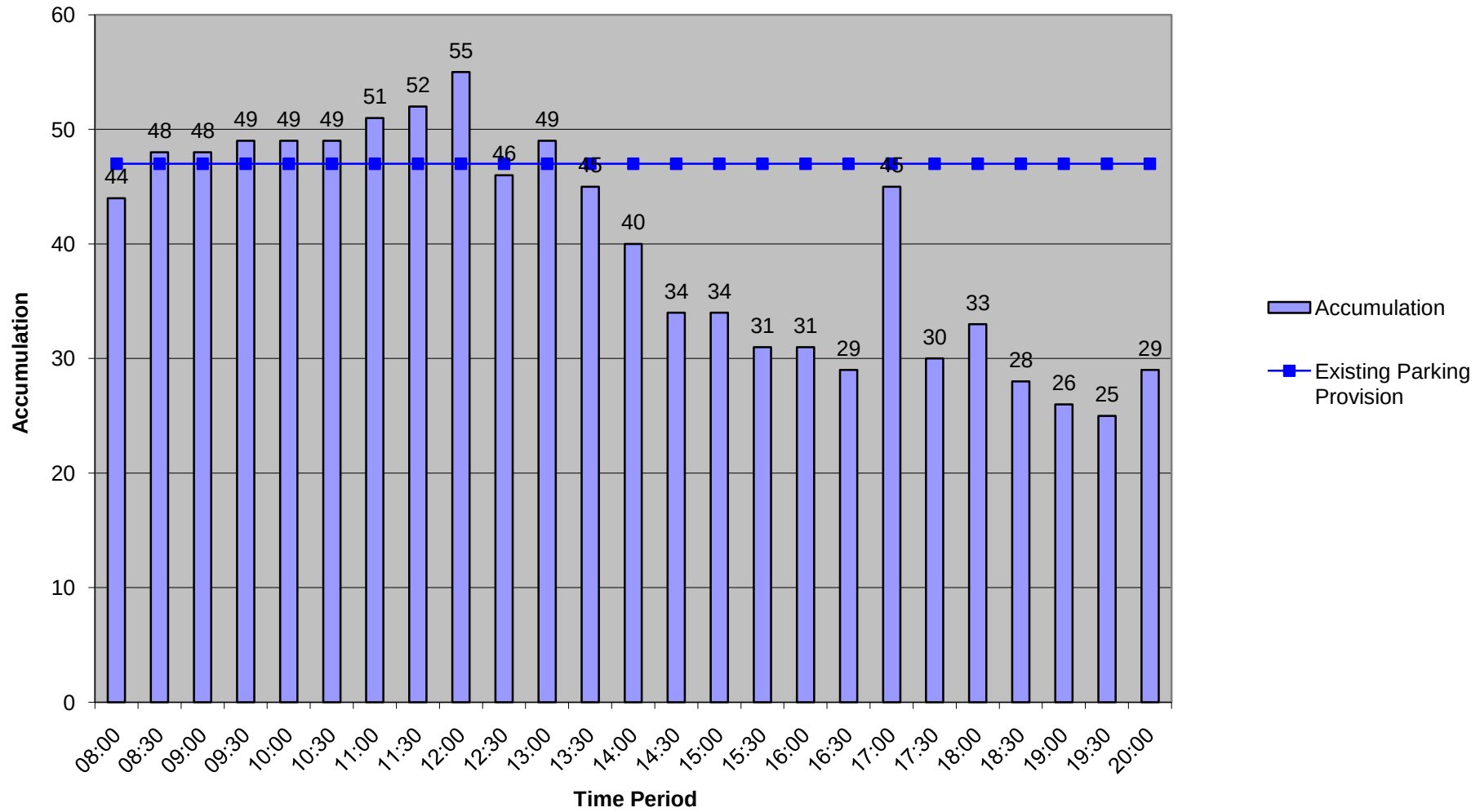
Accumulation	Time	Existing Parking Provision	Capacity %
55	12:00	47	117.0%

1 Duplicates

NB, WILL PICK UP UPPER MOST MAX IF DUPLICATES ARE IN CHART

PROJECT: ASDA BARNLEY	TOTAL 47
DAY: MONDAY i.e. FRI	REGULAR 47
DATE: 23/02/2009 i.e 20-06-08	DISABLED 0
	PARENT & CHILD 0
	OTHER 0

**ASDA Barnsley
Car Park Accumulation
Monday 23rd February 2009**



Time	Accumulation	Existing Parking Provision	Capacity (%)
08:00	49	47	104.3%
08:15	51	47	108.5%
08:30	51	47	108.5%
08:45	54	47	114.9%
09:00	51	47	108.5%
09:15	52	47	110.6%
09:30	54	47	114.9%
09:45	54	47	114.9%
10:00	55	47	117.0%
10:15	53	47	112.8%
10:30	55	47	117.0%
10:45	55	47	117.0%
11:00	54	47	114.9%
11:15	49	47	104.3%
11:30	49	47	104.3%
11:45	54	47	114.9%
12:00	62	47	131.9%
12:15	61	47	129.8%
12:30	62	47	131.9%
12:45	63	47	134.0%
13:00	65	47	138.3%
13:15	61	47	129.8%
13:30	58	47	123.4%
13:45	57	47	121.3%
14:00	57	47	121.3%
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14:30	51	47	108.5%
14:45	50	47	106.4%
15:00	52	47	110.6%
15:15	51	47	108.5%
15:30	51	47	108.5%
15:45	50	47	106.4%
16:00	52	47	110.6%
16:15	51	47	108.5%
16:30	52	47	110.6%
16:45	58	47	123.4%
17:00	62	47	131.9%
17:15	50	47	106.4%
17:30	49	47	104.3%
17:45	45	47	95.7%
18:00	47	47	100.0%
18:15	43	47	91.5%
18:30	42	47	89.4%
18:45	43	47	91.5%
19:00	44	47	93.6%
19:15	41	47	87.2%
19:30	42	47	89.4%
19:45	41	47	87.2%
20:00	41	47	87.2%

<-- Enter Total here

Time	Accumulation	Existing Parking Provision
08:00	49	47
08:30	51	47
09:00	51	47
09:30	54	47
10:00	55	47
10:30	55	47
11:00	54	47
11:30	49	47
12:00	62	47
12:30	62	47
13:00	65	47
13:30	58	47
14:00	57	47
14:30	51	47
15:00	52	47
15:30	51	47
16:00	52	47
16:30	52	47
17:00	62	47
17:30	49	47
18:00	47	47
18:30	42	47
19:00	44	47
19:30	42	47
20:00	41	47

MAX ACCUMULATION

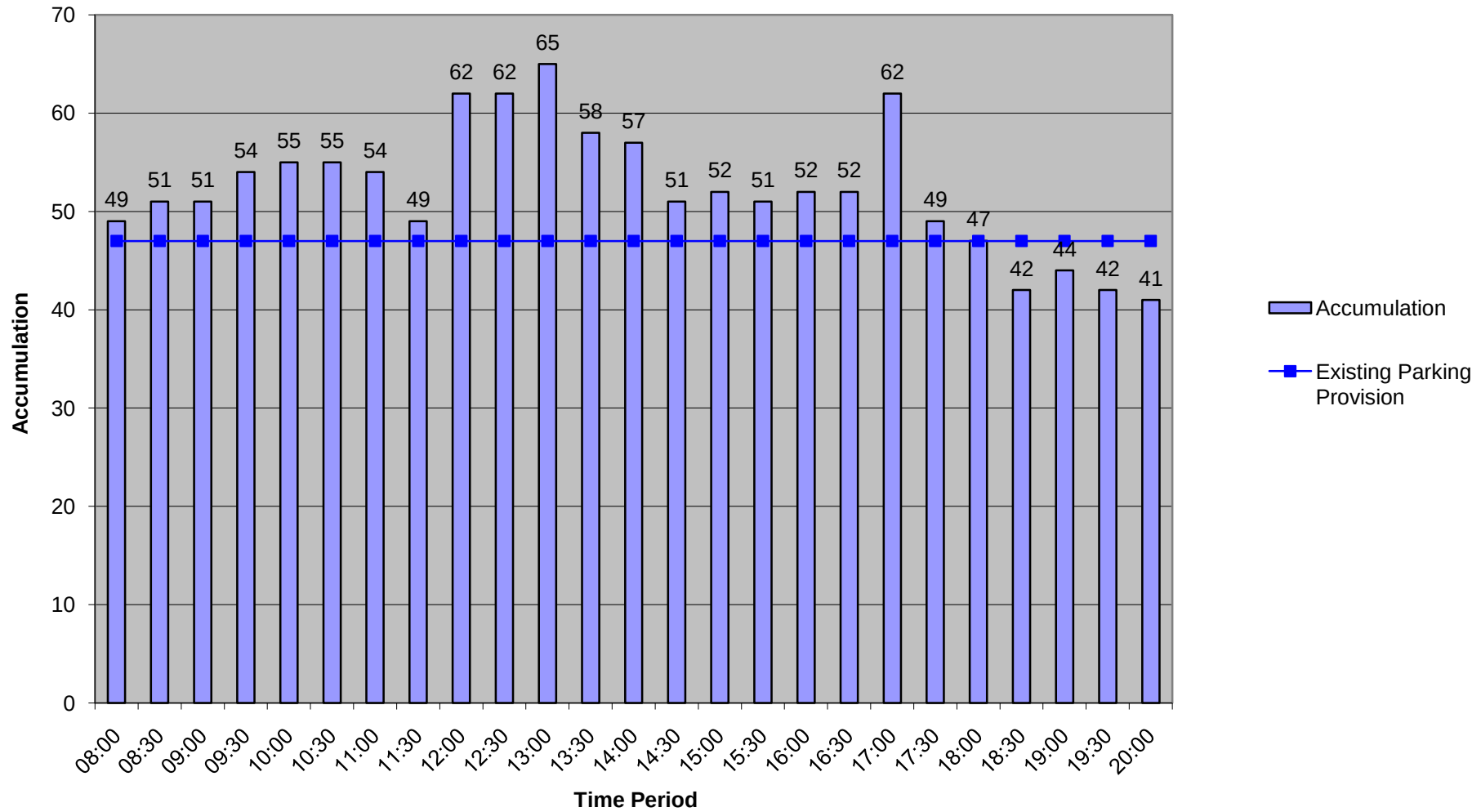
Accumulation	Time	Existing Parking Provision	Capacity %
65	13:00	47	138.3%

1 Duplicates

NB, WILL PICK UP UPPER MOST MAX IF DUPLICATES ARE IN CHART

PROJECT:	ASDA BARNSELY	TOTAL	47
DAY:	TUESDAY i.e. FRI	REGULAR	47
DATE:	24/02/2009 i.e 20-06-08	DISABLED	0
		PARENT & CHILD	0
		OTHER	0

**ASDA Barnsley
Car Park Accumulation
Tuesday 24th February 2009**



Time	Accumulation	Existing Parking Provision
08:00	47	47
08:15	51	47
08:30	50	47
08:45	51	47
09:00	51	47
09:15	52	47
09:30	55	47
09:45	56	47
10:00	55	47
10:15	54	47
10:30	54	47
10:45	56	47
11:00	54	47
11:15	53	47
11:30	56	47
11:45	57	47
12:00	61	47
12:15	58	47
12:30	55	47
12:45	53	47
13:00	56	47
13:15	52	47
13:30	47	47
13:45	46	47
14:00	47	47
14:15	43	47
14:30	41	47
14:45	41	47
15:00	39	47
15:15	37	47
15:30	37	47
15:45	35	47
16:00	35	47
16:15	32	47
16:30	31	47
16:45	36	47
17:00	48	47
17:15	36	47
17:30	36	47
17:45	36	47
18:00	38	47
18:15	32	47
18:30	29	47
18:45	28	47
19:00	29	47
19:15	29	47
19:30	28	47
19:45	29	47
20:00	30	47

<-- Enter Total here

Capacity (%)
100.0%
108.5%
106.4%
108.5%
108.5%
110.6%
117.0%
119.1%
117.0%
114.9%
114.9%
119.1%
114.9%
112.8%
119.1%
121.3%
129.8%
123.4%
117.0%
112.8%
119.1%
110.6%
100.0%
97.9%
100.0%
91.5%
87.2%
87.2%
83.0%
78.7%
78.7%
74.5%
74.5%
68.1%
66.0%
76.6%
102.1%
76.6%
76.6%
76.6%
80.9%
68.1%
61.7%
59.6%
61.7%
61.7%
59.6%
61.7%
63.8%

Time	Accumulation	Existing Parking Provision
08:00	47	47
08:30	50	47
09:00	51	47
09:30	55	47
10:00	55	47
10:30	54	47
11:00	54	47
11:30	56	47
12:00	61	47
12:30	55	47
13:00	56	47
13:30	47	47
14:00	47	47
14:30	41	47
15:00	39	47
15:30	37	47
16:00	35	47
16:30	31	47
17:00	48	47
17:30	36	47
18:00	38	47
18:30	29	47
19:00	29	47
19:30	28	47
20:00	30	47

MAX ACCUMULATION

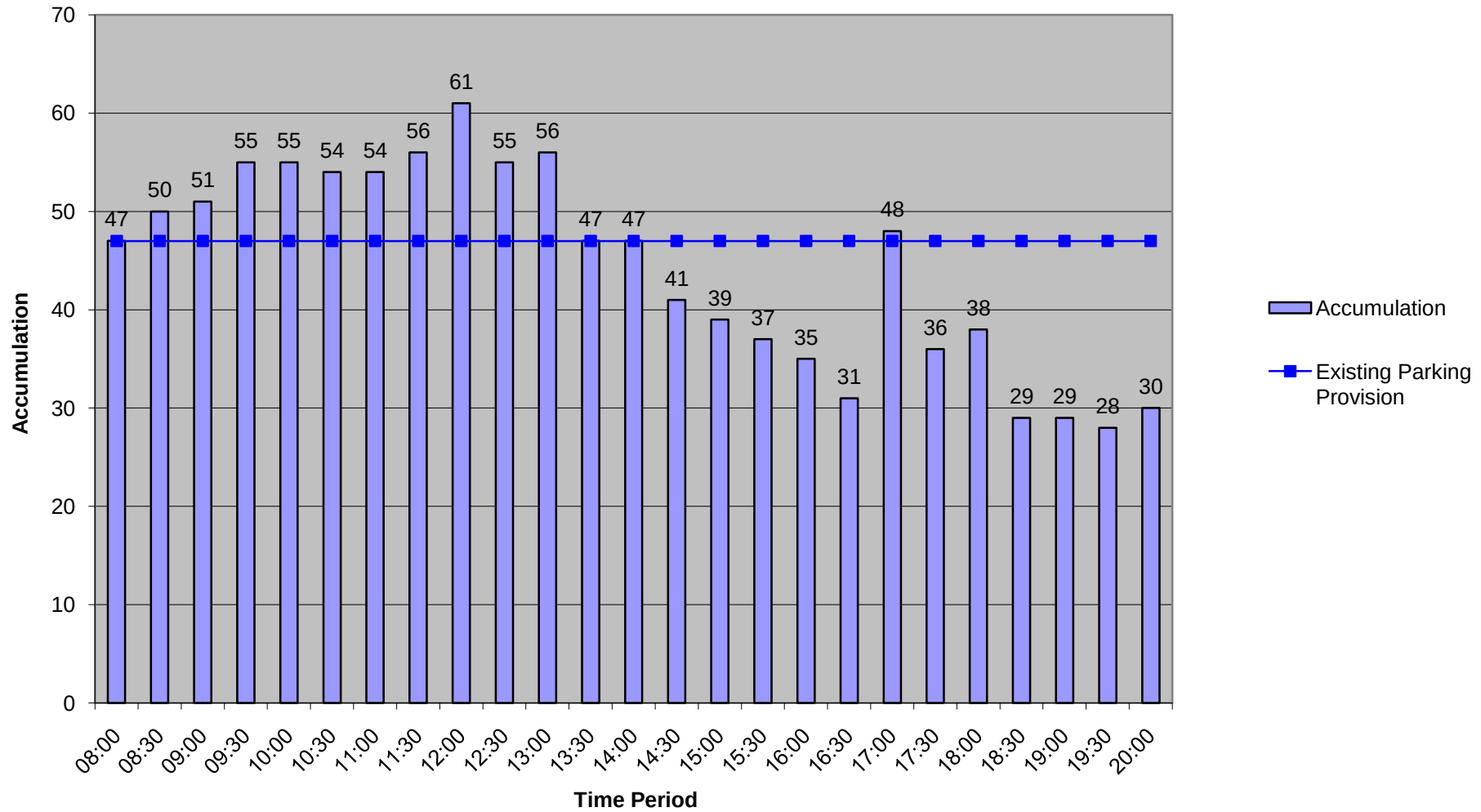
Accumulation	Time	Existing Parking Provision	Capacity %
61	12:00	47	129.8%

1 Duplicates

NB, WILL PICK UP UPPER MOST MAX IF DUPLICATES ARE IN CHART

PROJECT:	ASDA BARNSELEY	TOTAL	47
DAY:	WEDNESDAY i.e. FRI	REGULAR	47
DATE:	25/02/2009 i.e 20-06-08	DISABLED	0
		PARENT & CHILD	0
		OTHER	0

**ASDA Barnsley
Car Park Accumulation
Wednesday 25th February 2009**



Time	Accumulation	Existing Parking Provision
08:00	40	47
08:15	42	47
08:30	45	47
08:45	47	47
09:00	48	47
09:15	51	47
09:30	50	47
09:45	51	47
10:00	54	47
10:15	53	47
10:30	54	47
10:45	56	47
11:00	57	47
11:15	60	47
11:30	59	47
11:45	58	47
12:00	60	47
12:15	54	47
12:30	52	47
12:45	53	47
13:00	55	47
13:15	53	47
13:30	51	47
13:45	48	47
14:00	51	47
14:15	45	47
14:30	44	47
14:45	42	47
15:00	43	47
15:15	40	47
15:30	40	47
15:45	40	47
16:00	42	47
16:15	40	47
16:30	41	47
16:45	47	47
17:00	60	47
17:15	45	47
17:30	41	47
17:45	39	47
18:00	42	47
18:15	41	47
18:30	41	47
18:45	42	47
19:00	44	47
19:15	42	47
19:30	42	47
19:45	44	47
20:00	45	47

<-- Enter Total here

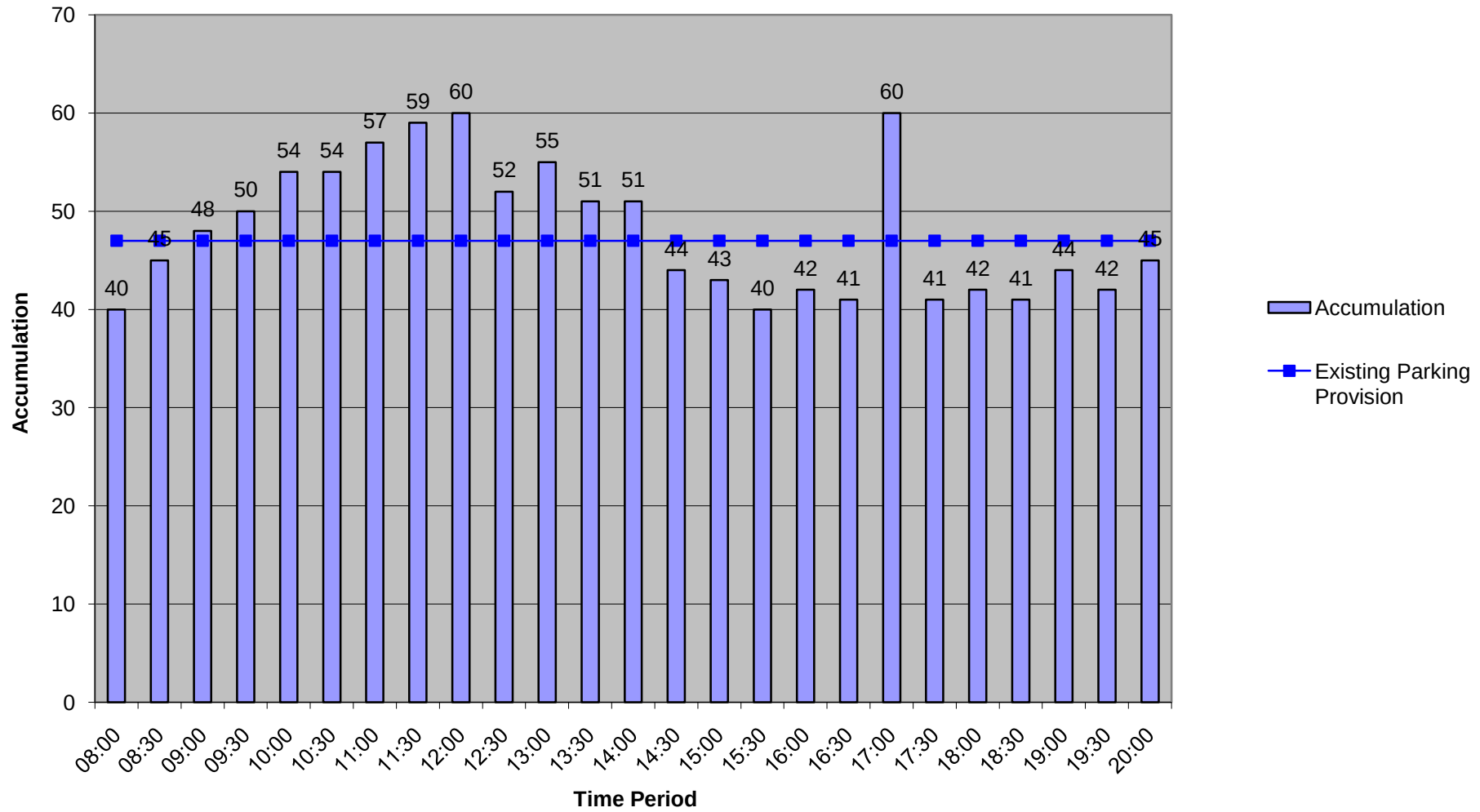
Capacity (%)
85.1%
89.4%
95.7%
100.0%
102.1%
108.5%
106.4%
108.5%
114.9%
112.8%
114.9%
119.1%
121.3%
127.7%
125.5%
123.4%
127.7%
114.9%
112.8%
117.0%
112.8%
108.5%
102.1%
108.5%
95.7%
93.6%
89.4%
91.5%
85.1%
85.1%
85.1%
89.4%
85.1%
87.2%
100.0%
127.7%
95.7%
87.2%
83.0%
89.4%
87.2%
87.2%
89.4%
93.6%
89.4%
89.4%
93.6%
95.7%

Time	Accumulation	Existing Parking Provision
08:00	40	47
08:30	45	47
09:00	48	47
09:30	50	47
10:00	54	47
10:30	54	47
11:00	57	47
11:30	59	47
12:00	60	47
12:30	52	47
13:00	55	47
13:30	51	47
14:00	51	47
14:30	44	47
15:00	43	47
15:30	40	47
16:00	42	47
16:30	41	47
17:00	60	47
17:30	41	47
18:00	42	47
18:30	41	47
19:00	44	47
19:30	42	47
20:00	45	47

MAX ACCUMULATION			
Accumulation	Time	Existing Parking Provision	Capacity %
60	11:15	47	127.7%
3 Duplicates			
NB, WILL PICK UP UPPER MOST MAX IF DUPLICATES ARE IN CHART			

PROJECT:	ASDA BARNSELY	TOTAL	47
DAY:	THURSDAY i.e. FRI	REGULAR	47
DATE:	26/02/2009 i.e 20-06-08	DISABLED	0
		PARENT & CHILD	0
		OTHER	0

**ASDA Barnsley
Car Park Accumulation
Thursday 26th February 2009**



Time	Accumulation	Existing Parking Provision	Capacity (%)
08:00	51	47	108.5%
08:15	54	47	114.9%
08:30	54	47	114.9%
08:45	56	47	119.1%
09:00	58	47	123.4%
09:15	61	47	129.8%
09:30	62	47	131.9%
09:45	63	47	134.0%
10:00	64	47	136.2%
10:15	63	47	134.0%
10:30	64	47	136.2%
10:45	63	47	134.0%
11:00	63	47	134.0%
11:15	62	47	131.9%
11:30	63	47	134.0%
11:45	66	47	140.4%
12:00	68	47	144.7%
12:15	59	47	125.5%
12:30	57	47	121.3%
12:45	59	47	125.5%
13:00	62	47	131.9%
13:15	65	47	138.3%
13:30	62	47	131.9%
13:45	62	47	131.9%
14:00	63	47	134.0%
14:15	59	47	125.5%
14:30	55	47	117.0%
14:45	56	47	119.1%
15:00	57	47	121.3%
15:15	55	47	117.0%
15:30	53	47	112.8%
15:45	52	47	110.6%
16:00	54	47	114.9%
16:15	53	47	112.8%
16:30	54	47	114.9%
16:45	59	47	125.5%
17:00	63	47	134.0%
17:15	47	47	100.0%
17:30	44	47	93.6%
17:45	39	47	83.0%
18:00	44	47	93.6%
18:15	38	47	80.9%
18:30	39	47	83.0%
18:45	38	47	80.9%
19:00	37	47	78.7%
19:15	38	47	80.9%
19:30	37	47	78.7%
19:45	39	47	83.0%
20:00	45	47	95.7%

<-- Enter Total here

Time	Accumulation	Existing Parking Provision
08:00	51	47
08:30	54	47
09:00	58	47
09:30	62	47
10:00	64	47
10:30	64	47
11:00	63	47
11:30	63	47
12:00	68	47
12:30	57	47
13:00	62	47
13:30	62	47
14:00	63	47
14:30	55	47
15:00	57	47
15:30	53	47
16:00	54	47
16:30	54	47
17:00	63	47
17:30	44	47
18:00	44	47
18:30	39	47
19:00	37	47
19:30	37	47
20:00	45	47

MAX ACCUMULATION

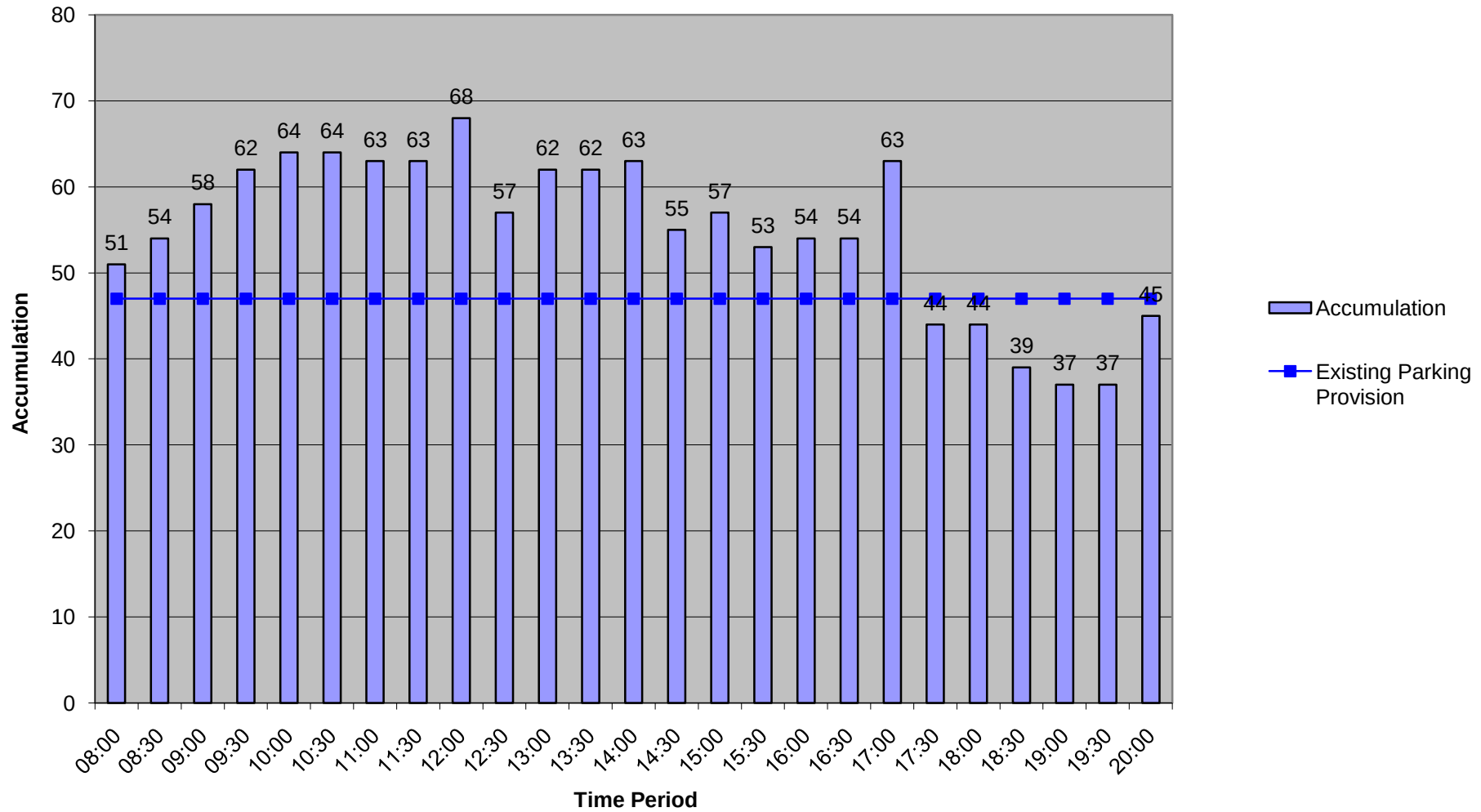
Accumulation	Time	Existing Parking Provision	Capacity %
68	12:00	47	144.7%

1 Duplicates

NB, WILL PICK UP UPPER MOST MAX IF DUPLICATES ARE IN CHART

PROJECT:	ASDA BARNSELY	TOTAL	47
DAY:	FRIDAY i.e. FRI	REGULAR	47
DATE:	27/02/2009 i.e 20-06-08	DISABLED	0
		PARENT & CHILD	0
		OTHER	0

**ASDA Barnsley
Car Park Accumulation
Friday 27th February 2009**



Time	Accumulation	Existing Parking Provision
08:00	45	47
08:15	48	47
08:30	47	47
08:45	48	47
09:00	51	47
09:15	51	47
09:30	55	47
09:45	54	47
10:00	56	47
10:15	58	47
10:30	55	47
10:45	54	47
11:00	54	47
11:15	52	47
11:30	53	47
11:45	55	47
12:00	57	47
12:15	55	47
12:30	55	47
12:45	57	47
13:00	56	47
13:15	51	47
13:30	48	47
13:45	53	47
14:00	58	47
14:15	50	47
14:30	50	47
14:45	53	47
15:00	55	47
15:15	52	47
15:30	54	47
15:45	52	47
16:00	50	47
16:15	45	47
16:30	49	47
16:45	49	47
17:00	54	47
17:15	48	47
17:30	47	47
17:45	36	47
18:00	38	47
18:15	34	47
18:30	35	47
18:45	34	47
19:00	36	47
19:15	33	47
19:30	33	47
19:45	32	47
20:00	37	47

<-- Enter Total here

Capacity (%)
95.7%
102.1%
100.0%
102.1%
108.5%
108.5%
117.0%
114.9%
119.1%
123.4%
117.0%
114.9%
114.9%
110.6%
112.8%
117.0%
121.3%
117.0%
117.0%
121.3%
119.1%
108.5%
102.1%
112.8%
123.4%
106.4%
106.4%
112.8%
117.0%
110.6%
114.9%
110.6%
106.4%
95.7%
104.3%
104.3%
114.9%
102.1%
100.0%
76.6%
80.9%
72.3%
74.5%
72.3%
76.6%
70.2%
70.2%
68.1%
78.7%

Time	Accumulation	Existing Parking Provision
08:00	45	47
08:30	47	47
09:00	51	47
09:30	55	47
10:00	56	47
10:30	55	47
11:00	54	47
11:30	53	47
12:00	57	47
12:30	55	47
13:00	56	47
13:30	48	47
14:00	58	47
14:30	50	47
15:00	55	47
15:30	54	47
16:00	50	47
16:30	49	47
17:00	54	47
17:30	47	47
18:00	38	47
18:30	35	47
19:00	36	47
19:30	33	47
20:00	37	47

MAX ACCUMULATION

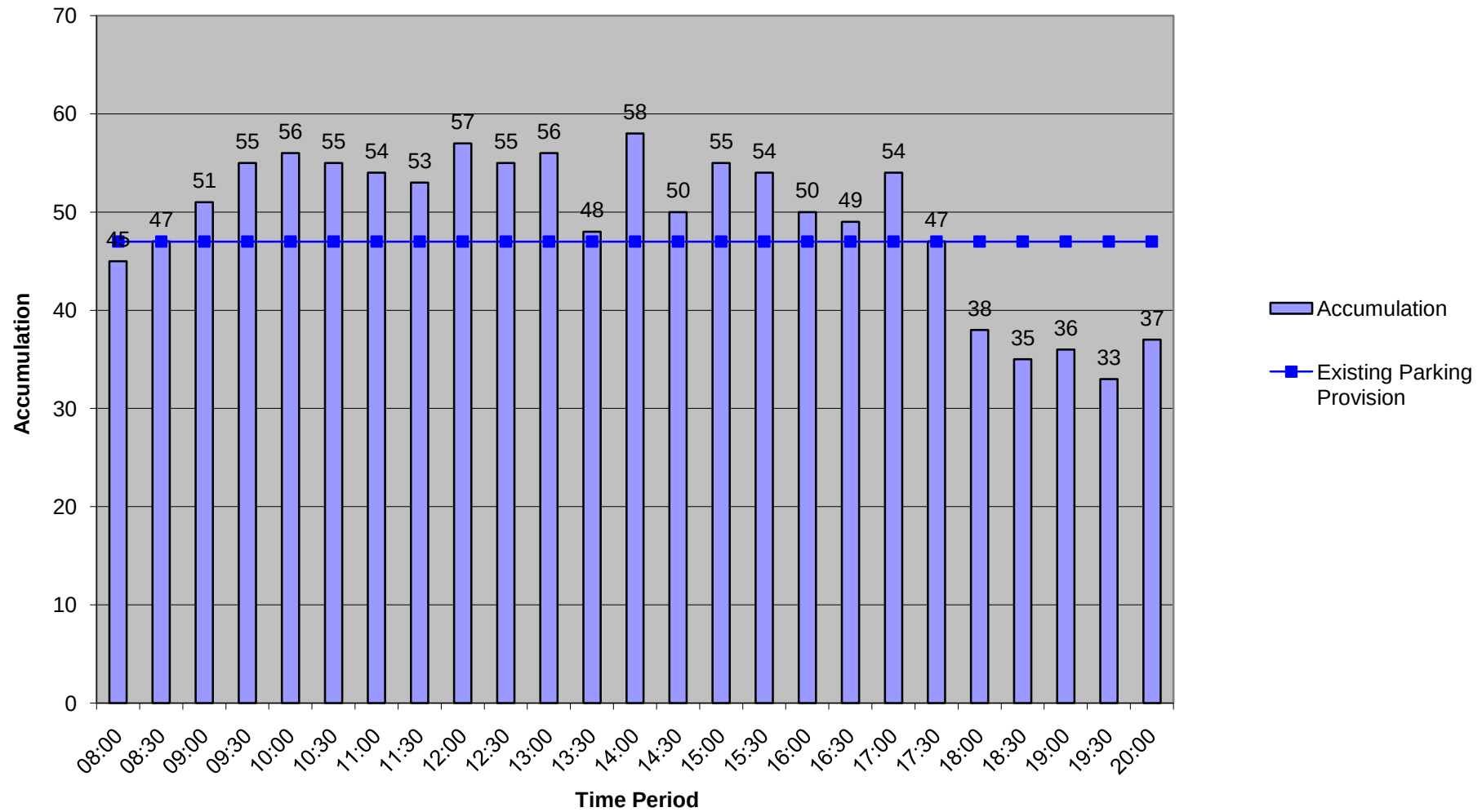
Accumulation	Time	Existing Parking Provision	Capacity %
58	10:15	47	123.4%
2	Duplicates		

NB, WILL PICK UP UPPER MOST MAX IF DUPLICATES ARE IN CHART

PROJECT: ASDA BARNSELEY
 DAY: SATURDAY i.e. FRI
 DATE: 28/02/2009 i.e 20-06-08

TOTAL	47
REGULAR	47
DISABLED	0
PARENT & CHILD	0
OTHER	0

**ASDA Barnsley
Car Park Accumulation
Saturday 28th February 2009**



<-- Enter Total here

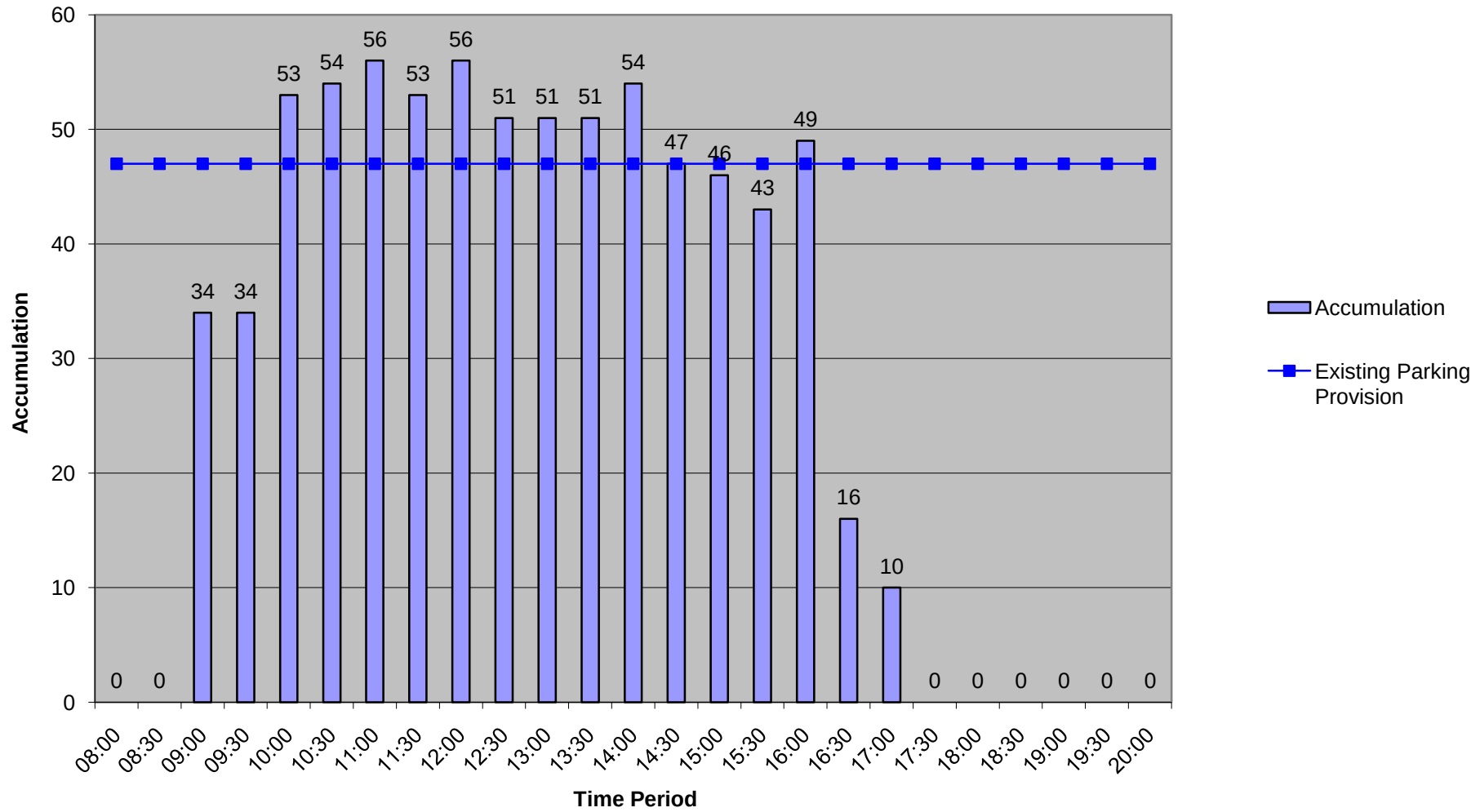
Time	Accumulation	Existing Parking Provision
08:00	0	47
08:30	0	47
09:00	34	47
09:30	34	47
10:00	53	47
10:30	54	47
11:00	56	47
11:30	53	47
12:00	56	47
12:30	51	47
13:00	51	47
13:30	51	47
14:00	54	47
14:30	47	47
15:00	46	47
15:30	43	47
16:00	49	47
16:30	16	47
17:00	10	47
17:30	0	47
18:00	0	47
18:30	0	47
19:00	0	47
19:30	0	47
20:00	0	47

<u>MAX ACCUMULATION</u>			
Accumulation	Time	Existing Parking Provision	Capacity %
56	10:45	47	119.1%
4	Duplicates		

NB, WILL PICK UP UPPER MOST MAX IF DUPLICATES ARE IN CHART

PROJECT:	ASDA BARNESLEY	TOTAL	47
DAY:	SUNDAY i.e. FRI	REGULAR	47
DATE:	01/03/2009 i.e 20-06-08	DISABLED	0
		PARENT & CHILD	0
		OTHER	0

**ASDA Barnsley
Car Park Accumulation
Sunday 1st March 2009**





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