



# **South Somerset Car Parking Strategy Review Appendices**

**May 2013**

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## Appendix 1 – Car Parking Strategy Action Plan (April 2007)

						April '07	22 <sup>nd</sup> October '08	March '09
Action	Target Date	Lead Director/ Head of Service /Officer	Output	Outcome	Priority H – High M – Medium L – Low	C – Completed OT – On target NOT – Not on target		
Introduce charging for blue badge holders	April 07	Head of Engineering and Property Services/Principal Engineer	Charges introduced for disabled	Consistency of charging	L	On target	Complete	
Negotiations instigated with Town and Parish Council's to implement strategy across District	April 07	Head of Economic Development, Planning and Transport/Transport Strategy Officer	Meetings held with relevant Town Councils	Car park management consistent across the district	M	Review to Autumn 2007		
Monitoring of town centre residential parking and review of Local Plan Policy	March 07	Area Development Managers/Transport Strategy Officer/ Head of Economic Development, Planning and Transport	Analysis of survey work establishing nature and scale of residents parking in	Re interpretation of Policy TP7 to preclude any problems worsening	M	Review to June 2007		

						April '07	22 <sup>nd</sup> October '08	March '09
Action	Target Date	Lead Director/ Head of Service /Officer	Output	Outcome	Priority H – High M – Medium L – Low	C – Completed OT – On target NOT – Not on target		
TP7			public car parking					
Production of detailed DPE implementation report by Somerset Council's Joint Working Group	June 07 (This date is dependent on SCC's current work on the review of TRO's and their financial assessment)	Head of Engineering and Property Services/Principal Engineer	Detailed information on which to formally commit to DPE	Establishment of District Wide enforcement management and improved traffic flows	H	DX report July 07	Deferred now. Report to DX December 08 re CPE and SCC proposals under Pioneer Somerset.	Countywide project team working on the proposal for single parking authority for Somerset. Target implementation is late 2010.
Secure by design accreditation on one extra car park a year	April 08	Head of Engineering and Property Services/Principal Engineer	Additional car park secured by design	More attractive, safer car parking in South Somerset	M	☐	Retained existing no. of approved car parks on re assessment.	Service plan target but will not achieve another new site in 2008/09.
Review charges on free car parks in light of annual use	July 09	Head of Engineering and Property Services/Principal Engineer	Regular monitoring of car parking charges applicable	Introduction of charges to control use of car parks only when needed to	L	☐	Now October 2010	CPE delays will put this action back even further.

						April '07	22 <sup>nd</sup> October '08	March '09
Action	Target Date	Lead Director/ Head of Service /Officer	Output	Outcome	Priority H – High M – Medium L – Low	C – Completed OT – On target NOT – Not on target		
monitoring after DPE introduced				ensure turnover and town centre viability				
Identify extra parking space in Bruton (16 spaces max)	April 09	Head of Engineering and Property Services/Principal Engineer/Principal Economic Development Officer	Extra space identified	Car parking demand met by supply to benefit of town centre vitality	M	☐	Ongoing	Working with SCC on possibility of using land they are seeking to acquire.
Introduce charges for Wincanton and Castle Cary concurrent with DPE	April 09	Head of Engineering and Property Services/Principal Engineer	Charging introduced	Use of car parks regulated with enhanced enforcement	M	☐	With CPE Programme October 2010?	CPE delays will put this action back even further.
Consider decking for Carrington Way as demand pressures require and	Date dependent on traffic growth	Head of Engineering and Property Services/Principal Engineer/Principal Economic Development Officer	Possible extra space considered	Possibility of maintaining car parking supply without taking land to meet increasing demand	L	☐	Unlikely	SCC own this site which has development potential. It is very unlikely they would agree to decking here.

						April '07	22 <sup>nd</sup> October '08	March '09
Action	Target Date	Lead Director/ Head of Service /Officer	Output	Outcome	Priority	C – Completed H – High M – Medium L – Low	OT – On target NOT – Not on target	
subject to that assessment draw up proposals for implementation if necessary				addressed				I would close this action.
Establish additional car parking capacity for Ilminster	April 08	Head of Engineering and Property Services/Principal Engineer/Principal Economic Development Officer	Extra space identified and delivered	Car parking space provided to meet demand to benefit of town vitality	H	☐	Progressing with Phase 1	Work starts on the Shudrick Lane site for c. 50 new spaces on 13/3/09.
Consider decking for Crowshute as demand pressures require and subject to that assessment draw up proposals for	Date dependent on traffic growth	Head of Engineering and Property Services/Principal Engineer/Principal Economic Development Officer	Possible extra space considered	Possibility of maintaining car parking supply without taking land to meet increasing demand addressed	L	☐	Unlikely	Currently there is excess capacity in Chard. I cannot see the demand for this in the near future.  I would close this action.

						April '07	22 <sup>nd</sup> October '08	March '09
Action	Target Date	Lead Director/ Head of Service /Officer	Output	Outcome	Priority	C – Completed H – High M – Medium L – Low	OT – On target NOT – Not on target	
implementation if necessary								
Establish additional car parking capacity for Crewkerne	April 08	Head of Engineering and Property Services/Principal Engineer/Principal Economic Development Officer	Extra space identified and delivered	Car parking space provided to meet demand to benefit to town vitality	H	☐	Ongoing	Temporary additional 50 spaces at Henhayes to January 2011. Discussion ongoing re the Orchards site.
Introduce charges for Sundays in Yeovil concurrent with DPE because of review of residents parking zones and new TROs	September 09	Head of Engineering and Property Services/Principal Engineer	Charging introduced	Use of car parks regulated with enhanced enforcement	M	☐	With CPE Programme	With CPE Programme
Prepare an implementation plan for	April 08	Head of Economic Development, Planning and Transport/Head of	Detailed programme for general	Co-ordinated development in the town centre	H	☐	With Alan Brown, Martin Woods	Quedam and other major development

						April '07	22 <sup>nd</sup> October '08	March '09
Action	Target Date	Lead Director/ Head of Service /Officer	Output	Outcome	Priority H – High M – Medium L – Low	C – Completed OT – On target NOT – Not on target		
implementation of Yeovil UDF development and decking proposals		Engineering and Property Services/Planning Policy Team Leader/Principal Engineer/Martin Woods	development and car parking provision	ensuring demand is met whilst major regeneration including development on car parks is undertaken				proposals influencing this action. Economic downturn has halted retail and other developments.
Pursue with County Council prospects for positive public transport proposals and Smart Travel Plans	September 07	Head of Economic Development, Planning and Transport/Transport Strategy Officer	Pro active proposals to address modal shift established	Ability to improve access to Yeovil for people without cars and provide potential for modal shift	H	☐ April 08		
Consider provision for visiting coaches LAYOVER SPACE? – for buses as	September 07	Head of Economic Development, Planning and Transport/Transport Strategy Officer	Coach space identified	Extra coach borne visitors to Yeovil to benefit of town centre vitality	M			Martin Woods using consultants to review bus station use and possible linear bus station



						April '07	22 <sup>nd</sup> October '08	March '09
Action	Target Date	Lead Director/ Head of Service /Officer	Output	Outcome	Priority	C – Completed		
					H – High	OT – On target		
					M – Medium	NOT – Not on target		
					L – Low			
opposed to coaches								development.
Review park and ride for Yeovil within context of Yeovil Area Action Plan	April 08	Head of Economic Development, Planning and Transport/Planning Policy Team Leader	Option for better public transport explored	Opportunity to improve access to town centre, reduce congestion in the approaches whilst not requiring extra land for parking in the town centre	M			

**Please note operational issues are not included in this Strategy Action Plan.**

(jw) property services/BT/2009/review of season ticket charges 2008

## Appendix 2 - Feedback on Supply and Usage

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### Area East

- 1.1.1. Regular survey work has been undertaken by the Area East Development team in respect of Bruton, Castle Cary & Wincanton. These surveys have been on-going since February 2011 with the latest surveys taking place in November 2012, enabling comparisons of usage since the introduction of Civil Parking Enforcement (CPE). In respect of Ilchester and Milborne Port snap shot surveys were undertaken by the Area East team and Town Council representatives. The conclusions for each settlement are shown below with a summary of the parking supply & demand in Appendix 4.
- 1.1.2. **Bruton Town Council** has just received planning consent for the temporary provision (5 years) of 34 spaces at the former Hewden Hire Site.<sup>1</sup> The Town Council also wishes to discuss the possibility of transfer of two other car parks. The survey of current usage indicates capacity issues at Bruton, with all three currently operating car parks full.
- 1.1.3. **Castle Cary Town Council** feels that there has been an increase in off-street demand since the introduction of CPE. There is also concern that the 374 additional properties in the as now amended Local Plan for submission for examination means demand likely to increase further, although with the exception of the possible extension to Millbrook (30 spaces)<sup>2</sup> it has not been possible to identify any suitable locations. The Town Council also reminded that the community opted for car parking over new library if this meant removal of parking spaces. The survey showed that St Catherine's Close car park has a maximum occupancy of 100%, but Millbrook Gardens does have some capacity
- 1.1.4. **Ilchester Parish Council** has identified a shortfall in off-street car parking capacity and estimates that between 20 to 30 additional spaces are required. It has identified a possible location for additional capacity near the shops and garages at Northover. Significant comments were also received in relation to on-street provision and it is suggested that the Parish Clerk take these up with the County Council. The survey highlights capacity issues at Limington Road (daytime) and Town Square (daytime).
- 1.1.5. **Milborne Port Parish Council** indicates that there is not sufficient off-street car parking with evenings & weekends cited as seeing 'significant additional demand'. They also request that greater parking provision be provided for the on-going Bellway development. The survey showed the small car park at London Road as being full.
- 1.1.6. **Wincanton Town Council** would like to look into the possibility of an additional 80 car parking spaces in the Town, including disabled parking, to match a possible

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<sup>1</sup> The temporary car park is due to be constructed in April 2013.

<sup>2</sup> Planning permission has been granted for the extension of this car park by 30 spaces, and a funding package has been secured for works to proceed and to be constructed in 2013/14.

increase in retailers. The survey suggested that all three car parks are full or nearing capacity.

### **Area North**

- 1.1.7. The Area North development team undertook snap shot surveys at Martock, Langport and Stoke Sub Hamdon in October 2012. In respect of the latter additional survey work was also undertaken by the Parish Council in respect of evenings and weekends. A survey of all Somerton's car parks was carried out by the Area North team in April 2011.
- 1.1.8. **Martock Parish Council's** view is that more capacity is needed and this is particularly the case on the 2nd Saturday in month when the producers' market means the North Street (Moorlands) car park can't cope. They suggest that potential capacity could be achieved using land behind Yandle's Garage (owned/controlled by Yarlington?) The survey did not indicate any capacity issues at Martock.
- 1.1.9. **South Petherton Parish Council** identified a small car park (5 spaces) in Crown Lane (just past old Drs Surgery). No direct issues were raised in terms of off street car parking, although the deliveries to the Co-op are an issue in terms of on-street congestion and the Parish Council are hoping to buy the strip of land adjacent to St James to enable a pull in for lorries to alleviate this. The recent relocation of the Doctor's surgery may have reduced the usage of car parks. The 2007 survey data did not indicate a problem with car park capacity and the feedback indicates no significant change in usage.
- 1.1.10. **Somerton Town Council** advises that local knowledge & regular inspection of the car parks by the Town Council indicates a significant increase in use since 2007. Future development with 286 dwellings committed and a further 88 to be built as proposed within the Local Plan as amended means around a 20% increase above the current housing stock. Displacement to off-street car parks is expected following the introduction of CPE. The Town Council is also considering the possibility of an additional 32/34 spaces. The survey showed that parking at three of the car parks is at or near capacity.
- 1.1.11. **Stoke-sub-Hamdon** opined that enough off-street car parking at evenings & weekends. The Parish Council Chairman commented that "It can be seen that during the daytime there is always spaces however ..... later in the evenings than 20.00 hrs showed the car park was full with no spaces and even over-full with up to 36 vehicles parked." The Parish Council has identified possible capacity in Norton Road, whilst the survey showed there was spare capacity during the day at Princes Close, but not in the evening.
- 1.1.12. No response was received from either **Langport Town Council or Huish Episcopi Parish Council**, but the survey indicated that Stacy's Court has a maximum occupancy of 100%, and Cocklemoor 93%, so there are car parking capacity issues in the settlement.

### **Area South**

- 1.1.13. Information was gathered from survey data in SCC Car Parking Analysis (May 2011); data held on the Variable Message Signing (VMS) system; and analysis of Pay and Display receipts.
- 1.1.14. **Yeovil Town Council** identified a shortage of public car parking in vicinity of the hospital and the need for the right balance between attracting shoppers & generating income. With the growing number of people living in the town centre they also raise concerns in respect of the impact any changes in chargeable hours would have on such residents. The recent completion of the Box Factory car park extension provides an additional 27 spaces. The survey showed several car parks are at or nearing capacity, although there are spaces in some of the other car parks – further detail is given in Appendix 4.
- 1.1.15. The recent extension to the Yeovil Box Factory car park of 27 spaces has been included.

### **Area West**

- 1.1.16. Information was gathered from snap shot surveys undertaken by Resource Centre Team in October 2012; comparison with Pay and Display receipts; and Crewkerne Town Council's surveys in October/November 2010.
- 1.1.17. **Chard Town Council** feel that car parks would be better used if charges for the first two hours was reduced, and that the daily rate at Crowshute/Combe Street should also be reduced. They think that the undercroft provision in the new supermarket location (proposed in regeneration plans) would not be adequate. Concerns were raised that there has been a sharp increase in on street parking in and around the town centre and the Mitchell Gardens and Hellier's Road areas since charges were put up. The current civil enforcement has allowed much more short term use on the roads as people previously parked all day in restricted areas in the knowledge that there was no enforcement. The survey of current usage does not indicate any capacity issues in the car parks in Chard.
- 1.1.18. **Crewkerne Town Council** highlight an urgent need for more long stay parking, not addressed by the Henhayes provision. Clearer signage is needed at West Street to make clear that the far end of the car park is public. The town council also state that the underground car park at Waitrose is frequently under capacity, suggesting there is no obvious scope for further long stay provision in Crewkerne unless Waitrose agree to a change in usage of their lower deck car park. Regarding on-street, CPE has had a positive impact on Market Street and Market Street, but there has been displacement to Mount Pleasant, Thompson Drive and East Street. The survey indicates capacity issues at Abbey Street, Market Square, South Street Lidl, and Waitrose upper.
- 1.1.19. **Iminster Town Council** provided a list of parking spaces available in the town. However the main feedback appears to be concerns over CPE and again advised

that these issues should be taken up with SCC. The survey did not show capacity issues in Ilminster.

**Other comments/feedback**

1.1.20. Residents parking has been identified as a particular issue in the smaller settlements such as Ilchester, Milborne Port and Stoke-sub-Hamdon

## Appendix 3 – Assumptions for forecasting demand

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- 1.1.1. Following discussions and advice from the County Council we have used free software provided by the Department for Transport (DfT) for our projections. TEMPRO (Trip End Model Presentation Program) allows for detailed analysis and the forecasts include population, employment, households by car ownership, trip ends and simple traffic growth factors based on data from the National Transport Model (NTM). Any such datasets are obviously always subject to a degree of uncertainty and change; however the system is periodically updated and will allow us to revise these projections at regular intervals.
- 1.1.2. TEMPRO allows analysis for specific geographic areas, and for South Somerset these are:
- Yeovil
  - Chard
  - Crewkerne
  - Wincanton
  - Ilminster
  - Martock
  - Somerton
  - Castle Cary
  - Rural (South Somerset).
- 1.1.3. For the Rural Centres of Bruton, Ilchester, Langport, Milborne Port, South Petherton and Stoke-sub-Hamdon, the Rural South Somerset data sets have been used as no specific data is available for these settlements.
- 1.1.4. TEMPRO allows the consideration of various transport modes and in this instance 'Car Driver' as opposed to 'Car owner' has been used. It also enables projections for any year up to 2041. We have used 2012 as a base year and projected for 2018 and 2023. We have also considered various times of the day, and in some instances for weekdays and weekends depending on the type of car park.
- 1.1.5. Likewise the range of factors used is based on the type of car parks i.e. Home – based shopping in respect of short-stay. However it could be misleading for example to simply use a home to work factor for long/stay commute parking, especially where main distributor roads are already nearing congestion or where there is substantial retail development. Therefore we have used a range of journey factors from TEMPRO that relate to the use of car parks and then shown the maximum projection based on those assumptions.
- 1.1.6. Obviously not all journeys for a particular purpose (work, shopping, leisure etc.) would use off-street car parks. For this reason we have used factors rather than numbers and generally assumed that the proportion of journeys will be similar. The calculated factor has then simply been applied to the existing demand in order to determine if it will exceed existing provision and by how much.

- 1.1.7. The County Council considers 85% occupancy as an optimum and for short stay in urban areas this is ideal to ensure a good turnover of bays (Viability & Vitality of town centre) and to prevent traffic circulating in search of parking spaces. We have therefore used 85% occupancy to determine the average maximum usage for short and medium stay car parks in Yeovil. For the Yeovil long stay car parks and those in the other areas a 95% occupancy has been used as an average maximum usage across all car parks in the settlement (as it is actually difficult to differentiate between short and long stay usage in many of these car parks). This concurs with the figure used in the original strategy.
- 1.1.8. In Yeovil projections are shown separately for short, medium & long stay parking and also for weekdays and Saturdays.

## Appendix 4 - Summary of Car Parking Supply and Demand

### SSDC Car Parks - Standard Bays

Position in 2012							Projections 2018 & 2023					
Town	Capacity	Existing Demand*	Average Max Usage>	Spare Capacity	Day of Max demand	Time of max demand	Projection for 2018	Shortfall/Surplus	Capacity Issues Y/N	Projection for 2023	Shortfall/Surplus	Capacity Issues Y/N
<i>A</i>	<i>B</i>	<i>C</i>	<i>D</i>	<i>E</i>	<i>F</i>	<i>G</i>	<i>H</i>	<i>I</i>	<i>J</i>	<i>K</i>	<i>L</i>	<i>K</i>
Bruton	91	86	86	0	weekday	11.00-13.00	98	-12	Y	108	-22	Y
Castle Cary	126	109	120	11	weekday	11.00-13.00	123	-3	Y	136	-16	Y
Chard	512	287	486	199	weekday	11.00-13.00	325	161	N	360	126	N
Crewkerne	473	345	449	104	weekday	11.00-13.00	390	59	Y	431	18	Y
Crewkerne#	302	275	287	12	weekday	11.00-13.00	311	-24	N	344	-57	Y
Crewkerne L/stay~	147	124	140	16			140	0	Y	155	-15	Y
Ilchester	42	42	40	-2	weekday	11.00-13.00	48	-8	Y	53	-13	Y
Ilminster^	137	101	130	29	weekday	11.00-13.00	114	16	N	127	3	N
Langport	182	171	173	2	weekday	11.00-13.00	194	-21	Y	215	-42	Y
Martock	63	34	60	26	weekday	11.00-13.00	38	22	N	43	17	N
Milborne Port	27	20	26	6	Evenings	17.30-18.30	22	4	N	23	3	N



Town	Capacity	Existing Demand*	Average Max Usage>	Spare Capacity	Day of Max demand	Time of max demand	Projection for 2018	Shortfall/Surplus	Capacity Issues Y/N	Projection for 2023	Shortfall/Surplus	Capacity Issues Y/N
A	B	C	D	E	F	G	H	I	J	K	L	K
Somerton	251	238	238	0	weekday	11.00-13.00	269	-31	Y	298	-60	Y
S. Petherton	105	91	100	9	weekday	11.00-13.01	103	-3	N	114	-14	N\$
Stoke/S/Ham	33	36	33	-3	Evenings	19.00-23.59	38	-5		40	-7	
Stoke/S/Ham	33	21	31	10	weekday	09.00-10.00	22	9	N	24	7	N
Wincanton	276	259	262	3	weekday	12.00-14.00	293	-31	Y	325	-63	Y
Yeovil S/stay	121	110	103	-7	weekday	11.00-13.00	125	-22	Y	138	-35	Y
Yeovil S/stay	121	120	103	-17	Saturday	11.00-13.00	130	-27	Y	138	-35	Y
Yeovil M/stay<	1095	871	931	60	weekday	11.00-13.01	986	-55	Y	1092	-161	Y
Yeovil M/stay<	1095	951	931	-20	Saturday	11.00-13.00	1029	-98	Y	1092	-161	Y
Yeovil L/stay w/day	542	351	515	164	weekday	11.00-13.00	397	118	N	440	75	N
Yeovil L/stay Sat	542	181	515	334	Saturday	11.00-13.00	196	319	N	208	307	N

\* Existing Demand is based on the maximum demand at Day & time shown in columns F & G

> Average Max. Usage allows for turnover of bays. Normally 95% capacity. In Yeovil 85% short/medium stay car parks

#N.B. Crewkerne - Excludes Waitrose Lower Deck Waitrose then shows a shortfall longstay of 15 (or 41 if Henhayes were to close) & an overall deficit of 57 (83 if Henhayes closed).

^ Excludes Tesco

~ Includes Henhayes

\$ South Petherton - Parish Council indicated that were no issues in relation to off-street - New Doctors' surgery located on the peripherals likely to have reduced demand for town centre parking.

< The recently constructed (Feb 2013) 27 additional bays at the Box Factory are excluded in the above table. However these have been included in the tables below showing the specific projections for Yeovil.

Note disabled bays have been excluded & action point towards specific piece of work to access.

### Weekday Off-street Yeovil - SSDC & Privately operated Car Parks - Standard Bays Weekday 11.00-13.00 peak

Position in 2012					Projections 2018 & 2023					
Operator	Capacity	Existing Demand*	Average Max Usage>	Spare Capacity	Projection for 2018	Shortfall/Surplus	Capacity Issues Y/N	Projection for 2023	Shortfall/Surplus	Capacity Issues Y/N
SSDC Yeovil S/stay	121	110	103	-7	125	-22	Y	138	-35	Y
SSDC Yeovil M/stay<	1122	871	954	83	986	-32	Y	1092	-138	Y
Yeovil Hospital Visitor*	145	145	123	-22	164	-41	Y	182	-59	Y
Quedam Multi-storey	639	305	543	238	345	198	N	382	161	N
Yeovil Leisure Centre	396	82	337	255	93	244	N	103	234	N
Tesco	844	653	717	64	739	-22	Y	819	-102	Y
<b>Total all short &amp; medium Stay</b>	<b>3267</b>	<b>2166</b>	<b>2777</b>	<b>611</b>	<b>2452</b>	<b>325</b>	<b>N</b>	<b>2716</b>	<b>61</b>	<b>N</b>
Yeovil - SSDC Long Stay	542	351	515	164	397	118	N	440	75	N
<b>Total all Yeovil off-street</b>	<b>3809</b>	<b>2517</b>	<b>3292</b>	<b>775</b>	<b>2849</b>	<b>443</b>	<b>N</b>	<b>3156</b>	<b>136</b>	<b>N</b>

> Average Max. Usage allows for turnover of bays. In Yeovil 85% of capacity in short/medium stay car parks and 95% capacity in long-stay.

< Box Factory includes 27 additional bays as at Feb 2013

Note disabled bays have been excluded & action point towards specific piece of work to access.

By 2018 there will be a significant shortfall of spaces for SSDC short and medium-stay car parks, the hospital visitors' car park and Tesco. Both the Quedam and Leisure Centre car parks show a surplus in capacity for weekday 11.00 – 13.00hr peak and this surplus could compensate for the shortfall elsewhere. A surplus in capacity is also projected for long-stay parking and this offers the option of considering re-designating some long stay bays, especially those closer to the Town Centre as short/medium stay.

**Saturday off-street Yeovil - SSDC & Privately operated Car Parks - Standard Bays Saturday (11.00-13.00 peak)**

Position in 2012					Projections 2018 & 2023					
Operator	Capacity	Existing Demand*	Average Max Usage>	Spare Capacity	Projection for 2018	Shortfall/Surplus	Capacity Issues Y/N	Projection for 2023	Shortfall/Surplus	Capacity Issues Y/N
SSDC Yeovil S/stay	121	120	103	-17	130	-27	Y	138	-35	Y
SSDC Yeovil M/stay<	1122	951	954	3	1029	-75	Y	1092	-138	Y
Yeovil Hospital Visitor*	145	145	123	-22	157	-34	Y	166	-43	Y
Quedam Multi-storey	639	511	543	32	553	-10	Y	587	-44	Y
Yeovil Leisure Centre	396	317	337	20	343	-6	Y	364	-27	Y
Tesco	844	852	717	-135	922	-205	Y	978	-261	Y
<b>Total all short &amp; medium Stay</b>	<b>3267</b>	<b>2896</b>	<b>2777</b>	<b>-119</b>	<b>3134</b>	<b>-357</b>	<b>Y</b>	<b>3325</b>	<b>-548</b>	<b>Y</b>
Yeovil - SSDC Long Stay	542	181	515	334	196	319	N	208	307	N
<b>Total all Yeovil off-street</b>	<b>3809</b>	<b>3077</b>	<b>3292</b>	<b>215</b>	<b>3330</b>	<b>-38</b>	<b>Y</b>	<b>3533</b>	<b>-241</b>	<b>Y</b>

> Average Max. Usage allows for turnover of bays. In Yeovil 85% of capacity in short/medium stay car parks and 95% capacity in long-stay.

< Box Factory includes 27 additional bays as at Feb 2013

Note disabled bays have been excluded & action point towards specific piece of work to access.

The issue on Saturdays is much more critical with all short and medium stay car parks including the Quedam and Leisure Centre exceeding capacity. Whilst there is a surplus in the SSDC long-stay car parks, re-designation of these alone would not be sufficient to compensate for the expected increase in demand.