

Goldev Woking

South of Kingfield Road and East of Westfield Avenue

Woking FC

April 2021

Rebuttal to David Gwyn Lewis

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1 Introduction

- 1.1 My name is Ian Southwell. I am retained by Goldev Woking to provide transport and highways advice in relation to the to the proposed development South of Kingfield Road and East of Westfield Avenue, Woking FC.
- 1.2 This is my rebuttal of the transport related evidence submitted by David Gwyn Lewis (DGL) in April 2021.
- 1.3 I have only addressed issues in the evidence of DGL where they are in addition to the issues that I have already addressed, and provided evidence on, in my main Proof of Evidence, or where I believe it would be helpful to the Inquiry to provide clarification.
- 1.4 In this rebuttal I have set out four tables and one figure. The information contained therein is taken from either the evidence of DGL or from the application material. There is no new empirical information in this rebuttal. I have explained the information to rebut the evidence submitted by DGL and to assist the Inquiry.
- 1.5 To aid the Inquiry I have set out this rebuttal by topic and referenced the relevant paragraphs from DGL's evidence in the footnotes. The topics addressed are:
- The appropriateness of the parking survey;
 - On-street parking demand;
 - Human behaviour and parking behaviour;
 - Creating high quality places; and
 - Points of clarification.
- 1.6 The points of clarification relate to access to the stadium car park, disabled parking, parking standards and residential amenity.

2 The Appropriateness of the Parking Survey

- 2.1 DGL states that a parking survey should also have been undertaken on a Saturday afternoon¹.
- 2.2 The purpose of the parking survey was to provide an indication of the uplift in on-street parking demand as a result of a football match at the stadium. The scope, timing and methodology of the parking survey was accepted by Surrey County Council (SCC). There was no challenge to any aspect of the parking survey during the application process, and the first time the parking survey has been questioned is in the evidence submitted by DGL.
- 2.3 The Event Management Plan presented the average occupancy of 'unrestricted' spaces between the hours of 19:00 – 22:00 on a matchday and non-matchday, taking the number of 'unrestricted' spaces as the occupancy and the total number of vehicles parked in the street as the demand, to provide an indication of which streets reported the biggest change and highest levels of demand for these 'unrestricted' spaces.
- 2.4 The intention was not to forecast the precise number of available and unavailable spaces on each street in different matchday scenarios. This is because there are a number of variables which can influence supporter matchday parking, including:
- Personal mobility, and the different ways in which people choose to travel the last ½ mile to the stadium, even when their main mode of travel is 'car driver';
 - Safety, and perceptions of safety with respect to on-street parking, and convenience and perceptions of convenience of finding an on-street parking space near the stadium;
 - The type of match and size of attendance expected – for a bigger game which attracts a larger attendance people may choose to travel in a different way; and
 - Routine, friendship groups, and activities people choose to undertake before or after attending a match, such as shopping, a meal at a restaurant or a trip to the pub.

¹ DGL Paragraph 5.5

- 2.5 For these reasons, forecasting the volume and location of on-street parking is not as straightforward as simply assigning the number of expected vehicles to the available spaces closest to the stadium.
- 2.6 With this in mind the purpose of the survey was to demonstrate which streets reported the highest levels of parking demand and the biggest change in parking demand, and from this understand the most appropriate form of mitigation to address any issues which arose, and should any TROs be required, the streets to which they may be most applicable.
- 2.7 The Aldershot game (on Tuesday 6th August 2019) was specifically selected because a large attendance was expected – it was the first home game of the season and a local derby, and an inflated attendance would help highlight and emphasise any on-street parking pressures which may occur as a result of a football match at the stadium.
- 2.8 The attendance at the Aldershot game (3,922) was 83% higher than the average attendance for the 2019-20 season (2,135), and 48% higher than the next highest attendance that season (2,642), as set out at Appendix B of DLG’s evidence.
- 2.9 The survey was of residential streets around the stadium. The Lambeth Council Parking Survey Guidance Note, which DGL refers to², states that surveys of residential streets: *‘.....should be undertaken when the highest number of people are at home; generally late at night during the week.’*
- 2.10 Whilst the Guidance Note recommends that ideally the surveys should be undertaken between 00:30 – 05:30, these times would clearly not coincide with a football match, and a survey of a weekday evening match represents the next best available option.
- 2.11 The Guidance Note also states that additional surveys should be undertaken when there are: *‘Regular specific evening uses close to the site (eg. church, etc): additional surveys should be undertaken when these uses are in operation’.*
- 2.12 The objective here is to try and capture any peaks in demand because of specific reoccurring local events. The Aldershot game clearly represents the maximum peak in demand during the 2019-20 season.

² DGL Paragraph 5.47

- 2.13 DGL states that a parking survey undertaken in the school holidays does not provide an appropriate assessment³. However, in his own evidence DGL relies on survey data collected at the beginning and end of the February half-term⁴. The school holiday dates are included at **Appendix A**.
- 2.14 The Lambeth Council Parking Survey Guidance Note does state that residential surveys should be undertaken outside of school holidays. My understanding is that this is because the actual level of on-street residential parking may be inflated during the school holidays and not reduced, particularly in the evening.
- 2.15 This is supported by Planning Practice Guidance (PPG) 'Transport Evidence basis in plan making and decision taking' (March 2015) which suggests traffic surveys are undertaken during 'neutral' periods. This would avoid school holidays. However, this advice is primarily aimed at traffic surveys of highway networks, with the intention to capture the highest level of traffic demand on the network.
- 2.16 These 'neutral' periods are the times at which it is understood the maximum number of people are travelling and traffic flows on the network are likely to be at their highest. Outside of these 'neutral' periods the number of vehicles on the network is understood to be lower. When the number of vehicles travelling on the network is lower the actual number of vehicles parked would increase. Therefore, undertaking a residential parking survey outside of 'neutral' periods would not materially underestimate the number of vehicles parked on residential streets.
- 2.17 When noting the timing of surveys PPG (March 2015) also states: *'It should also take account of holiday periods in tourist areas, where peaks could occur in periods that might normally be considered non-neutral.'* The objective is that a survey records peak demand, regardless of the time of year, and if an event which would generate maximum demand occurs in a holiday period, than this is when a survey should be undertaken.
- 2.18 Overall, in my view, with all the different variables and inputs taken into account, the surveys undertaken on a matchday which attracted 1,290 more supporters than any other match of the season illustrated the maximum potential impact and increase in on-street parking demand on a matchday in the 2019-20 season.

³ DGL Paragraph 5.7

⁴ DGL Paragraph 5.59 and Table 5.2

3 On-Street Parking Demand

- 3.1 DGL states that there has been no assessment of additional on-street parking demand as a result of the proposed development⁵.
- 3.2 The Transport Assessment and Event Management Plan included data which demonstrated the impact on on-street parking at the best attended match in the 2019/20 season. This provided an understanding of the current situation, from which a judgement could be made of the likely impact on on-street parking of larger crowds. SCC did not request or require a detailed space-by-space assessment of the area surveyed.
- 3.3 Any assessment of how many vehicles might be parked on each street on a matchday is influenced by a number of different uncontrollable variables. The approach taken by the application, supported by SCC, was to focus on reducing the overall level of on-street parking demand to improve the overall accessibility of the stadium when compared to the existing situation.
- 3.4 With the support of SCC the strategy was to take advantage of the accessible location of the stadium and promote and encourage alternative non-car modes of travel, and car sharing, to reduce the demand for parking, and where parking does occur to direct it towards appropriate off-site park and stride locations. This is the correct approach, as set out in my evidence⁶.
- 3.5 The strategy also included monitoring and managing on-street parking demand as appropriate, and a commitment to support the consultation and potential implementation of any appropriate TROs on residential streets surrounding the stadium should on-street parking become an issue. This is a recognised and accepted approach, as set out in my evidence⁷.
- 3.6 DGL states that the analysis in the Event Management Plan demonstrates that a number of streets experience stressed parking conditions⁸. The analysis in the Event Management Plan provided an indication of parking stress, and the analysis was accepted by SCC. The actual number of streets reported in the Event Management plan which experience what might be considered stressed

⁵ DGL Paragraph 5.15

⁶ IS Paragraph 3.12 – 3.14

⁷ IS Appendix IS3

⁸ DGL Paragraph 5.12

parking conditions (over 85%⁹) is four – Elmbridge Lane, Howards Close, Whitegates and Chestnut Grove.

- 3.7 Whilst not requested by SCC or Woking Borough Council (WBC) as information required to support the application, in his evidence DGL has attempted to provide a more detailed assessment of potential on-street parking demand. In his evidence DGL concludes that 369 vehicles would not be able to park within 750 metres of the stadium (the extent of the area covered by the parking survey)¹⁰. The methodology applied to derive this number is flawed.
- 3.8 DGL considers analysis of the data for 8pm as appropriate for considering the impact of parking associated with a football match at the stadium¹¹. I accept this.
- 3.9 In his evidence DGL considers any spaces designated as ‘unrestricted’, ‘single yellow’, ‘pay and display’, ‘parking bays’, and ‘long stay parking bays’, as available spaces for parking¹². I accept that all of these spaces could be parked in by people attending a match at the stadium. DGL excludes spaces categorised as ‘voucher parking’, ‘disabled bays’ and ‘narrow’. The reason for this exclusion is not explained.
- 3.10 All 96 ‘voucher parking’ spaces within the survey area are located with Zone 5. In Zone 5 voucher parking restrictions only apply 9:30am – 11:30am, as set out in Appendix C of DGL’s evidence. These spaces would not be restricted when a football match is taking place, as accepted by DGL in his evidence¹³.
- 3.11 A total of 22 of the 35 disabled spaces are within Woking Park or the car parks serving Woking Park. A total of 18 of these spaces are within 400 metres of the stadium and could reasonably be utilised by blue badge holders travelling to a match.

⁹ London Borough of Richmond upon Thames Response to Draft London Plan

Consultation

¹⁰ DGL Paragraph 5.33

¹¹ DGL Paragraph 5.25

¹² DGL Paragraph 5.24 and Table 5.1

¹³ DGL Paragraph 5.34

- 3.12 The 'narrow' spaces are not spaces which cannot be parked in. They are locations on the highway network where it is not possible to park on both sides of the road and still allow a third vehicle to pass. However, a vehicle could park on one side of the road, and a vehicle pass on the other, as is common with residential streets across the UK, which typically have a minimum width of 5.5 metres. This categorisation of 'narrow' bays within the survey has been confirmed by the independent survey company. Please see the e-mail at **Appendix B**. Images of the streets which include 'narrow' parking bays are included at **Appendix C**.
- 3.13 A more detailed analysis of these 'narrow' spaces indicates that by applying DGL's criteria of available spaces there is a total of 687 additional parking spaces within the survey area which have been excluded from DGL's analysis, as summarised in **Table 1**.

Table 1 – ‘Narrow’ Spaces Available within the Survey Area (a summary of the data included at Appendix H of the Transport Assessment)

Street	‘narrow’ spaces					Total
	unrestricted	single yellow	pay and display	parking bays	long stay parking bays	
Apers Avenue	36	0	0	0	0	36
Ash Close	26	0	0	0	0	26
Ash Road	66	0	0	0	0	66
Chestnut Grove	30	0	0	0	0	30
Davos Close	0	12	0	0	0	12
Elmbridge Lane	29	0	0	0	0	29
Hanover Court	0	9	0	0	0	9
Hawthorn Road	115	0	0	11	0	126
Howards Close	6	0	0	0	0	6
Howards Road	33	0	0	0	0	33
Kingfield Drive	12	0	0	0	0	12
Kingfield Gardens	27	0	0	0	0	27
Laburnum Way	34	0	0	0	0	34
Maple Grove	14	0	0	0	0	14
Queen Elizabeth Way	45	0	0	0	0	45
Midhope Close	0	2	0	0	0	2
Midhope Gardens	0	10	0	0	0	10
Midhope Road	0	1	0	0	0	1
Rosebury Crescent	24	0	0	0	0	24
Rydens Way	2	0	0	0	0	2
Stockers Lane	37	0	0	0	0	37
The Moorlands	8	0	0	0	0	8
Trentham Crescent	8	0	0	0	0	8
Whitegates	6	0	0	0	0	6
Willow Way	83	0	0	0	0	83
Woking Park	1	0	0	0	0	1
Total	642	34	0	11	0	687

3.14 **Table 2** provides further analysis of these additional 687 parking spaces at 8pm on matchdays and non-matchdays.

Table 2 – ‘Narrow’ Parking Space Analysis – 8pm on a Matchday and Non-Matchday (a summary of the data included at Appendix H of the Transport Assessment)

Street	Vehicles Parked at 8pm Matchday	Vehicles Park at 8pm - Non-Matchday	Capacity	Available Spaces on Matchday
Apers Avenue	1	1	36	35
Ash Close	2	0	26	24
Ash Road	4	2	66	62
Chestnut Grove	2	0	30	28
Davos Close	0	0	12	12
Elmbridge Lane	9	5	29	20
Hanover Court	0	0	9	9
Hawthorn Road	8	8	126	118
Howards Close	3	0	6	3
Howards Road	21	7	33	12
Kingfield Drive	3	4	12	9
Kingfield Gardens	5	11	27	22
Laburnum Way	2	3	34	32
Maple Grove	0	0	14	14
Queen Elizabeth Way	15	12	45	30
Midhope Close	0	0	2	2
Midhope Gardens	0	0	10	10
Midhope Road	0	0	1	1
Rosebury Crescent	6	4	24	18
Rydens Way	2	0	2	0
Stockers Lane	10	6	37	27
The Moorlands	4	5	8	4
Trentham Crescent	2	5	8	6
Whitegates	0	0	6	6
Willow Way	15	14	83	68
Woking Park	0	0	1	1
Total	114	87	687	573

3.15 **Table 2** demonstrates that there are a further 573 available spaces at 8pm on a matchday within the survey area, which would more than accommodate the additional 369 vehicles DGL has stated would be unable to park in his analysis¹⁴.

3.16 Whilst there will be a degree of tolerance with the numbers and the data, the analysis demonstrates that even allowing for DGL’s assumption that everybody driving to a match would try and park as close as possible to the stadium, there is still available capacity on-street to accommodate this

¹⁴ DGL Paragraph 5.33

demand, with circa 200 on-street spaces remaining available even in the event of a maximum capacity attendance. Even allowing for a degree of tolerance, and some people parking over more than one space and not optimising the available space for on-street parking, there is available space on street to accommodate DGL's forecast parking demand.

4 Human Behaviour and Parking Behaviour

- 4.1 In his evidence DGL has included analysis which attempts to understand the level of on-street parking demand, both for the surveyed game and future matches at the new stadium¹⁵. The analysis is undertaken on the basis that all spectators who drive to a match will try to park for free on-street, as close to the stadium as possible. Whilst the analysis in Section 3 demonstrates that the forecast demand could be accommodated on this basis, I believe this approach is too simplistic.
- 4.2 There are a number of variables which influence how people travel to a football match, and if they drive, where they park. I summarised these in Section 2, and provide further analysis here.
- 4.3 The information included in the Transport Assessment, and included in DGL's evidence, indicates that circa 1,222 people drove to the Aldershot match¹⁶. This is based on an attendance of 3,922 and a car driver mode split of 31.15%.
- 4.4 However, the parking survey demonstrates that the total number of vehicles parked on-street on the matchday within the parking survey area increased by 699, from 905 vehicles at 8pm on a non-matchday to 1,604 vehicles at 8pm on a matchday¹⁷. There were a number of available on-street spaces which remained unoccupied within the parking survey area.
- 4.5 Whilst I accept there will be a degree of tolerance in the numbers and there will not be a perfect match, the data clearly demonstrates that not all supporters try and park as close as possible to the stadium in free parking spaces, and different people do different things¹⁸.
- 4.6 Some people may park outside of the survey area with the view that before and after the match it is quicker to walk the final part of the journey to and from a busy stadium than to try and drive the final ½ mile. Some people may meet friends who are also going to the game, park at their property, and walk to the stadium together. Some people may park in the various car parks in Woking town centre, which they perceive to be safer, more convenient, reliable and easier to access, or suitably located

¹⁵ DGL Section 4 and Section 5

¹⁶ DGL Paragraph 5.28

¹⁷ DGL Paragraph 5.23 Image 5.3

¹⁸ DGL Paragraph 5.31

and linked to a trip to the town centre before or after a match – such as a shopping trip, having a meal at a restaurant or visiting a pub.

- 4.7 The type of match and expected attendance will also influence how people decide to travel and where people decide to park. With a bigger match and a bigger attendance, people will understand that the level of inconvenience associated with driving to a match and close to the stadium will increase. For matches which attract larger attendances, people may choose to travel by a different mode to minimise their inconvenience or be dropped off near the stadium rather than driving themselves and trying to park. Whilst perhaps necessary for a worst-case analysis in a Transport Assessment, to simply extrapolate the patterns and trends associated with a circa 4,000 attendance to a circa 9,000 attendance, without allowing for any behavioural change influencing how people decide to travel to the game, I believe overstates the car driver mode split and the level of parking demand.
- 4.8 There may also be a degree of tolerance in how people answered the travel survey questionnaire, with the actual car driver mode split nearer to 20%¹⁹ than 30%. The potential variances in stated preference surveys of this type at football stadiums is accepted by Motion in the Framework Travel Plan it produced for the provision of a new stand and expansion in capacity at Crawley Town Football Club²⁰.
- 4.9 DGL states that it is common sense that people will seek to park on free, uncontrolled parking opportunities around the stadium²¹ and it is common sense that drivers may choose to park in appropriate or unsafe locations, in close proximity to junctions which impedes visibility or on verges and pavements²². I strongly disagree with this.
- 4.10 The analysis contained within Image 5.3 of DGL's evidence demonstrates that, in general, supporters visiting the stadium do park in a responsible manner. I have set this information out in **Table 3**.

¹⁹ 699/3922 = 17.8%

²⁰ Paragraph 3.8, Framework Travel Plan, Planning App No. CR 2013/0581/FUL

²¹ DGL Paragraph 5.31

²² DGL Paragraph 5.48

4.11 The overall demand at 8pm on a matchday increases by 699 parked vehicles, from 905 vehicles to 1,604 vehicles. The number of vehicles parked inappropriately at 8pm on a matchday is 26 vehicles, an increase of 22 vehicles when compared to a non-matchday. This is summarised in **Table 3**.

Table 3 – Inappropriate Car Parking within the Survey Area (Image 5.3 of DGL Evidence)

	Vehicles Parked at 8pm Matchday	Vehicles Park at 8pm Non-Matchday	Change
White Lines	2	0	2
Bus Stop	0	0	0
Drop Kerb	11	3	8
Double Yellow	13	1	12
Zig Zag Lines	0	0	0
Pedestrian Crossing	0	0	0

4.12 The data does not indicate an inherent problem with inappropriate on-street parking as a result of additional on-street parking demand on a matchday and does not support DGL's assumption that drivers may choose to park in appropriate or unsafe locations, in close proximity to junctions which impedes visibility or on verges and pavements. Also, in my experience, it is not common sense to park in this way.

4.13 Whilst there will always be exceptions amongst a crowd of 3,922, the vast majority of drivers (98%²³) follow the rules of the road and park in a courteous manner.

4.14 DGL states that it is common sense that people will park in the closest and most convenient parking opportunities to the stadium, particularly if the parking spaces are free²⁴. I disagree with this, and this statement is not evidenced by street-by-street analysis of parking demand presented in **Table 4** and **Figure 1**.

4.15 **Table 4** and **Figure 1** show parking stress on the basis of the total number of available spaces, taken as the combined total of all 'unrestricted', 'single yellow', 'pay and display', 'parking bays', 'long stay parking bays', and 'voucher', including 'narrow' parking spaces designated as such, against the total parking demand, taken as all vehicles parked on the street in all locations.

²³ $22/1222=1.8\%$

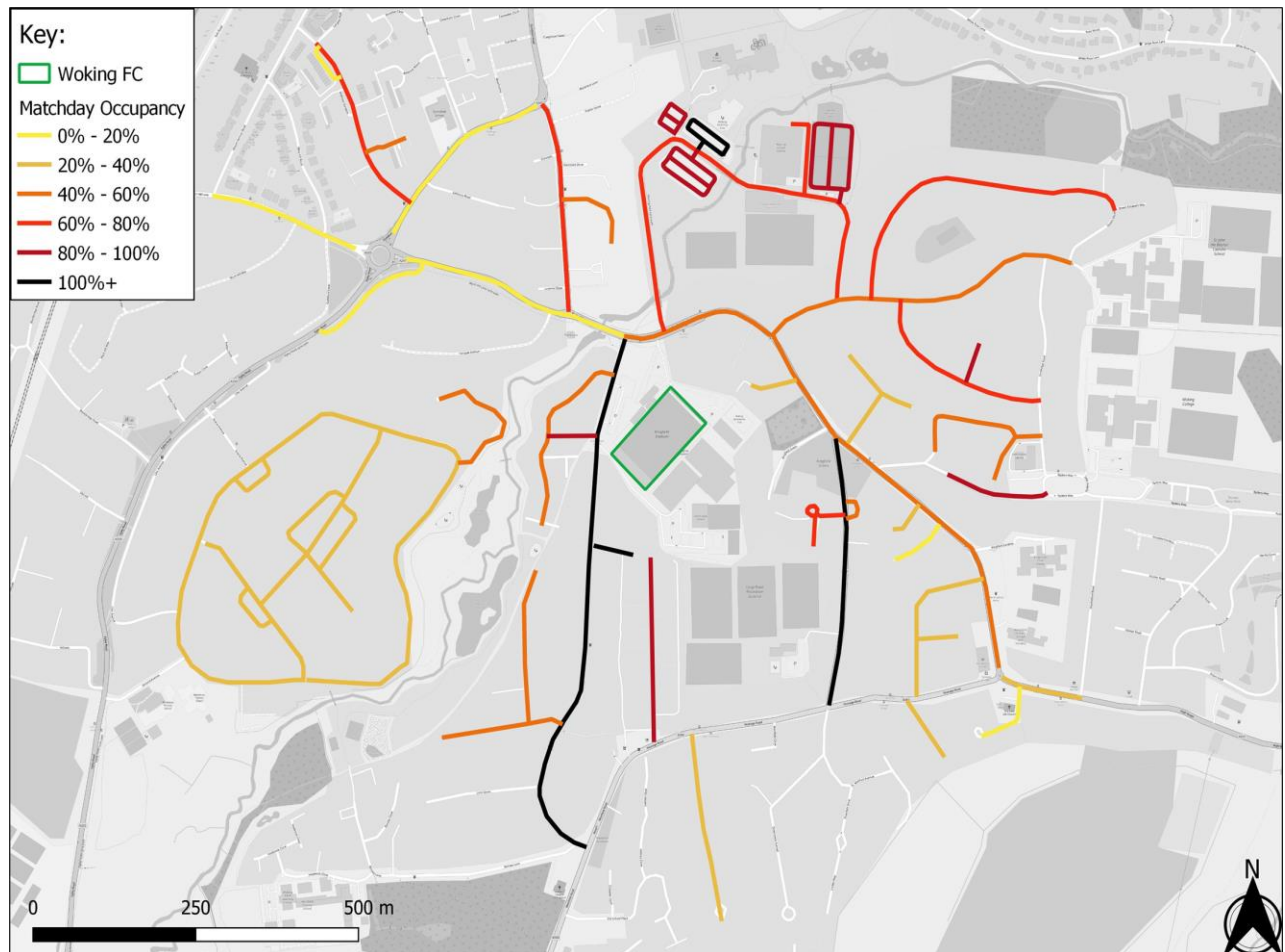
²⁴ DGL Paragraph 5.31

Table 4 – On-Street Parking Demand by Distance of Street from the Stadium (a summary of the data provided at Appendix H of the Transport Assessment)

Distance in KM (from Kingfield Road Access)	Street Name	Capacity	Occupancy	Occupancy %
0.01	Kingfield Road	55	23	42%
0.014	Claremont Avenue	49	37	76%
0.018	Turnoak Avenue	0	0	-
0.025	Woking Park	33	25	76%
0.05	Westfield Avenue	59	73	124%
0.05	Wych Hill lane	47	0	0%
0.1	Sycamore Avenue	43	26	60%
0.19	Elmbridge Lane	41	22	54%
0.2	Acer Grove	10	10	100%
0.27	Kingfield Drive	26	10	38%
0.3	Davos Close	57	28	49%
0.35	Car Park - 1	40	35	88%
0.35	Loop Road	45	52	116%
0.35	Queen Elizabeth Way	140	109	78%
0.35	Westfield Grove	8	10	125%
0.4	Car Park - 2	89	92	103%
0.4	Howards Road	74	59	80%
0.4	Turnoak Lane	38	0	0%
0.45	Car Park -3	234	216	92%
0.45	Granville Road	70	70	100%
0.45	Hawthorn Close	62	27	44%
0.45	Hawthorn Road	231	55	24%
0.45	Stockers Lane	76	33	43%
0.45	Whitegates	17	10	59%
0.45	Willow Way	197	49	25%
0.5	Car Park - 4	191	190	99%
0.5	Kingfield Close	23	15	65%
0.5	Kingfield Gardens	49	14	29%
0.5	Rydens Way	6	6	100%
0.55	Gables Close	11	4	36%
0.55	Guildford Road	74	0	0%
0.6	Beaconsfield Road	15	3	20%
0.6	Howards Close	15	15	100%
0.6	Midhope Road	75	54	72%
0.65	Maple Grove	29	15	52%
0.66	Chestnut Grove	55	31	56%
0.7	Ash Road	167	41	25%
0.7	Midhope Close	10	6	60%
0.7	Roseberry Crescent	61	20	33%
0.8	Apers Avenue	69	24	35%
0.8	Ash Close	45	14	31%

0.8	Hanover Court	21	3	14%
0.8	Midhope Gardens	20	6	30%
0.85	High Street	11	4	36%
0.85	Vicarage Road	0	0	-
0.85	Westfield Road	79	36	46%
0.9	Laburnum Road	105	22	21%
0.9	The Moorlands	18	5	28%
0.9	Trentham Crescent	17	5	29%
Total		2907	1604	55%

Figure 1 – On-Street Parking Demand by Distance of Street from the Stadium (a summary of the data provided at Appendix H of the Transport Assessment)



4.16 **Table 4** and **Figure 1** demonstrate that the streets closest to the stadium are not always the streets which record the highest levels of parking stress.

4.17 People do not simply drive as close as they can to the stadium and try and park. People’s decision on where to park is influenced by a number of factors, as I have set out earlier, and whilst the three

busiest streets are close to the stadium, there is not a uniform pattern of parking demand across the study area.

- 4.18 The more detailed analysis indicates at 8pm on a matchday Westfield Avenue, Loop Road and Westfield Grove all report parking stress in excess of 100%. The combined number of vehicles parked in excess of capacity on these three streets is 23 vehicles. All three of these streets are marked with double-yellow lines in places, which indicates once again this is more an issue of a minority parking inappropriately which can be addressed by enforcement, rather than a widespread problem around the football stadium.
- 4.19 Only five streets record a parking demand of 85% or more, which does not indicate a severe problem with on-street parking stress around the stadium.
- 4.20 DGL includes analysis of the existing demand at Heathside car park²⁵. To try and understand the impact of a football match on parking demand at Heathside car park DGL has employed the same methodology as followed by the parking assessment included in the Transport Assessment and Event Management Plan.
- 4.21 DGL's analysis demonstrates there is plenty of available capacity in the Heathside car park on a matchday – 410 spaces at 8pm on a Tuesday and 373 spaces at 3pm on a Saturday²⁶.
- 4.22 In his analysis of Heathside car park DGL does accept it is not possible to differentiate between commuters, shoppers, football spectators or other users²⁷. I agree, and the data does not allow us to understand who is parking in the car park on each day. There may be football spectators parking in the car park, and there may be non-football spectators who usually parking the car park but chose to avoid Woking when a Woking FC match is being held. This may explain why there is such a significant drop in recorded car parking at 6pm on a matchday (64 vehicles) compared to 6pm on a non-matchday (176 vehicles).

²⁵ DGL Paragraph 5.59 Table 5.2

²⁶ DGL Paragraph 5.59 Table 5.2

²⁷ DGL Paragraph 5.58

- 4.23 Notwithstanding this, I would accept that the data in Table 5.2 of DGL's evidence indicates that for the matches surveyed there appears to be limited use of Heathside car park by football spectators.
- 4.24 This current limited use could be due to the lack of active promotion of Heathside car park as an alternative parking location and the availability and spare capacity of on-street parking around the stadium, as demonstrated in the analysis contained within this rebuttal.
- 4.25 Should the level of parking demand increase, or the availability of on-street parking reduce following the implementation of TROs, or the attendance at a match increase making travelling close to the stadium more inconvenient, the park and stride car parks may become more attractive. There is clearly off-street parking available to accommodate these changes in demand.
- 4.26 I do not believe the cost of parking will have a material impact in people's decision making on where to park. The parking survey data demonstrates Woking Park car park is very popular, and the charge to park here after 6pm is a flat rate of £1.30. The flat rate charge at Heathside car park after 6pm (until 5:59am the next day) park is £1.50.

5 Creating High Quality Places

- 5.1 DGL quotes Paragraph 102 of the NPPF²⁸ and Woking Borough Council's Parking SPD²⁹ to demonstrate that a low level of on-site car parking will adversely impact the ability to create high quality space. DGL also queries why the level of parking is below the maximum parking standard³⁰.
- 5.2 In my view an excessive over-provision of car parking spaces on site, which would remain unoccupied for 99% of the time³¹, would detract from the quality of the environment created at the stadium, both for people attending a match and residents living in the apartments.
- 5.3 The analysis demonstrates that there is already available on-street parking spaces and available off-site car parks with space capacity to accommodate the infrequent demand from matchday parking. To provide additional car parking simply to try and accommodate an extra proportion of matchday demand would be contrary to the overall ethos of Paragraph 102 of the NPPF and WBC's Parking SPD, and contrary to the aim of creating a high quality place at Woking FC.
- 5.4 The proposed level of car parking for the stadium is in keeping with the levels provided at other comparable stadiums, as set out in my evidence at Table IS4 and Appendix IS4.

²⁸ DGL Paragraph 2.3, Paragraph 5.52

²⁹ DGL Paragraph 2.11, Paragraph 5.45

³⁰ DGL Paragraph 3.6

³¹ Matchday parking demand would occur for circa 90 hours of the year (30 matches with 3 hours of parking). There are 8,760 hours in a year, which equates to matchday parking occurring for 1% of the time.

6 Points of Clarification

Access to the Stadium Car Park

- 6.1 DGL picks up an inconsistency between the Event Management Plan and the Planning Statement with regard to who will have access to the stadium car park³². To confirm, the stadium car park will be for players, matchday officials and disabled supporters.

Accessible Parking

- 6.2 DGL queried the provision of accessible parking spaces³³ and the arrangements for the allocation of spaces between the medical centre and the football stadium³⁴.
- 6.3 The proposed approach to accessible parking is set out in my Proof of Evidence at Appendix IS2. The plan included at Appendix IS2 excluded a 1.2m safety zone on the southern side of space no. D8. This has been corrected on the plan included at **Appendix D** of this rebuttal – Drawing No.183923-A07-01-Rev A. The total number of accessible parking spaces (8) and the overall parking spaces (60) remains unchanged.
- 6.4 The proposed arrangement for medical centre parking is set out in my evidence at Paragraph 3.3 – 3.6 and at Paragraph 3.10. Appendix IS1 of my evidence demonstrates that medical centre opening hours and Woking FC football matches do not coincide.

Parking Standards

- 6.5 DGL's interpretation of the Surrey County Council (SCC) and WBC parking standards for stadiums is that the maximum standards are the minimum standards³⁵. I disagree with this. If the intention was that the recommend parking standards for the stadium were to be minimum standards they would be set as such.

³² DGL Paragraph 3.13

³³ DGL Paragraph 3.23 – 3.29

³⁴ DGL Paragraph 3.30 – 3.37

³⁵ DGL Paragraph 3.10

Residential Amenity

- 6.6 DGL states that the proposed development will have an adverse impact on residents ease of parking outside of their homes³⁶.
- 6.7 The Proof of Evidence of Mr Collins addresses the relevance of the emerging Site Allocations DPD ('SADPD') [CD 4.4] and the clear intention of WBC to allocate the site for a stadium redevelopment. This aspiration is long held, as outlined by the Proof of Mr Gold. The present planning baseline for the site is a stadium of circa 6,000 capacity, the development proposes a one-third increase to 9,026 with all of the benefits arising which can be controlled by appropriate planning and highways mitigation, notably to encourage the use of sustainable modes of transport, which I consider entirely appropriate given the urban location. I do not believe the proposals will have an unacceptable impact on residential amenity.

³⁶ DGL Paragraph 5.50

Appendix A

School holiday dates 2019 - 2020

School Term and Holidays dates 2019/2020

	SEPTEMBER Autumn Term 2019	OCTOBER	NOVEMBER	DECEMBER
Monday	2 9 16 23 30	7 14 21 28	4 11 18 25	2 9 16 23 30
Tuesday	3 10 17 24	1 8 15 22 29	5 12 19 26	3 10 17 24 31
Wednesday	4 11 18 25	2 9 16 23 30	6 13 20 27	4 11 18 25
Thursday	5 12 19 26	3 10 17 24 31	7 14 21 28	5 12 19 26
Friday	6 13 20 27	4 11 18 25	1 8 15 22 29	6 13 20 27
Saturday	7 14 21 28	5 12 19 26	2 9 16 23 30	7 14 21 28
Sunday	1 8 15 22 29	6 13 20 27	3 10 17 24	1 8 15 22 29

	JANUARY Spring Term 2020	FEBRUARY	MARCH	APRIL Summer Term 2020
Monday	6 13 20 27	3 10 17 24	2 9 16 23 30	6 13 20 27
Tuesday	7 14 21 28	4 11 18 25	3 10 17 24 31	7 14 21 28
Wednesday	1 8 15 22 29	5 12 19 26	4 11 18 25	1 8 15 22 29
Thursday	2 9 16 23 30	6 13 20 27	5 12 19 26	2 9 16 23 30
Friday	3 10 17 24 31	7 14 21 28	6 13 20 27	3 10 17 24
Saturday	4 11 18 25	1 8 15 22 29	7 14 21 28	4 11 18 25
Sunday	5 12 19 26	2 9 16 23	1 8 15 22 29	5 12 19 26

	MAY	JUNE	JULY	AUGUST
Monday	4 11 18 25	1 8 15 22 29	6 13 20 27	3 10 17 24 31
Tuesday	5 12 19 26	2 9 16 23 30	7 14 21 28	4 11 18 25
Wednesday	6 13 20 27	3 10 17 24	1 8 15 22 29	5 12 19 26
Thursday	7 14 21 28	4 11 18 25	2 9 16 23 30	6 13 20 27
Friday	1 8 15 22 29	5 12 19 26	3 10 17 24 31	7 14 21 28
Saturday	2 9 16 23 30	6 13 20 27	4 11 18 25	1 8 15 22 29
Sunday	3 10 17 24 31	7 14 21 28	5 12 19 26	2 9 16 23 30

Bank and Public Holidays 2019/2020

- | | | | | | |
|----------------|---|-----------------------|----------------------|---|------------------|
| Christmas Day | - | Wednesday 25 December | Easter Monday | - | Monday 13 April |
| Boxing Day | - | Thursday 26 December | May Day Bank Holiday | - | Monday 04 May |
| New Year's Day | - | Wednesday 01 January | Spring Bank Holiday | - | Monday 25 May |
| Good Friday | - | Friday 10 April | Summer Bank Holiday | - | Monday 31 August |

Start of Term



End of Term



School Holidays

Public Holidays

School Term and Holiday dates 2019/2020

The Autumn Term 2019 is from Wednesday 4 September to Friday 20 December with half-term from Monday 28 October to Friday 1 November.

The Spring Term 2020 is from Monday 6 January to Friday 3 April with half-term from Monday 17 to Friday 21 February.

The Summer Term 2020 is from Monday 20 April to Wednesday 22 July with half-term from Monday 25 to Friday 29 May (Monday 25 May is also a Bank Holiday).

Term	Start	End	Days
AUTUMN 2019	Wednesday 4 September 2019	Friday 25 October 2019	38
<i>Half term</i>	<i>Monday 28 October 2019</i>	<i>Friday 1 November 2019</i>	
	Monday 4 November 2019	Friday 20 December 2019	35
<i>Christmas</i>	<i>Monday 23 December 2019</i>	<i>Friday 3 January 2020</i>	
SPRING 2020	Monday 06 January 2020	Friday 14 February 2020	30
<i>Half term</i>	<i>Monday 17 February 2020</i>	<i>Friday 21 February 2020</i>	
	Monday 24 February 2020	Friday 03 April 2020	30
<i>Easter</i>	<i>Monday 6 April 2020</i>	<i>Friday 17 April 2020</i>	
SUMMER 2020	Monday 20 April 2020	Friday 22 May 2020 (plus Bank Holiday on 4 May)	24
<i>Half term</i>	<i>Monday 25 May 2020</i>	<i>Friday 29 May 2020</i> <i>(incl Bank Holiday on 25 May)</i>	
	Monday 1 June 2020	Wednesday 22 July 2020	38
			195


Appendix B

Clarification of parking space categories used in the parking survey

Duncan Stuart

From: Duncan Stuart
Sent: 26 April 2021 09:18
To: Duncan Stuart
Subject: RE: Fee Quote - Woking - Parking Survey

Duncan Stuart
Principal Transport Planner
0117 203 5240
07535 149 504
Bristol

 Consider the environment. Do you really need to print this email?

From: Sanjay Munigeti <sanjay@nationwidedatacollection.co.uk>
Sent: 23 April 2021 09:02
To: Duncan Stuart <duncan.stuart@vectos.co.uk>
Cc: Damien Wilson-Pulley <d.wilson-pulley@nationwidedatacollection.co.uk>; Ian Southwell <Ian.Southwell@vectos.co.uk>
Subject: RE: Fee Quote - Woking - Parking Survey

Good Morning Duncan,

Hope the below is fine. If not, please let me know.

Restriction Type	Definition
White Lines	White Lines in front of the house driveways / on the speed bump
Unrestricted	Unrestricted No Lines
Bus Stop	Bus Stop
Drop Kerb	Driveways in front of the houses
Single Yellow	Single Yellow Lines
Voucher Parking	Voucher Parking 1 hour limit and permit only restriction
Narrow	Narrow capacity is where there is no space for the third vehicle to move if vehicles are parked on both sides
Double Yellow	Double Yellow Lines

Zig Zag Lines	Zig Zag Lines near the pedestrian crossing / School Keep Clear
Pedestrian Crossing	Pedestrian crossing at either zebra crossing or signalised crossing
Pay and Display	Pay and Display Bays
Disabled Bays	Disabled Bays
Authorised	These bays are marked as Authorised Bays (Restriction type)
Parking Bays	Off Street Parking Bays
Coaching Parking	These bays are marked as Coach Parking Bays (Restriction type)
Long Stay	Long Stay is the restriction type within the car park
Motor Cycles Only Bay	Motor Cycle Bays
Resident Permit Holders Only	Resident Permit Holder Bays

Thanks,
Sanjay

Sanjay Munigeti
Business Development Manager / Project Manager



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From: Duncan Stuart <duncan.stuart@vectos.co.uk>

Sent: 23 April 2021 08:39

To: Sanjay Munigeti <sanjay@nationwidedatacollection.co.uk>

Cc: Damien Wilson-Pulley <d.wilson-pulley@nationwidedatacollection.co.uk>; Ian Southwell <Ian.Southwell@vectos.co.uk>

Subject: RE: Fee Quote - Woking - Parking Survey

Hi Sanjay,

Apologies, are you able to provide a table explaining all restrictions provided within the parking survey?

Many thanks,

Duncan

Duncan Stuart
Principal Transport Planner

-

0117 203 5240

07535 149 504

-

5th Floor, 4 Colston Avenue
Bristol, BS1 4ST

vectos.

This message has been scanned for malware by Websense. www.websense.com

Appendix C

Streets with 'narrow' parking spaces

South of Kingfield Road and East of Westfield Avenue Woking FC

Appendix C – Narrow Streets Images

1. This Technical Note (TN) Appendix has been prepared by Vectos to provide images of the streets defined as 'narrow' within the restrictions for the parking beat survey. All of the images have been obtained from Google Street View.

Elmbridge Lane



Queen Elizabeth Way



Stockers Lane



Hawthorn Road



Willow Way



Apers Avenue



Ash Close



Ash Road



Chestnut Grove



Davos Close



Hanover Court



Howards Close



Howards Road



Kingfield Drive



Kingfield Gardens



Laburnum Road



Maple Grove



Midhope Close



Midhope Gardens



Midhope Road



Roseberry Crescent



Rydens Way



The Moorlands



Trentham Crescent

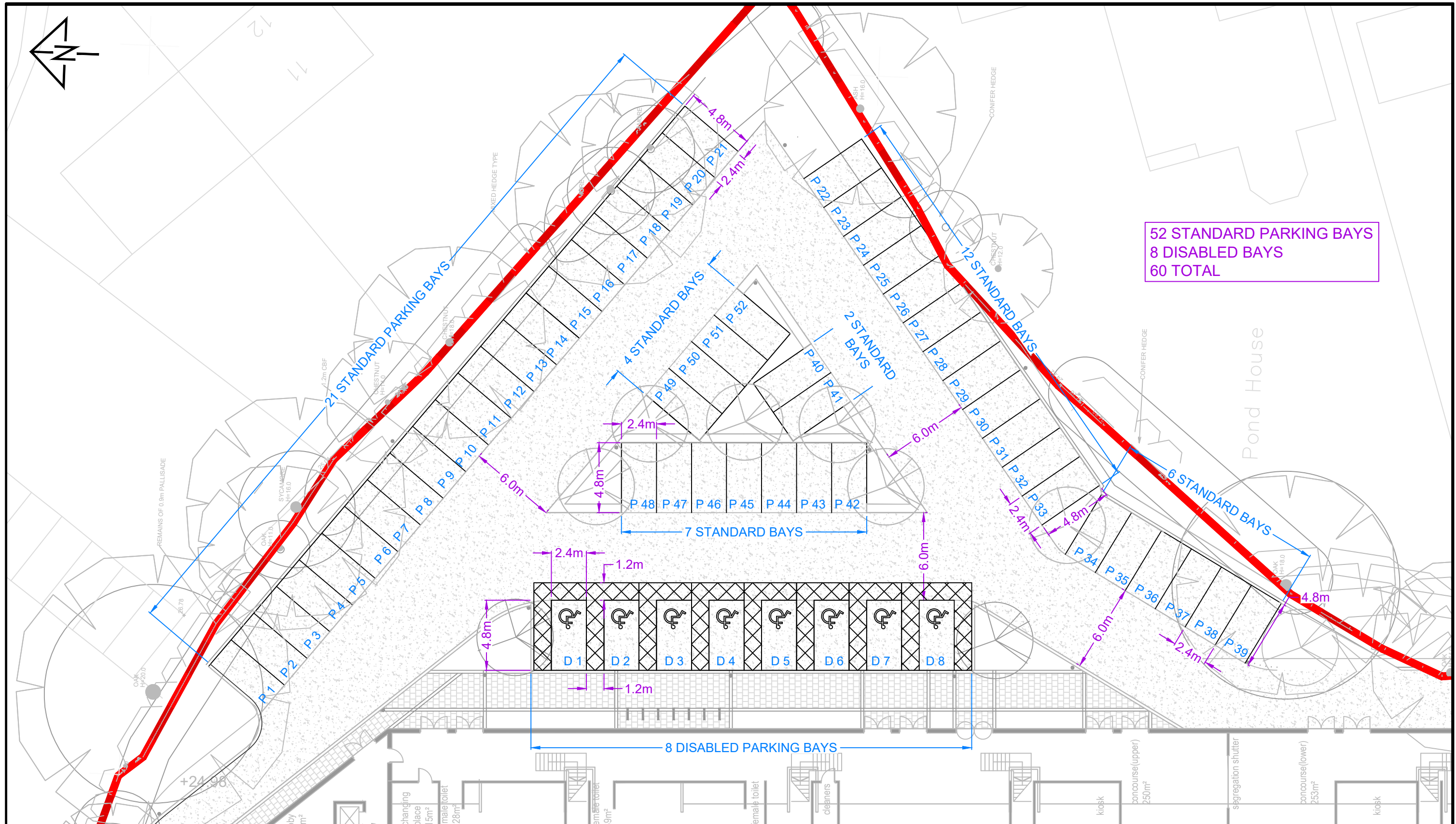


Whitegates



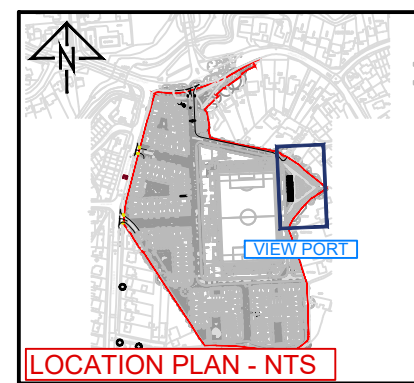
Appendix D

Accessible Parking Plan - Drawing No.183923-A07-01-Rev A



52 STANDARD PARKING BAYS
8 DISABLED BAYS
60 TOTAL

REV.	DETAILS	DRAWN	CHECKED	DATE
A	DISABLED PARKING BAYS RECONFIGURED	SCJ	IS	21/04/21



STATUS:
INFORMATION ONLY

PROJECT: Woking Football Club			
DRAWING TITLE: GENERAL ARRANGEMENT NORTH STAND CAR PARK			
DRAWN: SCJ	CHECKED: IS	DATE: 13/04/21	SCALES: 1:250 @ A3

CLIENT: Woking Football Club	
vectos.	
5th Floor, 4 Colston Avenue, Bristol, BS1 4ST t: 0117 203 5240 e: enquiries@vectos.co.uk	
DRAWING NUMBER: 183923-A07-01	REVISION: A

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