

Goldev Woking

South of Kingfield Road and East of Westfield Avenue

Woking FC

April 2021

Proof of Evidence

Ian Southwell

vectos.co.uk

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1 Introduction

- 1.1 My name is Ian Southwell. I have a degree in Urban Studies and Planning from The University of Sheffield. I am a Member of the Chartered Institution of Highways and Transportation, a Member of the Transport Planning Society, and a Member of the Chartered Institute of Logistics and Transport. I have over 13 years' experience in the design, implementation and assessment of transport schemes and development proposals.
- 1.2 I am a Director of Vectos, a leading consultancy in transport planning, with designers, planners, modellers, researchers and innovators making up an agile team of over 150 people working across the UK and throughout Europe. In March 2021 Vectos merged with SLR, an international multi-disciplinary organisation with over 3,000 employees.
- 1.3 My evidence is on behalf of Goldev Woking. I am retained to provide transport and highways advice in relation to the proposed development South of Kingfield Road and East of Westfield Avenue, Woking FC. Of relevance to my evidence, the proposed development comprises:
- A replacement stadium with a capacity of 9,026 supporters and ancillary facilities including up to 60 car parking spaces;
 - Independent retail floorspace;
 - A medical centre; and
 - Up to 1,048 dwellings.
- 1.4 In addition, the proposal will include the following measures, to be secured by way of an Executive Undertaking (Planning Development Agreement) and the appropriate planning obligations as set out in Mr Gold's Proof of Evidence:
- A Mobility Hub, including a café, workspace, microconsolidation centre, cycle hub, community concierge and personalised travel planning service;
 - A car club with up to 15 parking spaces (and vehicles);
 - A car pool database;
 - Up to £1.4 million in bus service contributions;
 - A fold up bike for the first residential occupier of each dwelling;

- Electric vehicle charging facilities to all residential car parking spaces;
- A Residential Travel Plan [AD 2.23], Stadium Travel Plan [AD 2.24] and Stadium Event Management Plan [AD 2.3]; and
- A contribution towards the consultation and implementation (if agreed) of traffic regulation orders (TRO).

1.5 I have visited and I am familiar with the site and the area within which it is located.

1.6 Vectos worked with Surrey County Council (SCC), the highway authority, and Woking Borough Council (WBC), the planning authority, during the course of the application and reached agreement on all transport matters.

Declaration

1.7 The evidence which I have prepared and provide for this Inquiry (in this Proof of Evidence) is true and has been prepared and is given in accordance with the guidance of my professional institution. I confirm that the opinions expressed are my true and professional opinions.

2 Policy

National Policy

National Planning Policy Framework (NPPF), February 2019

- 2.1 The relevant sections of the NPPF [CD 4.7] are in Section 9 and are set out in the Officer's Report [CD 3.1] at Paragraphs 269 – 271. The 2021 draft update to the NPPF does not change the requirements of the NPPF which the proposed development should be assessed against from a transport perspective.
- 2.2 Paragraph 108 states decisions should take account of whether a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location; b) safe and suitable access to the site can be achieved for all users; and c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.
- 2.3 The proposed development includes the promotion of a plethora of sustainable transport initiatives, including a Mobility Hub with a café, workspace, microconsolidation centre, cycle hub, community concierge and personalised travel planning service, a car club with up to 15 parking spaces (and vehicles), a car pool database, up to £1.4 million in bus service contributions, a fold up bike for the first residential occupier of each dwelling, electric vehicle charging facilities to all residential car parking spaces, a Residential Travel Plan, a Stadium Travel Plan and a Stadium Event Management Plan.
- 2.4 The proposed development provides a safe means of access for all users. Two of the three vehicular access points utilise existing points of vehicular access to the site, and all three vehicular access points provide the required levels of visibility in all directions. The proposed development includes a new pedestrian crossing on Westfield Road adjacent to the site at the Kingfield Road / Westfield Road junction and pedestrian improvements at Kingfield Road/Vicarage Road/High Street roundabout.
- 2.5 The potential impact of the proposed development has been assessed at nine junctions, in six different scenarios, during eight different time periods¹. SCC only raised concerns with respect to the

¹ Paragraph 275 of Officer's Report, CD 3.1

potential impact at two junctions, and an appropriate scheme at each junction has been identified and agreed with SCC to mitigate the potential impact to an acceptable degree.

- 2.6 Paragraph 109 states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 2.7 The analysis contained within the Transport Assessment [AD 2.3] demonstrates the proposed development would not result in an unacceptable impact on highway safety, and the residual cumulative impact would not be severe. The proposed development satisfies the two key transport tests with respect to NPPF, and there is no good reason to prevent or refuse the proposed development.
- 2.8 Paragraph 111 states that all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.
- 2.9 A Transport Assessment was submitted with the planning application, together with a Residential Travel Plan, a Stadium Travel Plan and an Event Management Plan, all of which will be secured as set out in Mr Gold's Proof of Evidence.
- 2.10 Paragraph 106 of the NPPF explains that maximum parking standards for non-residential development can be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development that are well served by public transport. WBC has determined that in order to comply with NPPF maximum car parking standards should be set across the borough for non-residential development². For the football stadium, the application of maximum standards ensures the appropriate size and scale of stadium can be provided. The application of maximum car parking standards is appropriate given the site is well served by public transport and in a sustainable location with respect to walking and cycling connections and the proximity to Woking town centre and Woking rail station.
- 2.11 The proposed development complies with Paragraph 110. The proposed development provides priority to pedestrians, cyclists and public transport through the design of the site and through the promotion of mobility measures which focus on these modes. The Mobility Hub is accessible at

² Page 14 of WBC Parking Standards Supplementary Planning Document, CD 4.11

street level, accessible vehicle parking can be provided throughout the proposed development, and the proposed development is providing a contribution to deliver level access at the two bus stops immediately outside the site on Kingfield Road. The potential for conflict between different users is minimised, with the route around the stadium closed to all traffic before, during and after matches, and all residential vehicular movement is via Westfield Avenue. The provision of a microconsolidation centre allows for the efficient delivery of goods to the proposed development, which is also committed to providing electric vehicle charging for all residential car parking spaces and 20% of the stadium car parking spaces.

2.12 The proposed development follows the aims, objectives and ethos of Section 9 of the NPPF.

Surrey County Council

2.13 SCC, as the designated highway authority, has not objected to the proposed development. While in preparing for this appeal the appellant was told that WBC has appointed specialist transport consultants to give evidence. At the time of writing this evidence there is no technical case nor evidence that has been presented by WBC to support Reason For Refusal (RFR) 04 in relation to Kingfield Road. I have therefore done my best to assess and revisit the clear professional support given by SCC's and WBC's own officers recommending approval, as well as consider relevant policy and technical guidance. In the event that something unforeseen arises from the evidence I reserve the right to deal with it by way of a rebuttal.

Surrey County Council Parking Standards

2.14 SCC Parking Standards [CD 4.21] set out maximum car parking standards. The residential car parking standards applicable to the proposed development are typically a maximum of 1 space per unit for the type of units (1 and 2 bedrooms) being proposed in this location (edge of centre / suburban). A summary of the maximum permitted number of residential car parking spaces which can be provided under SCC's car parking standards is provided in **Table IS1**. Visitor parking is encouraged where appropriate but not always necessary³.

³ Figure 1, Page 13, SCC Parking Standards, CD 4.21

Table IS1 – SCC Maximum Residential Car Parking Standards⁴

Units	Unit Numbers	Parking Standard (spaces per unit)	Maximum Parking Provision
Studio	140	1	140
1 Bedroom	279	1	279
2 Bedroom	352	1	352
3 Bedroom	1	1 or 2+	2
1 Bedroom Townhouse/Duplex	95	1	95
2 Bedroom Townhouse	73	1	73
2 Bedroom Duplex	100	1	100
3 Bedroom Townhouse	8	1 or 2+	16
Recommended Maximum Total Parking			1,057

- 2.15 Under SCC's car parking standards the maximum number of spaces which could be provided for the residential element of the proposed development is 1,057.
- 2.16 The stadium and medical centre car parking standards for SCC and WBC are the same. The standards are maximum standards, and for the stadium the standards are '*1 car space per 15 seats or individual assessment / justification⁵*', and for the medical centre are '*1 car space per consulting room remaining spaces on individual assessment⁶*'.
- 2.17 The proposed level of car parking provision accords with SCC's maximum parking standards.
- 2.18 Whilst SCC's parking standards are not the standards against which the application is assessed, SCC's standards should be afforded weight in the decision making process. They are the parking standards of the highway authority and the standards which are based on NPPF⁷ and were subject to

⁴ Figure 1, Page 13, SCC Parking Standards, CD 4.21

⁵ Page 7, Vehicular and Cycle Parking Guidance, January 2018, SCC, CD 4.21 and Page 22, WBC Parking Standards Supplementary Planning Document, CD 4.11

⁶ Page 6, Vehicular and Cycle Parking Guidance, January 2018, SCC, CD 4.21 and Page 22, WBC Parking Standards Supplementary Planning Document, CD 4.11

⁷ Page 3 of SCC Parking Standards, CD 4.21

the relevant consultation⁸. They are intended to provide flexibility to act as guidance to all twelve local planning authorities⁹.

Woking Borough Council

- 2.19 While WBC is not the highway authority it is encouraged by SCC, as explained above, to provide guidance on parking for specific types of development. As noted above, however, the guidance for this non-residential development is the same under both SCC and WBC parking standards. Namely a maximum.

Policy CS18 Woking Core Strategy

- 2.20 Policy CS18 of the Woking Core Strategy [CD 4.1] states:

*'Supporting proposals that deliver improvements and increased accessibility to cycle, pedestrian and public transport networks and interchange facilities. In particular, proposals to improve easy access between Woking Rail Station and the town centre will be encouraged.'*¹⁰

- 2.21 The proposed development wholly supports this statement and should be encouraged. The proposed development includes new wayfinding signage for routes through Woking Park, improving pedestrian connectivity between the site, Woking town centre and Woking rail station, and improvements to the local pedestrian network. The proposed development includes cycle parking facilities, a cycle hub, and a fold-up bike for the first occupier of every residential unit. A contribution of up to £1.4 million is to be provided to improve the bus connectivity of the site and the surrounding area.

'Implementing maximum car parking standards for all types of non-residential development, including consideration of zero parking in Woking Town Centre, providing it does not create new or exacerbate existing on-street car parking problems. Minimum standards will be set for residential

⁸ Page 3 of SCC Parking Standards, CD 4.21

⁹ Page 4 of SCC Parking Standards, CD 4.21

¹⁰ Page 94 of WBC Core Strategy, CD 4.1

development. If necessary, the Council will consider managing the demand and supply of parking in order to control congestion and encourage use of sustainable transport.¹¹

2.22 The proposed development accords with the prescribed parking standards and the level of car parking provision, and the overall Mobility Strategy, together with the proposed approach to car parking, will encourage sustainable transport use. The proposed level of car parking will not create new or exacerbate existing on-street car parking problems.

2.23 The Core Strategy states at Paragraph 5.170:

'Maximum car parking standards are a means of restricting the number of cars on the road and influencing a shift in behaviour towards other transport modes, particularly in urban centres with high accessibility¹².'

2.24 The proposed development, which is located at a site with a high level of accessibility, follows this approach and will help support a shift towards more sustainable travel behaviour.

2.25 The proposed development does not conflict with Policy CS18 of the Woking Core Strategy.

Woking Borough Council Parking Standards Supplementary Planning Document

2.26 In the Introduction on Page 4 of WBC's Parking Standards Supplementary Planning Document (SPD) [CD 4.11] it states:

'The purpose of this Supplementary Planning Document (SPD) is to set appropriate car and cycle parking standards for all forms of development to balance a wide set of aims including:

- influence a shift in behaviour towards sustainable modes of transport*
- efficient use of land*
- ensure a high quality built environment and development sites*
- control congestion*

¹¹ Page 94 of WBC Core Strategy, CD 4.1

¹² Page 95 of WBC Core Strategy, CD 4.1

- ensure highway safety

- minimise pollution'

2.27 The proposed approach to car parking meets all of these aims and meets the parking standards set out in the document. The proposed approach to car parking is compliant with the aims, objectives and ethos of the SPD, and the parking standards contained within it.

2.28 With respect to the car parking standards contained within the SPD, one point of clarification to the Officer's Report [CD 3.1] is in the table between Paragraph 324 and Paragraph 325. In the Officer's Report the minimum car parking standard for houses and bungalows has incorrectly been applied to the townhouse and duplex units. Whilst described as townhouse and duplex units, all units are provided as flats or apartments and therefore the flats / apartments / maisonettes standard should be applied to all units. The correct application of the parking standards is set out in **Table IS2**.

Table IS2 – Woking Borough Council Car Parking Standards and Proposed Car Parking Provision

Units	Unit Numbers	Parking Standard (spaces per unit)	Parking Requirement
Studio	140	0.5	70
1 Bedroom	279	0.5	140
2 Bedroom	352	1	352
3 Bedroom	1	1	1
1 Bedroom Townhouse/Duplex	95	0.5	48
2 Bedroom Townhouse	73	1	73
2 Bedroom Duplex	100	1	100
3 Bedroom Townhouse	8	1	8
Residential Parking Requirement			791
Proposed Visitor Parking (8%)			64
Total Parking			855

2.29 The correct application of the parking standards results in a minimum requirement of 791 spaces. The proposed level of provision comfortably exceeds this minimum requirement, and also accommodates the provision of 64 visitor car parking spaces, including 15 potential car club spaces.

The proposed level of provision, which is shown in Masterplan Basement Floor Plan 7884 L(00) 282 F [AD 1.6] and Masterplan Lower Ground Floor Plan 7884 L(00) 66 R [AD 1.7], also meets the minimum requirement following the application of the car parking standards as set out in the Officer's Report, albeit this is not the correct application of the car parking standards.

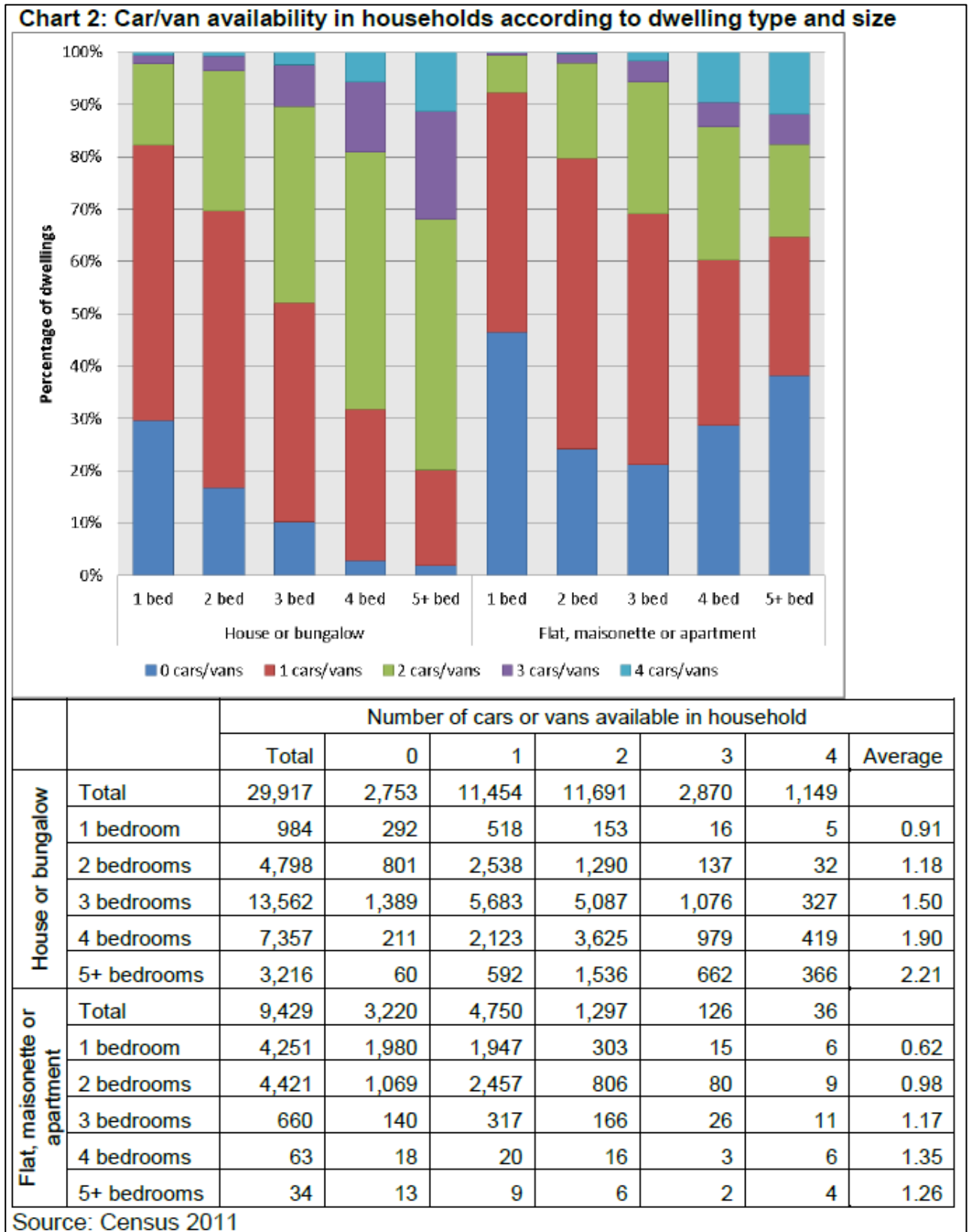
- 2.30 The SPD includes information which sets out the borough profile for Woking, providing further detail to inform the parking standards. With respect to car ownership the SPD sets out a trend for an increase in households which do not own a car or van:

'Woking is the only Surrey borough to experience an increase in the percentage of households with no car/vans and a fall in overall percentage change (since 2001) of car ownership per 1,000 people. Woking does appear to be part of a south east regional trend of authorities with good travel connections, such as Elmbridge and the vast majority of the London Boroughs, and this could be the start of a long term trend of lower car ownership rates in Woking¹³.'

- 2.31 The level of car ownership by dwelling type and dwelling size is provided in Chart 2 on Page 13 of the SPD, which is recreated here as **Figure IS1**.

¹³ Page 12, WBC Parking Standards Supplementary Planning Document, CD 4.11

Figure IS1 – Car / Van Availability in Households According to Dwelling Type and Size



- 2.32 The Census data demonstrates that circa 47% of people who occupy 1 bedroom flats do not own a car or van, and 24% of people who occupy 2 bedroom flats do not own a car or van. Applying the same percentages to the proposed development would result in 368¹⁴ of the 1,048 flats being occupied by people who do not own a car or van. Further to this, as set out in the SPD, within flat type developments there is evidence, irrespective of the number of bedrooms/size, a significant proportion of households are without a car or van¹⁵.
- 2.33 The proposed level of car parking is in line with a downward trend in residential car parking provision across Woking. In 2013 the average number of spaces per dwelling for completed developments was under 1 space per dwelling¹⁶. The proposed level of car parking reflects this downward trend, reflects the anticipation of the continuation of this trend¹⁷, and is in keeping with the average level of car parking provision in new developments across Woking. The proposed level of car parking also helps make the most efficient use of land.
- 2.34 The SPD states that both allocated and unallocated parking is acceptable. The proposed development will include both forms of provision, and the unallocated spaces will provide additional flexibility to cope with any typical variations in parking demand on a daily, weekly or monthly basis.

¹⁴ 47% of 514 1 bedroom flats is 242 flats and 24% of 525 2 bedroom flats is 126 flats = 368 flats

¹⁵ Page 16 WBC Parking Standards Supplementary Planning Document, CD 4.11

¹⁶ Page 14, WBC Parking Standards Supplementary Planning Document, CD 4.11

¹⁷ Page 16 WBC Parking Standards Supplementary Planning Document, CD 4.11

3 Woking Borough Council

3.1 WBC's Reason for Refusal 04 states:

'The proposed development would provide insufficient on-site car parking to serve the stadium and medical centre uses and has failed to demonstrate that the level of on-site parking proposed for these uses would not result in the displacement of vehicle parking onto nearby streets, thereby exacerbating existing pressure for on-street car parking, particularly during match days.'

Medical Centre Car Parking

Car Parking Standards

3.2 The SCC¹⁸ and WBC¹⁹ car parking standards for medical centres are the same, and set out the following maximum standard:

- **Doctors Practices** - 1 car space per consulting room remaining spaces on individual assessment.

Proposed Car Parking Provision

3.3 The proposed level of medical centre car parking is 8 spaces, in accord with SCC and WBC maximum car parking standards.

3.4 To secure the proposed medical centre car parking the following condition (Condition 21) was proposed to accompany any planning consent:

'21. ++ The Medical Centre of the development hereby permitted must not be first occupied unless and until space has been laid out within the site in accordance with a scheme to first be submitted to and approved in writing by the Local Planning Authority for a minimum of 8 vehicles to be parked for the Medical Centre, and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking and turning areas must be permanently retained and maintained for their designated purposes.'

¹⁸ Page 6, Vehicular and Cycle Parking Guidance, January 2018, SCC, CD 4.21

¹⁹ Page 2, WBC Parking Standards Supplementary Planning Document, CD 4.11

- 3.5 The proposed development will deliver medical centre car parking in accord with SCC and WBC Council's maximum car parking standards²⁰.
- 3.6 A summary of the opening hours of the medical centres and doctor's surgeries in Woking is provided at **Appendix IS1**. This demonstrates that the opening hours of the medical centre are not expected to coincide with a match at the stadium (7:45pm on a Tuesday or 3:00pm on a Saturday). The use of the car park by the medical centre will not coincide with a match at the stadium.

Stadium Car Parking

Car Parking Standards

- 3.7 The SCC and WBC car parking standards for stadium are the same, and set out the following maximum standard:
- Stadia - 1 car space per 15 seats OR individual assessment / justification

Proposed Car Parking Provision

- 3.8 The proposed development included for the provision of up to 60 car parking spaces for the stadium, in accord with SCC and WBC maximum car parking standards.
- 3.9 The layout of the stadium car park was shown indicatively on the submitted masterplan documents. A more detailed plan, which shows the provision of 60 car parking spaces, including 8 accessible spaces, for stadium use is included at **Appendix IS2**. This level of provision accords with SCC²¹ and WBC²² standards.
- 3.10 The accessible spaces can also be used by the medical centre when the medical centre is open.

²⁰ Paragraph 295 of Officer's Report, CD 3.1

²¹ Page 9, Vehicular and Cycle Parking Guidance, January 2018, SCC, CD 4.21

²² Page 24, WBC Parking Standards Supplementary Planning Document, CD 4.11

- 3.11 A total of 10% of the spaces will include active electric vehicle charging provision and 10% of the spaces will include passive electric vehicle charging provision, in line with SCC guidance²³ (WBC does not provide guidance on the appropriate levels of electric vehicle charging provision).

Stadium Car Parking Strategy

- 3.12 The stadium is located in a highly accessible location, with extensive pedestrian routes in the area, a good provision of cycle routes, bus routes and bus stops in close proximity to the stadium, and Woking railway station and Woking town centre approximately 1.5km to the north of the stadium, with an attractive walking route between the stadium and the rail station via Woking Park. The walk from the town centre and the railway station to the stadium is about 15 minutes²⁴. I would also refer to the Proof of evidence of Mr Collins who deals with the sustainability of the location.
- 3.13 The stadium car parking strategy is not seeking to provide a parking space on-site for every supporter who wishes to drive to a match. This is not a realistic or appropriate approach, and would be akin to a predict and provide approach to private car demand, and contrary to Section 9 of NPPF, Policy CS18 of the Woking Core Strategy, and WBC's Parking Standards SPD which aim to promote and prioritise sustainable travel.
- 3.14 In line with the accessibility of the development, the type of development and the availability and opportunities for public transport use²⁵, the stadium car parking strategy aims to first control and manage the level and demand for car parking, then direct any car parking demand to appropriate off-site parking locations, and finally provide for key operational car parking for the stadium at the stadium itself. The on-site stadium car parking will primarily provide for players and officials and disabled supporters.
- 3.15 To deliver this strategy a Stadium Travel Plan and an Event Management Plan were produced and submitted with the application. Included within these documents are measures which aim to:
- Provide travel choice to allow supporters to travel to and from the stadium in a sustainable way, including improved wayfinding signage for key walking and cycling routes to and from

²³ Page 11, Vehicular and Cycle Parking Guidance, January 2018, SCC, CD 4.21

²⁴ Paragraph 311 of Officer's Report, CD 3.1

²⁵ Paragraph 105 of NPPF, CD 4.7

Woking town centre and Woking rail station, new cycle parking at the stadium, and improved bus services which stop within 100 metres of the stadium and operate before and after matches;

- Provide advanced journey information to both home and away supporters to enable people to make a more informed choice before they travel;
- Identify ‘Park and Stride’ locations to the north and east of the stadium, in car parks which provide a total of 1,715 car parking spaces, with a further 1,332 spaces to be delivered in Woking Town Centre in 2021²⁶; and
- Promote car sharing to encourage supporters to share vehicles when travelling to and from the stadium.

Walking and Cycling Improvements

- 3.16 Woking town centre and Woking rail station are within walking distance of the stadium²⁷. The most common route for pedestrians travelling to and from the stadium will be to and from the north²⁸ via Woking Park.
- 3.17 The proposed development includes for new wayfinding signs for the route between the stadium and Woking town centre, including the car parks in the town centre, and Woking rail station.
- 3.18 The proposed development includes a reconfigured entrance point to the stadium, with increased pedestrian provision and an improved pedestrian environment.
- 3.19 The proposed development includes the provision of a new pedestrian crossing on Westfield Avenue close to the Kingfield Road / Westfield Avenue junction, and pedestrian improvements at Kingfield Road/Vicarage Road/High Street roundabout²⁹.

²⁶ Paragraph 321 of Officer’s Report, CD 3.1

²⁷ Paragraph 300 and Paragraph 311 of Officer’s Report, CD 3.1

²⁸ Paragraph 302, Officer’s Report, CD 3.1

²⁹ Paragraph 288 of Officer’s Report, CD 3.1

Bus Services

- 3.20 A meeting was held with the Passenger Transport Team (PPT) at SCC on 27/02/2020.
- 3.21 To enhance bus provision for people travelling to and from the stadium there is an agreement in principle to provide from the date of stadium opening and in perpetuity:
- A minimum of a 20 minute frequency public bus service between the site and Woking town centre, with 3 buses per hour operating in each direction.
 - A duplication of services (likely to be a duplication of Max 34 service and the diverted Max 35 service) operating for circa 90 minutes prior to the match and 60 minutes after a match. For example, for a Saturday 3pm kick-off, all services operating and serving the site between 1:30pm – 2:45pm and 4:30pm – 5:30pm would be duplicated. For a 7:45pm kick-off, it would be 6pm – 7:30pm and 9:15pm – 10pm³⁰.
- 3.22 The duplication of these services would provide additional capacity on the bus network for approximately 100 supporters on matchdays.
- 3.23 The proposed development is also providing a contribution of up to £1.4 million towards the provision of the following additional bus services for a period of 7 years after 80% occupation to provide:
- A minimum of a 20 minute frequency public bus service between the site and Woking Town Centre, with 3 buses per hour operating in each direction.
 - The hours of operation would be 6am – 7pm, Monday to Saturday, with a reduced level of service after 7pm.
 - The level of service on a Sunday to be 2 buses per hour, between 7am-7pm³¹.
- 3.24 The proposed development also includes an agreement to implement the following package of measures at the ‘Leisure Centre’ bus stops on Kingfield Road:

³⁰ Paragraph 310 of Officer’s Report, CD 3.1

³¹ Paragraph 348 of Officer’s Report, CD 3.1

- The provision of raised kerbing (to a height of 140mm over a 9.0m length) to ensure level access onto / off buses for those with mobility issues;
- Clearways with a 23m bus cage to protect the bus stop;
- A review of the bus stop laybys for accessibility, and improvements to this as necessary;
- New large bus shelters;
- RTPI displays to be installed within both bus shelters, and one RTPI to be installed within the transport hub of the development;
- Improvements and lengthening/ widening to the pedestrian refuge island that connects the two bus stops;
- Resurfacing of the footway, and widening of the blacktop that leads from the stadium to the bus stops³².

3.25 These improvements would also represent a benefit to the local area as their use would not be constrained to supporters visiting the stadium or residents of the new housing³³.

Advance Journey Information

3.26 Travel information, including bus and train timetables and fare information and car sharing app information, would be provided to encourage sustainable travel.

3.27 The communication of information to supporters would be by the following methods:

- Media release;
- Newsletter;
- Woking FC website;
- Ticket information;

³² Paragraph 349 of Officer's Report, CD 3.1

³³ Paragraph 350 of Officer's Report, CD 3.1

- Use of Woking FCs social media pages / coverage to inform supporters of any changes; and
 - Text messages / email / social media.
- 3.28 On the purchase of a ticket online or in person, information relating to alternative transport modes to the site would be provided.
- 3.29 Accompanying the travel information, which would be made available on the Woking FC website, a ‘plan your journey’ style webpage would also be developed. This would allow supporters to choose from a choice of sustainable options for travel to the stadium.
- 3.30 Prior to matchdays, travel information to away supporters would also be distributed. This would provide them with up-to-date public transport information and walking and cycling routes to the stadium. This would be distributed alongside the ticket sales or via an email in the days before a match.

Park and Stride

- 3.31 The football stadium is within 1.5km of the town centre and there are a number of WBC-owned car parks that would be promoted to supporters for use on match days. These car parks have spare capacity and are unlikely to displace car parking demand from other Woking town centre users³⁴. Whilst several of the public car parks in the town centre already share demand from a variety of users³⁵, making the most efficient and productive use of the space allocated to car parking, Heathside Crescent alone has on average between 289 and 412 unoccupied spaces on Saturday afternoons at 3:00 p.m³⁶.
- 3.32 The Council-owned car parks would provide supporters with a safe place to park, and enable them to park and walk to the stadium. Additionally, this would reduce vehicle traffic surrounding the stadium which is likely to provide a better environment for walking and cycling journeys to and from the stadium and further increase the propensity for people to travel using these modes.

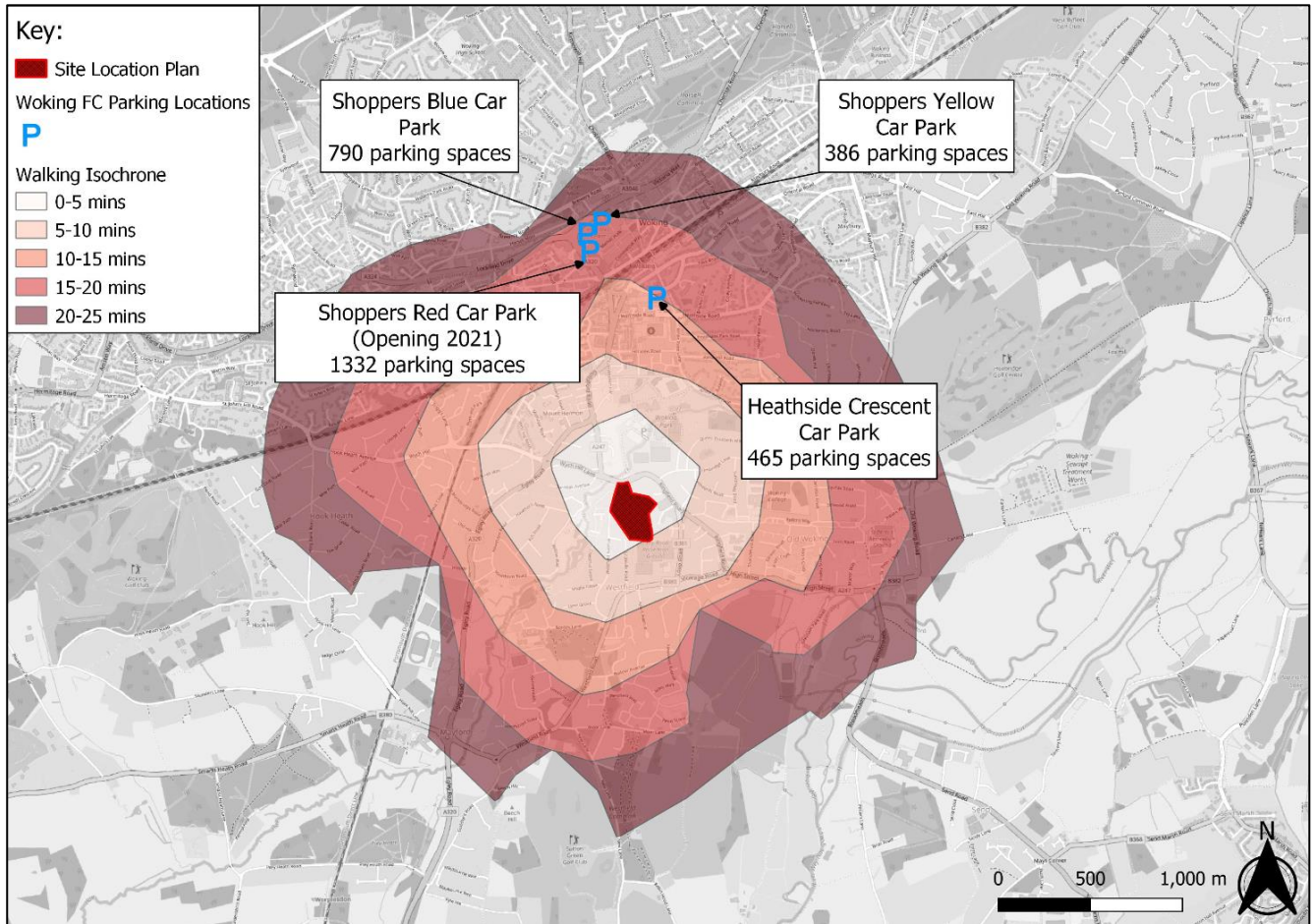
³⁴ Paragraph 321 of Officer’s Report, CD 3.1

³⁵ Page 14, WBC Parking Standards Supplementary Planning Document, CD 4.11

³⁶ Paragraph 321 of Officer’s Report, CD 3.1

3.33 The Council-operated car parks, Heathside Crescent, Shoppers (Blue), Shoppers (Yellow) and Manor Way, which provide a total of 1,641 spaces, would all be promoted to supporters. The location of each of these car parks are presented in **Figure IS2**. Shoppers (Red) with 1,332 spaces is also due to open in 2021.

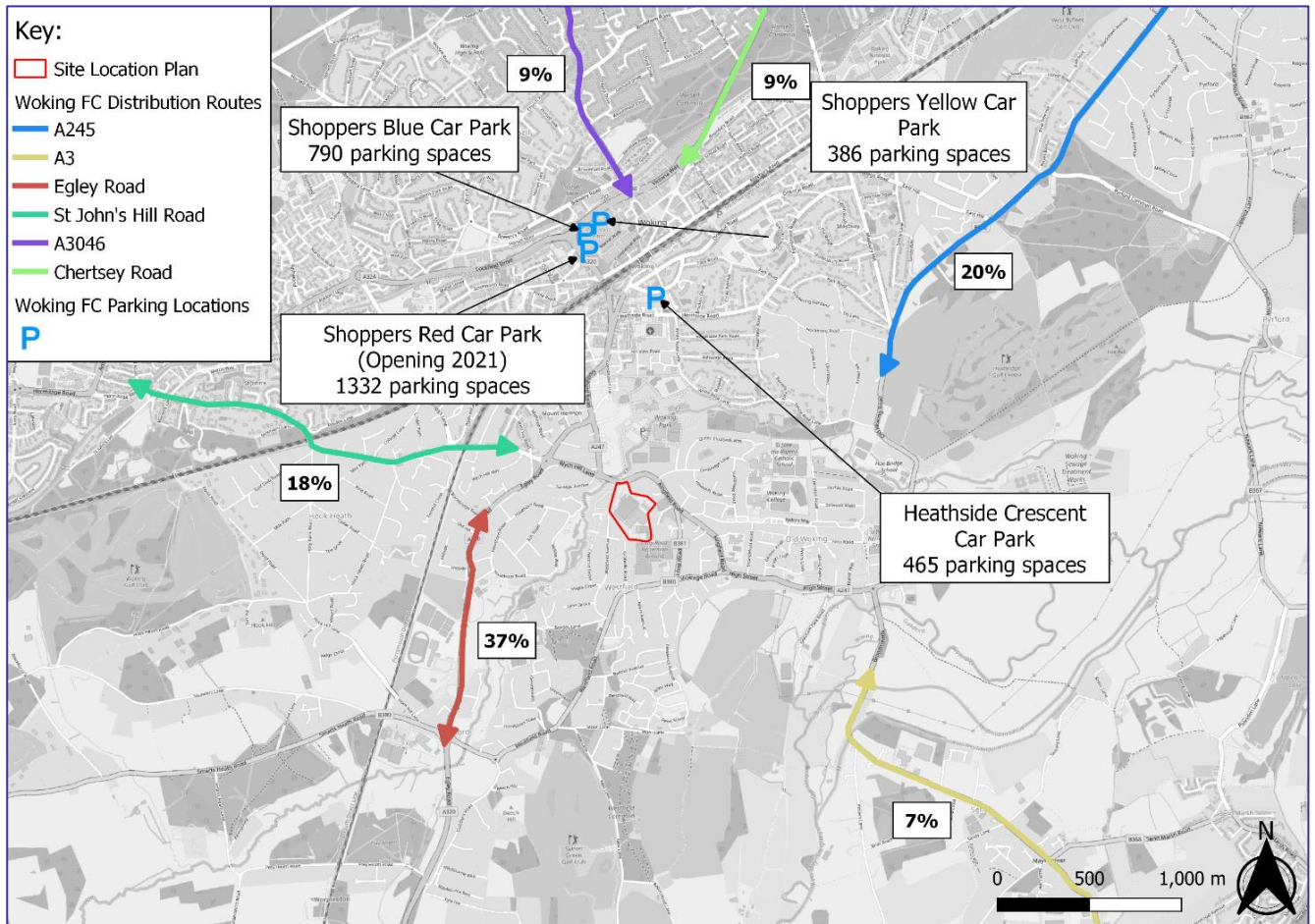
Figure IS2 - Park and Stride Car Park Locations



3.34 The car parks would be signed for supporters, together with the walking routes from the car parks to the stadium. The walking distance from each car park to the stadium is between 1,200m – 1,600m, a circa 15-minute walk.

3.35 Approximately 38% of supporters who are likely to drive to the stadium will drive close to or pass one of the Park and Stride car parks, as shown in **Figure IS3**. The promoted car parks provide real potential to intercept a high proportion of car trips before they reach the streets around the stadium.

Figure IS3 – Distribution of Supporter Car Trips



Car Sharing

3.36 Faxis, a software development company providing solutions to car pooling, has provided a proposal to implement a car pooling service for Woking FC on matchdays. The proposal includes the creation of an open community for Woking FC which can be promoted to the supporters of the club to encourage them to travel together on match days to reduce the proportion of supporters who travel by single occupancy vehicles into Woking.

3.37 Using sensors within the phone, the Faxis application collects location data during the journey for passengers and drivers and records the exchange of unique tokens associated with each Faxis device via Bluetooth. A range of promotional materials would be personalised for Woking FC. This would include flyers, email templates, & posters to enable the promotion of the platform.

Off-Site Parking Assessment

3.38 A parking beat survey was undertaken on a matchday (6th August 2019) and non-matchday (7th August 2019) to understand the level of on-street parking in the area surrounding the site and the impact of a match at the stadium on on-street parking demand. The area that was surveyed is shown in **Figure IS4**, and included all streets within 600 metres of the stadium.

Figure IS4 – Parking Beat Survey Location Plan



3.39 The attendance at the surveyed match on 6th August against Aldershot Town was 3,922 spectators, which is approximately double the normal attendance. The parking survey is considered to be robust assessment of a matchday impact.

3.40 **Table IS3** shows the streets which encountered higher levels of on-street parking in comparison to a non-matchday scenario. Full details of the parking beat survey were submitted with the application.

Table IS3 – Parking Beat Survey

Road Name	Number of Spaces	Match Day Occupancy	Non-Match Day Occupancy
Elmbridge Lane*	12	106%	23%
Queen Elizabeth Way	95	78%	43%
Howards Road*	41	81%	28%
Howards Close*	9	133%	64%
Loop Road*	45	76%	43%
Whitegates*	11	89%	45%
Westfield Avenue	49	78%	1%
Maple Grove	15	77%	7%
Chestnut Grove*	25	100%	61%
Acer Grove*	10	75%	5%

*No parking restrictions

3.41 The results of the parking beat survey show that there was capacity remaining on the majority of surveyed roads during a match at the stadium³⁷. The parking beat surveys indicate that the greatest change in on-street parking demand on current match days is on streets with no existing parking restrictions³⁸.

³⁷ Paragraph 314 of Officer's Report, CD 3.1

³⁸ Paragraph 315 of Officer's Report, CD 3.1

- 3.42 The survey demonstrates that only two streets, Elmbridge Lane – which has no parking restrictions and provides only 12 parking spaces, and Howards Close – which also has no parking restrictions and provides only 9 parking spaces, recorded a level of parking demand which exceeded parking supply.
- 3.43 On a matchday all available parking spaces on Chestnut Grove were also occupied. All remaining streets maintained on-street parking availability. This indicates that even on one of the busiest matchdays of the season, whilst on-street parking does occur, it is not at a level which places excessive and prolonged pressure on the majority of roads immediately around the stadium.
- 3.44 The change in the capacity of the stadium alone, from circa 6,000 people to circa 9,000 people, is unlikely to significantly change the on-street parking demand around the stadium on matchdays, and the measures put in place to be delivered by the proposed development will improve the accessibility of the stadium by non-car modes and may help manage and alleviate on-street parking demand on matchdays.

Off-Site Parking Proposals

- 3.45 The majority of streets surrounding the stadium already have a range of car parking restrictions in place. This shown in **Figure IS5**.

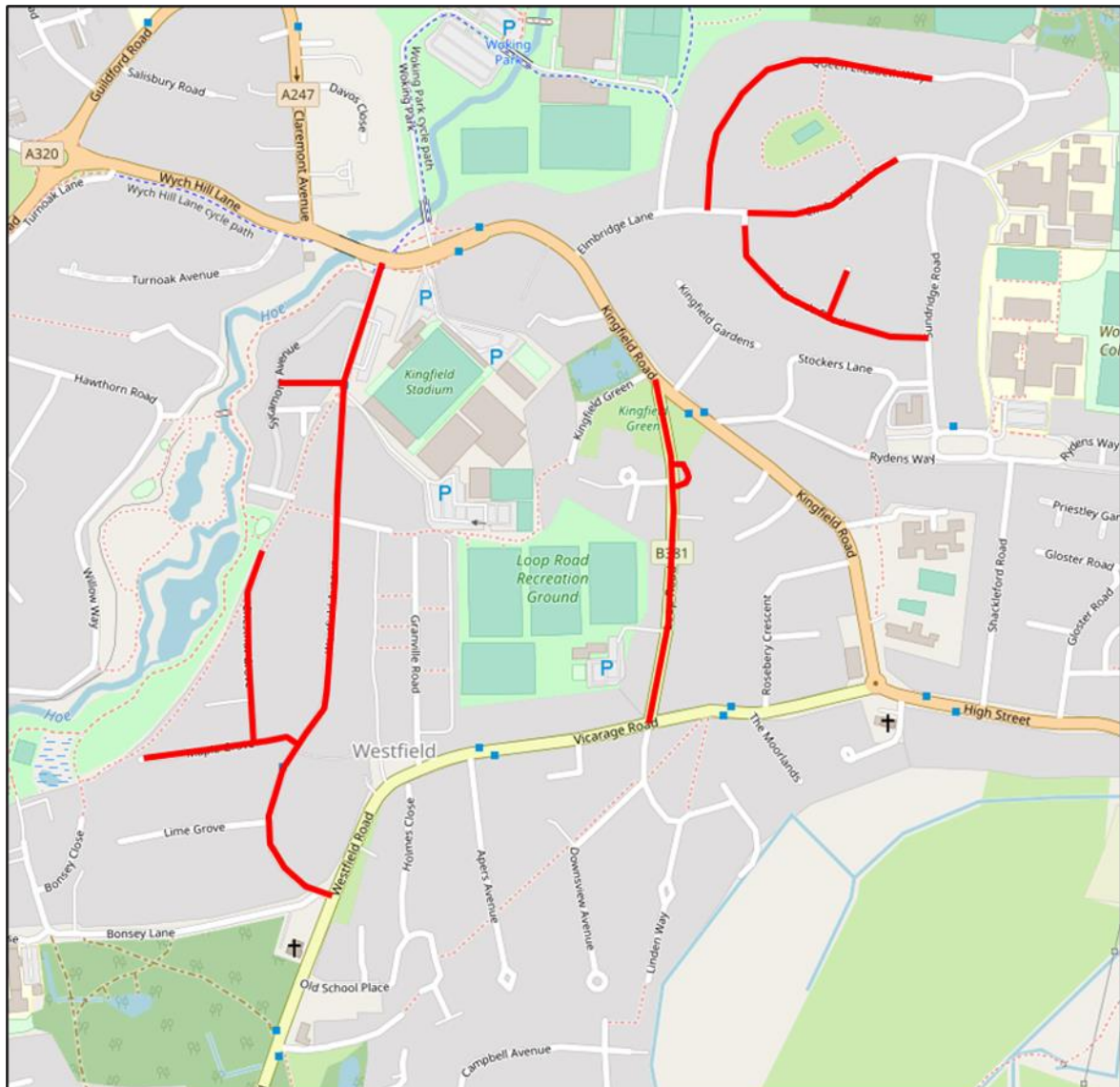
Figure IS5 – Existing Car Parking Restrictions on Streets Around the Stadium



3.46 The parking survey demonstrates that the greatest change in on-street parking demand on current match days is predominantly on streets with no or limited existing parking restrictions³⁹. The location of these streets is shown in **Figure IS6**.

³⁹ Paragraph 315 of Officer’s Report, CD 3.1

Figure IS6 – Streets with Greatest Increase in Match Day On-Street Parking Demand



3.47 SCC is already reviewing the parking controls on some of the streets around the stadium⁴⁰ including additional double yellow lines on Kingfield Drive⁴¹.

3.48 The proposed development is not proposing the introduction of Traffic Regulation Orders (TROs). The introduction of a TRO to control parking will be the responsibility of SCC and will be subject to

⁴⁰ Paragraph 315 of Officer’s Report, CD 3.1

⁴¹ Page 10, Woking Parking Review 2020, SCC, CD 4.23

public consultation. However, the applicant is willing to fund the consultation process to understand whether the introduction of match-day TROs is supported by local residents.

- 3.49 Subject to the results of the public consultation, should the introduction of TROs be supported by local residents and implemented by SCC, the applicant is willing to contribute towards the cost of introducing the TRO, including the cost of introducing signing, lining, and permits for residents, and the cost of enforcement by Council Parking Enforcement Officers.
- 3.50 The precise details of any TRO would be determined through the consultation process, but match-day specific TROs have been introduced around other football stadiums in the UK in recent years which control parking before, during and after matches only.
- 3.51 An example of TROs introduced around new or improved football stadiums is included at **Appendix IS3**.

Other Stadium Car Park Strategies

- 3.52 The proposed approach to car parking at Woking FC is reflective of the typical approach to stadium car parking across the UK, both at new stadiums and older stadiums. **Table IS4** sets out a summary of the approach taken by different football clubs across the UK with respect to car parking and transport strategies. Further detail is provided at **Appendix IS4**.

Table IS4 – Other Stadium Car Park Strategies

Stadium	Stadium Capacity	No. of Car Parking Spaces	Distance			
			Town Centre	Rail Station	Bus Stops	Off-Site Car Parks
Salford City	5,106	0 (apart from blue badge)	4.6km	4.3km	190m	1.9km
Leyton Orient	9,217	0 (apart from blue badge)	1.4km	900m	300m	-
Harrogate Town	5,000	0 (apart from blue badge)	1.9km	1.6km	75m	170m
Brentford	17,250	0 (apart from blue badge)	1.9km	200m	190m	1.8km - 3.5km
Accrington Stanley	5,450	59	1.6km	1.6km	50m	-
Woking	9,026	60	1.5km	1.5km	100m	1.5km

3.53 The transport strategies adopted by different clubs across the UK follows the approach set out in the NPPF to promote sustainable travel, and replicates the approach to be adopted by the proposed development.

4 Rule 6 Objections

Residential Parking

- 4.1 The proposed level of residential parking provision, 855 spaces, complies with Policy CS18 and SPD Parking Standards (2018), as set out at Paragraph 325 of the Officer's Report⁴².
- 4.2 The proposed level of car parking also complies with SCC's maximum car parking standards, is in keeping with typical levels of car ownership in Woking, and in keeping with the typical level of provision for recent developments in Woking, as set out at Paragraphs 2.30 – 2.34.
- 4.3 In addition, prior to moving into a residential unit, future residents will be fully aware of the accessibility of the site and the availability of car parking and be making an informed decision with respect to potential car ownership and car parking availability.
- 4.4 There is no requirement to provide visitor parking, and visitor parking spaces do not contribute towards the minimum parking standards set out in WBC's SPD⁴³. SCC's car parking standards are maximum car parking standards, which the proposed level of car parking complies with, and whilst visitor parking is encouraged where appropriate it is not always necessary⁴⁴. However, whilst not a requirement, the proposed development does include 64 visitor parking spaces, which is considered an appropriate level of visitor parking provision.
- 4.5 The proposed level of car parking provision is supported by a plethora of sustainable transport initiatives as set out in Section 3.

Stadium Parking

- 4.6 The proposed level of stadium car parking is policy compliant, complying with both SCC and WBC maximum car parking standards.

⁴² Officer's Report, CD 3.1

⁴³ Table 3, WBC Parking Standards SPD, CD 4.11

⁴⁴ Figure 1, Page 13, Vehicular and Cycle Parking Guidance, January 2018, SCC, CD 4.21

- 4.7 The existing stadium does not offer any on-site supporter car parking⁴⁵. This position will remain unchanged, with the exception of the provision of 8 accessible spaces within the stadium car park, and disruption to residents on matchdays will continue without the proposed development coming forward. However, the proposed development will deliver a step-change in sustainable transport options for supporters travelling to and from the stadium. In transport terms the proposed development is taking an existing facility, improving it and aiming to make it more accessible in a sustainable way.
- 4.8 On-street parking around the stadium on matchdays does occur. However, this parking is temporary and intermittent⁴⁶, only occurring for around three hours on each matchday, with circa 30 matchdays a year (circa 90 hours a year in total), and primarily on streets which do not have any parking restrictions, as demonstrated by the parking surveys and reported in the Officer's Report⁴⁷.
- 4.9 The Mobility Strategy for the proposed development aims to provide supporters with far greater choice in how to travel to the stadium, and minimise any on-street parking. Should additional on-street parking occur following the redevelopment of the stadium, the impact would be in areas which already experience such effects on matchdays – it would not be a new impact⁴⁸, and the proposed development is offering to fund the consultation and implementation of TROs on streets around the stadium to further mitigate any potential on-street parking pressures.
- 4.10 WBC does enforce TROs and parking violations which do occur around the stadium on matchdays. A statement on Woking Football Club's website advising supporters to park in official car parks, including Heathside Crescent, and warning of parking tickets being issued to supporters parking inappropriately is provided at **Appendix IS5**. The issue of further on-street parking violations which do occur is an enforcement matter for WBC not a planning matter.
- 4.11 Heathside Crescent car park is already promoted as a Park and Stride car park, through messaging on the Woking FC website and brown directional signs on-street. The proposed development will provide stronger promotion of town centre car parks, which are circa 15 minutes walk from the

⁴⁵ Paragraph 317 of Officer's Report, CD 3.1

⁴⁶ Paragraph 268 of Officer's Report, CD 3.1

⁴⁷ Paragraph 315 of Officer's Report, CD 3.1

⁴⁸ Paragraph 268 of Officer's Report, CD 3.1

stadium. Park and Stride is a recognised approach to managing matchday parking demand at stadiums across the UK, as demonstrated in the information provided at **Appendix IS6**.

- 4.12 The proposed redevelopment of the stadium is a long-held ambition of Woking Football Club⁴⁹. The plans to expand or redevelop the stadium to provide a 10,000 capacity are not new. The proposed development is aiming to increase the capacity from circa 6,000 people to circa 9,000 people, an actual increase in capacity of circa 3,000 people. This additional capacity is only likely to be used on a limited number of matchdays, for the biggest games of the season.
- 4.13 To provide car parking up to the maximum parking standard of 1 space per 15 seats for a 9,000 capacity stadium would result in the provision of 600 car parking spaces. This is not viable or sustainable at this site, and contrary to wider transport policy of reducing reliance on the car, promoting sustainable travel, improving air quality and addressing climate change⁵⁰.
- 4.14 The location of the stadium car parking on the site, provided for players and officials and disabled supporters, is immediately adjacent to the stadium and in an area of the site which is already occupied by car parking.

⁴⁹ Paragraph 2.6 of SWAG Statement of Case, CD 1.10

⁵⁰ NPPF, CD 4.7

5 Summary

- 5.1 The proposed level of car parking is in line with SCC and WBC parking standards, and supports the approach to sustainable development and parking as set out in NPFF and WBC Core Strategy. The proposed development is policy compliant.
- 5.2 SCC and WBC both set maximum car parking standards for medical centres and stadiums. The proposed level of provision accords with the maximum level of provision for a medical centre and is within the maximum standards for a stadium.
- 5.3 SCC set out maximum residential car parking standards and WBC set out minimum residential car parking standards. The proposed level of provision is within both SCC's maximum standard and WBC's minimum standard.
- 5.4 There is an existing demand for on-street parking on matchdays at Woking FC. The Mobility Strategy aims to address this, maximise the opportunities provided by the sites sustainable location and proximity to Woking town centre and Woking rail station, support sustainable development and promote walking and cycling, public transport use, Park and Stride, and car sharing.
- 5.5 The aim is to control and manage the demand for stadium car parking, and where there is a demand, to direct it to appropriate locations. WBC-owned town centre car parks are within a 15 minute walk of the stadium and provide a total of 1,641 spaces, with a further 1,332 spaces to be opened in 2021. There is spare capacity at 3pm on a Saturday.
- 5.6 Together with incentives to encourage non-car use and promote appropriate car parking, the proposed development also includes a commitment to fund the consultation and implementation (subject to the outcome of the consultation) of potential TROs for streets around the stadium which are not currently subject to parking restrictions. There are examples of the implementation of TROs, including matchday TROs, around stadiums across the UK.
- 5.7 The proposed approach to stadium car parking at Woking FC is comparable to the approach taken at many other football clubs at many other stadiums across the UK. The proposed approach is an accepted and recognised strategy for addressing concerns with respect to temporary and intermittent on-street parking demand on matchdays at stadiums.

Appendix IS1

Medical Centre Opening Hours in Woking

Monday	08:00-18:30
Tuesday	08:00-18:30
Wednesday	08:00-18:30
Thursday	08:00-18:30
Friday	08:00-18:30
Saturday	Closed
Sunday	Closed

Monday	08:00-18:30
Tuesday	08:00-18:30
Wednesday	08:00-18:30
Thursday	08:00-18:30
Friday	08:00-18:30
Saturday	Closed
Sunday	Closed

Monday	08:30-18:30
Tuesday	07:15-18:30
Wednesday	08:30-18:30
Thursday	08:30-18:30
Friday	08:30-18:30
Saturday	Closed
Sunday	Closed

Monday	08:00-18:30
Tuesday	08:00-18:30
Wednesday	08:00-18:30
Thursday	08:00-18:30
Friday	08:00-18:30
Saturday	Closed
Sunday	Closed



Monday	08:00-18:30
Tuesday	08:00-18:30
Wednesday	08:00-18:30
Thursday	08:00-18:30
Friday	08:00-18:30
Saturday	Closed
Sunday	Closed

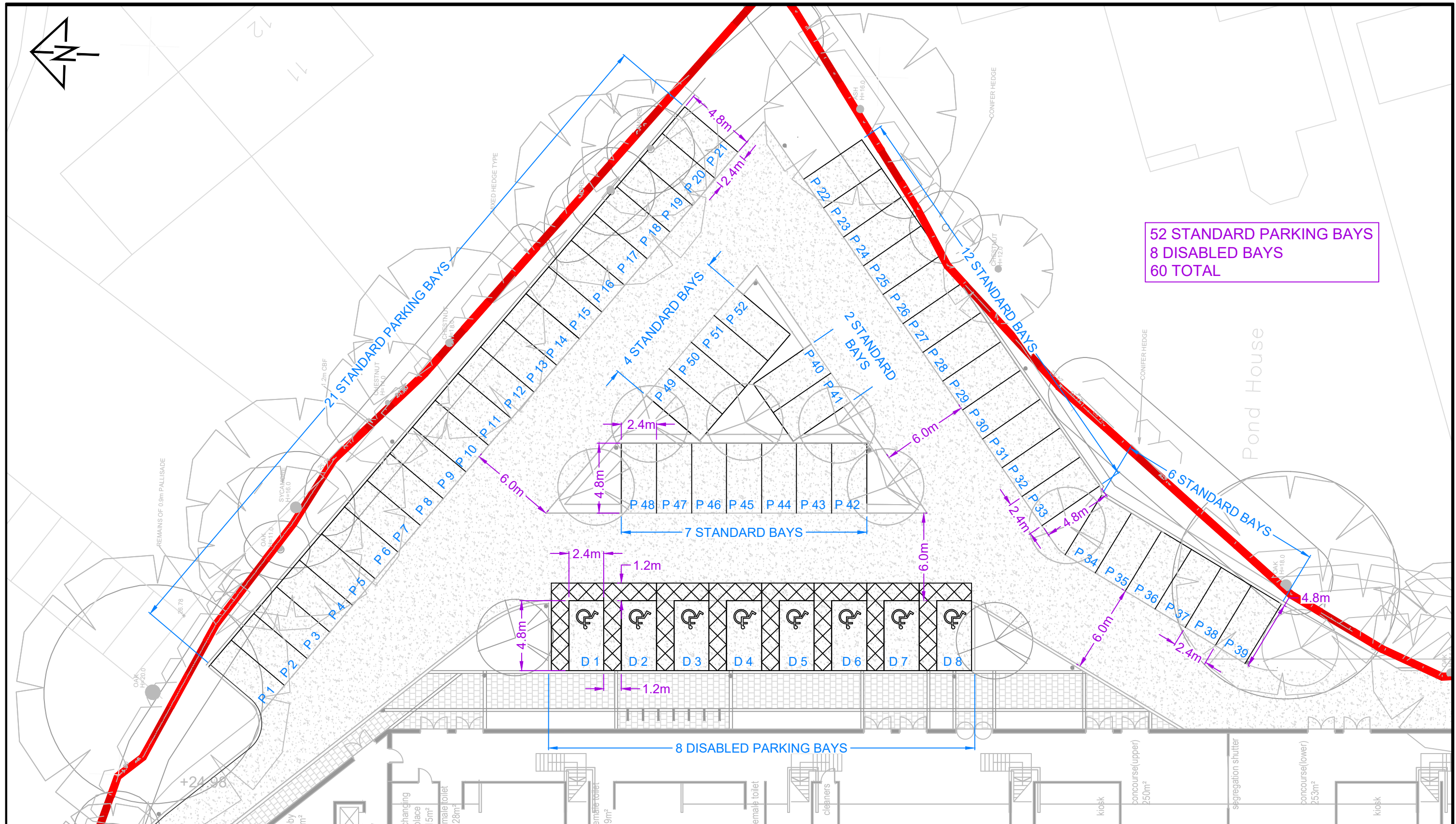
Monday	08:00-18:30
Tuesday	08:00-18:30
Wednesday	08:00-18:30
Thursday	08:00-18:30
Friday	08:00-18:30
Saturday	Closed
Sunday	Closed

Day	Opening hours
Monday	8:30am to 12:30pm 2pm to 5:30pm
Tuesday	8:30am to 12:30pm 2pm to 5:30pm
Wednesday	8:30am to 12:30pm 2pm to 5:30pm
Thursday	8:30am to 12:30pm 2pm to 5:30pm
Friday	8:30am to 12:30pm 2pm to 5:30pm
Saturday	Closed
Sunday	Closed

Day	Opening hours
Monday	8:30am to 6:30pm
Tuesday	8am to 6:30pm
Wednesday	8am to 6:30pm
Thursday	8:30am to 6:30pm
Friday	8:30am to 6:30pm
Saturday	Closed
Sunday	Closed

Appendix IS2

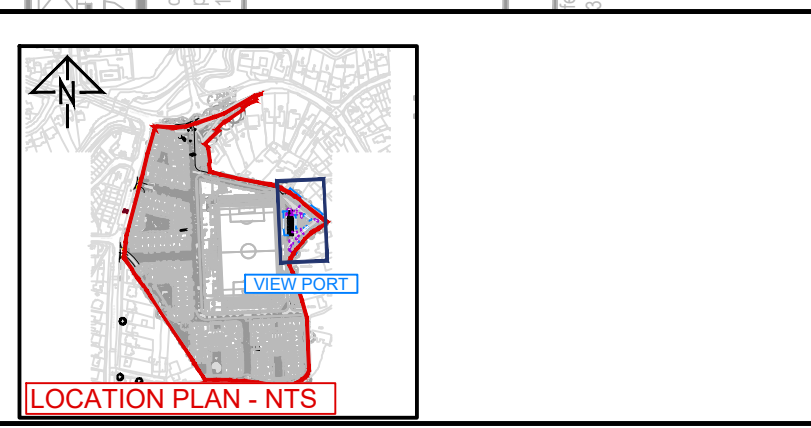
Proposed Stadium Car Park Layout



52 STANDARD PARKING BAYS
8 DISABLED BAYS
60 TOTAL

REV.	DETAILS	DRAWN	CHECKED	DATE

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

5th Floor, 4 Colston Avenue, Bristol, BS1 4ST
t: 0117 203 5240 e: enquiries@vectos.co.uk

DRAWING NUMBER:
183923-A07-01

REVISION:
-

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Appendix IS3

TRO's Implemented Around Other Stadiums in the UK

South of Kingfield Road and East of Westfield Avenue Woking FC

Appendix IS3 – TROs Implemented Around Other Stadiums in the UK

1. This Technical Note (TN) Appendix has been prepared by Vectos to summarise the match day Traffic Regulation Orders (TRO) in place for football stadiums across the UK. This TN sets out a summary of the approach taken by different football clubs across the UK with respect to match day TROs.
2. All information has been obtained from the respective council websites in which the football clubs are located.

Emirates Stadium – Arsenal Football Club

- When there is a football match or event at Emirates Stadium additional parking controls which prioritise parking for local residents and businesses come into operation. This means that controlled parking zones (CPZs) have extra operating hours. Any yellow lines will be enforced during the match day hours;
- Zones H and J Matchday CPZ enforced Mon-Fri 08:30am-08:30pm, Sat 08:30-06:30pm and Sunday and Public Holiday 12:00-04:30pm; and
- Most other zones operate Matchday CPZ enforced Mon-Fri 08:30am-08:30pm, Sat 08:30-04:30pm and Sunday and Public Holiday 12:00-04:30pm.

Valley Parade – Bradford City Football Club

- When there is a football match or event at Valley Parade additional parking controls which prioritise parking for local residents and businesses come into operation. This means that controlled parking zones (CPZs) have extra operating hours. Any yellow lines will be enforced during the match day hours; and
- On match days on roads surrounding the stadium including Valley Parade and Burlington Street, Matchday CPZ are enforced Mon-Fri 07:00am-09:00pm, Saturday, Sunday and Public Holiday 13:00-05:00pm.

Vicarage Road – Watford Football Club

- When there is a football match or event at Vicarage Road additional parking controls which prioritise parking for local residents and businesses come into operation. This means that controlled parking zones (CPZs) have extra operating hours. Any yellow lines will be enforced during the match day hours;
- On match days on CPZs surrounding the stadium such as Zone J including Clifton Road and Liverpool Road, Matchday CPZ is enforced Mon-Fri 08:00am-10:00pm, Saturday and Bank Holidays 08:00am-06:30pm and Sunday 01:00-06:30pm.

Craven Cottage – Fulham Football Club

- When there is a football match or event at Craven Cottage additional parking controls which prioritise parking for local residents and businesses come into operation. This means that controlled parking zones (CPZs) have extra operating hours. Any yellow lines will be enforced during the match day hours;

- On match days on CPZs surrounding the stadium such as Zone Y including Finlay Street and Greswell Street Matchday CPZ is enforced Mon-Sun including bank holidays 09:00am-09:30pm.

3. This TN demonstrates that the implementation of matchday TROs is an accepted approach to managing on-street parking demand around stadiums on matchdays.

Appendix IS4

Other Football Club's Transport Strategies

South of Kingfield Road and East of Westfield Avenue Woking FC

Appendix IS4

1. This Technical Note (TN) Appendix has been prepared by Vectos to summarise the transport strategies for comparable football stadiums to Woking Football Club (FC). The proposed approach to car parking at Woking FC is reflective of the typical approach to stadium car parking across the UK, both at new stadiums and older stadiums.
2. The TN will detail the following transport elements for each of the comparable football club stadiums;
 - Stadium Capacity;
 - Number of Car Parking Spaces;
 - Distance to Town Centre;
 - Distance to Rail Station;
 - Bus Services and Stops;
 - Park and Ride Proposals; and
 - Off-site car parks recommended by the Football Club.
3. All information has been obtained from the respective football club's websites.

Salford City

- Capacity of stadium - 5,106;
- Number of parking spaces at the stadium - 0 apart from blue badge, state on club website – *'There are strict parking restrictions in place around The Peninsula Stadium - only residents with permits are allowed to park within these zones, which are marked at the end of the streets'*;
- Distance of stadium from town centre - Salford 4.6km;
- Distance of stadium from rail station - Manchester Victoria 4.3km;
- Frequency of bus service serving the stadium - Closest bus stop is 190m from the stadium. X43 bus service every 25-30 minutes until 23:00 Mon-Sat and every 1-hour Sun until last 23:00. 97 and 98 every 30 minutes until 19:23 Mon-Sun;
- Park and Ride Proposals - States on club website the club operates a park and ride – *'A park & ride service operates on match days from the old IT Lab car park on Agecroft Industrial Estate (M27 8SJ). This costs £2 per car, and a shuttle bus operated by Swans Travel will drop you off at the stadium and return you after the match'*; and
- Distance of suggested off-site car parks from the stadium - None are suggested.

Leyton Orient

- Capacity of stadium - 9,217;
- Number of parking spaces at the stadium - 0 apart from blue badge and on-street restrictions are in place;
- Distance of stadium from town centre - Leyton 1.4km;
- Distance of stadium from rail station - Leyton Underground 900m;
- Frequency of bus service serving the stadium - Closest bus stop is 300m from the stadium. Bus no's. 58, 69, 97 and 158 run along Leyton High Road. All are high frequency TfL services that run every 2-3 minutes until 00:45 Mon-Fri, every 2-3 minutes until 00:43 Sat and every 2-3 minutes until 00:42 Sun.

- Park and Ride Proposals – None are suggested; and
- Distance of suggested off-site car parks from the stadium - None are suggested.

Harrogate Town AFC

- Capacity of stadium - 5,000;
- Number of parking spaces at the stadium - 0 apart from blue badge and on-street restrictions are in place;
- Distance of stadium from town centre - Harrogate 1.9km;
- Distance of stadium from rail station - Harrogate 1.6km;
- Frequency of bus service serving the stadium - Closest bus stop is 75m from the stadium. Bus service number 7 is subsidised only £2 for adults and £1 for kids on the 7 which runs every 30 minutes Mon-Fri until 22:20, every 1 Hour Sat until 22:20 and every 1.5 Hours Sun until 22:20. On match days the service runs every 30 minutes.
- Park and Ride Proposals – None are suggested; and
- Distance of suggested off-site car parks from the stadium – Club websites suggests Kingswood Surgery, located on Wetherby Road which is 170m away and Cedar Court Hotel which is 1km away.

Brentford FC

- Capacity of stadium - 17,250;
- Number of parking spaces at the stadium - 0 apart from blue badge and on-street restrictions are in place;
- Distance of stadium from town centre - Brentford 1.9km;
- Distance of stadium from rail station - Kew Bridge Rail Station 200m;
- Frequency of bus service serving the stadium - Closest bus stop is 190m from the stadium. Bus no's. 110, 237, 267 and N9 run along Chiswick High Road. All are high frequency TfL services that run every 2-3 minutes until 00:54 Mon-Sun.
- Park and Ride Proposals – None are suggested; and
- Distance of suggested off-site car parks from the stadium – Club websites suggests EST managed car parks which you can book in advance and also details public car parks along with their distances below:

Name	Number of cars	Distance (miles)	Address	Cost	Notes
Brentford Waterside	150	1.1	Dock Road, TW8 8AE	£5 for 3 hours	20 minutes walk
Albany Parade	71	1.2	Wilkes Road, TW8 0JW	£6 for 3 hours	Maximum stay 3 hours, 20 minutes walk
Windmill Road	30	0.9	Windmill Road, TW8 0QQ	£6 for 3 hours	20 minutes walk
Brentford Station	18	1.0	Station Approach, TW8 8DT	Free	23 minutes walk
Ealing Broadway	600	2.0	Windsor Road, W5 5JY	£3 for 3 hours	26 minutes on 65 bus
Spring Bridge Road	465	2.2	Spring Bridge Road, Ealing W5 2AB	£7 for 3 hours	27 minutes on 65 bus
	1,334				

Accrington Stanley

- Capacity of stadium - 5,450;
- Number of parking spaces at the stadium – Club website details – *‘We have 59 spaces available to pre-book on a seasonal or match-by-match basis.’*;
- Distance of stadium from town centre - Accrington 1.6km;
- Distance of stadium from rail station - Accrington Rail Station 1.6km;
- Frequency of bus service serving the stadium: Closest bus stop is 50m from the stadium. Hyndburn Circular 6 bus service and runs every 20 minutes until last 21:31 Mon-Fri, 30 minutes until last 21:33 Sat and every 1-hour Sun until last 21:03.
- Park and Ride Proposals – None are suggested; and
- Distance of suggested off-site car parks from the stadium - None are suggested.

Appendix IS5

Parking Enforcement on Matchdays

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Woking Football Club, The Laithwaite Community Stadium, Kingfield, Woking, Surrey, GU22 9AA • 01483 772470

COVID-19 Information



DirectionsToWoking

By Car

The ground is situated on the A247, opposite the entrance to Woking Park, midway between the town centre and Old Woking. Leave the M25 at either junctions 10 (Wisley) or 11 (Chertsey) and follow the signs towards Woking. When nearing the town centre follow the brown signs showing Heathside car park. The ground is about 15 minutes' walk from the car park. Come out of the car park and follow the signs for Woking FC (the first route described below for rail travellers). Travelling supporters are requested to use Heathside car park as there are no parking areas around The Laithwaite Community Stadium.

It has been brought to our notice that cars parking in Westfield Avenue have been subjected to parking tickets, this also applies to cars parking on the grass verge near the ground. We therefore suggest that you try to park elsewhere to avoid this happening to you.

By Train

If you are travelling by train, there are frequent fast services from Waterloo to Woking, with a journey time of about 28 minutes (but check for weekend engineering works!). The ground is about 15 minutes' walk from the railway station, which is in the town centre.

Leave the station by the exit on platform 5. You then have a choice of two routes. You can either follow the signposted route ahead of you down White Rose Lane or turn immediately right along the station approach road to take the more direct route.

If you take the first, more scenic, route, go straight ahead across the car parking areas and along White Rose Lane until you come to the pedestrian crossing. Go across Oriental Road and then, further on, cross over Heathside Road. Carry on down White Rose Lane (admiring well-heeled leafy Surrey!) until, about 75 yards past the turning for Ockenden Road, you reach the entrance to Woking Park on your right. Go in, turn left and follow the path round the cricket square. Then take the path on your left that runs parallel to the back of the Swimming Pool. At the end of the pool, fork left and follow the path which bisects the two car parking areas and which runs parallel to the road leading to the entrance to Woking Park. The ground is in front of you when you reach the main road. If you take the alternative route from the station, turn immediately right down the station approach road until you come to the pelican crossing. Cross over towards the Magistrates' Courts. Keeping the Magistrates' Courts and the Police Station to your left, follow the A320 out of town towards Guildford. About 300 yards past the Police Station turn left down Constitution Hill (past Southview Surgery). Some 75 yards further on you will come to the entrance to Woking Park on your left. Turn in, continue down through the barrier and take the first path on your right. Follow this path all the way through the park, keeping the Swimming Pool to your left, and continue on through the middle of the parking areas. The path will bring you out to the main road directly opposite the ground. Alternatively, if you don't want to walk through the park, continue along the A320 until you reach the junction with the A247 and follow the signs towards Dorking. You will then reach the ground on your right.

LatestMedia



Wealdstone photos



Hartlepool photos



Altrincham photos



Yeovil photos



Boreham Wood

WokingNewsletter



TheCardsTrust



ClubPartners

Woking Chamber

Kit Supplier

The National League

Conference Trust

Surrey Chambers

League Partner

League Broadcaster

League Sponsor

League Partner

League Partner

SiteMap

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- Fixtures & Results
- Table & Stats
- Match Centre
- Opposition Guide

Academy

- Profiles
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- Downloads
- Newsletter
- Programme Editors

The Club

- Contacts
- Profiles
- Away Travel
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- The Laithwaite Community Stadium
- Directions
- Vacancies

History of Woking FC

- On This Day
- Kingfield
- Memorable Matches
- A Season To Remember

Venue Hire

- The New Geoff Chapple Lounge
- Business Packages
- Parties
- Weddings
- Funerals
- Music Venue
- Testimonials

Commercial

- Stadium Advertising
- Matchday Sponsorship
- Programme Advertising
- Website Advertising
- Player Kit Sponsorship
- Mascot Experience
- Vanarama

Woking Football Club Limited

A company incorporated in England and Wales (company number: 03329172)
Registered office The Laithwaite Community Stadium, Kingfield, Woking, Surrey, GU22 9AA

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Appendix IS6

Park and Stride Locations

South of Kingfield Road and East of Westfield Avenue Woking FC

Appendix IS6 – Park and Stride Examples

- This Technical Note (TN) Appendix has been prepared by Vectos to summarise the approach to off-site parking for other football stadiums in the UK. The proposed approach to car parking at Woking FC is reflective of the approach taken at other stadiums, and demonstrates off-site parking and Park and Stride is an accepted and recognised approach to managing on-street parking demand around stadiums.

Brentford FC

- Distance of suggested off-site car parks from the stadium** – Club website suggests EST managed car parks which you can book in advance and also details public car parks along with their distances.
- Distance of car park from stadium:** - The distances of each car park identified is summarised in Table 1.

Table 1 – Distance of Car Parks from Brentford FC Stadium

Name	Number of cars	Distance (miles)	Address	Cost	Notes
Brentford Waterside	150	1.1	Dock Road, TW8 8AE	£5 for 3 hours	20 minutes walk
Albany Parade	71	1.2	Wilkes Road, TW8 0JW	£6 for 3 hours	Maximum stay 3 hours, 20 minutes walk
Windmill Road	30	0.9	Windmill Road, TW8 0QQ	£6 for 3 hours	20 minutes walk
Brentford Station	18	1.0	Station Approach, TW8 8DT	Free	23 minutes walk
Ealing Broadway	600	2.0	Windsor Road, W5 5JY	£3 for 3 hours	26 minutes on 65 bus
Spring Bridge Road	465	2.2	Spring Bridge Road, Ealing W5 2AB	£7 for 3 hours	27 minutes on 65 bus
	1,334				

Luton Town FC

- Distance of suggested off-site car parks from the stadium** - Club website states – ‘Supporters who travel into Luton town centre for our home matches will be able to take advantage of the following special matchday rates at the Power Court car park’. The club website also recommends a number of other car parks within the town centre and vicinity of Power Court.
- Distance from Car Park** – Power Court Car Park is 1.8km from the stadium on foot.

Everton FC

- Distance of suggested off-site car parks from the stadium** – Premier League website states – ‘Car-parking facilities can be found approximately half a mile away from Goodison Park at the junction of Priory Road and Utting Avenue. Prices for parking are displayed on entry. There are several other parking facilities that you can pay for and use on matchdays’.
- Distance from Car Park** – Utting Avenue Car Park is 1.1km from the stadium on foot.

Leicester City FC

- **Distance of suggested off-site car parks from the stadium** – Club website states – *‘Within the surrounding area, there are a number of car parking options, including Freemans Common Business Park (LE2 7SQ)’*.
- **Distance from Car Park** – Freemans Common Business Park is 800m from the stadium on foot.

Crawley Town FC

- **Distance of suggested off-site car parks from the stadium** – Club website states – *‘There are free parking options close to the stadium. As you come towards the stadium off the A23 look out for Broadfield Park on your left. There is free parking here in the William Reed Car Park. Look out for this sign just after the pedestrian crossing. If this is full head to the roundabout with the football on it, double back on yourself and on the left there is parking available 300 yards further on, at Tilgate Park Business Centre. You can walk to the stadium in less than five minutes from either this sites. K2 Leisure Centre car park is another option but there are time limits so we advise using our free parking options.’*
- **Distance from Car Park** – Tilgate Park Business Centre is 700m from the stadium on foot

2. This TN demonstrates that other football clubs promote car parks which are anywhere between 0.7 km to 1.9km from the stadium as suitable for Park and Stride. The off-site car parks promoted for Park and Stride at Woking FC are between 1.4 km to 1.7km from the stadium.

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