

## South of Kingfield Road and East of Westfield Avenue Woking FC

Appeal A – Appeal Reference No. APP/A3655/W/20/3265969

On-Street Parking Demand Assessment

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### Introduction

1. This note sets out the calculations given by Mr Southwell in Evidence in Chief during the first session of the inquiry on 18<sup>th</sup> May 2021 in relation to on-street parking demand within the area surveyed around the stadium (the study area). All of the data used in this exercise has already been presented to the inquiry. As I explained, I have simply looked at this data and further analysed it.

### Observed On-Street Parking Demand

2. The observed on-street parking demand is 699 vehicles. This is the difference in total vehicles parked at 8pm on Tuesday (1,604 vehicles) and 8pm on Wednesday (905 vehicles). This is set out in Mr Southwell's Rebuttal at paragraph 4.4 on p11 and is drawn from Image 5.3 on p19 of Mr Lewis's Proof of Evidence which is a summary of the parking survey data included within the submitted Transport Assessment [AD 2.3].
3. The attendance on the day of the survey was 3,922 spectators. This demonstrates 17.822% of supporters parked within the study area ( $699 / 3,922 = 17.822\%$ ).

### Current Maximum Capacity

4. The current maximum capacity of the stadium is 5,725 spectators. Applying the same proportional split (17.822%) would equate to 1,020 vehicles parked within the study area ( $5,725 \times 0.17822 = 1,020$ ).

### Proposed Maximum Capacity

5. The proposed maximum capacity of the stadium is 9,026 spectators. Applying the same proportional split (17.822%) would equate to 1,609 vehicles parked within the study area.
6. The proposed development also includes a range of Travel Plan measures. The expected car driver mode shift that the Travel Plan will achieve is 5%, from 31.15%. Mr Lewis accepted this in XX. This equates to a 16.05% reduction in the number of cars ( $5 / 31.15 = 0.1605$ ).
7. Applying this mode shift to the forecast number of vehicles parked reduces the number of vehicles parked to 1,350 vehicles. This is summarised in **Table 1**.

**Table 1 – On-Street Parking Demand within the Study Area**

	Attendance	Change in On-Street Parking Demand
Aldershot - 6th August 2019	3,922	699
Current Maximum Capacity	5,725	1,020
Proposed Maximum Capacity without Travel Plan Measures	9,026	1,609
Proposed Maximum Capacity with Travel Plan Measures	9,026	1,350

8. **Table 1** demonstrates that the change in parking demand from the current maximum capacity to the proposed maximum capacity is 330 (the change between 1,020 and 1,350).
9. **Table 1** demonstrates that the change in parking demand from the observed parking demand to the proposed maximum capacity is 651 (the change between 699 and 1,350). Mr Lewis has identified that there were 769 available spaces within the study area on the day of the survey. An increase in demand of 651 vehicles could therefore be accommodated within the survey area.
10. There may be some flexibility in these numbers, subject to how people respond to bigger matches at the stadium, but overall the impact within the study area is not as Mr Lewis suggests by simply using Travel Plan mode splits and extrapolating this data on the basis that everybody parks as close as possible to the stadium.