



MORTIMER RAILWAY STATION CAR PARK

STATEMENT OF COMMUNITY INVOLVEMENT | DECEMBER 2019

Prepared by **Pro Vision** on behalf of **Stratfield Mortimer Parish Council**



MORTIMER RAILWAY STATION CAR PARK
STATEMENT OF COMMUNITY INVOLVEMENT
PROJECT NO. 2233

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CONTENTS

1. Introduction	1
2. Policy Context	3
3. Pre-application Consultation with the Local Planning Authority	19
4. Need Survey	21
5. Public Exhibition and Summary of Feedback	31
6. Responses to Feedback	11
7. Conclusions	12

Appendices

Appendix A: Consultation responses in full
(anonymised)

1. INTRODUCTION

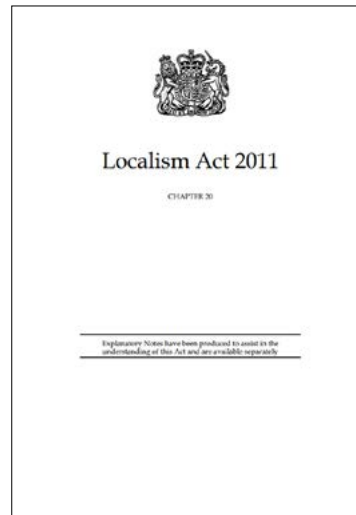
- 1.1 Pro Vision has been instructed by Stratfield Mortimer Parish Council to submit a Full Planning Application to West Berkshire Council for a 150 space car park, a drop-off/pick-up facility, landscaping, and associated works at Mortimer Station, Stratfield Mortimer.
- 1.2 The site is adjacent to the south of the existing railway station and west of Station Road, from which access is proposed.
- 1.3 This Statement of Community Involvement (SCI) sets out the consultation undertaken on the proposals prior to the submission of this planning application.
- 1.4 The aim of this SCI is to illustrate the methods Stratfield Mortimer Parish Council have used to involve and inform the local community of the plans and proposals, in accordance with the Localism Act 2011, the National Planning Policy Framework, and West Berkshire Council's Revised Statement of Community Involvement 2014.
- 1.5 Stratfield Mortimer Parish Council play a key role in village life and are committed to involving all residents and other members of the local community before and during the development process. Feedback on the proposals was encouraged at a community consultation event held on 26 February 2019.
- 1.6 The development team have considered comments raised through consultation and the proposals have been amended in response to these comments.
- 1.7 This document gives an overview and summarises the findings of the consultation phase undertaken before the planning application was submitted.



2. POLICY CONTEXT

THE LOCALISM ACT 2011

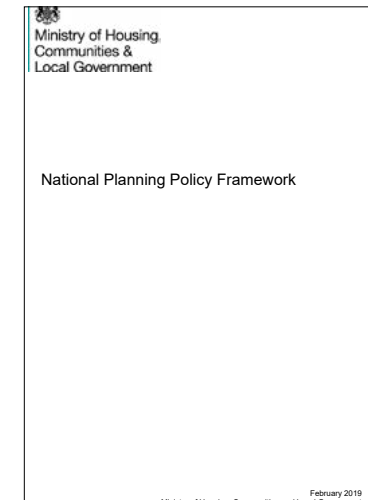
- 2.1 The Localism Act received Royal Assent in November 2011 and makes pre-application consultation a statutory obligation for certain developments. It requires developers to inform nearby residents and businesses of their proposals, allowing local people a chance to comment at a stage when amending the proposals is still practical.
- 2.2 The Parish Council has opted to carry out community consultation prior to application submission, in line with the aims of the Act.
- 2.3 The Act requires developers to:
- Consult communities before submitting applications, having regard to any advice that their local planning authority may provide;
 - Consider any responses received before the proposals are finalised and the application submitted; and
 - When submitting the application account for how they have consulted the local community, what comments have been received, and how those comments have been taken into account, or not.



NATIONAL PLANNING POLICY FRAMEWORK (NPPF) 2019

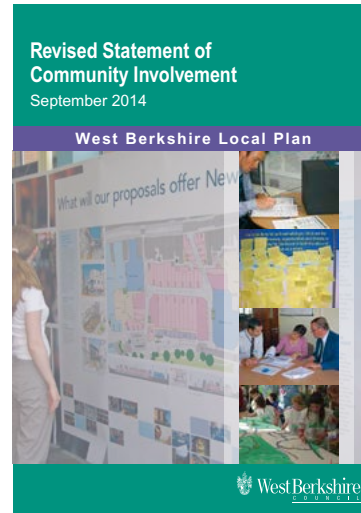
- 2.4 The NPPF identifies the role of Local Authorities in encouraging good quality pre-application consultation by applicants and developers.
- 2.5 Paragraph 39 recognises that “early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties”.

- 2.6 Paragraph 40 states that Local Authorities should “encourage any applicants who are not already required to do so by law to engage with the local community and, where relevant, with statutory and non-statutory consultees, before submitting their applications”, where this would be beneficial.
- 2.7 Paragraph 128 of the NPPF states that “applications that can demonstrate early, proactive and effective engagement with the community should be looked on more favourably than those that cannot”.



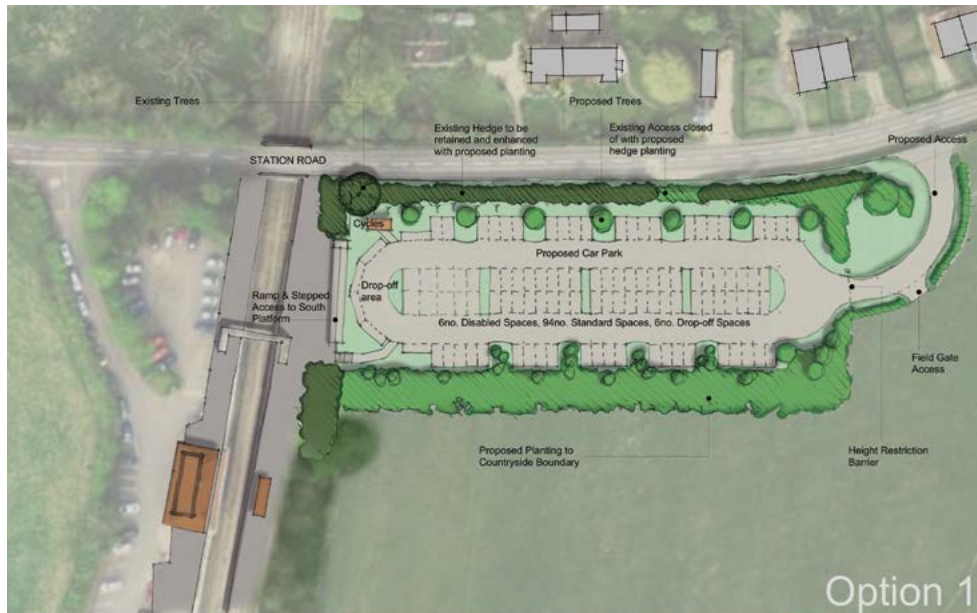
WEST BERKSHIRE COUNCIL'S REVISED STATEMENT OF COMMUNITY INVOLVEMENT 2014

- 2.8 The Council formally adopted a Statement of Community Involvement in September 2014. The SCI was subsequently amended in January 2015. The Council's SCI applies to both the preparation of local planning policy documents and to planning applications. It sets out how everyone in the District "has the opportunity to contribute and have their views heard".
- 2.9 The remainder of this SCI focuses on the consultation undertaken, the feedback received, and how this feedback has informed the proposals.



3. PRE-APPLICATION ENGAGEMENT

- 3.1 Prior to undertaking consultation with members of the public, West Berkshire Council were approached by Pro Vision, Great Western Railways and Stratfield Mortimer Parish Council for pre-application advice in March 2017.
- 3.2 In response to the pre-application submission, the Council provided written advice in April 2017 which subsequently provided the basis for discussion at a meeting with Pro Vision at the Council Offices in Newbury in October 2017.
- 3.3 The Council's response raised three primary considerations relevant to the development: the need for additional parking, accessibility to disabled passengers, and landscape impacts.
- 3.4 The Council's written response considered that the proposal did not include adequate provision for a disabled passenger to cross between platforms and access carparks adjacent to each. Specifically the Officer expressed a view that the proposal would not address the requirement for a returning passenger to cross the hump-backed bridge which would represent a highway safety issue. The Council *"accepted that there is a need for additional parking"* at the station while also stating that *"evidence would need to be provided"* with an application to substantiate the proposed capacity increase. The Officer also identified *"the presence of this area of hard standing/parked cars"* and its foreign nature within the landscape. It was felt that the visual impact would not be appropriate in the *"setting of the village here"* which was stated to be *"rural in character"*.
- 3.5 Despite expressing concerns about highway safety and landscape impacts the Officer did identify the compliance of the proposal in principle with Policies ADPP6: The East Kennet Valley and CS13: Transport.
- 3.6 The Council's written advice concluded that *"while it is recognised that there is a need for additional parking, the amount of which needs to be demonstrated, this site is sensitively located within a rural landscape and visually prominent. It is considered that a car park, irrespective of its size will be visually intrusive and an alien feature within the landscape."* The Officer advised that *"I am of the opinion that these issues are fundamental and cannot be designed out"*. The applicant disagrees and has engaged a team of professional advisors to consider the concerns raised by the Council in its pre-application response. A revised scheme which responds to the concerns has been prepared, and has been the subject of consultation with the local community.



4. NEED SURVEY

Introduction

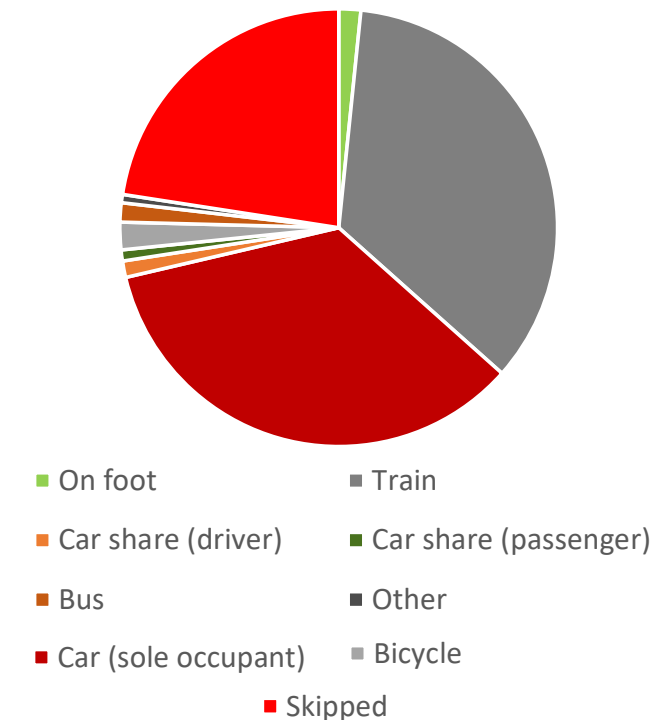
- 4.1 This report assesses a survey of the users of Mortimer Railway Station. The survey was conducted throughout June and July 2018.
- 4.2 The consultation exercise has been conducted to support Mortimer Parish Council's strategic objective to improve access and usage of Mortimer railway station and promoting sustainable travel. The aim is to improve on-site parking provision. In the letter of 26th April 2017, and in response to a pre-application proposal for a 100 space car park, the West Berkshire Council Planning Department stated, "it is accepted that there is a need for additional parking however further evidence would need to be provided with any format [of] application to demonstrate the number of spaces required".
- 4.3 The survey was prepared to ascertain the quantum of need for additional parking at Mortimer Railway Station. The survey was split into three sections addressing respondent's journeys to work, perceptions of Mortimer Railway Station, and relevant individual characteristics.
- 4.4 This report sets out the responses received and provides analysis of the data. It has been prepared to evidence the need

for a 150 space car-park, and therefore responds to the pre-application comments of the Council.

Travelling to work via Mortimer Railway Station

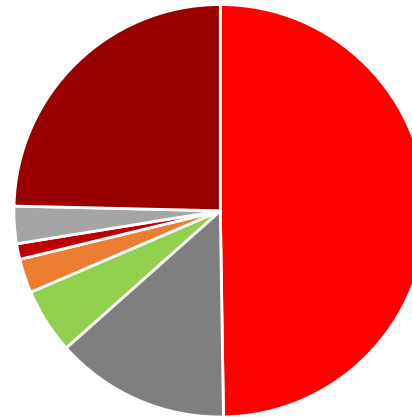
- 4.5 Section 1 of the survey addresses the commute to work of respondents. It should be noted that all respondents who travel to work were invited to participate in this section including those who do not use the station to commute.
- 4.6 The first question asked respondents about the main mode of transport taken on their journey to work. The responses are detailed below. The results show the majority of those responding to the survey travel to work by train, with the second highest proportion being those who travel to work alone in private cars. While 45.5% of respondents answering the question already travel by train (although not necessarily from Mortimer) a clear majority (54.5%) make use of other modes. The responses demonstrate that substantial scope exists to make a modal shift, reducing the number of car borne journeys to work if travelling by train from Mortimer could be made more attractive / possible.

Thinking about your regular journey to work, what is your main transport mode?	
On foot	8
Train	172
Car (sole occupant)	171
Car Share (driver)	6
Car Share (passenger)	4
Bicycle	10
Bus	7
Other	3
Skipped	111



- 4.7 The “main reason” for choosing the mode of transport was asked. This question invited respondents to ‘write in’ an answer of their own choice and so has produced qualitative results. “There Is No Alternative” has been used to group respondents who stated there was very little choice in how they travelled to work i.e. perhaps due to the location or nature of their place of work. The results demonstrate that convenience is the most important factor in people determining the mode of transport people in Mortimer use to travel to work.

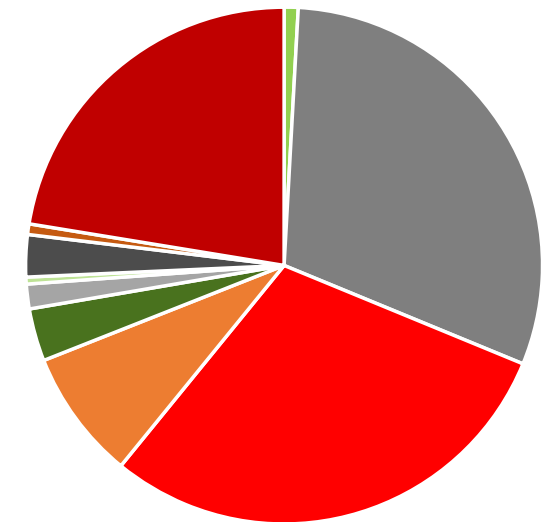
Please state the main reason for this preferred mode of transport i.e. cost, convenience etc.	
Convenience	204
Cost	56
Cost and Convenience	21
There is no alternative	11
Speed (mentioned as well as convenience)	5
Distance	12
Skipped	101



- Convenience
- Cost and convenience
- Speed (mentioned as well as convenience)
- Skipped
- Cost
- There Is No Alternative
- Distance

- 4.8 Travel destinations of respondents were requested. The majority of respondents travel east from Mortimer to various destinations in Reading and London. Substantial numbers of people commute to both Basingstoke and Newbury. All these locations are accessible by train from Mortimer.

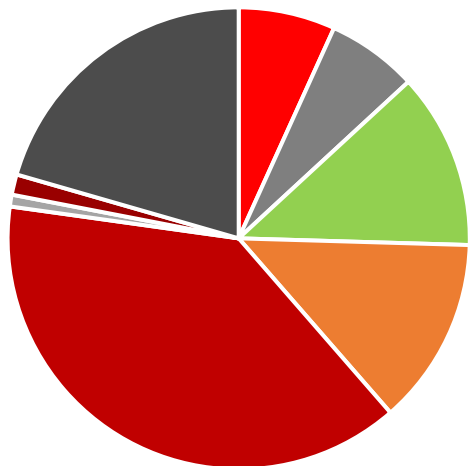
What is your usual destination?	
Winnersh	4
London (all)	138
Reading (all)	135
Basingstoke	37
Newbury	15
Bracknell	7
Oxford	2
Mortimer (destination)	12
Tilehurst	3
Skipped	102



- Winnersh
- London (all)
- Reading (all)
- Basingstoke
- Newbury
- Bracknell
- Oxford
- Mortimer (destination)
- Tilehurst
- Skipped

- 4.9 The number of days a week that people make their journey to work showed that the largest single group of people make their journey five days a week. In total the number of people who made their journey 4 or 5 days a week accounted for 65% of those who answered the question.

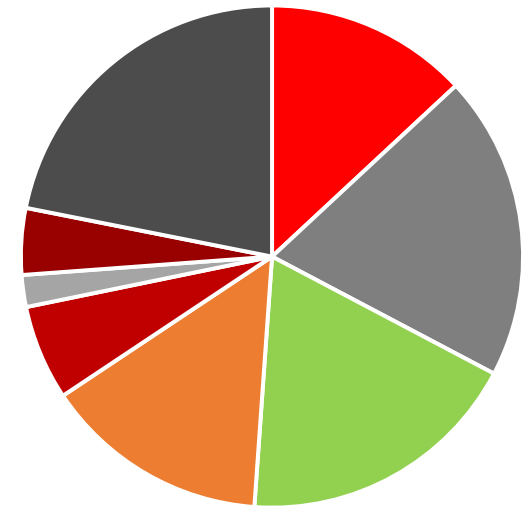
How many days a week do you make this journey?	
1	33
2	31
3	60
4	64
5	188
6	4
7	7
Skipped	100



■ 1 ■ 2 ■ 3 ■ 4 ■ 5 ■ 6 ■ 7 ■ Skipped

- 4.10 Question 5 enquired about the use of the station during the 'rush hour' to understand the extent of the demand pressures potentially placed upon the station over the course of an average weekday. The results show a large volume of people using the station travel early morning, with 84% of people answering the question set out before 8:30am.

If you travel in the morning 'peak', what is your usual travel time?	
Before 7am	64
07:00–07:30	96
07:30–08:00	90
08:00–08:30	71
08:30–09:00	30
09:00–09:30	10
After 09:30	21
Skipped	107

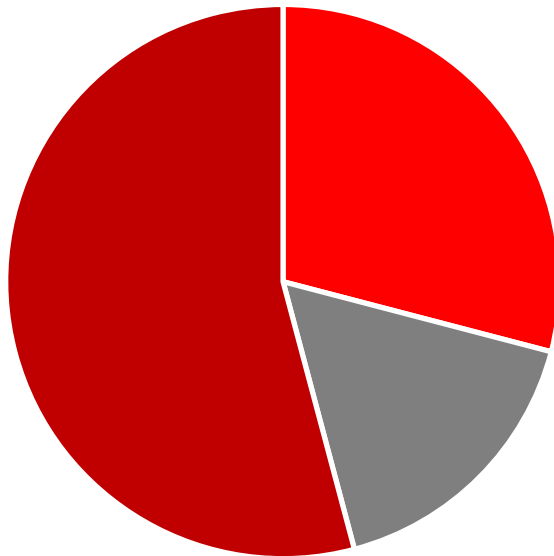


■ Before 7am ■ 07:00–07:30 ■ 07:30–08:00 ■ 08:00–08:30
 ■ 08:30–09:00 ■ 09:00–09:30 ■ After 09:30 ■ Skipped

- 4.11 When asked directly if they could make their regular journey to work by train, a large proportion of respondents (almost 2:1) indicated that they could travel by train. This is significant, because it highlights the potential to achieve a modal shift towards sustainable transport modes if better facilities were available. It should be noted that this question prompts both those who do not travel to work and those who already travel by train to 'skip' the question – i.e. the question was targeted at those who do not currently use the train but could do.

Thinking about your regular journey to work, could you make the same journey by train? (If you already travel by train, please move on to Section 2)

Yes	137
No	79
Skipped	255

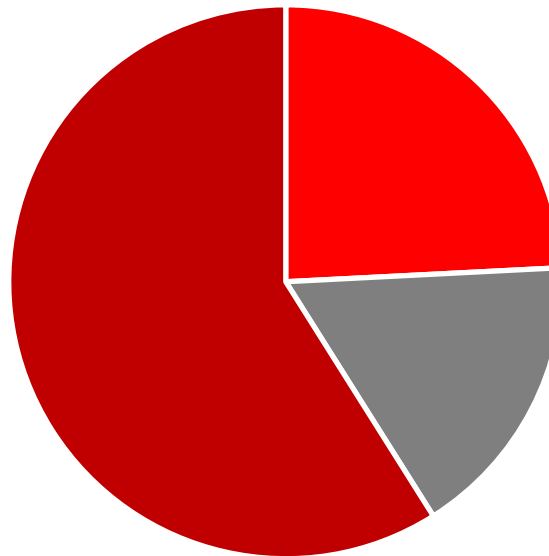


■ Yes ■ No ■ Skipped

4.12 Those who did not already travel by train were asked if that decision was influenced by lack of parking available at Mortimer Station in Question 7. The results demonstrated that for a clear majority of those deciding not to travel by train, the lack of parking available at the station was a material factor.

If you answered yes to Question 6, is your decision not to travel by train currently influenced by the lack of car parking at Mortimer Station?

Yes	119
No	83
Skipped	290



■ Yes ■ No ■ Skipped

4.13 The most notable outcomes from this part of the survey are that:

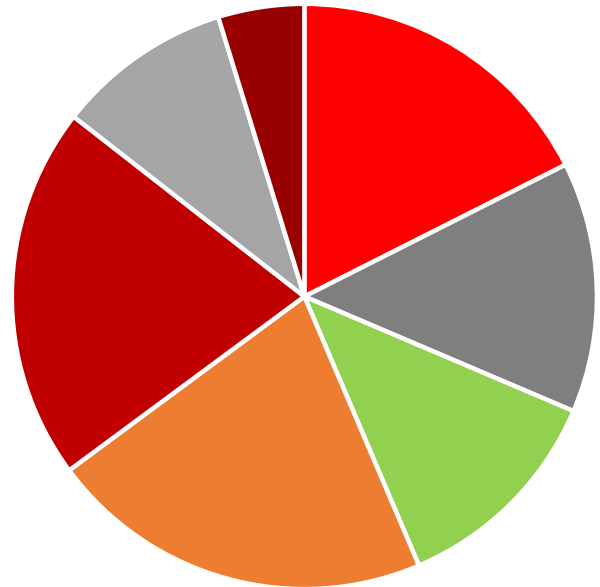
- respondents were split almost 1:1 on travelling to work by train or by car;
- a majority of people who didn't already travel by train both could do so (137 of 209);
- a lack of parking at the station influenced the decision not to travel by train (119 of 209); and
- convenience was "the main reason" in deciding how to travel to work.

About Mortimer Railway Station

4.14 Section 2 of the survey asked respondents about Mortimer Railway Station and their use of it. The questions in this section aim to understand how respondents use Mortimer Station; attitudes towards potential access improvements; and gain an understand of how access improvements would influence the use of the station.

4.15 Question 8 asked respondents how often they used Mortimer Railway Station. The results showed that 85.5% of respondents did use the station while 44.6% of respondents used the station at least once a month.

How often do you use Mortimer Railway Station?	
Daily	85
A few times a week	67
Weekly	59
Monthly	103
Less than once a month	100
Never	47
Skipped	23

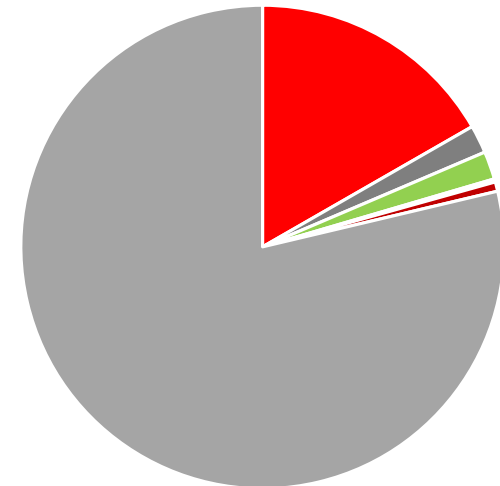


■ Daily ■ A few times a week ■ Weekly ■ Monthly
■ Less than once a month ■ Never ■ Skipped

4.16 Those who answered “Never” to the previous question were then asked to provide a reason for doing so. The results returned show that a clear majority of those answering the question did not use the station due to a lack of parking.

If you answered “never” to Question 8, can you tell us why? (If you do travel by train from Mortimer, move on to Question 13)

Lack of parking	80
Cost of train travel	9
Availability of services	9
Accessibility to platforms	1
Other	3
Skipped	377

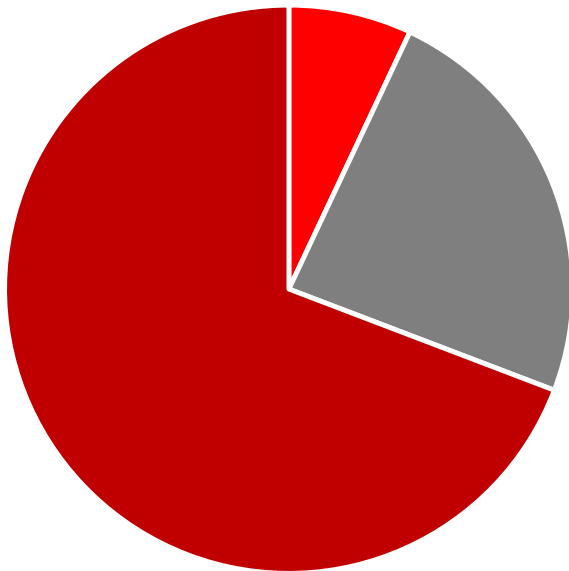


■ Lack of parking ■ Cost of train travel
■ Accessibility to platforms ■ Other
■ Availability of services
■ Skipped

- 4.17 For those who never travelled from Mortimer Railway Station, we asked if they used Mere oak Park and Ride to access Reading. Interestingly, only a few respondents used Mere oak.

If you never travel by train from Mortimer, do you use instead the Mere oak Park and Ride to get into Reading?

Yes	33
No	112
Skipped	326

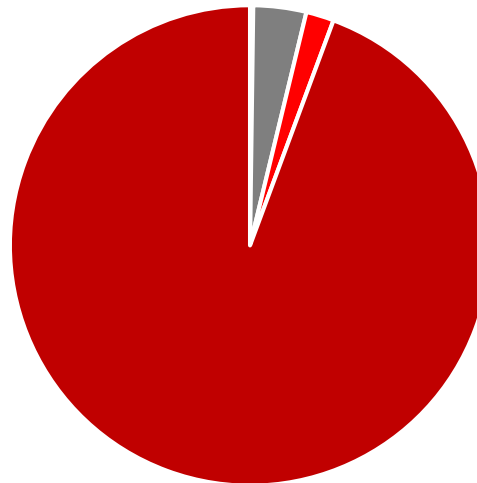


■ Yes ■ No ■ Skipped

- 4.18 Those who use Mere oak Park and Ride were then asked why they did so. The clear answer that emerged was the good parking availability.

If you answered yes to Question 10, what is your main reason for using the Park and Ride as opposed to the train? (If you answered "no", move on to Question 13)

Possess a bus pass	1
Good parking	17
Cost	9
Skipped	451

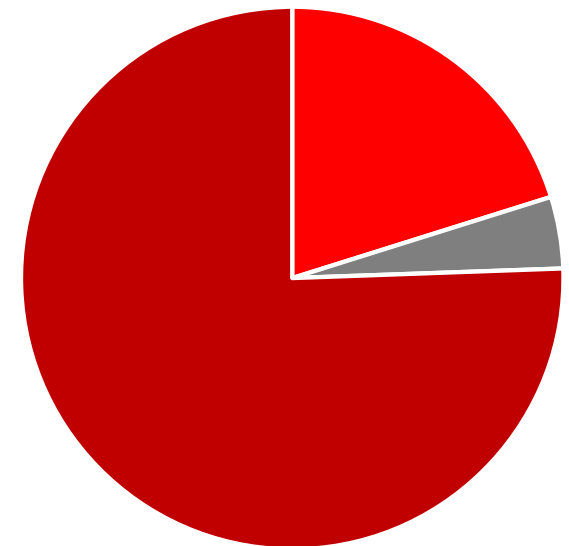


■ Possess a bus pass ■ Good parking ■ Cost
■ Skipped

- 4.19 Respondents who used Mere oak Park and Ride were asked whether improved parking availability at Mortimer Station would be likely to attract them to use the station more frequently. A significant number of people would consider using the local station, as opposed to the park and ride, if facilities at the station were improved.

If you answered yes to Question 10, would more parking at Mortimer Station make you more likely to travel by train? (If you answered "no", move on to Question 13)

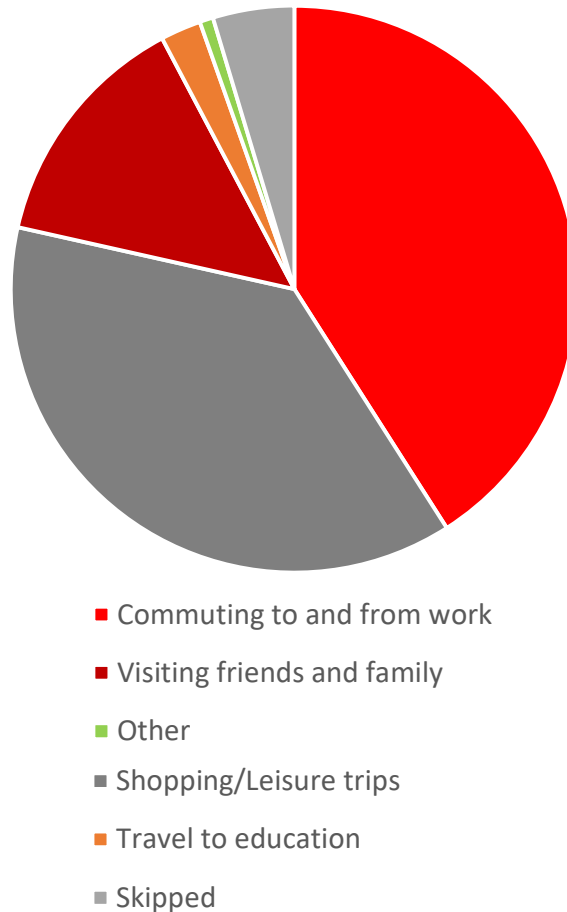
Yes	99
No	21
Skipped	371



■ Yes ■ No ■ Skipped

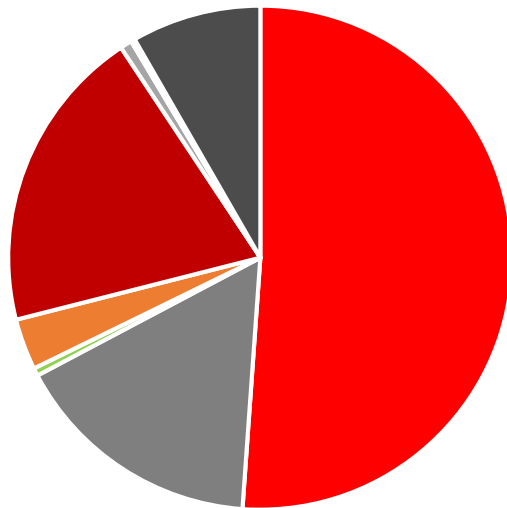
4.20 The nature of journeys to and from Mortimer Station was explored in Question 13. The question allowed respondents to indicate multiple options in their answer, as appropriate to their circumstances, and so more responses have been received than respondents participating. Unsurprisingly, the two most common responses were “commuting to and from work” and “shopping/leisure trips”. Visiting friends and family was the next most common response.

When travelling by train what is the main purpose of your journey?	
Commuting to and from work	265
Shopping/Leisure trips	243
Visiting friends and family	89
Travel to education	15
Other	5
Skipped	30



4.21 Question 14 asked respondents how they travelled to Mortimer Railway Station. The results showed a large majority (67%) of respondents travelled to the station by car – either driving themselves or being dropped off. The results demonstrate the importance of car parking in promoting the use of the station, but also in having improved drop off facilities.

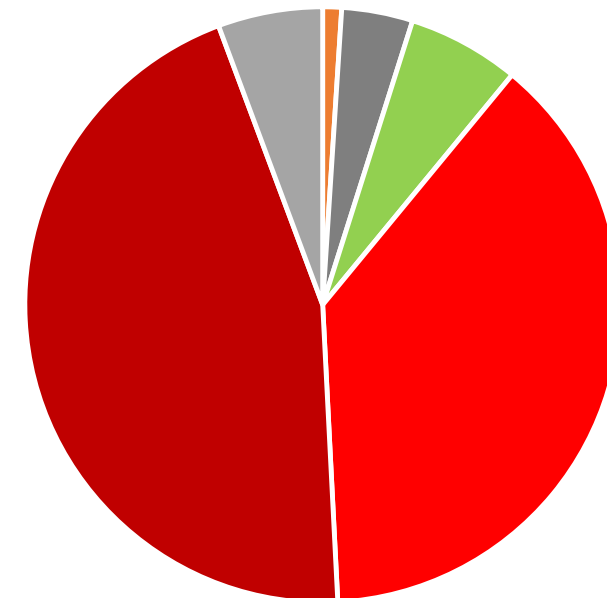
When travelling by train, how do you normally get to the station?	
Car (sole occupant)	203
Car/Taxi drop-off	64
Motorcycle	2
Bicycle	13
Walk	78
Bus	3
Other	1
Skipped	33



■ Car (sole occupant) ■ Car/Taxi drop-off
 ■ Walk ■ Bus
 ■ Motorcycle ■ Bicycle
 ■ Other ■ Skipped

4.22 Respondents were then given the opportunity to rate the standard of parking available at the station. Almost half of those who answered the question rated parking available at present as “very poor” (47.8%). Respondents who rated available parking as “poor” or “very poor” totalled 410 of 464 (88.4%). These responses reinforce the already established public dissatisfaction with parking available and provide a clear evidence that more parking is needed.

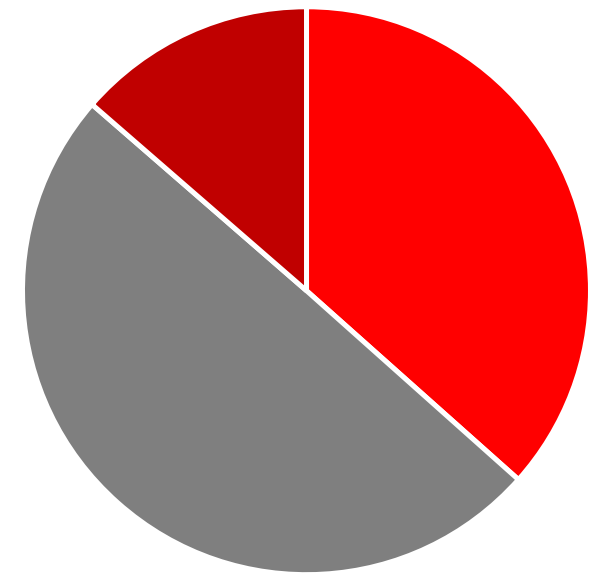
How would you rate the current availability of car parking offered at the station?	
Very good	5
Good	19
Neither good nor poor	30
Poor	188
Very poor	222
Skipped	28



■ Very good ■ Good ■ Neither good nor poor
 ■ Poor ■ Very poor ■ Skipped

4.23 Parking along the verge of Grazeley Road was then dealt with. A significant number of respondents 42.3% admitted to parking along the verge. Given the nature of the village and the surrounding roads, this surely justifies that an off-highway and managed solution must be found.

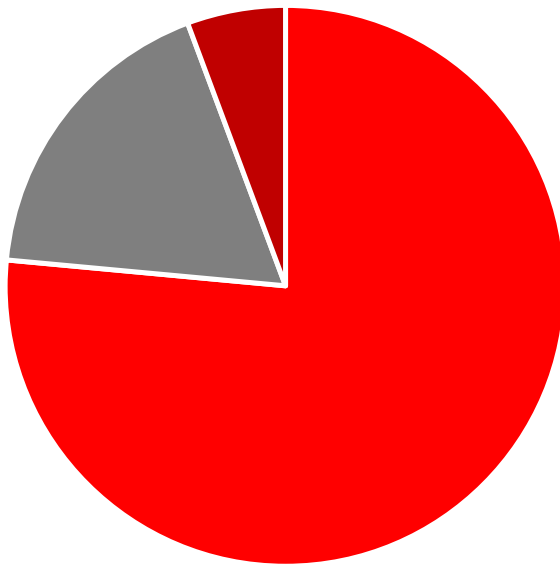
If you do drive to the station, and cannot find a parking space in the car park do you park on verge of Grazeley Road?	
Yes	180
No	245
Skipped	67



■ Yes ■ No ■ Skipped

- 4.24 Question 17 asked respondents if they would travel by train more frequently if it was easier to park at Mortimer Station. The results returned a very large majority (81%) of those answering the question indicating that they would travel by train more frequently.

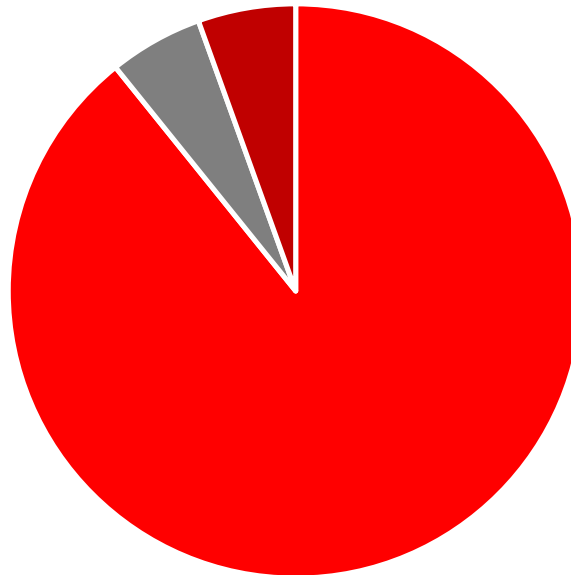
Would you travel by train more frequently if it was easier to park at the station?	
Yes	377
No	88
Skipped	28



■ Yes ■ No ■ Skipped

- 4.25 Respondents were then asked if they thought that more people generally (besides themselves) would travel by train more frequently if parking was more readily available at the station. Again a clear majority of people (89%) believed that parking would have a positive effect on station usage.

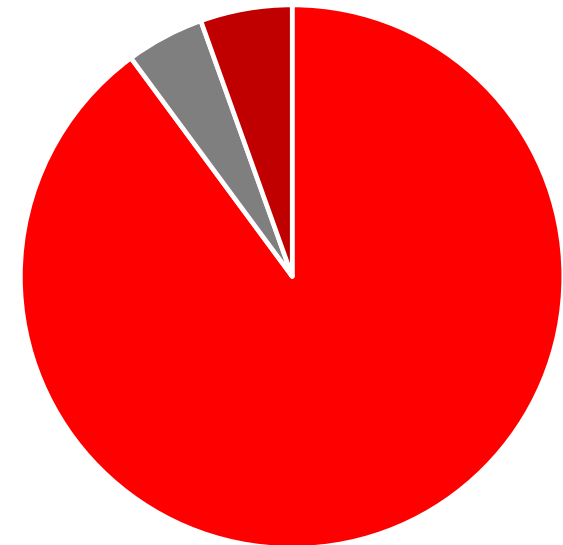
If there was more car parking available at the station do you think more people would travel by train?	
Yes	438
No	26
Skipped	27



■ Yes ■ No ■ Skipped

- 4.26 Question 19 asked respondents whether they agreed that more car parking should be provided at the station. This question was deliberately placed at the end of Section 2 to require people to think comprehensively about their use of the station and whether additional car parking was a want or a necessity. The results produced a clear majority (95%) in favour of expanded car parking facilities.

Do you agree that more car parking should be provided at Mortimer Railway Station?	
Yes	444
No	23
Skipped	27



■ Yes ■ No ■ Skipped

4.27 A number of key outcomes have emerged from Section 2. Importantly, it was established that Mortimer is a fairly well used railway station with the potential to become very well used – demonstrated by the 211 respondents (44.6%) who use the station on a weekly basis in conjunction with the 377 respondents who indicated that they would travel by train more frequently if car parking was more easily available and the material negative effect a lack of parking is having on station usage, established in Section 1.

4.28 The development team is greatly encouraged by these resultants that show overwhelming support and need for improved car parking facilities at Mortimer Station. Particularly notable were:

- the 410 people who thought current parking provision at the station was either poor or very poor;
- the 377 people who would travel by train more often if car parking was more easily accessible;
- the 438 people who thought train use would increase if car parking was improved; and
- the 444 people who thought that additional car parking would be appropriate at the station.

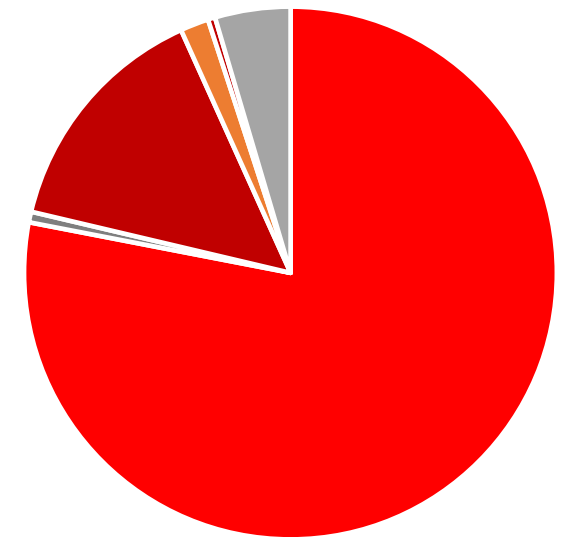
About the Survey Respondents

4.29 Section 3 of the survey asked respondents about themselves and their personal circumstances. The questions in this section give respondents the opportunity to provide additional information with the potential to offer an insight into the diverse responses provided and the reasons for those responses.

4.30 Question 20 asked respondents about their employment status. A large majority (82%) of people were in employment at the time of answering the survey; the second largest group of people were retired (15%).

Are you: Employed, Unemployed, Retired, In education, Other (please specify)

Employed	359
Unemployed	3
Retired	67
In education	8
Other	2
Skipped	21

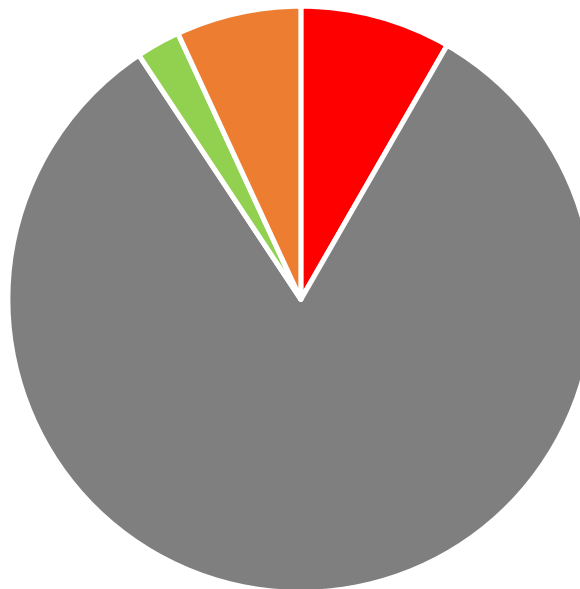


■ Employed ■ Unemployed ■ Retired
■ In education ■ Other ■ Skipped

- 4.31 The issue of limited mobility access was raised in order to gain an understanding of the number of people affected. The results show that at least 88.4% of people are not affected by limited access to the platform. Although 41 people did indicate that the restricted access currently does limit their use of the station.

Mortimer Station has level access to the Reading bound platform only, could you tell us whether this affects your use of Mortimer Station?

Yes	41
No	406
Prefer not to say	12
Skipped	34



■ Yes ■ No ■ Prefer not to say ■ Skipped

- 4.32 Respondents were able to provide comments throughout the survey. Comments received include:

“People are forced to park on the road as a result of the very limited parking at the station. It’s extremely costly and time consuming to travel to Reading or Basingstoke and park there instead. If we have a perfectly viable station here why should we be forced to park unsafely, drive further or pay more for parking?”
 “As more housing is developed in the

Mortimer area, there will be an increasing need for parking at the station and the current situation with parking on the road is not sustainable and can be dangerous.”
 “Parking has become a major issue in Mortimer and there are many dangerous situations arising because of on street parking. This could be significantly alleviated by a larger station car park”

“Lack of parking is a real issue at Mortimer it is a busy station well used by commuters and would be used by more if parking was available have had to drive to Reading to get the train due to lack of available parking it’s very frustrating.”

“Mortimer is a great place to live and the train station adds to the quality of life, but the lack of parking during weekdays makes it difficult to use the train services available.”

“Parking not so bad for me as I usually use the early trains, however my wife who travels later in morning can rarely get a place at the car park where she would prefer to park for security reasons particularly as she returns from work later. Especially in winter months when it’s dark.”

“The car parking facilities need to be increased dramatically. More and More houses are being built in the area, more people travelling and it is too dangerous having cars parked on the road near the

station, we are encouraged to use public transport, but if you can't park at the station it's not possible. This station serves a rural area so one has to travel to the station by car."

"I tend to drive to Reading and park, as guaranteed a space. Would much prefer secure parking in Mortimer – but also, so I could have a beer after work – the 2a bus should go to Mortimer train station!"

- 4.33 These comments demonstrate the support for additional car parking at Mortimer Station and highlight some of the difficulties people face and reasons why a better solution to the current situation needs to be found.

Conclusion

- 4.34 The Survey offered residents, as well as people who work and socialise in Mortimer the opportunity to share their views on Mortimer Railway Station and how it should develop into the future. The survey attracted 494 responses, providing a broad representative sample of popular opinion locally.
- 4.35 The survey was live on "survey monkey" and distributed to properties via the Parish magazine. A webpage was set up www.pro-vision.co.uk/mortimerstation to provide details on the reasons for the survey.
- 4.36 It should be noted that the Mortimer Station catchment area includes the RG7 1, RG7 2 and RG7 3. **The survey was only distributed to about a third of the catchment area due to cost. It is therefore reasonable to assume that had the survey been distributed on a wider basing, the results would have been overwhelming.**
- 4.37 Notwithstanding the narrow survey area, the results of the survey have reinforced the clear need for increased parking provision at the station. **The survey has established that more than 350 people would travel by train more often and, thought others would do so, if more parking was available at the station. Moreover, over 400 people actively**

supported the prospect of additional parking at the station.

- 4.38 The extent of people indicating that they would use the station more frequently (377) if there was more car parking available confirms that the addition of new 150 space car park is justified i.e. there is a need for a new car park in this location. Demand demonstrated by the survey would justify a substantially larger increase in the station's parking capacity than just 100 spaces, hence the proposed increase to 150 spaces. However, clearly a balance must be struck to minimise the impact of an additional car park given the rural nature of the area within which the station is located and therefore the proposal has not gone further than 150 spaces i.e. it doesn't meet the totality of the need identified.
- 4.39 The demand demonstrated by the survey provides quantitative evidence of the need for the "substantial" increase of parking capacity at the station and the use of a large site, which would be required to accommodate such a development. The proposed site is considered to be size sufficient for the proposed capacity increase.

5. PUBLIC EXHIBITION AND SUMMARY OF FEEDBACK


- 5.1 A public consultation event was held on Tuesday 26 February 2019 at Mortimer Village Library, 27 Victoria Road, Mortimer Common. The event was open to the public and ran between 1pm and 8pm.

Community Consultation Event “Station Car Park”




When: Tuesday 26th February 2019, 1pm – 8pm

Where: Mortimer Village Library, 27 Victoria Road, Mortimer Common, Reading, RG7 3SH

Please come along to take a look at our proposals to improve and increase the car parking at Mortimer Railway Station. This is your opportunity to have your say.



If you are unable to attend the event copies of the proposals and display material will be available to view and download via our website www.pro-vision.co.uk/mortimerstation from the 27th and we invite feedback via e-mail to mortimerstation@pro-vision.co.uk



INVOLVING LOCAL RESIDENTS

- 5.2 The event was advertised by posters placed on the Parish Council's noticeboards in the village. The Parish Council also made use of their Twitter profile to publicise an advert prepared for the event and notification of the event was shared on the village Facebook page
- 5.3 The exhibition comprised 3 boards which set the context and background of the proposal. The boards included an illustrative layout of the site and a 3D visualisation of the proposed development. A copy of the exhibition boards from the event is provided below:

Mortimer Railway Station Car Park

A New Car Park and Pick-up / Drop-off area at Mortimer Station

What is proposed?

Stratfield Mortimer Parish Council are working in partnership with Great Western Railways to improve parking at Mortimer Station. The Parish is proposing to construct a new car park south of the railway line with access from Station Road.



Cars parked in The Street

The car park would include 150 parking spaces for cars and a short stay drop-off/pick-up area. Pedestrian access to the south platform would be via steps and a ramp. Additional space for cycle parking is also proposed.

The existing field gate access from Station Road will be closed and a new access created south of the road bridge.

There is potential to also install a footway over the road bridge but this would mean provision of traffic lights on Station Road.

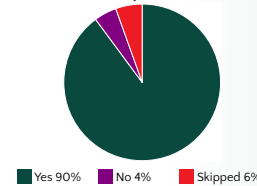
Access to the northern platform would not be affected.

Why?

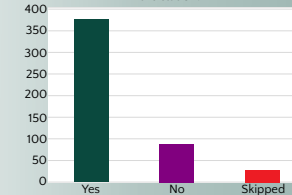
Improved access to Mortimer Station is identified as an aim in West Berkshire Council's Core Strategy. The Parish Council are committed to improving vehicular, pedestrian and cycle access to the station. The Parish Council approached West Berkshire Council about a new car park in February 2017. Council Officers accepted that there was an objective to improve parking at the station but asked the Parish Council to evidence the need.

In June and July 2018, a survey of Mortimer residents and people who use the station was conducted by the Parish Council, assisted by planning consultants Pro Vision. The survey attracted a total of 494 responses, with 90% indicating support for more parking at the station.

Do you agree that more car parking should be provided at Mortimer Railway Station?



Would you travel by train more frequently if it was easier to park at the station?



What happens next?

Pro Vision are now preparing a planning application to West Berkshire Council for the car park on behalf of the Parish Council. The purpose of this event is to present our proposals and invite feedback.

We would be very grateful if you could fill out our feedback form either by placing your response in the comments box or by email to mortimerstation@pro-vision.co.uk.

A positive response to this consultation will strengthen the application and show West Berkshire Council the volume of support for the proposals in the village and local area and feedback will be summarised in our Statement of Community Involvement.



Mortimer Railway Station Car Park

The Proposed Layout



Mortimer Railway Station Car Park

Existing



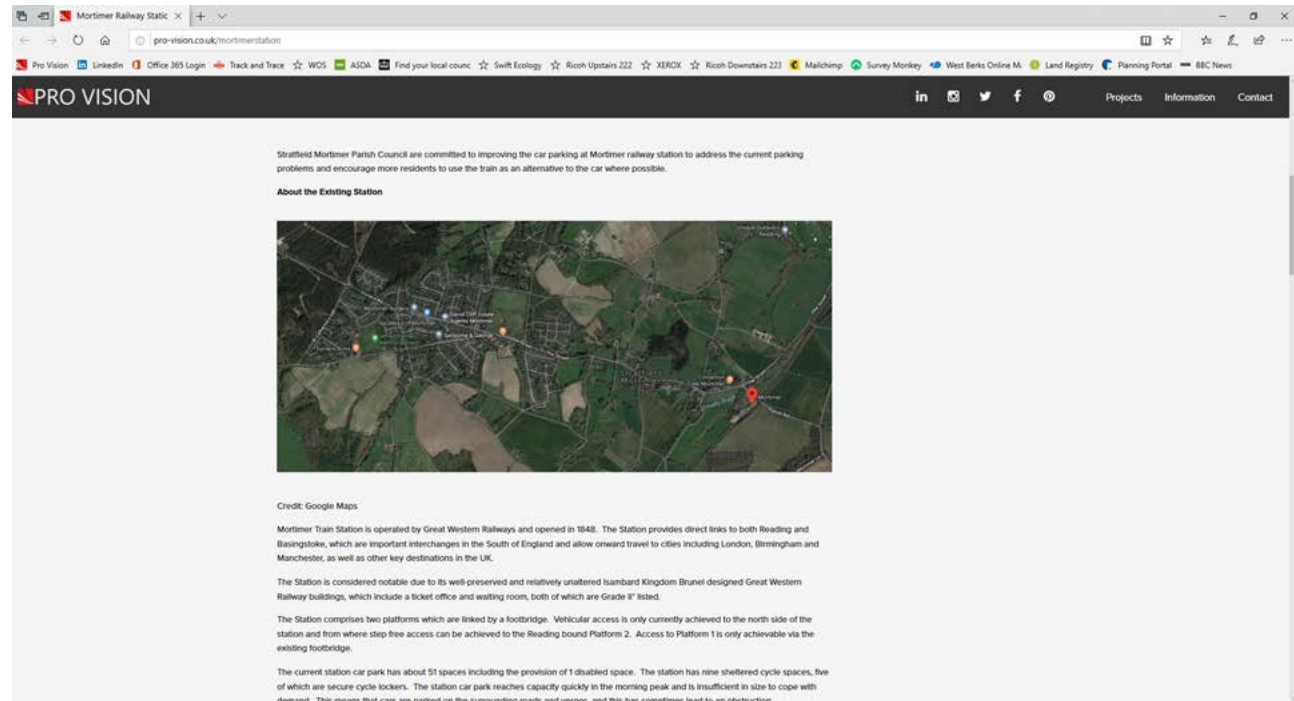
Proposed



- 5.4 The exhibition was hosted by the development team comprising: the Parish Council and Pro Vision. As well as answering questions and addressing comments, the development team were proactive in their attempts to stimulate responses from those attending.
- 5.5 The exhibition was attended by approximately 82 people.
- 5.6 A feedback form was provided for attendees to complete. It comprised a series of questions seeking the views of the respondent on the principle of an additional car park, their use of the station, and the specific design details of the proposal. Fifty-two forms were returned at the event with another nine subsequently returned by post and email.

Website Usage Statistics

- 5.7 A website was launched before the consultation event (26 February 2019). High resolution copies of the boards presented at the Consultation Event and the Feedback Form were made available on the site.



- 5.8 The page was viewed a total of 44 times in the period from 26 February to Tuesday 12th March. Analysis indicates that a total of 34 people viewed the page, a number of return visits accounted for the slightly higher final viewing figure. Visitors to the page spent an average time of 11 minutes and 11 seconds on the page.

Letters Received

- 5.9 Two letters were received concerning the development via email, one included the information necessary to complete a comment form in list format and was counted as a full response.

CONSULTATION HISTORY

- 5.10 The Parish Council have led the extensive consultation process and have tried to ensure that everyone has had the opportunity to cooperate.
- 5.11 In June and July 2018, a Community Survey was conducted by Pro Vision (on behalf of the Parish Council) into the need for increased parking capacity at the station. The survey attracted 494 responses, with the results demonstrating overwhelming need and support for improved car parking facilities at the station. The following conclusions are copied from the Assessment of the Survey prepared, which is submitted with the application:
- 410 people thought current parking provision at the station was either poor or very poor;
 - 377 people would travel by train more often if car parking was more easily accessible;
 - 438 people thought train use would increase if car parking was improved; and
 - 444 people thought that additional car parking would be appropriate at the station.

6. RESPONSES TO FEEDBACK

Summary of Feedback

- 6.1 A total of sixty-one feedback forms were received. Not all questions on the forms were completed and Question 2 invited and received multiple answers.
- 6.2 The responses to the questions on the feedback form have been collated to produce the following:

Q1. Do you support an additional car park?

Response	Total	Percentage
Yes	58	95%
No	3	5%

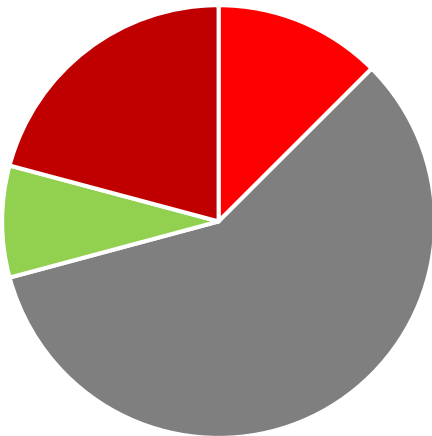


■ Yes ■ No

The results demonstrate the clear and definite local support for an additional car park serving Mortimer Station. The results reflect the existing poor provision and the widely held local sentiments to make better use of the railway station and travel sustainably.

Q2. Would this increase your use of the Station?

Response	Total	Percentage
Yes – Commuting	9	12.5%
Yes – Leisure	42	58.3%
Yes – Other	6	8.3%
No	15	20.8%



■ Yes – Commuting ■ Yes – Leisure
■ Yes – Other ■ No

Responses returned show that the large majority of respondents do intend to take advantage of improved parking provision at the Station. Interestingly leisure users were identified as the most likely to use the station if parking was improved, this perhaps reflects the poor performance of the Station at present among those who have greater choice as to how they travel. While not all respondents who support additional car parking would make use of it, a very impressive 79.2% would travel by train more frequently.

Q3. Do you support the proposed layout and number of spaces?

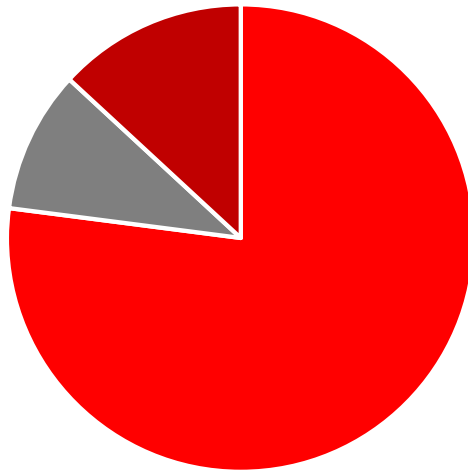
Response	Total	Percentage
Yes	53	91.4%
No	5	8.6%



The responses indicate widespread local support for the proposals as currently drafted. The development team were particularly keen to get the opinion of the local community on the proposed number of spaces in the car park (size). It is greatly encouraging that over 90% of respondents have indicated that they support the proposed 150 spaces. The size of support also validates the Council's pre-application advice to adopt the proposed layout.

Q4. Would you find it helpful to have a drop-off/pick-up area?

Response	Total	Percentage
Yes	47	77.0%
No	6	9.8%
Maybe	8	13.1%

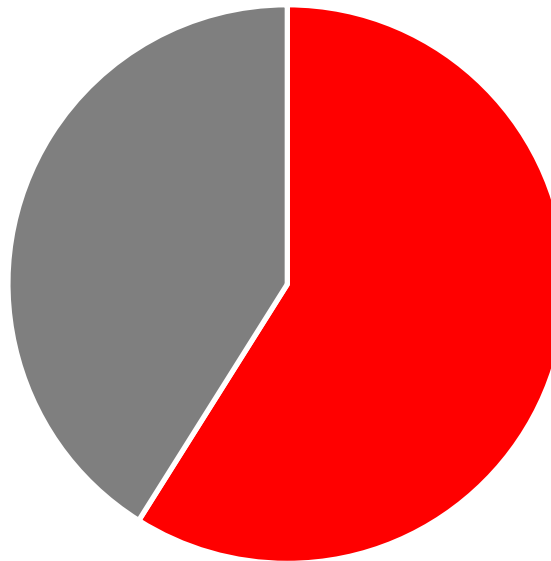


■ Yes ■ No ■ Maybe

The results indicate that although less people are interested in a drop-off/pick-up area than increase parking capacity, that a local need does exist and that the need isn't much smaller than the need for additional parking.

Q5. Would you find the provision of additional cycle stands / secure cycle storage at the station useful?

Response	Total	Percentage
Yes	33	58.9%
No	23	41.1%



■ Yes ■ No

The responses show a majority of respondents do want to cycle more frequently and be able to safely store a bicycle at the station. It is noted that the majority in favour is slimmer than in previous questions, the development team believes the results reflect the ongoing progression of cycling from a fringe activity to a main stream transport mode and leisure activity. Nonetheless the majority in favour of improved cycling provision is encouraging.

Q6. Do you support the provision of a footway on Station Road between the two car parks and the introduction of traffic lights to the existing road bridge?

Response	Total	Percentage
Yes	30	51.7%
No	28	48.3%



■ Yes ■ No

Notwithstanding genuine local concerns about the proposed traffic arrangements on the bridge, the responses do indicate the proposed arrangements are supported by a majority locally. It was noted that a large number of responses identified the impact of proposed traffic lights on private cars and congestion during the rush hour.

EMERGING THEMES

6.3 The following comments were provided on feedback forms received:

'The traffic flow across the bridge is dangerous at present. Traffic lights would make the bridge safer.'

'I don't really want any traffic lights but I can accept them to make the bridge safer for disabled people.'

'Any traffic lights will cause really bad congestion in the morning!'

'Disabled access is so important! I welcome the proposals because they would improve the existing disabled access.'

'This is a good idea which will reduce the number of cars parked on The Street.'

'I simply don't want traffic lights here.'

'Mortimer needs more parking at the station.'

'The car park needs to be carefully managed, including pricing.'

'I am retired and would be able to use the station during the day if I could get parked.'

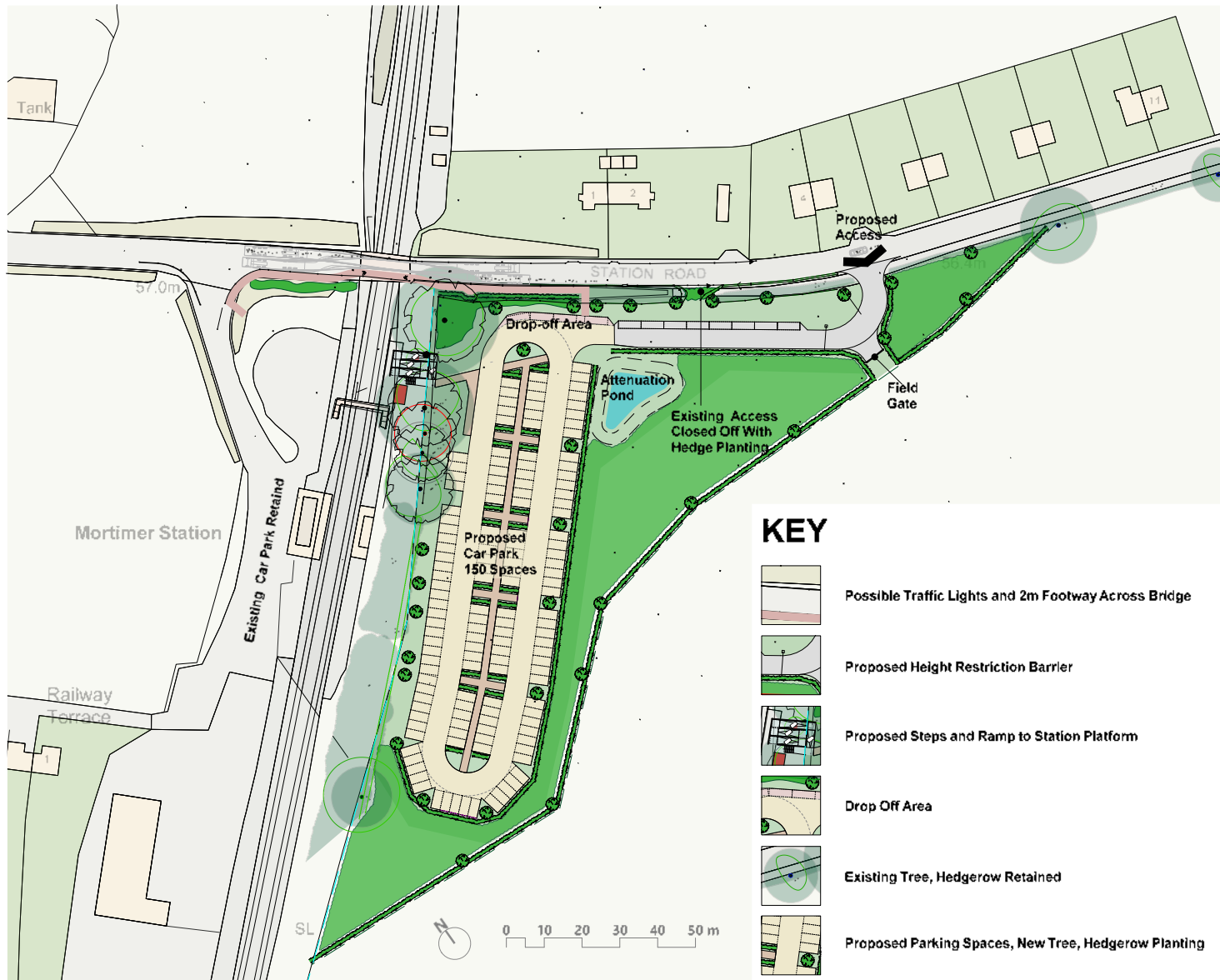
'I think a ramp bridge should be installed north of the existing footbridge on the station platforms.'

6.4 The issues arising from these comments have been considered:

Comment	How has it been addressed?
The traffic flow across the bridge is dangerous at present Traffic lights would make the bridge safer	This is an interesting comment, as it seems that a number of respondents would support the improvements to the bridge, which are proposed for pedestrian safety, because the improvements would also have wider benefits to driver safety. The development team accepts that the bridge is an historical structure and landmark which was not originally designed for the level of vehicular traffic it sees today and is narrow for modern cars. The development team consider that managing the flow of traffic across the bridge by way of traffic lights will have both safety and functional benefits for drivers using Station Road.
I don't really want any traffic lights but I can accept them to make the bridge safer for disabled people	The development team accept that the introduction of traffic lights on the bridge would be a noticeable change to the setting. However the results suggest that a majority of local people agree that the interests of all road users must be balanced which means making provision for people of all backgrounds and ability.
Any traffic lights will cause really bad congestion in the morning	Traffic lights would reduce the number of cars which can cross the bridge at any one time and it is acknowledged that this would both slow traffic and add to journey times. However the effect on journey times is negligible and must be balanced against the wider benefits of the proposal. The proposals would also have a positive effect on road safety, particularly by reducing the pressure to park on The Street.
Disabled access is so important I welcome the proposals because they would improve the existing disabled access	The development team attach the highest importance to equal access and safety for all station users. We agree that every opportunity should be taken to improve access for everyone where practical, feasible and deliverable.
This is a good idea which will reduce the number of cars parked on The Street	The development team (particularly the Parish Council) are acutely aware of the issues around car parking on The Street and how this impacts existing residents, the safety of road users and School traffic. The Parish Council intend to pursue a Traffic Regulation Order for on-street parking controls in the event that this application is successful.
I simply don't want traffic lights here	The development team understand that some local residents do not want to see any more traffic lights in the village. We respect this view but believe that it must be balanced against the necessity to improve access to the station and the facilities for Station users
Mortimer needs more parking at the station	The Parish Council have long been aware of the negative effects that a lack of parking at the station has had on the village. We believe that the proposals will have real economic, social, and environmental benefits.
The car park needs to be carefully managed, including pricing	The car park would be managed by Great Western Rail (GWR) who are committed to managing all their assets fairly to enable everyone who might want to access. The cost of parking is outside of the Parish Council's control and the remit of the planning process.
I am retired and would be able to use the station during the day if I could get parked	The Need Survey conducted in June and July 2018 identified that almost as many people used the station for 'shopping/leisure trips' as did for commuting (243 compared to 265). The development team feel that it is important to cater for leisure users and that a 150 space car park and drop-off/pick-up facility will provide capacity during the day at the same time as the station accommodates commuters.
I think a ramp bridge should be installed north of the existing footbridge on the station platforms	The development team have considered this option however the cost of this together is prohibitive at this time.

7. CONCLUSION

- 7.1 A programme of engagement with the local community has been undertaken prior to the submission of the application. The public exhibition and consultation periods have succeeded in attracting comments from the community which have contributed to the amendment of the proposals.
- 7.2 The consultation process has demonstrated clear local support for the principle of a substantial new car park at Mortimer Station together with the size, layout, and positioning of the proposals.
- 7.3 In accordance with the Government's aim to promote effective community engagement in the planning process and the advice set out in the Framework and the Adopted Statement of Community Involvement, the applicant has sought to engage with the local community, the local planning authority, and consult extensively within Stratfield Mortimer Parish Council prior to the submission of this application.
- 7.4 The level of pre-application consultation with the local community has met the requirements of national and local policy and guidance. The process has allowed the views of local people to be taken into consideration and comments received have informed the proposals.
- 7.5 Following the submission of the application, the Parish Council and Pro Vision will monitor any consultation responses which are made to the Council during the statutory consultation process and where possible and appropriate will seek to work with Officers to address any concerns raised.



STATEMENT OF COMMUNITY INVOLVEMENT
DECEMBER 2019

MORTIMER RAILWAY STATION CAR PARK
PROJECT NO. 2233

PRO VISION

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