



23 October 2020

Planning
West Berkshire Council

By Email

To whom it may concern,

Great Western Railway

Milford House
1 Milford Street
Swindon, SN1 1HL

GWR.com

APPLICATION NUMBER: 20/00674/FUL

PROPOSAL: Change of use of land and the construction of a 150 space car park with alterations to the highway, landscaping, and associated works

SITE: Land To The South East, Mortimer Station, Station Road, Mortimer

Since 2005, Mortimer Station has seen significantly lower growth in passenger numbers than the industry average. Existing car parking at the station is at capacity, with rail users parking on-street near the station. These factors strongly suggest the lack of available parking is suppressing growth in rail use and limiting the station's role in the local transport network.

GWR continue to pursue a car park expansion at Mortimer station. To summarise from my previous letter:

- GWR consider that the 2018 Community Survey demonstrates there is significant suppressed demand for rail travel in the catchment of Mortimer station, sufficient to justify the 150-space additional car park.
- Since 2004/5 passenger use of Mortimer station increased by just 3%, compared to 95% across the industry and 39% growth at Bramley.
- There are comparable GWR stations where expanding car parks close to capacity has unlocked suppressed growth e.g. Kingham:125 more spaces increased passenger numbers by 47%.
- Recently introduced additional services on the Reading to Basingstoke line and the introduction of 4-car trains to replace the existing 2 and 3 car trains, provide additional passenger capacity.

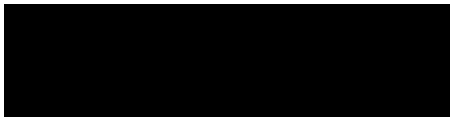
Regarding the Case Officer's report:

- The number of car parking spaces at Newbury and Theale stations, referred to as comparable to those proposed for Mortimer, are incorrect. Upon completion of the Market Street development, Newbury station will have 460 spaces, not 200 with Theale increasing to just over 300 spaces, not 215. 201 spaces at Mortimer would not, therefore, put the station on par with Newbury and Theale. Being over a mile from the center of Mortimer, the station increases the relative need for car and cycle parking.

- The case officer's report also refers to station passenger numbers, which I quoted in my previous letter to demonstrate that growth in passenger numbers at Mortimer has been considerably less than the industry average over the last 15 years. The ORR station usage estimates are publicly available at <https://dataportal.orr.gov.uk/statistics/usage/estimates-of-station-usage/>, which can be used to verify the statements summarized above.
- In 6.24 the report disputes that a lack of car parking is constraining use of the railway. Kingham and Hanborough, however, are clear examples of car park capacity constraining demand and the lack of passenger growth at Mortimer along with the full car park indicate that it is a similar scenario.
- Section 6.51 refers to lighting and CCTV. GWR seeks to meet the Park Mark standard for our car parks to ensure passengers safety. The GWR Design Guide specifies that *consideration must be made to minimise light pollution for neighbouring properties* and that *8M lighting columns are the maximum height*, not the standard height. Through the next stages of project design, GWR and SMPC would develop a lighting and CCTV design that is appropriate for the environment and therefore we maintain that an appropriate design can be secured by condition.

GWR continues to support expanded car parking provision at Mortimer station and believe the 150-space expansion is justified, not only by the existing suppressed demand but also to meet future growth.

Yours faithfully



Tom Pierpoint
Commercial Development Director