

## Question 26 'Any Other Comments?'

### Station Car Parking

Thirty comments were received. Almost 100% were about the lack of suitable car parking space.

All the comments are included in the table below.

<p>Re question 15 use details such as coloured brick .. respondent commented 'neo-Victorian?'          Ref Question 20 - parking along road towards Grazeley commented - 'This could increase flooding'.</p>
<p>Comment next to verge conversion Q20 - this would not constitute a rural approach to the village - see question 4e</p>
<p>This Development Plan is an excellent job, and addresses the issues in a balanced way. A possible omission. Is reasonable provision for commuters in part to prevent them ruining it for others. The three transit routes and the station at the moment sort themselves out as best they can. The village itself slows the traffic down to safe limits. British Rail sold off the small goods yard (now used by Calor Gas), and there is little parking for commuters. Q20 looks at parking - can there ever be enough of it? With regard to the station. For half the users it will be the wrong side of the bridge as at any station, so this is not relevant. For all users, parking on the Grazeley road is inappropriate planning and contrary to maintaining the rural approaches to the village - 2nd NDP principle.</p>
<p>1. No development of housing or commercial at St Mary's junior 2. Better speed control in the village 3. More station car parking</p>
<p>Mortimer must stay as close as possible to its present boundaries. If most of the new development is built behind St John's school hopefully the village will remain largely unspoilt. More parking is urgently needed at the station, St Mary's School, St John's School and the surgery. This would also make Mortimer a safer place to live</p>
<p>Before anymore housing the existing problems should be looked at again. ie the biggest problem Mortimer has is parking situation, schools etc. which will only get worse if more homes are built. The need for disabled people to get to Basingstoke, a more friendly area than Reading (lowering speed limits is not the answer). I know this is only an exercise as I think the new plans are set in stone anyway. A shame as I love this village.</p>
<p>Using sites 3,5 and 6 only would not have such a visual impact on the village, as the use that site 7 would have, and would disperse the buildings and traffic, through out the village and not keep all future development to the East end of the village, to add to the recently developed, very large estate of Strawberry Fields. Parking in Mortimer station must be improved, before any new building is started, as we have the prospect of 200 additional cars using the village roads, and I am sure, a good number of them will be behaving the station car park. The same would apply to St John's school which must be enlarged to cope with the number of new children, that this development would bring.</p>
<p>Q20 comment - please design station car park to avoid mixing pedestrian at entrance = safety risk at present          Converting verges comment - but you will need pavements to make this safe          We strongly disagree with the proposals by Hallam Land Management for land west of Kiln Lane, Mortimer</p>
<p>is so much work to be done before thinking of extending the village. One priority has to be to make the walk from the centre of the village to St Mary's safer for the children. There are too many inhabitants in the village for the surgery or the station carpark to cope. This questionnaire feels like the decision of developing on the field behind St John's has already been taken. It would be a real shame to extend there and make the village so much bigger.</p>
<p>it is imperative that the infrastructure of the village can cope with any new development, therefore if St John's Infant School is enlarged, then surely St Mary's must also be? Parking</p>

at the schools & station also has to be a priority if we are encouraging more people to live & work here.

Extra shops etc less important than matching the infrastructure to growing population of our rural village. As useful as CCTV may be to try and catch the few bad apples it would ruin the feel of a rural village and when caught nothing is done anyway. Main paths (such as to St Mary's) need improving but cycle ways not required, cyclists should be aware of highway code and able to cycle safely on the road. Improvements required to doctors, schools, main pathways and station parking. Once station parking sorted, something organised for St Mary's parking.

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more consideration should be taken so that any future development does not affect the surrounding properties and ruin what people actually came to live in Mortimer for. Also, the parking at the station does need to be reviewed. If the station car park was increased in size, rather than allowing on street parking (for nothing) and used by non-villagers, would this improve the overall appearance of the station area? The on street parking could be used for a limited time only.

The railway will become more and more important with the possibility of crossrail stopping at Mortimer - has any thought been given to making the station more accessible rather than even more parking - ie Reading bus being able to coincide with train times and turn round access being given to the bus in the current parking area

comment next to q20 - Absolutely not station car park enlargement or converting verges to laybys for parking. 2007 flood was caused by the builders of the street lights destroying the bond. Also the drains at the bottom of the street don't cope with heavy rain.

One hour waiting signs along side St Mary's School, especially between the school and the station. Extending or creating a new and FREE car park between St Mary's and the train station. A bus service from the station to the village. Better maintenance and path widening on the route from St Mary's to Strawberry Fields to keep our children safe. Speed controls along St Catherine's Hill, Victoria Road and West End Road. The ability to be able to cycle around the woods (currently not allowed) - safer for our children (and parents) from speeding cars. A absolute ban on Costa and Tesco's !! All current street lights to be removed.

Parking situation at the station and also St.Marys needs to be addressed. I overlook an area of green in the middle of Stephens Firs - I understand that this was highlighted for potential development but we oppose this as it will have a detrimental effect to the play area that the children of the street have - it would be nice to get a neighbourhood scheme together to maintain and develop this for the benefit of the local children, residents and wildlife

Priorities should be 1. Cycle path to Burghfield 2. Parking at the station 3. Enabling use of existing retail units (empty shop + old budgens) 4. Funding a sports pavillion and proper maintenance of the APM

Encourage lower car usage by offering free parking at the station as well as extending the bus service from the centre of the village to the station. Prioritize infrastructure to support additional residents in particular school provision. Take the opportunity to combine the school provision to a full primary rather than separate infant and primary. Ensure working families are supported with childcare provision

There badly needs to be a car park on the other side of the railway from the existing one, to

<p>allow disabled access. I would prioritise the use of imaginative modern architecture over traditional appearance, to maximise the number of homes created in a given space.</p>
<p>On Qu 11 I am not sure I completed the number selection correctly. On car parking by the station and constructing a parking verge, the questions cannot be answered in isolation. There needs to be sufficient proper parking with a unified charging structure.</p>
<p>I wish to stress that the lack of parking at the station and the associated all day parking outside St Mary's School which means that parents have nowhere to wait is an ongoing concern . It is also a danger to motorists every day particularly when confronted by heavy goods vehicles.</p>
<p>Re qu 20. Commented that 'Converting verges to hard-standing ...' is better than nothing.</p>
<p>We are so fortunate to have the amazing facility of our own railway station, yet the parking facilities are so minimal that, unless you walk there or get a lift, it is impractical to use it. I would like to see a proper car and cycle park (I understand that Englefield Estate is prepared to make the land available) at the station, and I would like to see a scheme whereby plenty of spaces would be reserved for Mortimer residents only at a reduced rate and accessed by a plastic card. This situation has been exacerbated by the Strawberry Fields development and will get far worse with the further development now being proposed. At present, all parking spaces tend to be taken by 7.15 am, and many of those I suspect by non- residents of Mortimer.</p>
<p>We have a station and parking problems there. Development that is within easy walking distance of the station would be preferable to any that would result in most residents using a car. The closest site to achieve this is the Kiln Lane site.</p>
<p>Traffic calming needs to be also thought of if the population of the village is set to increase. The speeds &amp; dangerous driving that seems to prevail on the long straight roads really need to be curbed. I suggest that traffic calming on West End Road such as that in Little London or Sherfield Loddon would help those drivers that need to be reminded that we live in a 30 limit. Reducing the average speeds of vehicles would encourage cycling and walking which at the moment are not particularly pleasant. If the NDP is seeking to achieve more pedestrians and cyclists, then surely, adding extra parking in the centre of the village is not necessary. Similarly, extending the car park at the station will only encourage more car journeys to be made &amp; will not meet the Principles that the NDP are setting out to achieve.</p>
<p>The station car park must be significantly increased in size - it is almost impossible to park there if you arrive after 0930</p>
<p>next to Q20 'Station car park enlargement' written: This must be the biggest priority for the village</p>
<p>The parking at St Mary's school needs to be sorted before an accident happens. The station also needs more parking and maybe no fee to park there. Any affordable housing should be run by English Rural, as is Woodside Close. They are much fairer on rent on a shared ownership basis whereas other associations (like Strawberry Fields) charge a rent very close to the amount payable on the mortgage which then becomes "unaffordable". English rural also ensure the properties stay with people with a strong Mortimer connection even when they are sold unlike other organisations. I know of people in the social housing in Woodside Close who do NOT have Mortimer connections and yet the land was gifted for the purpose of affordable housing for Mortimer people</p>
<p>Only worth building a new doctors' surgery if we can be sure that more GPs will be allocated. Bring back the station minibus. Since it was cancelled we have had to buy a second car, putting more traffic through the village. Parking at the station and on The Street has become worse since the bus was cancelled. These problems will only increase with the addition of more houses.</p>