

Wellesley

ALDERSHOT

Appendix E
Public Transport Strategy

Appendix E



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Wellesley

ALDERSHOT

PUBLIC TRANSPORT STRATEGY

DECEMBER 2012



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WELLESLEY, ALDERSHOT URBAN EXTENSION

Public Transport Strategy

11/12/2012

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Executive Summary

Overview

The proposed Public Transport Strategy for Wellesley supports a sustainable urban extension with opportunities to maximise travel choice for future residents, visitors and employees of the development. This is achieved by implementing a phased delivery of bus services that harnesses the high quality provision currently in place in early years prior to supplementing this with additional bus services that penetrate the development.

Wellesley is primarily residential, but looks to provide a number of ancillary and complimentary services to both new residents and the existing local community. In summary the development proposals consist of 3850 new homes, employment facilities, two primary schools and a local neighbourhood centre.

The strategy has been developed to ensure it accords with key local plans and policy documents, in particular the Aldershot Urban Extension SPD which defines a range of objectives for which the strategy has been based against.

Aldershot has an extensive and integrated bus network which provides an opportunity to travel to key destinations including Camberley, Farnborough, Farnham, Guildford, Haslemere, Reading and Yateley. There are also interchange opportunities for onward travel on the national rail network at Aldershot and Farnborough Main Rail Stations with a high frequency of bus services serving these destinations giving onwards links to London, Woking, Basingstoke and Farnham.

The key local bus service is Stagecoach Gold Route 1 which provides a service every 10 minutes during the day and every 7 to 8 minutes during the AM peak along Queens Avenue, through the centre of Wellesley. This existing route provides an important commuter function and offers excellent transport links with London via Aldershot and Farnborough Main Rail Stations. However, the observed patronage levels between Aldershot and Farnborough are lower than would be expected, and in this regard Stagecoach South welcomed the potential additional passengers that would be generated by Wellesley along the southern section of the route, since it was recognised that a proportion could be accommodated within existing spare capacity.

Passenger Demand

Demand for public transport associated with Wellesley is identified within the Transport Assessment and has been used as the basis of ensuring bus service proposals are consistent and relevant to accommodate the anticipated level of demand. The table below presents the forecast public transport trips in the AM peak at full build out of the development site in 2026.

AM Peak Public Transport Trips Forecast

Journey Purpose	Work	Shopping	Leisure / Visits	Personal Business	Others	Primary - Education	Tertiary - Education	Sub - Total	Secondary - Education	Total
AM Peak Public Transport Trips	72	14	9	41	9	0	70	215	114	329

The AM peak bus trips have been converted to a daily value based on National Travel Survey data, resulting in daily and annual trips for all journey purposes (excluding Secondary Education). This is presented against the phased delivery of residential unit and is presented in the table below.

Phased Bus Trips Forecast (excluding Secondary Education)

Year	Cumulative Dwellings	AM Peak Bus Trips	All Day Trips	Total Annual Trips
2013/2014	175	7	55	16637
2014/2015	425	17	133	40404
2015/2016	675	26	211	64172
2016/2017	975	38	305	92692
2017/2018	1,325	52	414	125967
2018/2019	1,675	65	524	159241
2019/2020	2,025	79	633	192515
2020/2021	2,375	93	743	225789
2021/2022	2,725	107	852	259063
2022/2023	3,075	120	962	292337
2023/2024	3,375	132	1055	320858
2024/2025	3,675	144	1149	349379
2025/2026	3,850	151	1204	366016

The table below presents the assessment for Secondary Education trips.

Table 4.4 Phased Public Transport Secondary Education Trips Forecast

Year	Cumulative Dwellings	AM Peak Trips	All Day Trips	Total Annual Trips
2013/2014	175	5	10	2021
2014/2015	425	13	25	4908
2015/2016	675	20	40	7795
2016/2017	975	29	58	11259
2017/2018	1,325	39	78	15301
2018/2019	1,675	50	99	19343
2019/2020	2,025	60	120	23385
2020/2021	2,375	70	141	27427
2021/2022	2,725	81	161	31468
2022/2023	3,075	91	182	35510
2023/2024	3,375	100	200	38975
2024/2025	3,675	109	218	42439
2025/2026	3,850	114	228	44460

Bus Service Proposals

A proposed strategy for delivering bus services to Wellesley to accommodate passenger demand associated with all journey purposes, and separately Secondary School trips has been put forward. The strategy is phased in its introduction to provide a level of service that meets the level of demand as residential units come forward over the construction period. The presence of Gold Route 1 provides a strong foundation on which to build the public transport strategy and this forms the first phase of the proposed strategy.

In terms of the core bus service for Wellesley, the service will be provided as follows:

- 2013/14 to 2017/18 - Utilisation of existing Gold Route 1 (every 10 minutes or better);
- 2018/19 to 2019/20 - Utilisation of existing Gold Route 1 (every 10 minutes or better) and provision of new 30 minute service via Queens Avenue to Aldershot, Farnborough (Main) Rail Station; and
- 2020/21 onwards - Utilisation of existing Gold Route 1 (every 10 minutes or better) and provision of new 20 minute service via Wellesley to Aldershot, Farnborough (Main) Rail Station

The full return route for the new service is 20.5km in length and will require four vehicles to operate. The service will route as follows.

Northbound

Aldershot Rail Station - Station Road - High Street - Ordnance Road - Thornhill Road - Alison's Road - Internal Site Routeing - Queens Avenue - Alexandra Road - Boundary Road - Farnborough Road -

Kingsmead - Victoria Road - Farnborough Road - Union Street - Farnborough (Main) Rail Station - Union Street - Farnborough Road - Victoria Road - Kingsmead - Farnborough Road - Boundary Road - Alexandra Road - Queens Avenue - Internal Site Routeing - Alison's Road - Thornhill Road - Ordnance Road - Windsor Way - Aldershot Rail Station.

Southbound

Aldershot Rail Station - Station Road - High Street - Ordnance Road - Thornhill Road - Alison's Road - Internal Site Routeing - Queens Avenue - Alexandra Road - Boundary Road - Farnborough Road - Kingsmead - Victoria Road - Farnborough Road - Union Street - Farnborough (Main) Rail Station - Union Street - Farnborough Road - Victoria Road - Kingsmead - Farnborough Road - Boundary Road - Alexandra Road - Queens Avenue - Internal Site Routeing - Alison's Road - Thornhill Road - Ordnance Road - Windsor Way - Aldershot Rail Station.

Based on the route defined above, the proposed Phase 3 new service and Gold Route 1 will run in common from the Wellesley bus hub to Farnborough (Main) Rail Station. The Table below shows a matrix of how potential journeys could be undertaken utilising the bus services that are available.

Bus Journey Matrix for Phase 3 Bus Service Proposals

	Central Aldershot	Wellesley West	Wellesley Central	Wellesley East	North Camp Rail Station	Farnborough (Main) Rail Station	Camberley
Central Aldershot							
Wellesley West							
Wellesley Central							
Wellesley East							
North Camp Rail Station							
Farnborough (Main) Rail Station							
Camberley							
	Gold Route 1						
	Gold Route 1 or Phase 3 Bus Service						
	Phase 3 Service						
	Interchange between services required						

For the Secondary Education bus service, the service will be provided as follows

- 2013/14 to 2016/17 - Utilisation of existing Gold Route 1 and Service 15;
- 2017/18 to 2023/24 - Utilisation of existing Gold Route 1 and Service 15 combined with provision of a contracted double decker specifically for school journeys; and

2024/25 onwards - Utilisation of existing Gold Route 1 and Service 15 combined with a contracted double decker and a mini-bus specifically for school journeys

1 Introduction

1.1 Preamble

- 1.1.1 This Public Transport Strategy accompanies a 'Hybrid' planning application submitted by Grainger plc to Rushmoor Borough Council (RBC) for the development of land within Aldershot known as the Aldershot Urban Extension (AUE), hereafter referred to as 'Wellesley'. Grainger plc seeks outline planning permission for residential development of up to 3,850 dwellings with associated infrastructure including access, and Maida Zone - Phase 1 detailed application for 228 dwellings.
- 1.1.2 This Public Transport Strategy should be read in conjunction with the corresponding application forms and drawings, along with the suite of documents that support this Hybrid Application. For further details on the Hybrid Application please refer to the Planning Statement. The location of Wellesley is shown on **Figure 1**.
- 1.1.3 The proposed Public Transport Strategy for Wellesley supports a sustainable urban extension with opportunities to maximise travel choice for future residents, visitors and employees of the development.
- 1.1.4 A review of existing public transport provision within the local area sets the foundations on which future provision is based. This is followed by consideration of the most appropriate phasing of public transport provision to facilitate the early up-take of public transport based on an assessment of cumulative demand. This leads on to a quantitative analysis of the potential revenue streams that are predicted to be generated through passenger fares, which seeks to establish a long-term sustainable funding profile that ultimately delivers a self-funding public transport strategy. The proposals put forward have been subject to discussion with Stagecoach and Hampshire County Council Transport officers and reflect the jointly identified considerations and preferred way forward.

1.2 Development Proposals

- 1.2.1 In 2001, development proposals were announced by the Ministry of Defence as part of the strategic Defence review for the large scale redevelopment of the Aldershot Military town. Known as Project Allenby/Connaught, it identified 150 hectares (370 acres) of land to the north of Aldershot town centre as surplus to military requirements available for redevelopment.
- 1.2.2 In 2002, Supplementary Planning Guidance for the Aldershot Military town was adopted by RBC. The document provided guidance for development proposals affecting the entire military town. In December 2003, a week-long 'Enquiry by Design' (EbD) consultation workshop run by English Partnerships and the Prince's Foundation took place. The event explored several issues involving urban design, energy efficiency, transport links and sustainability which assisted in forming a draft masterplan. After a six week public consultation period (8 Jan 2008 to 18 Feb 2008) RBC adopted a finalised 'Aldershot Urban Extension SPD' in March 2009.

- 1.2.3 Wellesley is primarily residential, but looks to provide a number of ancillary and complimentary services to both new residents and the existing local community. The development proposals consist of:
- 3,850 new homes (35% affordable homes);
 - Refurbishment of six listed buildings including 4th Div Head Quarters and the Cambridge Military Hospital as well as a number of local listed buildings;
 - Heritage trail;
 - Two new primary schools;
 - Day care facilities;
 - A local neighbourhood centre, including a bus interchange (bus stops)
 - Household Waste Recycling Facility;
 - Approximately 2.4Ha of employment area;
 - 110Ha (99ha usable) of SANGS (Suitable Alternative Natural Green Space);
 - New play areas and a local park;
 - Allotments; and
 - Public access to sports fields.

1.3 Report Structure

- 1.3.1 The report is set out in the following sections;
- **Chapter 2** summaries relevant background data and studies, which inform the Public Transport Strategy for Wellesley;
 - **Chapter 3** presents the existing public transport conditions within the vicinity of the proposed development site, drawing out the opportunities the existing public transport service level brings;
 - **Chapter 4** examines the predicted passenger demand that will be generated by the residential and non-residential elements of Wellesley informed by to the trip generation and distribution evidence in the accompanying Transport Assessment Report.
 - **Chapter 5** considers the findings of Chapters 2, 3 and 4 and sets out proposed public transport services across the life of the development ensuring all parts of Wellesley are served by public transport at suitable levels. The provision of supporting infrastructure is also presented.
 - **Chapter 6** outlines the revenue forecasts against the predicted costs associated with providing the public transport service level put forward in Chapter 5. Ultimately this details the level of subsidy required to deliver the Public Transport Strategy; and
 - **Chapter 7** summarises the report.

2 Background Information

2.1 Introduction

- 2.1.1 In preparing the Public Transport Strategy for Wellesley, consideration of key local guidance documents and studies has been undertaken, in addition to national policy themes relevant to public transport. Whilst national policy is considered and summarised in the Transport Assessment, this section reviews both the Aldershot Urban Extension SPD and the draft of the Aldershot Town Access Plan, with specific considerations for public transport as part of the proposed Wellesley development.

2.2 Rushmoor Borough Council Core Strategy

- 2.2.1 Rushmoor Borough Council (RBC) adopted its Core Strategy in October 2011, which they believe will successfully deliver sustainable development in the Borough up to 2027.

- 2.2.2 Within Section 5 Vision and Objectives, the vision of the Core Strategy, under the title of Rushmoor Plan Vision – Rushmoor 2027 details the view of Wellesley.

“An urban extension to Aldershot on surplus public sector land will be delivered, providing a sustainable mixed community of about 4,250 new homes of which a significant proportion will be affordable. This development will provide an exceptional living environment and provide opportunities for improved integration between the military and civilian communities”

- 2.2.3 In order for RBC to deliver on the vision, it has listed a series of objectives of which, Objectives B (sustainable urban extension) and K (sustainable solutions to movement) are of the greatest importance for the Aldershot Urban Extension.

2.3 Rushmoor Borough Council Aldershot Urban Extension - SPD

- 2.3.1 Rushmoor Borough Council (RBC) has produced a Supplementary Planning Document (SPD) specifically for the Aldershot Urban Extension (Wellesley) proposal. The SPD was adopted in March 2009, with the key objectives and principles for the Public Transport Strategy to consider, summarised below.

- 2.3.2 The main objective for Transport and Access is as follows.

“To deliver sustainable access and ease of movement, both to and within the urban extension, through the provision of excellent public transport services, and well designed and convenient walking and cycling routes”

- 2.3.3 The principles relevant to public transport under the main aims and objectives are summarised below.

- **Managing Travel Demand**

- Principle STA1: Manage the demand for travel, particularly by private car, and actively encourage the alternative use of sustainable transport options across the urban extension

- **Connectivity and Permeability**

- Principle STA2: Provide a well-connected and permeable network of streets and open spaces that enhance the attractiveness of walking, cycling and public transport journeys

- **Inclusive Mobility**

- Principle STA3: Ensure that all public, commercial and education uses within the urban extension are accessible for people with disabilities
- **Key Trip-Attractors**
 - Principle STA5: Ensure the provision of safe pedestrian and cycle routes to both new and existing primary and secondary schools that children from the urban extension will attend
- **Public Transport**
 - Principle STA6: The provision of new and significantly improved public transport services and infrastructure to support the development of a sustainable community
- **Sustainable Travel Marketing**
 - Principle STA12: Maximise patronage of bus services as an alternative to private car-based travel for local journeys through marketing to local residents, schools and businesses

2.4 Aldershot Town Access Plan (Draft, 2012)

- 2.4.1 The Town Access Plan (TAP) for Aldershot is presently under development. Following a consultation exercise, a draft TAP has been issued. It considers where there are accessibility issues within Aldershot's town centre and puts forward potential improvements. These improvements are segregated into what can be achieved with existing resources and what is achievable with additional funding coming forward.
- 2.4.2 With regards to bus services, the TAP identifies the current high level of public transport accessibility to Aldershot town centre. Victoria Road was highlighted as an issue for Service 1 and this road is also utilised by several other services.
- 2.4.3 Several short term schemes to improve public transport are put forward within the TAP and are proposed to take place within the next three years including changes to traffic management such as re-directing vehicles away from Victoria Road. Infrastructural improvements such as RTPI and upgrading the shelters at the Bus Interchange are also proposed.
- 2.4.4 In the medium term, further changes to the road network are proposed including removing much of the one way system to improve the flow and decrease wasted mileage especially for buses. Also further improvements to waiting facilities for passengers are proposed.
- 2.4.5 The longer term schemes put forward are major improvements to both the bus interchange and rail station improving the access arrangements and layout.

2.5 Hampshire Local Transport Plan – Long Term Strategy (2011-2031)

- 2.5.1 LTP2 was replaced by LTP3, which was formally approved on 24 February 2011. LTP3 contains a long-term strategy covering the period from April 2011 to 2031 and identifies a specific Transport Strategy for North Hampshire in which Aldershot is located
- 2.5.2 The overall vision for LTP3 is a transport strategy that will help HCC realise:
“safe, efficient and reliable ways to get around a prospering and sustainable Hampshire”.

2.5.3 This is supported by a range of policy objectives of which the following are principally concerned with Public Transport.

- Policy Objective 3: Promote the installation of new transport technologies such as e-ticketing, smartcards and ways to deliver public transport information.
- Policy Objective 4: Work with bus and coach operators to promote bus use and reduce dependency on the private cars particularly for journeys on key corridors.
- Policy Objective 6: Work with rail industry partners and Community Rail Partnerships to deliver priorities for long-term rail investment.
- Policy Objective 8: Improve co-ordination and interchange between transport modes
- In Chapter 5 of LTP3, *Transport Strategy for North Hampshire* notes the principal challenges for North Hampshire, one being as follows:
“Supporting the regeneration of Aldershot, including major development of the Aldershot Urban Extension (AUE) and planned growth in Basingstoke and Andover”

2.5.4 Further in chapter 5 of HCC's LTP3, HCC have identified a number of larger settlements that are likely to experience growth that will create additional demand for social and physical infrastructure, as well as transport. These areas are Andover, Basingstoke, Farnborough and Aldershot. Specifically of relevance to Wellesley, the following improvements are identified :

- HCC will work with rail industry partners to support the improvement of the rail network to achieve:
 - Improved station facilities and ticketing within North Hampshire;
 - Increased capacity on the main line rail corridor from Basingstoke to London;
 - Better interchange between all rail routes in the Blackwater Valley; and
 - Better interchange facilities between rail and other modes of transport.
- HCC will work with public transport industry partners to:
 - Improve inter-urban bus services;
 - Improve access to public transport; and
 - Form further Quality Bus Partnerships.
- Mitigation of the travel impacts arising from Aldershot Urban Extension;
- Continued development of Farnborough Main station into a bus/rail interchange
- Encouragement of greater use of smaller rail stations in the Blackwater Valley for local journeys.

2.6 Summary

2.6.1 This section has provided a review of key local plans and policy documents, highlighting key considerations for the Wellesley Public Transport Strategy. The provision of bus services in support of Wellesley provides a key opportunity to deliver a step change in public transport in Aldershot, building on the already extensive and integrated network of existing services whilst improving the overall offer and experience for passengers.

3 Existing Conditions

3.1 Introduction

- 3.1.1 Bus service proposals for Wellesley need to complement and build upon the level of provision which is currently available within Aldershot. This is fundamental to ensuring the long term viability of the local bus network and delivering integrated services which provides opportunity to reach a range of key destinations.
- 3.1.2 This section summarises the existing public transport services in proximity to Wellesley highlighting those which are suitable platforms from which to base new bus services upon.

3.2 Journeys by Bus

- 3.2.1 Aldershot has an extensive and integrated bus network which provides an opportunity to travel to a range of destinations including Bordon, Camberley, Farnborough, Farnham, Guildford, Haslemere, Reading and Yateley. There are also interchange opportunities for onward travel on the national rail network at Aldershot and Farnborough Main Rail Stations with a high frequency of bus services serving these destinations. Additionally, North Camp Station is served hourly by bus with a service linking Farnborough Main, North Camp and Ash Rail Stations.
- 3.2.2 Stagecoach South operates the majority of bus services in the vicinity of Wellesley, providing a mix of local and inter-urban travel opportunities. Other operators in the Aldershot and Farnborough area include Fleet Buzz and National Express.
- 3.2.3 A summary of local services from Aldershot Bus Station is provided in Table 3.1 below with an accompanying map (**Figure 2**) showing routes within the immediate vicinity.

Table 3.1 – Aldershot Bus Station Services and Frequencies

Service	Route	Days of Operation	Frequency			First & Last Service
			AM Peak (mins)	Off Peak (mins)	PM Peak / Evenings	
Gold Route 1 - Stagecoach	Aldershot - Farnborough Main – Camberley	Mon - Sun	Every 7-8 mins	Every 10 mins	Every 10 mins / 2 per hr	05:25 / 23:30 - Mon-Fri 06:30 / 23:30 - Sat 08:00 / 21:30 - Sun
3 - Stagecoach	Aldershot - Yateley – Aldershot	Mon - Sat	2 per hr	2 per hr	2 per hr	06:00 / 18:40 - Mon-Fri 07:55 / 18:10 - Sat
4 & 5 - Stagecoach	Northtown - Aldershot - Farnham	Mon - Sun (Sunday - Aldershot to Farnham only)	4 services	4 per hour	4 services / 1 per hr	06:54 / 23:17 - Mon-Fri 07:00 / 23:17 - Sat
15 - Stagecoach	Aldershot - Tice Meadow - Heron Wood	Mon - Sat	Every 15 mins	Every 15 mins	Every 30 mins	07:13 / 18:35 Mon-Fri 07:25 / 17:50 - Sat

17, 18 & 19 - Stagecoach	Aldershot / Farnham / Haslemere	Mon – Sun – 17	1 per hr	1 per hr	1 per hr / 1 per hr	08:30 / 18:40 - Mon-Fri
		Mon – Sat – 18	1 per hr	1 per hr	1 per hr	06:20 / 19:10 - Mon-Fri
		Mon – Fri – 19	1 service	1 per hr	1 per hr	06:30 / 17:50 Mon - Fri
20 - Stagecoach	Aldershot - Guildford	Mon – Sun	4 per hr	4 per hr	4 per hr / 1 per hr	06:15 / 23:03 Mon-Fri 07:00 / 23:03 - Sat 07:50 / 18:03 - Sun
41 – Countryliner	Farnborough - North Camp - Ash	Mon – Fri	1 service	1 per hr	1 per hr / None	07:37 / 17:09
65 Stagecoach	Aldershot - Guildford	Mon – Sat	3 services	1 per hr	2 services	07:25 / 16:50
56	Aldershot - Farnborough 6 th Form College	Mon – Fri	1 service	n/a	1 service	07:50 / 17:10
70 - Fleet Buzz	Aldershot - Elvetham Heath	Mon – Fri	1 service	1 per hr	1 service	07:50 / 18:05

*Source – Operators Timetables June 2012

- 3.2.4 As shown in Table 3.1, Stagecoach Gold Route 1 provides the greatest frequency level both through and in the vicinity of the development site, with services operating every 10 minutes during the day and every 7 to 8 minutes during the AM peak. The service is branded as a “Gold” route and forms part of a high investment Quality Bus Partnership between Stagecoach and the local authorities. The route provides an important commuter function and offers excellent transport links with London via Aldershot and Farnborough Main Rail Stations. Currently the vehicles used to operate the route have capacity for 41 seated and 7 standing passengers. They utilise low emissions engines and offer quality interiors, Wifi connections and gold livery.
- 3.2.5 Wellesley has numerous local bus stops in its vicinity. These have been presented in **Figure 3** with 400m buffers indicating the catchment areas of each stop and a number of proposed stops. 400m represents a standard gauge in distance pedestrians are willing to walk to a stop in their local area. The bus routes have also been included onto the figure.
- 3.2.6 Bus stops in closest proximity to Wellesley include the Steele’s Road and Hospital Road bus stops located on Queen’s Avenue. The services running from Steele’s Road bus stop have been summarised in Table 3.2 below.

Table 3.2 Steele's Road Bus Services and Frequencies

Service	Route	Days of Operation	Frequency			First & Last Service
			AM Peak (mins)	Off Peak (mins)	PM Peak / Evenings	
Gold Route 1 – Stagecoach	Aldershot - Farnborough Main - Camberley	Mon - Sun	Every 7-8 mins	Every 10 mins	Every 10 mins / 2 per hr	05:29 / 23:34 - Mon-Fri 06:35 / 23:34 - Sat 08:03 / 21:33 - Sun
401 – Stagecoach	Weybournes All Hallows School – Camberley	Mon - Fri	0	0	1 service	15:33
414 – Stagecoach	Southwood – All Hallows School	Mon - Fri	1 service	0	0	08:28
415 – Stagecoach	Fox Lane – All Hallows School	Mon - Fri	1 service	0	0	08:33

*Source – Operators Timetables (June 2012)

Bus Service Occupancy

- 3.2.7 To establish the extent to which the key existing bus service within the area could be utilised, boarding and alighting surveys were undertaken for Gold Route 1 on Wednesday 22nd June 2011 at three stops, as follows:
- Aldershot Rail Station;
 - Queens Avenue, North Camp; and
 - Farnborough (Main) Rail Station.
- 3.2.8 The results of the survey are included as **Appendix A**. In summary Aldershot Rail Station was the most active. Particular AM journeys did experience high loadings with 30 passengers as a peak but between 08:00 and 09:00 the average loading was 20 passengers. This is approximately 50% occupancy of the vehicles with seated capacity of 41. There was very little boarding or alighting at both North Camp and Farnborough (Main) Rail Station.
- 3.2.9 Based on the high level of frequency of Gold Route 1, the observed number of passengers is lower than would be expected. At a subsequent meeting with Stagecoach South in May 2012, the operator's view on general patronage levels on Gold Route 1 was sought. They ratified the occupancy levels observed, outlining that the service had higher levels of patronage between Farnborough and Camberley than between Aldershot and Farnborough and it is this that drives the requirement for the high level of frequency. In this regard Stagecoach South welcomed the potential additional passengers that would be generated by Wellesley along the southern section of the route since it was recognised that a proportion could be accommodated within existing spare capacity.

- 3.2.10 Minutes of this meeting, also attended by Hampshire County Council, are included in **Appendix B**.
- 3.2.11 Based on seated capacity of 41 and a service level of 6 buses per hour (which is lower than the AM peak hour), 246 passengers per hour in each direction can be accommodated on Gold Route 1, although since a lower number of passengers were surveyed alighting compared to boarding at Aldershot Bus Station and similar patterns were observed at Farnborough Rail Station, the principal flow in the AM peak is from Aldershot heading north to Farnborough and Camberley. This indicates that greater levels of spare capacity are available in the southbound direction (a view also put forward by Stagecoach).
- 3.2.12 Table 3.3 below details residential trip distributions of Wellesley, as presented within the Transport Assessment, with inclusion of the likely direction of travel on Gold Route 1. A review of this table shows that flows southbound are greater than northbound with a general split of 66% travelling to the south, which is the direction with the greater level of spare capacity.
- 3.2.13 Based on current levels of occupancy observed during the boarding and alighting survey, this reduces to approximately 125 additional passengers per hour. However for the purposes of the passenger demand assessment presented in Chapter 4 this is assumed only to be 75 spare seats in each direction, therefore providing a robust assessment.

Table 3.3 Residential Distributions and Likely Direction of Travel on Service 1

Destination	Likely Direction of Travel on Gold Route 1	Work	Shopping	Leisure	Primary Education	Secondary Education	Higher Education	Personal Business	Other
Internalised	Both	10%	0%	20%	100%	0%	0%	10%	20%
Aldershot (Rushmoor)	South	20%	54%	41%	0%	100%	15%	42%	18%
Farnborough (Rushmoor)	Both	8%	18%	9%	0%	0%	45%	4%	18%
Farnborough (Rushmoor)	Both	8%	0%	9%	0%	0%	25%	4%	18%
Basingstoke & Deane	North	1%	0%	0%	0%	0%	0%	0%	0%
East Hampshire	North	1%	0%	0%	0%	0%	0%	0%	0%
Winchester	North	0%	0%	0%	0%	0%	0%	0%	0%
Fleet (Hart)	South	1%	5%	2%	0%	0%	0%	0%	0%
Rest of Hart	South	2%	0%		0%	0%	0%	0%	0%
Rest of Hampshire	North	0%	0%	0%	0%	0%	0%	0%	0%
Inner London	North	4%	0%	0%	0%	0%	0%	0%	0%
Outer London	South	4%	0%	0%	0%	0%	0%	0%	0%
Bracknell Forest	North	2%	0%	0%	0%	0%	0%	0%	0%
Reading	North	1%	0%	0%	0%	0%	0%	0%	0%
Slough	North	0%	0%	0%	0%	0%	0%	0%	0%
West Berkshire	North	0%	0%	0%	0%	0%	0%	0%	0%
Windsor & Maidenhead	North	1%	0%	0%	0%	0%	0%	0%	0%
Wokingham	North	1%	0%	0%	0%	0%	0%	0%	0%
Elmbridge	North	1%	0%	0%	0%	0%	0%	0%	0%
Epsom & Ewell	North	0%	0%	0%	0%	0%	0%	0%	0%
Guildford	South	10%	0%	6%	0%	0%	0%	0%	27%
Mole Valley	North	1%	0%	0%	0%	0%	0%	0%	0%
Reigate & Banstead	North	0%	0%	0%	0%	0%	0%	0%	0%
Runnymede	North	1%	0%	0%	0%	0%	0%	0%	0%

Spelthorne	North	0%	0%	0%	0%	0%	0%	0%	0%
Woking	South	2%	0%	0%	0%	0%	0%	0%	0%
Camberley (Surrey Heath)	North	5%	5%	0%	0%	0%	0%	0%	0%
Rest of Surrey Heath	North	6%	0%	0%	0%	0%	0%	0%	0%
Farnham (Waverley)	South	8%	18%	13%	0%	0%	15%	42%	0%
Rest of Waverley	South	2%	0%		0%	0%			0%
Tandridge	South	0%	0%	0%	0%	0%	0%	0%	0%
West Sussex	South	1%	0%	0%	0%	0%	0%	0%	0%
Rest of UK	Both	2%	0%	0%	0%	0%	0%	0%	0%
Non UK	Both	0%	0%	0%	0%	0%	0%	0%	0%

3.3 Journeys by Train

3.3.1 The site is near to three rail stations on different lines enabling a variety of destinations to be directly reached. Table 3.4 below summarises the pertinent details for each in terms of accessibility and staffing. Further details such as frequency of service and destinations which can be reached are discussed in the following sections.

Table 3.4 Summary of Local Train Stations

Station	Distance			Cycle Parking	Staffing		
	Distance ¹	Cycle Time ²	Walk Time ³		Weekday	Sat	Sun
Aldershot	1.6km	6 minutes	20 minutes	six Lockers, and 24 uncovered racks	05:30 to 01:15	05:30 to 01:15	05:15 to 01:15
North Camp	3.5km	13 minutes	-	10 sheltered racks	06:30 to 13:00	07:00 to 13:00	Closed
Farnborough (Main)	5.0km	19 minutes	-	20 sheltered and 30 uncovered racks	06:00 to 21:40	06:00 to 21:40	07:40 to 21:10

¹ Taken from junction of Queen's Avenue / Hopes Grant Road;

² Based on average speed of 16kph

³ Based on average speed of 4.8kph

Aldershot Rail Station

- 3.3.2 Aldershot Rail Station is operated by South West Trains with services to a number of local and national destinations including Alton, Guildford, Ascot and London Waterloo. Regular bus services, including Gold Route 1, link the site with the railway station as Aldershot bus station is situated adjacent to the rail station. Bus shelters are provided adjacent to the railway station building.
- 3.3.3 The ticket office opening hours are 06:20 to 21:18 Monday to Saturday and 07:35 to 18:55 on Sunday. Self-service ticket machines are available and the station has a covered waiting room, real time electronic display, payphone, taxi rank and toilet facilities.
- 3.3.4 For disabled users, the railway station has partial step free access. Platform 1 is fully accessible to wheelchair users. Platforms 2 and 3 are step free only when accompanied by a member of staff. The station also has two disabled parking spaces.
- 3.3.5 The average journey time to London Waterloo is 50 minutes from Aldershot Railway Station. A summary of average journey times and peak hour frequencies for direct services to and from Aldershot are shown in Table 3.5 below:

Table 3.5 Summary of Rail Services from Aldershot Rail Station

Route	Outbound (AM journey)		Inbound (PM return journey)	
	AM Peak Direct (0700-0800)	Journey Time (minutes)	PM Peak Direct (1700-1800)	Journey Time (minutes)
Aldershot – London Waterloo	2	47	2	44
Aldershot – Alton	2	20	2	20
Aldershot – Ascot	2	28	1	31
Aldershot – Guildford	2	17	2	17
Aldershot – Ash Vale	5	04	4	05
Aldershot – Farnham	2	05	2	06
Aldershot – Woking	3	17	2	19

*Source – www.nationalrail.co.uk June 2012

- 3.3.6 As can be seen from Table 3.5, Aldershot Rail Station has good connections with a mainline London station with two services per hour outbound in the morning peak hour and two inbound services in the evening peak hour, providing excellent access to a wider range of employment and leisure opportunities.
- 3.3.7 The direct rail service towards Woking also provides a link with Clapham Junction, Portsmouth, Weymouth and Basingstoke. Also with the direct line to Guildford, this provides access to Reading, Redhill and Gatwick Airport.

Farnborough (Main) Rail Station

- 3.3.8 At Farnborough (Main) Station, trains are operated by South West Trains with services to a number of local and national destinations including Fleet, Woking, Basingstoke, Surbiton and London

Waterloo. Regular bus services, including Gold route 1, link the railway station with Old Dean, Camberley, Fleet and Aldershot, passing adjacent to the development site. Bus shelters are provided adjacent to the station entrance.

- 3.3.9 Self-service ticket machines are available and the station has a covered waiting room, toilets, payphone, coffee shop, a help point, real time electronic display, taxi rank and vending machine.
- 3.3.10 In terms of disabled accessibility, the railway station has full step free access throughout. Both platforms are fully accessible to wheelchair users, with lifts/ footbridge provided for access to Platform 1. The station also has six disabled parking spaces, for which parking charges apply.
- 3.3.11 Table 3.6 shows that Farnborough (Main) Railway Station has good connections with a mainline London station with four services per hour outbound in the morning peak hour, and four inbound services in the evening peak hour, providing excellent access to employment and leisure opportunities further afield. The average journey time to London Waterloo is 45 minutes from Farnborough (Main) Railway Station. A summary of average journey times and peak hour frequencies for direct services to and from Farnborough (Main) are shown in Table 3.6 below.
- 3.3.12 The direct rail service to Basingstoke also provides a link with Exeter and South Wales. Also with the direct line to Woking, this provides access to Heathrow Airport and Portsmouth.

Table 3.6 Summary of Rail Services from Farnborough Main

Route	Outbound (AM journey)		Inbound (PM return journey)	
	AM Peak Direct (0700-0800)	Journey Time (minutes)	PM Peak Direct (1700-1800)	Journey Time (minutes)
Farnborough – London Waterloo	4	38-43	4	34-53
Farnborough – Basingstoke	4	13-25	4	24-28
Farnborough – Woking	3	10-12	3	9-12
Farnborough – Brookwood	2	7	2	7
Farnborough – Fleet	3	5-6	4	5-6

*Source – www.nationalrail.co.uk June 2012

North Camp Rail Station

- 3.3.1 North Camp Station is operated by First Great Western with services to a number of local and national destinations including Ash, Farnborough North, Guildford, Reading and Gatwick Airport. Regular bus services link the railway station with Ash and Farnborough, however there are no direct services to the development site. Bus stops are located 40m west of the station entrance.
- 3.3.2 Self-service ticket machines are available and the station has a covered ticket office, sheltered waiting areas on both platforms, payphone, real time electronic display and vending machine.
- 3.3.3 For disabled users, the railway station has partial step free access. Platform 2 is fully accessible to wheelchair users. Platform 1 is accessed via the level crossing and a short ramp. The station also has disabled parking provision which is free of charge.

- 3.3.4 As can be seen from Table 3.5 North Camp Railway Station has good connections with one of London's largest airports with two services per hour outbound in the morning peak hour, and three inbound services in the evening peak hour, providing excellent access to a wider range of employment and leisure opportunities. The average journey time to Gatwick Airport is 63 minutes from North Camp Railway Station. A summary of average journey times and peak hour frequencies for direct services to and from North Camp are shown in Table 3.7 below.
- 3.3.5 The direct rail service to Reading also provides a link with, Oxford, Birmingham and London Waterloo. Also with the direct line to Guildford, this provides access to Alton, Portsmouth and Brighton.

Table 3.7 Summary of Rail Services from North Camp

Route	Outbound (AM journey)		Inbound (PM return journey)	
	AM Peak Direct (0700-0800)	Journey Time (minutes)	PM Peak Direct (1700-1800)	Journey Time (minutes)
North Camp – Gatwick Airport	2	55-79	2	56-58
North Camp – Reading	2	27-31	4	26-31
North Camp – Guildford	3	13	3	11-16
North Camp – Ash	3	4	2	4
North Camp – Farnborough North	1	4	3	4

*Source – www.nationalrail.co.uk June 2012

Route Utilisation Strategy (Network Rail)

- 3.3.6 Route Utilisation Strategies (RUS) are developed by Network Rail to outline their longer term vision for future improvements of the rail network. They seek to balance capacity, passenger and freight demand, operational performance and costs and subsequently provide recommendations as to how this should best be accommodated. The RUSs are route based (with an overarching Network RUS and Freight RUS) and use a systematic approach and strategic overview to form the basis for the development and delivery of timetables, infrastructure maintenance and renewals for the network. They will also underpin the development of the franchise specification and contribute to the Government's High Level Output Statement (HLOS) recommendations for enhancing and/or improving the rail network, working within the Government's Statement of Funds Available (SOFA).
- 3.3.7 The stations identified above are covered within the following RUSs:
- South West Main Line Route Utilisation Strategy (March 2006), Network Rail; and
 - London and South East Route Utilisation Strategy (July 2011), Network Rail.

- 3.3.8 Table 3.8 summarises the improvements which may affect the trains serving Aldershot and Farnborough (Main) stations. It is also stated that on the Alton Line, some line speeds may be improved. There are no improvements recommended in the strategy for the full Guildford to Reading line which passes through the North Camp station although train and platform lengthening is identified between Reading and Wokingham.

Table 3.8 Route Utilisation Strategies Recommendations

RUS Reference	RUS Recommendation	Intervention Type	Proposed Funding Category
L&SE RUS 7.9 Option F1	Further consideration of 12-car SWML inner suburban operations	Train Lengthening	Network Rail ORR Determination
L&SE RUS 7.9 Option F5	Further consideration of running 32 trains per hour (increase of 33% on current levels) or more on the South West Main Line into London Waterloo with infrastructure enhancements at key pinch-points and provision of five tracks between Hampton Court Junction and Clapham Junction.	Infrastructure solutions	Network Rail ORR Determination

3.4 Summary

- 3.4.1 Wellesley benefits from a very good level of existing infrastructure with a frequent bus route serving key destinations. Excellent links to three rail stations are provided, allowing onward travel to wider destinations such as London. The availability of three stations which each serve a number of key destinations will ensure the demand for rail services is widely distributed. This is helped further by the high frequency of trains at these stations spreading passenger demand across a number of trains.

4 Passenger Demand Forecast

4.1 Introduction

- 4.1.1 This section identifies the likely levels of passenger demand there will be for bus services from Wellesley through its phased delivery. The demand forecasts presented in the accompanying Transport Assessment Report are utilised here to establish the predicted level of annual passenger demand from which a suitable level of service can be established as part of the Public Transport Strategy.
- 4.1.2 The section firstly details the proposed construction schedule during the build out of the proposed development, since it is likely that bus service levels will respond to the cumulative increases in dwelling numbers to ensure the proposed strategy is sustainable up to and beyond full build out.
- 4.1.3 Secondly, the predicted level of demand for public transport, for all journeys is presented. This is then disaggregated to isolate passenger demand associated with secondary education trips since it has been specifically identified that secondary education trips should be assumed to be attending The Connaught School, located off Tongham Road and based on the short peaked tidal flow associated with these trips will be best dealt with through specific provision.

4.2 Dwelling Delivery Phasing

- 4.2.1 Wellesley is phased to be constructed over a period of 13 years, with individual land parcels coming forward through the build out period. Table 4.1 below details the quantum of residential units coming forward through the phased construction programme. The cumulative annual total forms the basis of delivering bus services responsive to the likely level of annually increasing demand.
- 4.2.2 The construction phase is forecast to continue for 13 years with between 175 and 350 completions annually. The scale and length of the construction phase require the level of service associated with bus provision to be tailored accordingly since provision of the end state service in early years would not only be unfeasible in physical routeing terms but also unsustainable. It should be noted that many of the earlier land parcels coming forward are located adjacent Queen's Avenue and are well served by Gold Route 1.
- 4.2.3 The demand forecasts for public transport trips within the Transport Assessment Report are based on full build out. To allow for the phased delivery the trips associated with the full build out have been factored pro-rata.
- 4.2.4 On this basis the utilisation of existing services within the early years could be preferential and it has been identified in Section 3 above that Gold Route 1 provides a good level of service which could be utilised.

Table 4.1 Dwelling Construction Schedule

Masterplan Component Parcel	Average Density	2013/2014	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	2020/2021	2021/2022	2022/2023	2023/2024	2024/2025	2025/2026
A. Maiba	228													
B. Coruna	705													
C. CMH	134													
D. McGrigor	118													
E. Gunhill	105													
F. Knollys Road	22													
G. Pennyfathers	123													
H. Stanhope Lines West	162													
I. School End	105													
J. Browning/Canalside	475													
K. Stanhope Lines East	255													
L. Neighbourhood Centre	16													
M. Butler	243													
N. God's Acre	170						Deliver 2nd							
O. Mandora	133													
P. Peaked Hill	60													
Q. Clayton	298													
R. ABRO	0													
S. REME	392													
T. Parsons	106													
TOTAL	3850	175	250	250	300	350	350	350	350	350	350	300	300	175

4.3 Public Transport Demand

4.3.1 The section presents the specific demand identified within the Transport Assessment for public transport. This is put forward on the basis of ensuring that any bus service proposals are consistent and relevant to accommodate the anticipated level of demand. Table 4.2 below presents the forecast public transport trips in the AM peak at full build out of the development site in 2026.

Table 4.2 AM Peak Public Transport Trips Forecast

Journey Purpose	Work	Shopping	Leisure / Visits	Personal Business	Others	Primary - Education	Tertiary - Education	Sub - Total	Secondary - Education	Total
AM Peak Public Transport Trips	72	14	9	41	9	0	70	215	114	329

4.3.2 As outlined in section 4.1, for the purposes of developing bus service proposals for Wellesley, it is considered necessary to disaggregate the Secondary Education trips, since these are assumed to be attending The Connaught School, with one return trip per weekday. This individual journey is therefore best catered for with specific provision.

4.3.3 All other trips are captured as part of developing bus service proposals to serve the development. This amounts to 215 single trips in the AM peak for both bus and rail. Based on Journey to Work Data from Census 2001 from surrounding local wards (Heron Wood, Manor Park, North Town, Wellington and Rowhill) bus trips account for 40% of public transport trips and 60% rail. This

however is main mode and does not account for linkage trips. Based on the level of service that will be provided to rails stations it is assumed that 50% of rail trips will start with a journey by bus.

- 4.3.4 The AM peak bus trips have been converted to a daily value based on National Travel Survey data. *Table NTS0503 "Trip purpose by trip start time (Monday to Friday Only): Great Britain, 2006/10*. This shows that 12% of daily trips (all purposes) are undertaken in the AM peak (08:00 to 09:00). AM peak bus trips are therefore factored up to convert to daily trips. All day trips have then been multiplied by 304 days to represent the annual number of trips (representing a Monday to Saturday service excluding Bank Holidays).
- 4.3.5 The AM peak trips and resulting daily and annual trips for all journey purposes excluding Secondary Education are included in Table 4.3 below. This is presented against the phased delivery of residential units, to demonstrate the stepped profile for passenger demand from building inception to completion.

Table 4.3 Phased Bus Trips Forecast (excluding Secondary Education)

Year	Cumulative Dwellings	AM Peak Bus Trips	All Day Trips	Total Annual Trips
2013/2014	175	7	55	16637
2014/2015	425	17	133	40404
2015/2016	675	26	211	64172
2016/2017	975	38	305	92692
2017/2018	1,325	52	414	125967
2018/2019	1,675	65	524	159241
2019/2020	2,025	79	633	192515
2020/2021	2,375	93	743	225789
2021/2022	2,725	107	852	259063
2022/2023	3,075	120	962	292337
2023/2024	3,375	132	1055	320858
2024/2025	3,675	144	1149	349379
2025/2026	3,850	151	1204	366016

- 4.3.6 Based on the stepped profile of demand shown in Table 4.3, the level of service required to accommodate passenger demand in the early years is far lower than what would be required to accommodate full build out. It would be reasonable to therefore step the level of service provided. This is discussed in greater detail as part of the bus service proposals in Section 5.
- 4.3.7 The AM peak trips and resulting daily and annual trips for Secondary Education trips are included in Table 4.4 below. This is presented against the phased delivery of residential units, to demonstrate the stepped profile for secondary school pupil demand from development inception to completion. As for passenger demand associated with all other trips, there is limited demand within the early years.

Table 4.4 Phased Public Transport Secondary Education Trips Forecast

Year	Cumulative Dwellings	AM Peak Trips	All Day Trips	Total Annual Trips
2013/2014	175	5	10	2021
2014/2015	425	13	25	4908
2015/2016	675	20	40	7795
2016/2017	975	29	58	11259
2017/2018	1,325	39	78	15301
2018/2019	1,675	50	99	19343
2019/2020	2,025	60	120	23385
2020/2021	2,375	70	141	27427
2021/2022	2,725	81	161	31468
2022/2023	3,075	91	182	35510
2023/2024	3,375	100	200	38975
2024/2025	3,675	109	218	42439
2025/2026	3,850	114	228	44460

4.4 Summary

- 4.4.1 This section has presented the predicted level of levels of passenger demand associated with Wellesley. The demand forecasts have been presented through the construction phases to establish the predicted level of annual passenger demand year on year. This provides the basis from which a suitable level of service can be established which responds to passenger demands. This is discussed in Section 5 below.

5 Bus Service Proposals

5.1 Introduction

- 5.1.1 This section presents the proposed strategy for delivering bus services to Wellesley and demonstrates how it seeks to utilise and enhance access to public transport to accommodate the needs of future residents and visitors.
- 5.1.2 The section firstly considers the suggested principles that the strategy should seek to fulfil. It then reviews the options available to deliver the provision necessary to accommodate passenger demand associated with all journey purposes, with the exception of Secondary School trips. These are then subject to separate consideration.

5.2 Principles of the Public Transport Strategy

- 5.2.1 A range of parameters have been given consideration within the sections above, each of which goes some way to providing a framework in which the proposed public transport should sit and respond to since they influence how, why and where improvements should be focused. To capture this set of principles have been established for the Public Transport Strategy to help guide its production. These are as follows

- Provide for journeys to retail, employment education and leisure facilities internally within Wellesley;
- Provide for journeys to retail, employment , education and leisure facilities internally within the central Aldershot area, including the town centre;
- Provide for journeys to key retail, employment , education and leisure facilities internally within Farnborough;
- Provide for journeys to Aldershot, Farnborough (Main) and North Camp Rail Stations (indirect) for onward connections; and
- Integrate and support the existing public transport network.

5.3 Bus Service Options

- 5.3.1 To achieve the principles set out, bus service options which utilise, amend or add to existing routes and supplement these routes with a new service are deemed most appropriate. So far as is possible it is considered pertinent to utilise any existing capacity within the current bus network which should build upon its stability, benefiting residents in Aldershot and Farnborough. However, due to the scale of the development, ultimately new bus services will likely be required to accommodate the level of demand generated by Wellesley.
- 5.3.2 Proposals for serving Wellesley by bus with the necessary linkage to Rail Stations are discussed below. As defined earlier these are split between all journeys purposes excluding Secondary Education trips to Connaught School. These are classified as the Core Bus Service and Secondary Education Bus Service respectively.

5.4 Core Bus Service

- 5.4.1 The core bus service for Wellesley needs to accommodate trips to and from central Aldershot, (including the rail station), Farnborough (including the rail station), indirectly to North Camp (Rail Station and within Wellesley itself. This ensures compliance with the principles outlined for public transport in the Aldershot Urban Extension SPD (2009).
- 5.4.2 This section details how this can be achieved from early stages to full build out whilst providing a level of service that encourages the use of public transport from the outset, without hindering the long term viability of the service.

Phase 1 Core Bus Service

- 5.4.3 To achieve this it is deemed necessary to utilise existing bus service Stagecoach Gold Route 1 from the outset since demand for public transport is relatively low in the early years. Table 5.1 provides a comparison of the forecast demand for public transport to the predicted spare capacity of Gold Route 1. The predicted spare capacity on Gold Route 1 is based on the following factors:
- Six buses per hour in each direction (greater in the AM peak), thereby totalling 12 buses per hour past the site;
 - 41 seats per bus, thereby totalling 492 seats per hour;
 - Existing vehicles conservatively at 70% capacity (survey results suggest 50% which accords with the operators view), thereby totally 148 spare seats per hour;
 - Background growth in the southern section of the route deemed low and within the tolerance of spare capacity between 50% and 70% suggested above.

Table 5.1 Spare Capacity on Stagecoach Gold Route 1

Year	Cumulative Dwellings	AM Peak Trips	Phase 1 Gold Route 1 AM Peak Spare Seat Capacity (two way)	No. of Vacant Seats in AM Peak Hour (incl. Wellesley) two way
2013/2014	175	7	148	141
2014/2015	425	17	148	131
2015/2016	675	26	148	121
2016/2017	975	38	148	109
2017/2018	1,325	52	148	96
2018/2019	1,675	65	148	82
2019/2020	2,025	79	148	68
2020/2021	2,375	93	148	55
2021/2022	2,725	107	148	41
2022/2023	3,075	120	148	27
2023/2024	3,375	132	148	16
2024/2025	3,675	144	148	4
2025/2026	3,850	151	148	-3

- 5.4.4 Based on this identified spare capacity, Table 5.1 details that forecast passenger demand up to 2024/25 could be accommodated on the existing Gold Route 1 service but beyond this additional provision would be necessary. However, since Gold Route 1 does not currently serve land within the east of Wellesley, there is a need to introduce a service as these land parcels come forward. This will also move away from a position of loading vehicles close to capacity for large periods thus reducing the attractiveness of the service particularly since secondary school students accessing Connaught School are also proposed to utilise this service before interchanging with Service 15 (discussed further below).
- 5.4.5 On this basis the addition of a new bus service from 2018/19, is proposed to supplement the operation of Gold Route 1 between Aldershot and Farnborough. The service will principally provide additional journeys to Aldershot and Farnborough, but will also provide for trips to North Camp through interchange on to Service 41.

Phase 2 Core Bus Service

- 5.4.6 As detailed above, whilst there is predicted spare capacity on Gold Route 1 but based on the levels of loadings and the need to accommodate secondary school trips for the first part of the bus leg to The Connaught School it is proposed to introduce a new bus service in 2018/19.
- 5.4.7 Based on the identified requirements to serve Aldershot, Farnborough and indirect to North Camp it is recommended the new bus service supplements Gold Route 1 between Aldershot and Farnborough Rail Station at a frequency of every 30 minutes from 07:00 to 19:00 Monday to Saturday. This will result in the service running parallel with Gold Route 1 in part. This new service should, as a minimum, operate using Optare Solo Midi vehicles with seated capacity for between 23 and 28 passengers.
- 5.4.8 Since land parcels and infrastructure in the east of Wellesley will not have been constructed, the service will route via Hospital Hill as per current Gold Route 1.

The proposed route is shown in **Figure 4** and detailed below for both the northbound and southbound direction. The full return route is 14.5km in length and based on an average operating speed of 17kph (consistent with the journey speeds of both Gold Route 1 between Aldershot Station and Farnborough (Main) Rail Station and the full Service 15 route) this will require two vehicles to operate.

Northbound

Aldershot Rail Station - Station Road - Wellington Avenue - Hospital Hill - Queens Avenue - Alexandra Road - Boundary Road - Farnborough Road - Kingsmead - Victoria Road - Farnborough Road - Union Street - Farnborough (Main) Rail Station - Union Street - Farnborough Road - Victoria Road - Kingsmead - Farnborough Road - Boundary Road - Alexandra Road - Queens Avenue - Hospital Hill - Princes Way - Grosvenor Road - Victoria Road - Windsor Way - Aldershot Rail Station

Southbound

Aldershot Rail Station - Station Road - Wellington Avenue - Hospital Hill - Queens Avenue - Alexandra Road - Boundary Road - Farnborough Road - Kingsmead - Victoria Road - Farnborough Road - Union Street - Farnborough (Main) Rail Station - Union Street - Farnborough Road - Victoria Road - Kingsmead - Farnborough Road - Boundary Road - Alexandra Road - Queens Avenue - Hospital Hill - Princes Way - Grosvenor Road - Victoria Road - Windsor Way - Aldershot Rail Station.

- 5.4.9 Table 5.2 below provides a comparison of the forecast demand for public transport to the predicted spare capacity of Gold Route 1 combined with the additional seating capacity provided with the additional bus service put forward.

Table 5.2 Spare Capacity during Phase 2 Bus Service Provision

Year	Cumulative Dwellings	AM Peak Trips	Phase 1 Gold Route 1 AM Peak Spare Seat Capacity (two way)	Phase 2 Service AM Peak Seat Capacity (two way)	No. of Vacant Seats in AM Peak Hour (incl. Wellesley) two way
2013/2014	175	7	148	N/A	141
2014/2015	425	17	148	N/A	131
2015/2016	675	26	148	N/A	121
2016/2017	975	38	148	N/A	109
2017/2018	1,325	52	148	N/A	96
2018/2019	1,675	65	148	92	174
2019/2020	2,025	79	148	92	160
2020/2021	2,375	93	148	92	147
2021/2022	2,725	107	148	92	133
2022/2023	3,075	120	148	92	119
2023/2024	3,375	132	148	92	108
2024/2025	3,675	144	148	92	96
2025/2026	3,850	151	148	92	89

- 5.4.10 Based on this identified spare capacity, Table 5.2 shows that forecast passenger demand up to 2025/2026 can be accommodated based on the provision put forward. The service does not however penetrate into eastern land parcels within Wellesley. Provision to accommodate demand associated with the full Wellesley development is discussed below.

Phase 3 Core Bus Service

- 5.4.11 Section 4.1 above outlined the phasing plan associated with the construction of the full Wellesley development. This concentrates the construction land parcels adjacent to Queens Avenue initially and the Phase 1 and Phase 2 proposed bus services responds to this. From 2020/2021, land parcels to the east of Wellesley will need to be served and appropriate highway infrastructure will be in place to allow this. It is therefore proposed to enhance the new bus service proposed as Phase 2, to serve the eastern land parcels and provide full penetration of Wellesley.
- 5.4.12 The enhanced service should operate at a frequency of every 20 minutes from 07:00 to 19:00 Monday to Saturday. To accommodate the level of demand this new service should, as a minimum, operate using Optare Solo Midi vehicles with seated capacity for 23 passengers. The proposed route is shown in **Figure 5** and detailed below for both the northbound and southbound direction. The full return route is 20.5km in length and will require four vehicles to operate based on average journey speeds defined above.

Northbound

Aldershot Rail Station - Station Road - High Street - Ordnance Road - Thornhill Road - Alison's Road - Internal Site Routeing - Queens Avenue - Alexandra Road - Boundary Road - Farnborough Road -

Kingsmead - Victoria Road - Farnborough Road - Union Street - Farnborough (Main) Rail Station - Union Street - Farnborough Road - Victoria Road - Kingsmead - Farnborough Road - Boundary Road - Alexandra Road - Queens Avenue - Internal Site Routeing - Alison's Road - Thornhill Road - Ordnance Road - Windsor Way - Aldershot Rail Station.

Southbound

Aldershot Rail Station - Station Road - High Street - Ordnance Road - Thornhill Road - Alison's Road - Internal Site Routeing - Queens Avenue - Alexandra Road - Boundary Road - Farnborough Road - Kingsmead - Victoria Road - Farnborough Road - Union Street - Farnborough (Main) Rail Station - Union Street - Farnborough Road - Victoria Road - Kingsmead - Farnborough Road - Boundary Road - Alexandra Road - Queens Avenue - Internal Site Routeing - Alison's Road - Thornhill Road - Ordnance Road - Windsor Way - Aldershot Rail Station.

- 5.4.13 Based on the route defined above, the proposed Phase 3 new service and Gold Route 1 will run in common from the Wellesley bus hub to Farnborough (Main) Rail Station. Table 5.3 below shows a matrix of how potential journeys can be undertaken utilising the bus services that are available.

Table 5.3 Bus Journey Matrix for Phase 3 Bus Service Proposals

	Central Aldershot	Wellesley West	Wellesley Central	Wellesley East	North Camp Rail Station	Farnborough (Main) Rail Station	Camberley
Central Aldershot							
Wellesley West							
Wellesley Central							
Wellesley East							
North Camp Rail Station							
Farnborough (Main) Rail Station							
Camberley							
	Gold Route 1						
	Gold Route 1 or Phase 3 Bus Service						
	Phase 3 Service						
	Interchange between services required						

- 5.4.14 Table 5.4 below provides a comparison of the forecast demand for public transport to the predicted spare capacity of Gold Route 1 combined with the additional seating capacity provided with the Phase 3 bus service put forward.

Table 5.4 Spare Capacity during Phase 3 Bus Service Provision

Year	Cumulative Dwellings	AM Peak Trips	Phase 1 Gold Route 1 AM Peak Spare Seat Capacity (two way)	Phase 3 Service AM Peak Seat Capacity (two way)	No. of Vacant Seats in AM Peak Hour (incl. Wellesley) two way
2013/2014	175	7	148	N/A	141
2014/2015	425	17	148	N/A	131
2015/2016	675	26	148	N/A	121
2016/2017	975	38	148	N/A	109
2017/2018	1,325	52	148	N/A	96
2018/2019	1,675	65	148	92	174
2019/2020	2,025	79	148	92	160
2020/2021	2,375	93	148	184	193
2021/2022	2,725	107	148	184	179
2022/2023	3,075	120	148	184	165
2023/2024	3,375	132	148	184	154
2024/2025	3,675	144	148	184	142
2025/2026	3,850	151	148	184	135

Core Bus Service Summary

- 5.4.15 A phased core bus service for Wellesley has been detailed above, demonstrating how this bus provision should be provided from early stages to full build out. In summary the service will be provided as follows
- 2013/14 to 2017/18 - Utilisation of existing Gold Route 1;
 - 2018/19 to 2019/20 - Utilisation of existing Gold Route 1 and provision of new 30 minute service via Queens Avenue to Aldershot, Farnborough (Main) Rail Station; and
 - 2020/21 onwards - Utilisation of existing Gold Route 1 and provision of new 20 minute service via Wellesley development to Aldershot, Farnborough (Main) Rail Station

5.5 Secondary Education Bus Service

- 5.5.1 The school bus service for Wellesley needs to accommodate for trips from Wellesley to The Connaught School. The nature of Secondary Education school trips is tidal with trips generally needing to arrive and leave close to specific school opening and closing times. For this reason there comes a point where existing bus services cannot be utilised and dedicated services that respond to the requirement are necessary. This section details how this can be achieved from early stages to full build out.

Phase 1 Secondary Education Bus Service

- 5.5.2 As for the Core Bus Service it is deemed suitable to utilise existing public transport provision in the early years of development due to the low level of pupil demand and proximity of the early land parcel phases to existing routes. Table 4.4 details that 29 AM peak secondary education trips will be undertaken in 2016/17.
- 5.5.3 To serve up to this low level of demand it is recommended that students utilise existing bus service Gold Route 1 and interchange at Aldershot Station on to Service 15 which routes to The Connaught School. The approximate journey time from Wellesley to The Connaught School via this journey is 30 minutes. Due to the high frequency of both services it is likely that the 29 trips will be distributed over a three journeys on Gold Route 1 and Service 15 and pose no capacity issues, particularly since it is likely existing trips undertaken on Service 15 will be inbound towards Aldershot Town Centre and the associated education trips will be converse to this.

Phase 2 Secondary Education Bus Service

- 5.5.4 To cater for demand over and above that provided for in Phase 1, secondary education bus service proposals from 2017/18 require the provision of a dedicated school bus service contracted to operate the two journeys per day. This should be a double deck vehicle providing capacity of up to 70 students therefore catering for student demand up to 2023/24. The provision put forward as part of Phase 1 would continue to be utilised and the dedicated double deck school bus should route as follows (refer to **Figure 6**):
- Wellesley (Clayton) - Wellesley (the Hub) – Queen’s Avenue - Hospital Hill – Princes Way – Grosvenor Road – Church Lane East – Church Hill – High Street – Ash Road – Lower Farnham Road – Tongham Road - The Connaught School*
- 5.5.5 Based on the level of demand a single double deck vehicle would be required to operate the service.

Phase 3 Secondary Education Bus Service

- 5.5.6 From 2024/25 onwards, the student trip demand to The Connaught School ranges from 100 to 114 in each peak. To provide for this extra demand of only 14 passengers it is recommended that a dedicated school mini-bus service is contracted to operate the two journeys per day. Since demand will also originate from eastern parts of the development site it will be necessary to route the mini-bus service both via Queen’s Avenue and separately to eastern land parcels. This would be in addition to the double deck service proposed in Phase 2 which would continue to operate and the utilisation of existing Service 15 from Phase 1. The dedicated school routes in Phase 3 are as follows (refer to **Figure 7**):
- Wellesley (Clayton) - Wellesley (the Hub) - Queens Avenue - Hospital Hill – Princes Way – Grosvenor Road – Church Lane East – Church Hill – High Street – Ash Road – Lower Farnham Road – Tongham Road - The Connaught School.*
- Wellesley (Clayton) – Alison’s Road – Thornhill Road – Ordnance Road – High Street – Wellington Avenue – Princes Way - Grosvenor Road – Church Lane East – Church Hill – High Street – Ash Road – Lower Farnham Road – Tongham Road - The Connaught School.*
- 5.5.7 Based on the level of demand one double deck vehicle and a mini-bus vehicle would be required to operate the service.

Secondary Education Bus Service Summary

- 5.5.8 A phased Secondary Education bus service for Wellesley has been detailed above, demonstrating how this bus provision should be provided from early stages to full build out. In summary the service will be provided as follows
- 2013/14 to 2016/17 - Utilisation of existing Gold Route 1 and Service 15;
 - 2017/18 to 2023/24 - Utilisation of existing Gold Route 1 and Service 15 combined with provision of a contracted double decker specifically for school journeys; and
 - 2024/25 onwards - Utilisation of existing Gold Route 1 and Service 15 combined with a contracted double decker and a mini-bus specifically for school journeys.

5.6 Access to Public Transport

- 5.6.1 Point of entry to the public transport network is a key component to promote the use of sustainable transport and it is important to provide high quality and well located bus stops to help achieve this. It is recognised that if this is not fulfilled, the high quality bus service level that is proposed above will not be fully realised in terms of patronage levels due to barrier a lack of accessibility will create.
- 5.6.2 The provision of clear and coherent interchanges is also fundamental to ensuring full door to door journeys are not hindered and the improvements at Farnborough (Main) Rail Station and proposed improvements at Aldershot Bus Interchange will assist in this regard. To supplement this provision a central neighbourhood centre is also proposed at Wellesley, discussed further below.

Bus Stop Locations

- 5.6.3 Currently, there are three sets of bus stops located on Queen's Avenue within the vicinity of Wellesley. The stops located on Queen's Avenue north of Hospital Road are in close proximity to Phase 1 of Wellesley and will be easily accessible.
- 5.6.4 It is proposed existing bus stops currently located adjacent Steele's Road will be moved north and form part of the public realm scheme in the community. The other existing bus stops will remain in their current position, albeit with improvements which are discussed below.
- 5.6.5 Consistent with the construction phasing of internal highway infrastructure new bus stops will be provided within a 400m maximum walking distance of the almost the whole development area with significant proportions being much closer, as shown in Figure 3. This will ensure that the bus services proposed as part of the Public Transport Strategy are easily accessible.
- 5.6.6 Further to the provision of bus stops within the residential parcels of Wellesley, a central hub will be located at the Neighbourhood Centre. This will provide a focal location and provide high levels of accessibility to the facilities located within the Neighbourhood Centre. With both Gold Route 1 and the proposed new core bus service routeing via the hub, the opportunity to interchange between services will be available.

Bus Stop Provision

- 5.6.7 The bus stops provided within the development will be in accordance with DfT 'Inclusive Mobility' guidance which will ensure a high standard of provision, consistent with the service level offered. Bus stops will consist of the following facilities:
- Kassel kerbing;
 - Static timetable of all bus services serving the stop;
 - Flag denoting bus services serving the stop;
 - On road stop facility with road markings and appropriate parking restrictions;
 - Bus shelter (both sides of the road); and
 - Potential for RTPI displays consistent with existing RTPI scheme or 'QR' technology which when scanned would provide real time bus information.
- 5.6.8 The existing stops consist of flags and timetables on poles and kassell kerbs to assist boarding and alighting and support inclusive mobility. Laybys are provided at the set of stops north of Alison's Road, with remaining demarked on road. To supplement the provision currently in place, bus shelters will be provided where possible within the existing alignment of the footway.
- 5.6.9 The bus interchange at the neighbourhood centre will consist of two layby bus stops with room to accommodate two buses on both sides of the highway. Since service levels are high in this location this will provide good scope for interchange between bus services and mitigate potential overlap of arriving bus services and subsequent waiting on the highway.
- 5.6.10 In close proximity and running directly south of each bus layby a zebra crossing on the alignment of a key shared footway/cycleway will provide for passengers routeing from one bus stop to the other and as a key link between bus stops and school facilities to the east and community facilities to the west.

5.7 Bus Service Proposals Summary

- 5.7.1 This section has put forward a proposed strategy for delivering bus services to Wellesley to accommodate passenger demand associated with all journey purposes, and separately Secondary School trips. The strategy is phased in its introduction to provide a level of service that meets the level of demand as residential units come forward at Wellesley over the construction period. The presence of Gold Route 1 provides a strong foundation on which to build the public transport strategy for Wellesley and dialogue with Stagecoach has confirmed the service is well positioned to serve part of the passenger demand forecast to be generated by future residents.

6 Bus Service Revenue and Subsidy Forecasts

6.1 Introduction

- 6.1.1 This Chapter sets out a summary of the potential revenue that could be generated by the development based upon the number of trips identified in Section 4 and the level of service proposed in Section 5. This is based on robust assumptions with regards average bus fares and annual bus operating costs taken from 2012 base levels and adjusted upwards to account for yearly inflation.
- 6.1.2 The revenue and subsidy forecasts outlined in this note will form the basis for informing the funding package which will be committed to within the Section 106 agreement for Wellesley.

6.2 Cost Assumptions

- 6.2.1 In deriving the bus service revenue and subsidy forecasts a range of cost assumptions have been made and then applied to the passenger demand forecasts. These are detailed below.

Average single fare

- 6.2.2 To identify the level of revenue that will be generated by the forecast patronage an average single fare has been applied to the profiled passenger demand. This average fare has been calculated based on a review of existing weekly travelcard tickets currently sold by Stagecoach and available in Aldershot. These are as follows:
- Adult Blackwater Valley Megarider: £16.60; and
 - Child Blackwater Valley Megarider: £12.00.
- 6.2.3 These weekly fares have then been converted to a full single fare as follows by dividing by 10 to represent 5 return journeys per week, which is a reasonable usage rate to assume for a weekly ticket. On this basis the average single fare utilised in this assessment is £1.66. A 3% annual increase is applied to this fare.
- 6.2.4 It should be noted that although an average fare based on weekly tickets is utilised, these tickets are significantly better value to passengers undertaking bus trips daily. Those passengers that are not undertaking bus trips on a daily basis are likely to purchase a full fare ticket at a much higher price (currently £7.50 return for trips between Aldershot and Farnborough Main Rail Station).

Bus Operating costs

- 6.2.5 For the purposes of the assessment, the operating cost for the Optare Solo vehicle is assumed at £140,000 per annum. This is based on quoted operation costs received from Stagecoach for operation of an Optare Solo in Bicester. This is also subject to an annual inflation rate of 3%.
- 6.2.6 School Education costs for double deck vehicle assumed at £33,500 per annum based on info on HCC website with regards current contract prices. Mini-bus vehicle assumed to be £28,000 per annum in 2024/25.

6.3 Core Bus Service Subsidy Profile

- 6.3.1 Table 6.1 below presents the forecast revenue generated from the 3,850 residential dwellings within the application site against the proposed level of service as the core bus service provision is phased in. The indicative cumulative financial subsidy during the build out phase up to completion of the 3,850 dwellings is £498,000 with the service operating above breakeven at full build out.

Table 6.1 Core Bus Service Subsidy Profile

Year	Cumulative Dwellings	Total Annual Trips	Single Fare (3% inflation)	Annual Revenue	Operating Cost	Annual Subsidy / Profit	Cumulative Subsidy / Profit
2013/2014	175	16637	£1.66	£27,618	£0	£0	£0
2014/2015	425	40404	£1.71	£69,083	£0	£0	£0
2015/2016	675	64172	£1.76	£113,012	£0	£0	£0
2016/2017	975	92692	£1.81	£168,137	£0	£0	£0
2017/2018	1,325	125967	£1.87	£235,349	£0	£0	£0
2018/2019	1,675	159241	£1.92	£306,442	£324,597	-£18,155	-£18,155
2019/2020	2,025	192515	£1.98	£381,589	£334,335	£47,254	£29,100
2020/2021	2,375	225789	£2.04	£460,969	£688,729	-£227,760	-£198,661
2021/2022	2,725	259063	£2.10	£544,768	£709,391	-£164,623	-£363,284
2022/2023	3,075	292337	£2.17	£633,181	£730,673	-£97,492	-£460,776
2023/2024	3,375	320858	£2.23	£715,803	£752,593	-£36,790	-£497,567
2024/2025	3,675	349379	£2.30	£802,813	£775,171	£27,642	-£469,925
2025/2026	3,850	366016	£2.37	£866,273	£798,426	£67,847	-£402,078

6.4 Secondary Education Bus Service Subsidy Profile

- 6.4.1 Table 6.2 below presents the forecast revenue generated by secondary education trips on the basis that they all attend The Connaught School. The indicative financial subsidy during the build out phase up to completion of the 3,850 dwellings is £36,182 with the service operating above breakeven at full build out.
- 6.4.2 It should be noted that this scenario is very unlikely to develop since it is based on high levels of assignment to a single school and higher than current mode share on bus. Since provision of improved cycling and walking infrastructure between Wellesley and Aldershot town centre is proposed there is unlikely to be the level of demand on bus forecast here, thereby reducing the number of buses required. This would serve to reduce the subsidy requirement associated with these trips.

Table 6.2 Secondary Education Bus Service Subsidy Profile

Year	Cumulative Dwellings	Total Annual Secondary Education Trips	Single Fare (3% inflation)	Annual Revenue	Operating Cost	Annual Subsidy / Profit	Cumulative Subsidy / Profit
2013/2014	175	2,021	£1.20	£2,425	£0	£0	£0
2014/2015	425	4,908	£1.24	£6,066	£0	£0	£0
2015/2016	675	7,795	£1.27	£9,924	£35,540	£0	£0
2016/2017	975	11,259	£1.31	£14,764	£36,606	£0	£0
2017/2018	1,325	15,301	£1.35	£20,666	£37,705	-£17,039	-£17,039
2018/2019	1,675	19,343	£1.39	£26,909	£38,836	-£11,927	-£28,966
2019/2020	2,025	23,385	£1.43	£33,507	£40,001	-£6,494	-£35,459
2020/2021	2,375	27,427	£1.48	£40,478	£82,402	-£723	-£36,182
2021/2022	2,725	31,468	£1.52	£47,836	£84,874	£5,399	-£30,783
2022/2023	3,075	35,510	£1.57	£55,599	£87,420	£11,889	-£18,894
2023/2024	3,375	38,975	£1.61	£62,854	£90,042	£17,833	-£1,061
2024/2025	3,675	42,439	£1.66	£70,495	£92,744	-£3,877	-£4,938
2025/2026	3,850	44,460	£1.71	£76,067	£95,526	£304	-£4,633

6.5 Combined Bus Service Subsidy Profile

- 6.5.1 Table 6.3 below shows the combined position associated with the Core and Secondary Education bus services. The combined indicative financial subsidy during the build out phase up to completion of the 3,850 dwellings is £498,000 with the service operating above breakeven at full build out.

Table 6.3 Combined Bus Service Subsidy Profile

Year	Combined Annual Subsidy / Profit	Combined Cumulative Subsidy / Profit
2013/2014	£0	£0
2014/2015	£0	£0
2015/2016	£0	£0
2016/2017	£0	£0
2017/2018	-£17,039	-£17,039
2018/2019	-£30,082	-£47,120
2019/2020	£40,761	-£6,360
2020/2021	-£228,484	-£234,843
2021/2022	-£159,224	-£394,067
2022/2023	-£85,603	-£479,670
2023/2024	-£18,957	-£498,627
2024/2025	£23,765	-£474,863
2025/2026	£68,151	-£406,711

6.6 Summary

- 6.6.1 This section has demonstrated the level of pump priming required during construction through to full build out to support the proposed public transport strategy. Overall the service proposals operate above breakeven at full build out following a subsidy of circa £500,000..

7 Conclusions

- 7.1.1 The following principles have been established for the Public Transport Strategy to help guide its production. These are as follows
- Provide for journeys to retail, employment education and leisure facilities internally within Wellesley;
 - Provide for journeys to retail, employment , education and leisure facilities internally within the central Aldershot;
 - Provide for journeys to retail, employment , education and leisure facilities internally within Farnborough;
 - Provide for journeys to Aldershot and Farnborough (Main) Rail Stations for onward connections; and
 - Integrate and support the existing public transport network.
- 7.1.2 To achieve the principles set out above, bus service options which utilise, amend or add to existing routes and supplement these routes with a new service are deemed most appropriate. So far as is possible it is considered pertinent to utilise any existing capacity within the current bus network which should build upon its stability, benefiting all residents Aldershot and Farnborough. However, due to the scale of the development, ultimately new bus services will likely be required to accommodate the level of demand generated by Wellesley.
- 7.1.3 The core bus service to accommodate trips between Wellesley and central Aldershot, (including the rail station) and Farnborough (including the rail station), is presented below:
- 2013/14 to 2017/18 - Utilisation of existing Gold Route 1;
 - 2018/19 to 2019/20 - Utilisation of existing Gold Route 1 and provision of new 30 minute service via Queens Avenue to Aldershot, Farnborough (Main) Rail Station; and
 - 2020/21 onwards - Utilisation of existing Gold Route 1 and provision of new 20 minute service via Wellesley development to Aldershot, Farnborough (Main) Rail Station
- 7.1.4 Table 7.1 below shows a matrix of how potential journeys can be undertaken using the bus services available from Phase 3.

Table 7.1 Bus Journey Matrix for Phase 3 Bus Service Proposals

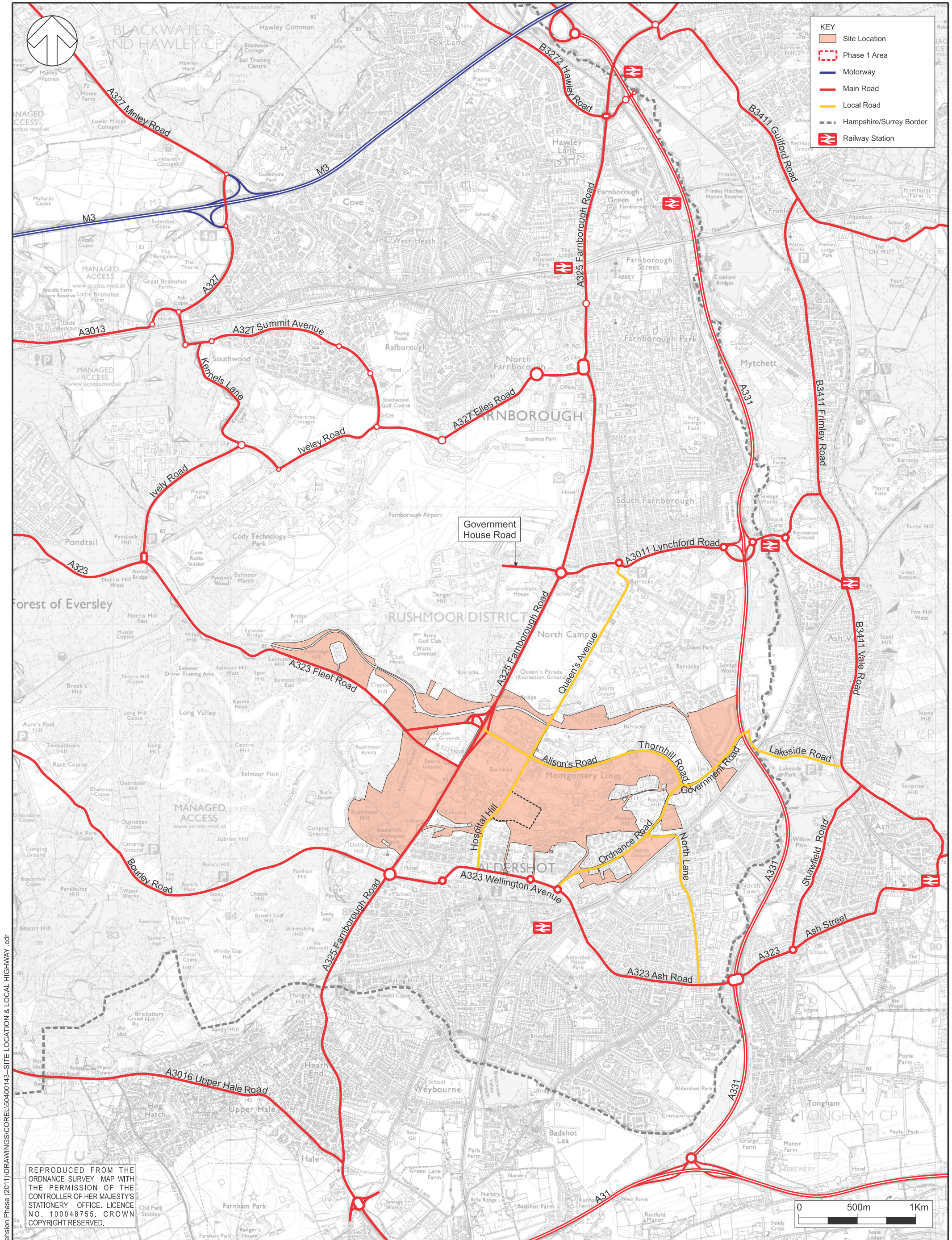
	Central Aldershot	Wellesley West	Wellesley Central	Wellesley East	North Camp Rail Station	Farnborough (Main) Rail Station	Camberley
Central Aldershot							
Wellesley West							
Wellesley Central							
Wellesley East							
North Camp Rail Station							
Farnborough (Main) Rail Station							
Camberley							
	Gold Route 1						
	Gold Route 1 or Phase 3 Bus Service						
	Phase 3 Service						
	Interchange between Bus Services						

7.1.5 The school bus service for Wellesley needs to accommodate for trips from Wellesley to The Connaught School. The nature of Secondary Education school trips is tidal with trips generally needing to arrive and leave at specific school opening and closing times. For this reason dedicated services that respond this requirement are necessary. A phased Secondary Education bus service for Wellesley has been developed and is as follows:

- 2013/14 to 2016/17 - Utilisation of existing Gold Route 1 and Service 15;
- 2017/18 to 2023/24 - Utilisation of existing Gold Route 1 and Service 15 combined with provision of a contracted double decker specifically for school journeys; and
- 2024/25 onwards - Utilisation of existing Gold Route 1 and Service 15 combined with a contracted double decker and a mini-bus specifically for school journeys..

FIGURES AND APPENDICES

FIGURE 1
Wellesley Site Location Plan



N:\Aldershot Urban Extension Phase (2011)\DRAWINGS\COREL50400143-SITE LOCATION & LOCAL HIGHWAY.cdr



TITLE:

SITE LOCATION & LOCAL HIGHWAY NETWORK

FIGURE No:

1

FIGURE 2

Aldershot Bus Service Routes

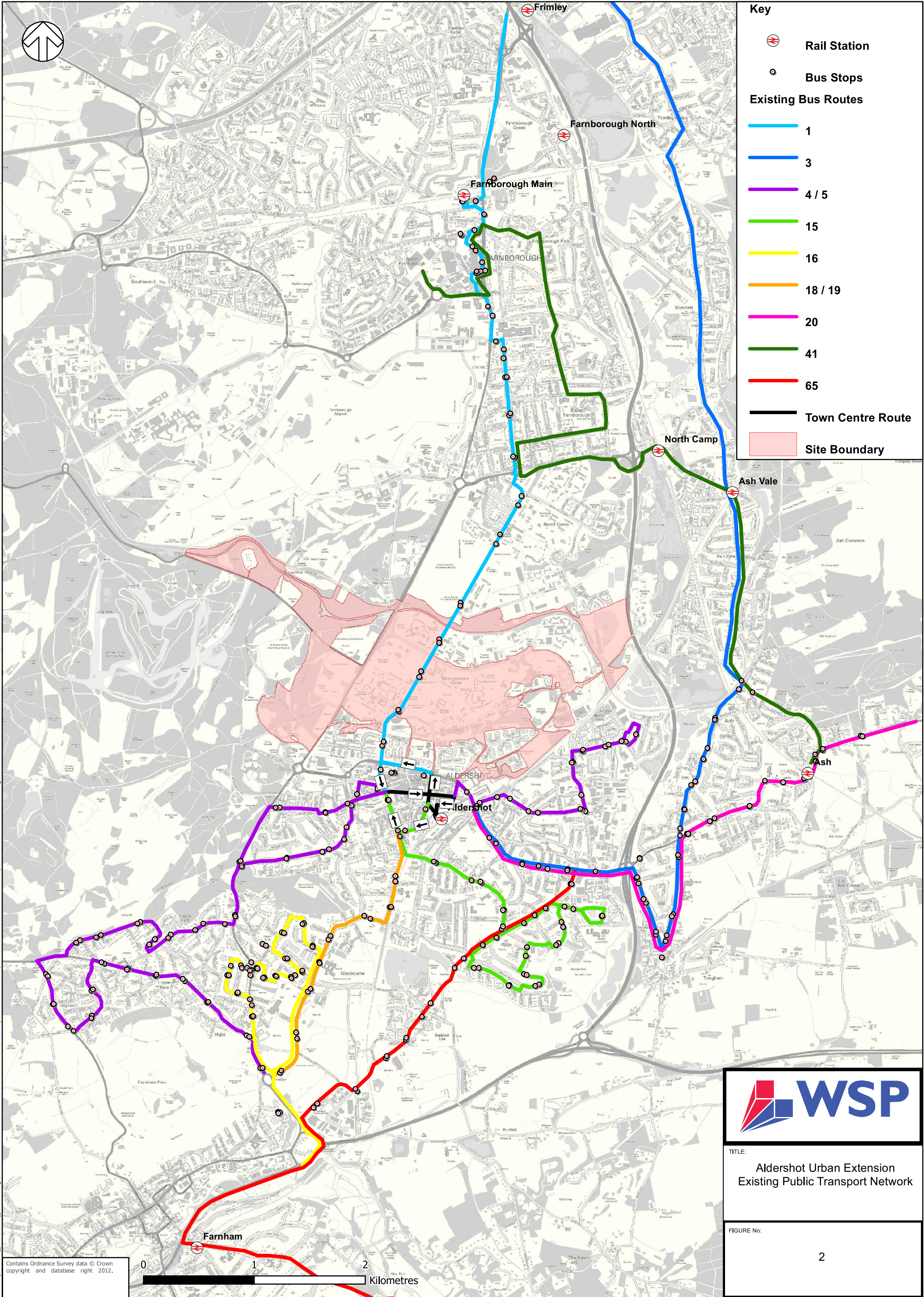
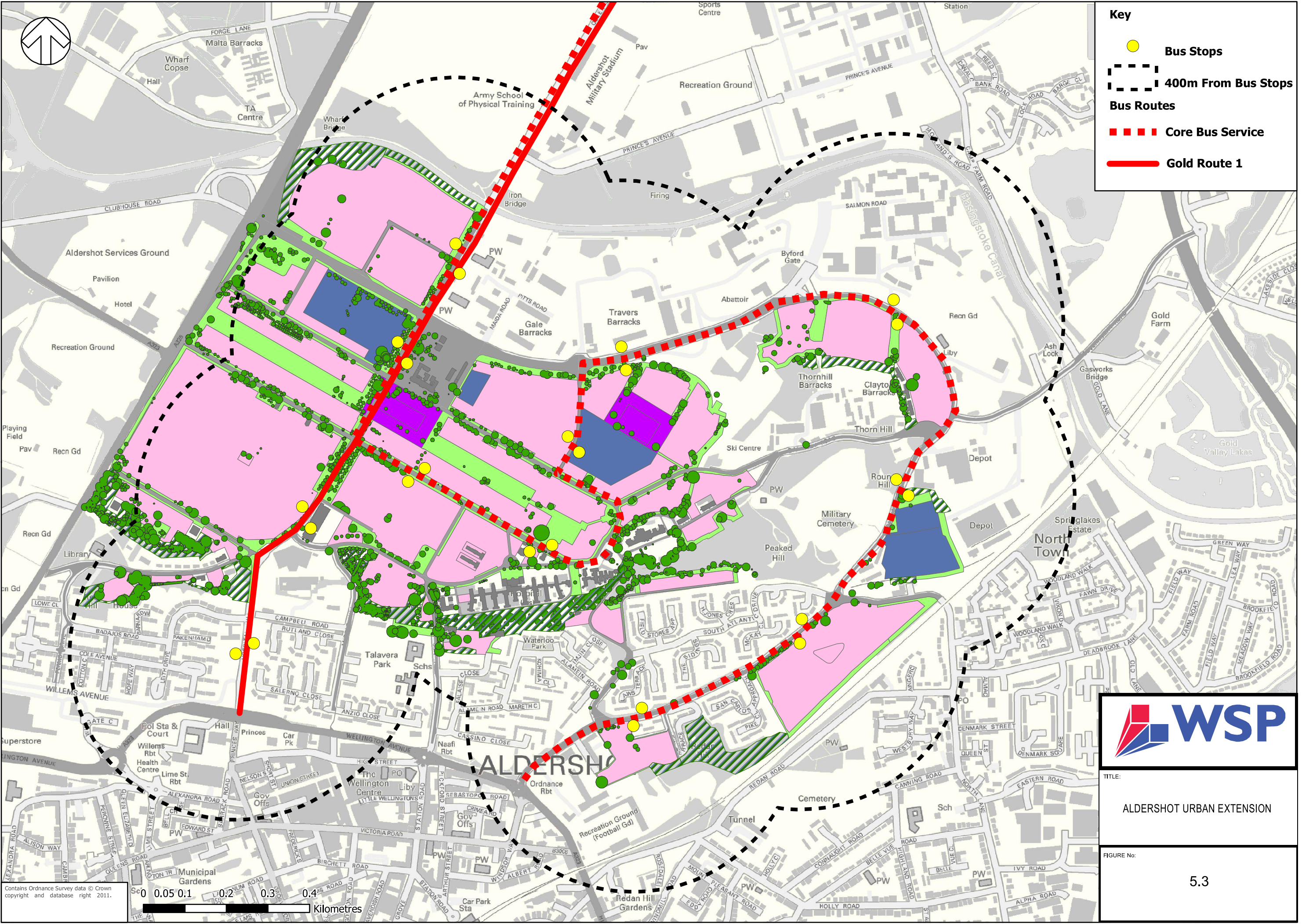


FIGURE 3
Wellesley Bus Stop Accessibility



Key

- Bus Stops
- 400m From Bus Stops
- Core Bus Service
- Gold Route 1



TITLE:
ALDERSHOT URBAN EXTENSION
FIGURE No:
5.3

FIGURE 4

Phase 2: Core Bus Service Route

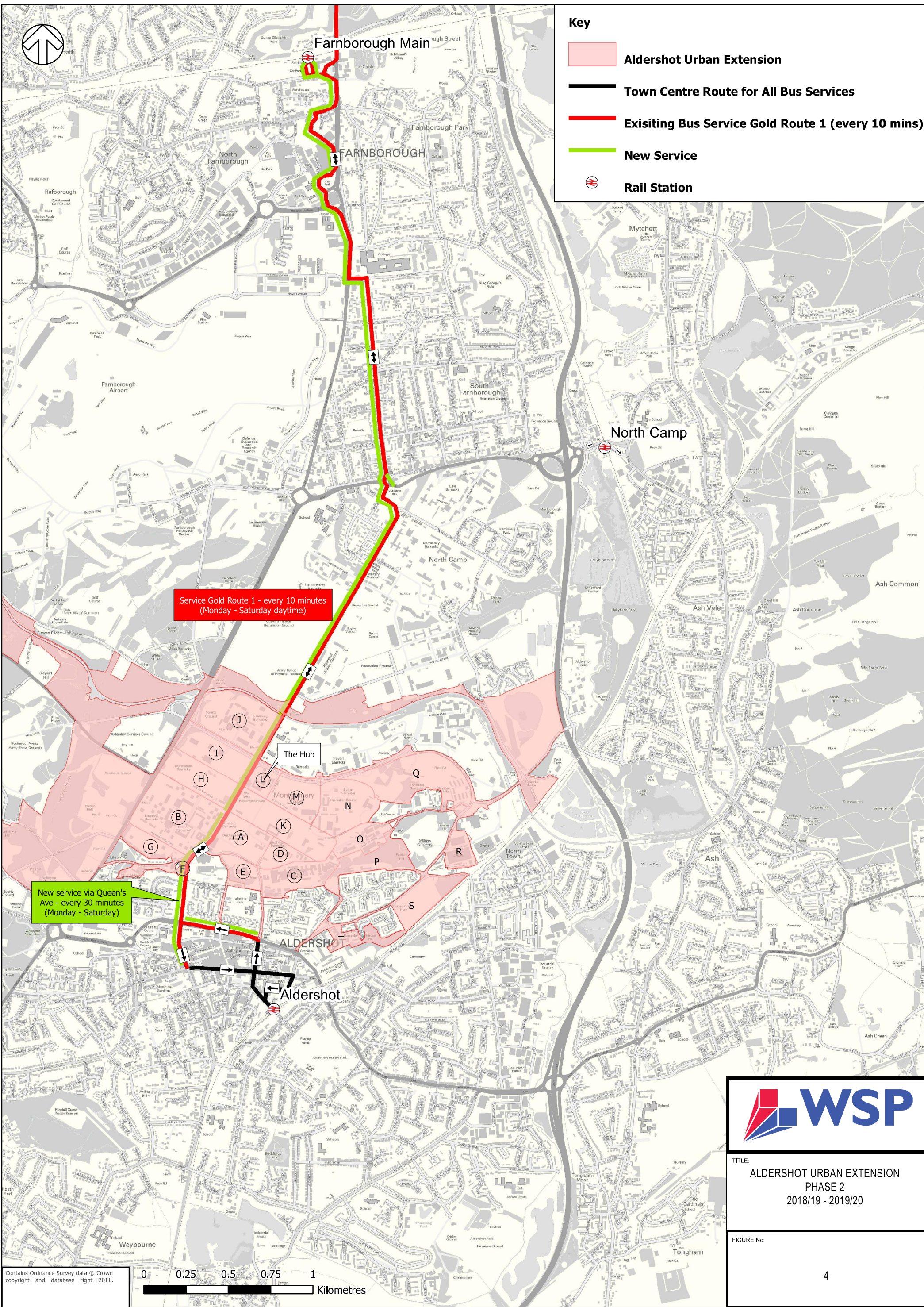


FIGURE 5

Phase 3: Core Bus Service Route

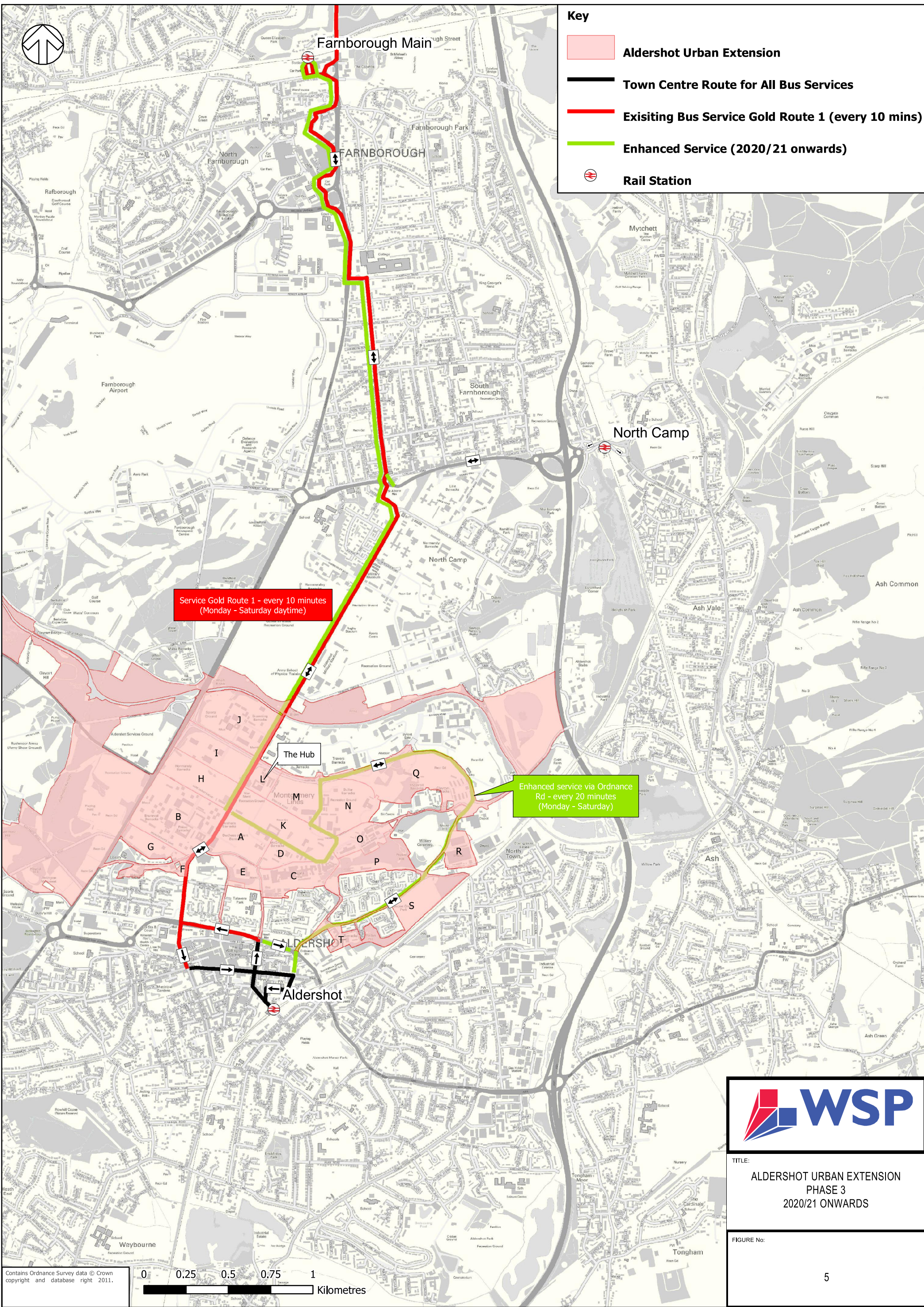


FIGURE 6

Phase 2: Secondary School Bus Service Route

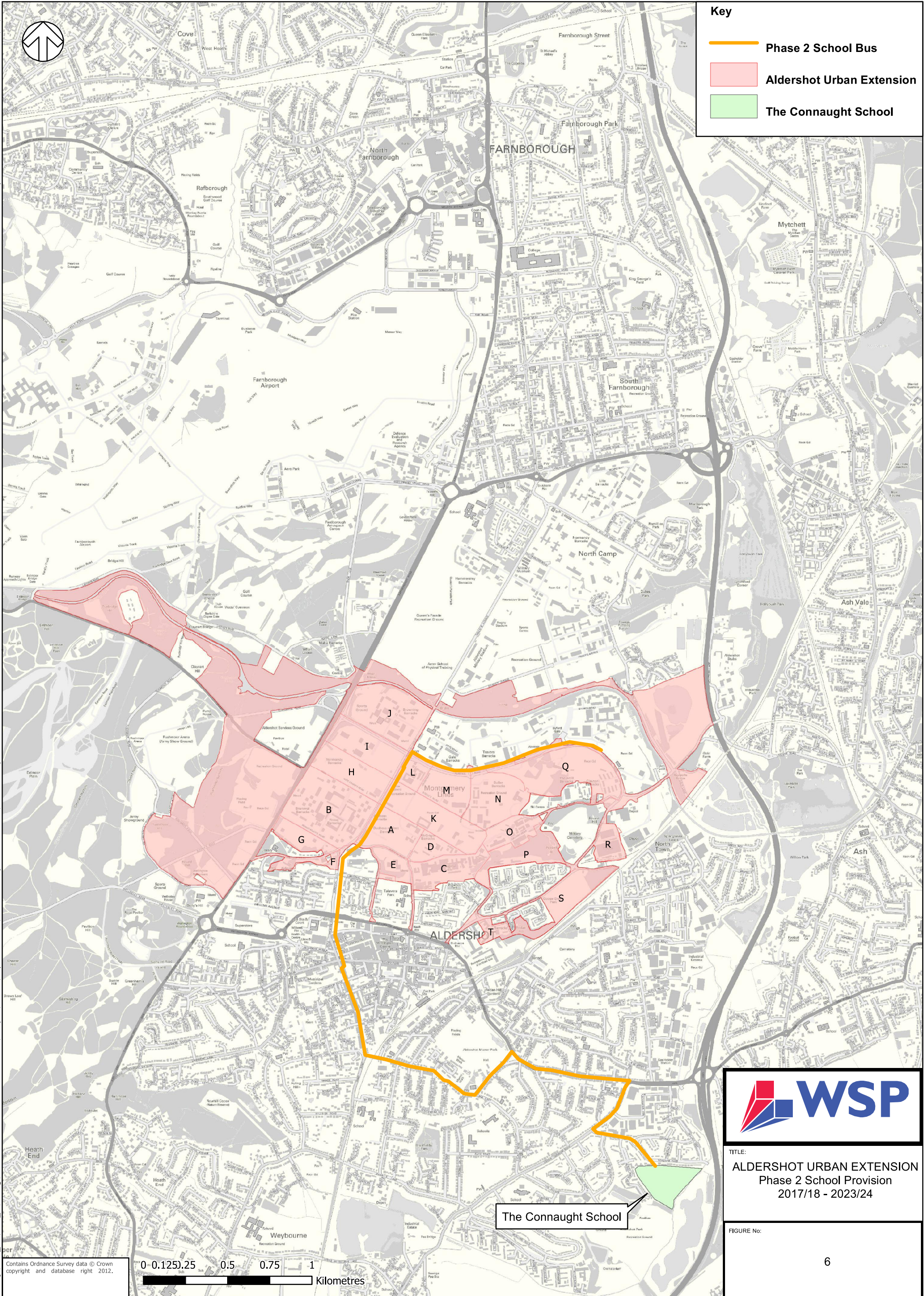
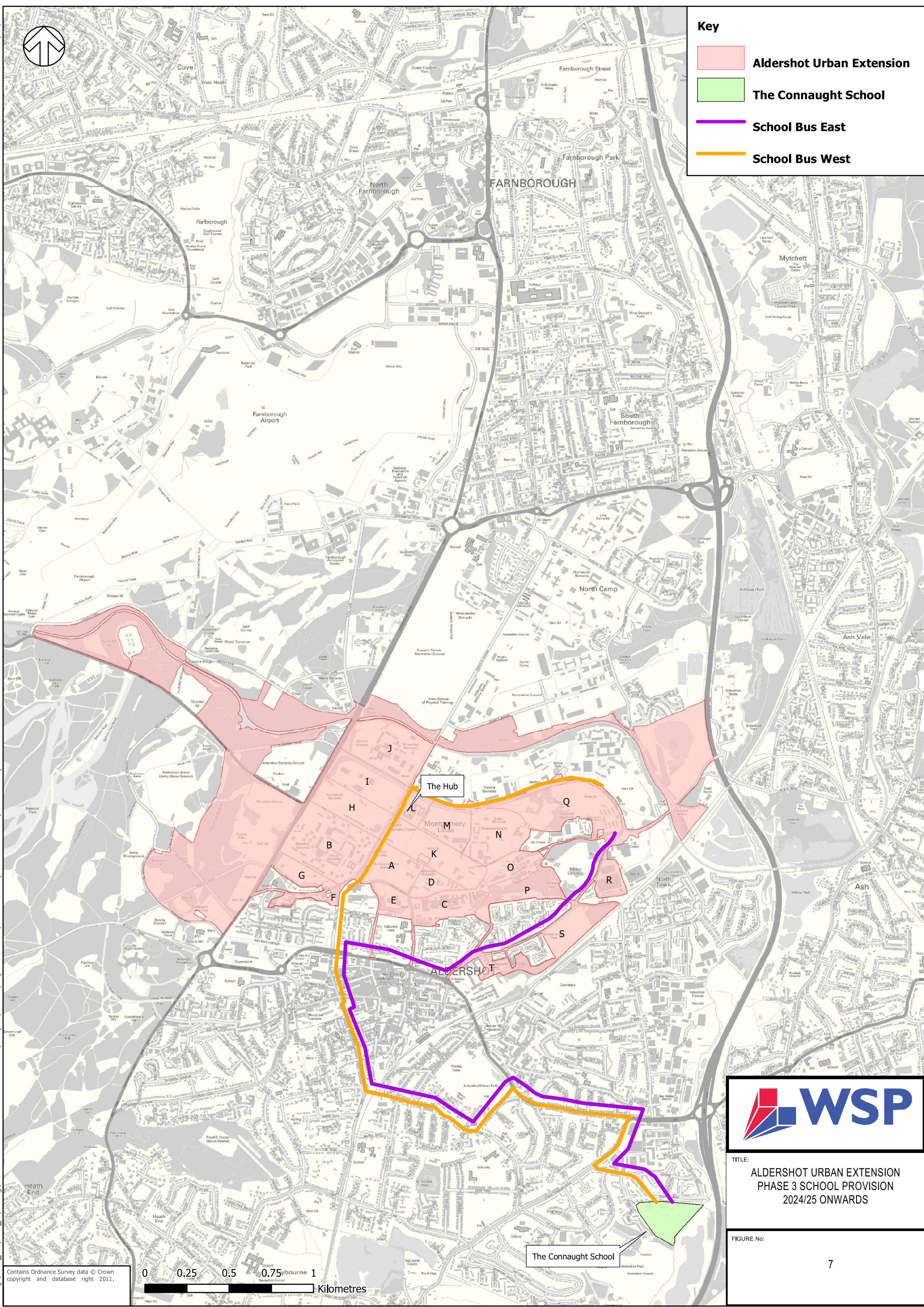





FIGURE 7


Phase 3: Secondary School Bus Service Route



 **Aldershot Urban Extension**

 **The Connaught School**

 **School Bus East**

 **School Bus West**

TITLE:
ALDERSHOT URBAN EXTENSION
PHASE 3 SCHOOL PROVISION
2024/25 ONWARDS

FIGURE No:

7

Contains Ordnance Survey data © Crown
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APPENDIX A

Passenger Surveys



SKY HIGH TRAFFIC SURVEYS

A DIVISION OF SKY HIGH PLC

Client: WSP
 Project: Aldershot Bus Observations
 Location: Aldershot Bus Station
 Date: Wednesday 22nd June 2011
 Job No: 7821
 Weather AM: Mild and Cloudy
 Weather PM: Mild and Showers
 Incidents: None Reported

DESTINATION	BUS REG	ACTUAL ARRIVAL TIME	SCHEDULED ARRIVAL TIME	PASSENGERS ALIGHTING	PASSENGERS BOARDING	ACTUAL DEPARTURE TIME	SCHEDULED DEPARTURE TIME
Camberley	GX58 MVJ	06:59	06:59	4	3	07:05	07:05
Camberley	GX58 MVH	07:09	07:09	2	5	07:14	07:15
Camberley	GX58 MVO	07:19	07:19	6	15	07:25	07:25
Camberley	GX58 MVR	07:29	07:29	0	13	07:34	07:35
Camberley	GX58 MVS	07:39	07:39	10	14	07:50	07:50
Camberley	GX58 MVN	07:54	07:54	10	19	08:00	08:00
Camberley	GX58 MVM	08:04	08:04	7	30	08:09	08:10
Camberley	GX58 MVL	08:14	08:14	6	19	08:21	08:20
Camberley	GX58 MVT	08:24	08:24	2	24	08:29	08:30
Camberley	GX58 MVP	08:34	08:34	6	19	08:40	08:40
Camberley	GX10 KZU	08:44	08:44	10	9	08:50	08:50
Camberley	GX58 MVK	08:54	08:54	3	22	09:02	09:00
Camberley	GX58 MVE	09:04	09:04	1	4	09:10	09:10
Camberley	GX58 MVJ	09:14	09:14	1	17	09:20	09:20
Camberley	GX58 MVH	09:24	09:24	6	18	09:30	09:30
Camberley	GX58 MVO	09:32	09:34	3	13	09:41	09:40
Camberley	GX58 MVR	09:50	09:44	13	3	09:54	09:50
Camberley	GX58 MVS	09:52	09:54	5	12	10:00	10:00

Camberley	GX58 MVP	15:01	15:04	10	12	15:09	15:10
Camberley	GX58 MVJ	15:21	15:14	14	25	15:23	15:20
Camberley	GX58 MVK	15:23	15:24	8	5	15:31	15:30
Camberley	GX58 MVO	15:34	15:34	11	20	15:39	15:40
Camberley	GX58 MVH	15:48	15:44	16	9	15:53	15:50
Camberley	GX58 MVS	15:54	15:54	7	8	16:00	16:00
Camberley	GX58 MVR	16:04	16:04	6	12	16:15	16:10
Camberley	GX58 MVN	16:11	16:14	5	11	16:20	16:20
Camberley	GX58 MVM	16:20	16:24	6	5	16:29	16:30
Camberley	GX58 MVL	16:32	16:34	6	8	16:41	16:40
Camberley	GX58 MVT	16:40	16:44	4	7	16:49	16:50
Camberley	GX58 MVE	16:52	16:54	9	7	17:00	17:00
Camberley	GX10 KZU	17:01	17:04	4	5	17:11	17:10
Camberley	GX58 MVP	17:13	17:15	5	10	17:19	17:20
Camberley	GX58 MVJ	17:22	17:23	9	11	17:30	17:30
Camberley	GX58 MVK	17:33	17:34	5	11	17:39	17:40
Camberley	GX58 MVO	17:47	17:44	3	8	17:50	17:50
Camberley	GX58 MVH	17:55	17:54	12	7	18:00	18:00
Camberley	GX58 MVS	18:03	18:04	4	6	18:12	18:15
Camberley	GX58 MVR	18:20	18:14	10	0		
Camberley	GX58 MVN	18:18	18:24	6	13	18:31	18:30
Camberley	GX58 MVM	18:33	18:34	2	8	18:45	18:45
Camberley	GX58 MVL	18:45	18:44	12	0		
Camberley	GX58 MVT	18:51	18:54	9	18	19:03	19:00



SKY HIGH TRAFFIC SURVEYS

A DIVISION OF SKY HIGH PLC

Client: WSP
 Project: Aldershot Bus Observations
 Location: North Camp (nb)
 Date: Wednesday 22nd June 2011
 Job No: 7821
 Weather AM: Mild and Cloudy
 Weather PM: Mild and Showers
 Incidents: None Reported

DESTINATION	BUS REG	ACTUAL ARRIVAL TIME	SCHEDULED ARRIVAL TIME	PASSENGERS ALIGHTING	PASSENGERS BOARDING	ACTUAL DEPARTURE TIME	SCHEDULED DEPARTURE TIME
Camberley	GX58 MVK	07:04	07:05	0	0	Did Not Stop	07:05
Camberley	GX58MVJ	07:13	07:16	0	1	07:13	07:16
Camberley	GX58 MVH	07:24	07:26	0	0	Did Not Stop	07:26
Camberley	GX58 MVO	07:34	07:36	1	1	07:35	07:36
Camberley	GX58 MVR	07:46	07:46	3	0	07:46	07:46
Camberley	GX58 MVS	08:01	08:02	8	1	08:02	08:02
Camberley	GX58 MVN	08:10	08:12	8	2	08:11	08:12
Camberley	GX58 MVM	08:19	08:22	15	3	08:21	08:22
Camberley	GX58 MVL	08:29	08:32	2	0	08:29	08:32
Camberley	GX58 MVT	08:39	08:42	0	2	08:39	08:42
Camberley	GX58 MVP	08:51	08:52	2	0	08:51	08:52
Camberley	GX10 KZU	09:00	09:02	0	1	09:01	09:02
Camberley	GX58 MVK	09:11	09:12	1	0	09:11	09:12
Camberley	GX58 MVE	09:20	09:22	0	0	Did Not Stop	09:22
Camberley	GX58 MVJ	09:30	09:31	0	0	Did Not Stop	09:31
Camberley	GX58 MVH	09:40	09:41	0	0	Did Not Stop	09:41
Camberley	GX58 MVO	09:50	09:51	0	0	Did Not Stop	09:51

Camberley	GX10 KZU	15:12	-	0	1	15:12	-
Camberley	GX58 MVP	15:19	-	0	0	Did Not Stop	-
Camberley	GX58 MVJ	15:34	-	0	4	15:34	-
Camberley	GX58 MVK	15:40	-	3	1	15:41	-
Camberley	GX58 MVO	15:50	-	1	0	15:50	-
Camberley	GX58 MVH	16:05	-	2	1	16:06	-
Camberley	GX58 MVS	16:11	-	0	0	Did Not Stop	-
Camberley	GX58 MVN	16:26	-	1	1	16:27	-
Camberley	GX58 MVR	16:30	16:31	1	0	16:30	16:31
Camberley	GX58 MVM	16:44	16:41	0	1	16:44	16:41
Camberley	GX58 MVL	16:51	16:51	0	0	Did Not Stop	16:51
Camberley	GX58 MVT	17:00	-	1	4	17:01	-
Camberley	GX58 MVE	17:09	-	2	0	17:10	-
Camberley	GX10 KZU	17:21	-	0	3	17:22	-
Camberley	GX58 MVP	17:30	-	1	0	17:30	-
Camberley	GX58 MVJ	17:39	-	0	0	Did Not Stop	-
Camberley	GX58 MVK	17:49	-	0	0	Did Not Stop	-
Camberley	GX58 MVO	18:00	-	1	0	18:00	-
Camberley	GX58 MVH	18:09	18:11	1	1	18:10	18:11
Camberley	GX58 MVS	18:22	18:26	1	0	18:22	18:26
Camberley	GX58 MVN	18:39	18:40	0	0	Did Not Stop	18:40
Camberley	GX58 MVM	18:55	18:55	0	0	Did Not Stop	18:55



SKY HIGH TRAFFIC SURVEYS

A DIVISION OF SKY HIGH PLC

Client: WSP
 Project: Aldershot Bus Observations
 Location: North Camp (sb)
 Date: Wednesday 22nd June 2011
 Job No: 7821
 Weather AM: Mild and Cloudy
 Weather PM: Mild and Showers
 Incidents: None Reported

DESTINATION	BUS REG	ACTUAL ARRIVAL TIME	SCHEDULED ARRIVAL TIME	PASSENGERS ALIGHTING	PASSENGERS BOARDING	ACTUAL DEPARTURE TIME	SCHEDULED DEPARTURE TIME
Aldershot	GX58 MVO	07:05	07:08	0	0	Did Not Stop	07:08
Aldershot	GX58 MVS	07:27	07:28	1	0	07:28	07:28
Aldershot	GX58 MVN	07:40	07:43	1	1	07:41	07:43
Aldershot	GX58 MVM	07:52	07:53	0	0	Did Not Stop	07:53
Aldershot	GX58 MVL	08:03	08:02	1	0	08:03	08:02
Aldershot	GX58 MVT	08:11	08:12	0	0	Did Not Stop	08:12
Aldershot	GX58 MVP	08:21	08:22	2	2	08:21	08:22
Aldershot	GX10 KZU	08:34	08:32	1	1	08:34	08:32
Aldershot	GX58 MVK	08:45	08:42	3	0	08:45	08:42
Aldershot	GX58 MVE	08:53	08:52	1	0	08:54	08:52
Aldershot	GX58 MVJ	09:01	09:02	0	4	09:02	09:02
Aldershot	GX58 MVH	09:09	09:12	0	0	09:11	09:12
Aldershot	GX58 MVO	09:20	09:22	0	0	Did Not Stop	09:22
Aldershot	GX58 MVR	09:39	09:33	0	2	09:39	09:33
Aldershot	GX58 MVS	09:43	09:43	0	0	Did Not Stop	09:43
Aldershot	GX58 MVN	09:50	09:53	0	0	Did Not Stop	09:53

Aldershot	GX58 MVJ	15:10	-	1	1	15:10	-
Aldershot	GX58 MVK	15:12	-	0	0	Did Not Stop	-
Aldershot	GX58 MVO	15:22	-	0	6	15:24	-
Aldershot	GX58 MVH	15:32	-	2	16	15:35	-
Aldershot	GX58 MVS	15:43	-	0	1	15:43	-
Aldershot	GX58 MVR	15:59	-	1	2	16:01	-
Aldershot	GX58 MVN	16:00	-	0	0	Did Not Stop	-
Aldershot	GX58 MVM	16:08	-	1	0	16:09	-
Aldershot	GX58 MVL	16:18	-	0	1	16:19	-
Aldershot	GX58 MVT	16:27	-	0	0	16:28	-
Aldershot	GX58 MVE	16:39	-	0	0	16:39	-
Aldershot	GX10 KZU	16:49	-	0	1	16:50	-
Aldershot	GX58 MVP	16:59	-	2	5	17:00	-
Aldershot	GX58 MVJ	17:09	-	0	1	17:09	-
Aldershot	GX58 MVK	17:20	17:19	1	12	17:21	17:19
Aldershot	GX58 MVO	17:33	17:29	0	0	Did Not Stop	17:29
Aldershot	GX58 MVH	17:44	17:41	2	0	17:45	17:41
Aldershot	GX58 MVS	17:52	17:53	2	0	17:52	17:53
Aldershot	GX58 MVN	18:03	18:03	1	0	18:03	18:03
Aldershot	GX58 MVR	18:11	18:13	0	1	18:13	18:13
Aldershot	GX58 MVM	18:24	18:23	1	0	18:24	18:23
Aldershot	GX58 MVL	18:32	18:33	0	0	Did Not Stop	18:33
Aldershot	GX58 MVT	18:42	18:43	0	0	Did Not Stop	18:43
Aldershot	GX58 MVE	18:51	18:53	0	0	18:55	18:53



SKY HIGH TRAFFIC SURVEYS

A DIVISION OF SKY HIGH PLC

Client: WSP
Project: Aldershot Bus Observations
Location: Farnborough Main Station
Date: Wednesday 22nd June 2011
Job No: 7821
Weather AM: Mild and Cloudy
Weather PM: Mild and Showers
Incidents: None Reported

DESTINATION	BUS REG	ACTUAL ARRIVAL TIME	SCHEDULED ARRIVAL TIME	PASSENGERS ALIGHTING	PASSENGERS BOARDING	ACTUAL DEPARTURE TIME	SCHEDULED DEPARTURE TIME
Camberley	GX58 MVP	06:58	07:00	4	0	06:59	07:00
Aldershot	GX58 MVS	07:13	07:14	8	0	07:14	07:14
Camberley	GX58 MVK	07:14	07:15	3	3	07:14	07:15
Camberley	GX58 MVJ	07:24	07:27	4	0	07:25	07:27
Aldershot	GX58 MVN	07:27	07:29	6	3	07:29	07:29
Camberley	GX58 MVH	07:35	07:37	1	3	07:36	07:37
Aldershot	GX58 MVM	07:39	07:39	2	0	07:39	07:39
Aldershot	GX58 MVL	07:47	07:47	1	5	07:47	07:47
Camberley	GX59 MVO	07:48	07:47	0	5	07:48	07:47
Aldershot	GX58 MVT	07:57	07:57	4	0	07:57	07:57
Camberley	GX58 MVR	07:58	07:57	2	0	07:59	07:57
Aldershot	GX58 MVP	08:10	08:07	3	7	08:11	08:07
Camberley	GX58 MVS	08:11	08:13	2	3	08:13	08:13
Aldershot	GX10 KZU	08:20	08:17	8	0	08:21	08:17
Camberley	GX58 MVN	08:21	08:23	3	0	08:22	08:23
Camberley	GX58 MVM	08:33	08:33	3	0	08:33	08:33
Aldershot	GX58 MVK	08:34	08:27	0	0	08:34	08:27
Camberley	GX58 MVL	08:42	08:43	2	0	08:43	08:43
Aldershot	GX58 MVE	08:43	08:37	0	0	08:43	08:37
Aldershot	GX58 MVJ	08:50	08:47	1	0	08:50	08:47
Camberley	GX58 MVT	08:55	08:53	1	2	08:56	08:53
Aldershot	GX58 MVH	08:59	08:57	1	0	08:59	08:57
Camberley	GX58 MVP	09:03	09:03	0	1	09:03	09:03
Aldershot	GX58 MVO	09:05	09:07	3	1	09:06	09:07
Camberley	GX10 KZU	09:15	09:13	2	1	09:16	09:13
Camberley	GX58 MVK	09:24	09:23	2	0	09:25	09:23
Aldershot	GX58 MVR	09:25	09:19	7	0	09:26	09:19
Camberley	GX58 MVE	09:31	09:33	0	0	09:32	09:33
Aldershot	GX58 MVS	09:31	09:29	1	0	09:31	09:29
Aldershot	GX58 MVN	09:37	09:39	0	0	09:37	09:39
Camberley	GX58 MVJ	09:41	09:41	5	1	09:42	09:41
Aldershot	GX58 MVN	09:51	09:49	1	0	09:51	09:49
Camberley	GX58 MVH	09:51	09:51	0	0	09:51	09:51
Aldershot	GX58 MVL	10:00	09:59	0	0	10:00	09:59

Camberley	GX58 MVL	14:52	14:51	1	1	14:53	14:51
Aldershot	GX58 MVJ	14:57	14:43	4	0	14:58	14:43
Aldershot	GX58 MVK	14:59	14:53	0	0	14:59	14:53
Camberley	GX58 MVT	15:08	15:01	0	1	15:08	15:01
Aldershot	GX58 MVO	15:08	15:03	2	0	15:09	15:03
Camberley	GX58 MVE	15:09	15:11	0	0	15:10	15:11
Aldershot	GX58 MVH	15:20	15:23	0	2	15:21	15:23
Camberley	GX10 KZU	15:24	15:21	0	0	15:25	15:21
Aldershot	GX58 MVS	15:28	15:33	1	0	15:30	15:33
Camberley	GX58 MVP	15:30	15:31	2	0	15:30	15:31
Aldershot	GX58 MVN	15:45	15:43	0	2	15:46	15:43
Aldershot	GX58 MVR	15:45	15:53	1	0	15:46	15:53
Camberley	GX58 MVJ	15:48	15:41	1	0	15:49	15:41
Camberley	GX58 MVK	15:50	15:51	0	0	15:51	15:51
Aldershot	GX58 MVM	15:56	16:03	2	1	15:57	16:03
Camberley	GX58 MVO	16:01	16:01	1	1	16:02	16:01
Aldershot	GX58 MVL	16:05	16:13	0	1	16:06	16:13
Aldershot	GX58 MVT	16:14	16:13	1	9	16:15	16:13
Camberley	GX58 MVH	16:18	16:11	6	4	16:19	16:11
Camberley	GX58 MVS	16:22	16:21	0	0	16:22	16:21
Aldershot	GX58 MVE	16:25	16:23	4	4	16:26	16:23



SKY HIGH TRAFFIC SURVEYS

A DIVISION OF SKY HIGH PLC

Client: WSP
Project: Aldershot Bus Observations
Location: Farnborough Main Station
Date: Wednesday 22nd June 2011
Job No: 7821
Weather AM: Mild and Cloudy
Weather PM: Mild and Showers
Incidents: None Reported

DESTINATION	BUS REG	ACTUAL ARRIVAL TIME	SCHEDULED ARRIVAL TIME	PASSENGERS ALIGHTING	PASSENGERS BOARDING	ACTUAL DEPARTURE TIME	SCHEDULED DEPARTURE TIME
Aldershot	GX10 KZU	16:32	16:33	0	0	16:32	16:33
Camberley	GX58 MVN	16:38	16:31	2	4	16:39	16:31
Camberley	GX58 MVR	16:41	16:41	0	0	16:42	16:41
Aldershot	GX58 MVP	16:42	16:43	4	0	16:42	16:43
Aldershot	GX58 MVJ	16:55	16:53	1	3	16:55	16:53
Camberley	GX58 MVM	16:57	16:52	1	4	16:58	16:52
Aldershot	GX58 MVK	17:01	17:03	3	1	17:03	17:03
Camberley	GX58 MVL	17:05	17:03	1	3	17:06	17:03
Camberley	GX58 MVT	17:15	17:13	0	2	17:15	17:13
Aldershot	GX58 MVO	17:15	17:15	2	1	17:16	17:15
Camberley	GX58 MVE	17:23	17:23	1	0	17:23	17:23
Aldershot	GX58 MVH	17:28	17:27	4	0	17:29	17:27
Camberley	GX10 KZU	17:35	17:33	3	2	17:35	17:33
Aldershot	GX58 MVS	17:39	17:39	2	3	17:40	17:39
Camberley	GX58 MVP	17:42	17:43	0	0	17:42	17:43
Aldershot	GX58 MVN	17:45	17:49	2	1	17:49	17:49
Camberley	GX58 MVJ	17:53	17:53	1	3	17:53	17:53
Aldershot	GX58 MVR	17:58	17:59	0	3	17:59	17:59
Camberley	GX58 MVK	18:06	18:03	0	1	18:06	18:03
Aldershot	GX58 MVN	18:10	18:09	4	1	18:12	18:09
Camberley	GX58 MVO	18:13	18:13	0	0	18:13	18:13
Aldershot	GX58 MVL	18:16	18:19	0	0	18:19	18:19
Camberley	GX58 MVH	18:22	18:23	0	5	18:23	18:23
Aldershot	GX58 MVT	18:29	18:29	2	0	18:30	18:29
Aldershot	GX58 MVE	18:35	18:39	3	1	18:39	18:39
Camberley	GX58 MVS	18:36	18:36	1	3	18:36	18:36
Camberley	GX58 MVN	18:49	18:49	0	3	18:50	18:49
Aldershot	GX58 MVP	18:50	18:51	5	4	18:51	18:51

APPENDIX B

Strategy Consultation Meeting'

MEETING NOTES



Mountbatten House

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Job Title	Aldershot Urban Extension
Project Number	11570364
Date	21/05/2012
Time	12:30
Venue	Stagecoach Bus Depot, Aldershot
Subject	Aldershot Urban Extension, Bus Strategy
Client	Grainger Andy Winmill (WSP) Stuart Morton (WSP)
Present	Ben Howard (HCC) Sue Knight (HCC) Mark Turner (Stagecoach) Richard Tyldsley (Stagecoach)
Apologies	

MATTERS ARISING

1 Background

AW explained the background to the AUE development proposals, including the composition and phasing of development to 2026. AW explained the development area is currently served by the Stagecoach Gold Line 1 service, which operates along Queens Avenue, providing a link between Aldershot, Farnborough and Camberley.

AW explained WSP are exploring how best to deliver bus service connections between AUE and key destinations, including Aldershot town centre, Connaught School, Farnborough Main Station (and town centre) and North Camp Station (consistent with the SPD).

Therefore, WSP is keen to understand how it may be possible to work with Stagecoach to develop a rationale for bus service provision that integrates with existing services to meet the future needs of the planned development area.

2 Overview of existing Stagecoach Gold Line 1

MT gave an overview of the Gold Line 1 service. The existing service utilises high specification vehicles that include leather seating, WiFi connections, and quality interiors. The service has proved very popular, and on-going annual patronage growth has been observed in recent years.

The service generally operates at a 10 minute frequency along the route between Aldershot and Farnborough, with a 7.5 minute frequency in the peak travel periods. The service does not operate via North Camp Station, but does operate in close proximity to Farnborough Business Park. SK identified that Service 41 links to North Camp and is run under contract and could be considered as part of proposals.

Service 1 currently has spare capacity on the section of the route south of Farnborough Main Rail Station (vicinity of AUE) during peak travel periods, although on-going patronage growth is anticipated.

ACTION

	<p>On this basis Gold Line Service 1 was identified as the foundation from which the core AUE bus service provision would be based.</p> <p>MT agreed to provide WSP with information on current available capacity on the existing level of service on Line 1. WSP can then use this information to understand when service improvements would be required to meet demand from AUE.</p>	
3	<p>AUE Bus Service Proposals</p> <p>SM explained the proposal for AUE is to introduce a new service to interwork with the existing Line 1 network. This service would be necessary to provide connections to all key destinations (previously mentioned) supported by demand, and to ensure the full development area meets specifically accessibility criteria for access to bus services. Service assumptions have been informed by analysis of the future demand for public transport journeys to and from the AUE development.</p> <p>North Camp</p> <p>SM tabled an illustration of how the existing Line 1 service could be supplemented with an additional new service to provide a connection to North Camp Station during the peak periods only (supported by demand). The service frequency would be every 30 minutes as a minimum but would be increased where demand can be identified. This would generally follow the same route as Line 1 but serve the eastern parcels of AUE and divert to serve North Camp Station. HCC and MT agreed this could be workable in principle and WSP should develop in further detail.</p> <p>Vehicles</p> <p>All parties agreed the presumption that a new service interworked with Line 1 would likely use the same specification of vehicle as is currently used.</p> <p>Connaught School</p> <p>AW explained that bus connections for access to Connaught Secondary School needed to be explored for the AUE bus strategy. MT advised that Stagecoach Service 15 currently serves Connaught School from Aldershot Town Centre. This service operates every 15 minutes, Monday to Saturday, using Solo vehicles and could therefore coincide with school hours.</p> <p>All parties agreed there is potential for the new planned service also to interwork with Service 15 providing a connection directly from AUE to Connaught Secondary School. WSP should explore this option further and liaise with Stagecoach and HCC on how this could work.</p> <p>Service Funding</p> <p>SM explained to HCC that he anticipated any new bus service subsidy funding from the AUE development would be addressed through a S106 Agreement, with HCC to procure the service to the agreed specification accordingly. HCC confirmed this was a common approach and workable in principle, subject to further detail on proposals.</p>	<p>Stagecoach</p> <p>WSP</p> <p>WSP</p>
4	<p>AOB</p> <p>Real-time Information</p> <p>HCC and Stagecoach advised WSP it would be beneficial to understand how real-time information would be disseminated to passengers on the new service. The ASIS system is currently available on Line 1, and can be extended to Service 15. WSP will explore this further and include in the specification for a new service and at supporting bus stop infrastructure within the AUE development.</p>	<p>WSP</p>

Promotion of Service/Travel Plan

MT asked whether or not the development would have a travel plan that actively promotes the services to residents, including potentially through the use of taster tickets. AW confirmed this would be the case.

Distribution: All attendees + Grainger PLC, Tim Wall (HCC), Jim Pettitt (Rushmoor Borough Council), Mike Green (Surrey County Council)

Attachment: AUE bus strategy proposal plan (tabled at meeting for discussion)



Wellesley

ALDERSHOT



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