

TECHNICAL NOTE

Job Name: ITS – Green Park Interchange
Job No: 36382/2005
Note No: TN001 – V2
Date: 8th February 2023
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Subject: Park Mark - Statement of Conformity

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1.	Introduction This document has been produced by Stantec UK on behalf of Reading Borough Council (RBC) to outline the steps that have been taken during the design of the Green Park Station Interchange to conform with the Park Mark Standard, which is required to discharge Planning Condition 19 of the Green Park Station Interchange planning permission (App No-141944, Date 8th May 2015). RBC is required to deliver the transport Interchange and the 2No areas of car parking provision accessed from the St Edward Homes' access road (which then leads to the wider highway network). Originally, the Green Park Interchange planning permission included a multi-storey car park to be constructed by others (to the south -east of the Interchange) however during the construction of the Interchange, the adjacent landowner, St Edwards Homes has confirmed they no longer plan to build the multi storey car park. As a result RBC applied for a Non-Material Amendment (NMA) to the planning permission for a second surface car park to be accessed from the main access road. See Figure 1 below or refer to surface car park shown within the General Arrangement within Appendix A.  <i>Figure 1 - Extract showing the southern car park and access (General Arrangement)</i> Through early discussions with the Thames Valley Crime Prevention Office it has been agreed that the design could be certified as being produced in accordance with

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	the Park Mark Standard and that would meet the requirements set out within the planning condition.
2.	General Site The General Arrangement of the Green Park Station Interchange can be seen in plan 36382/2011/100/02/C7 (held in Appendix A). The station, platforms and the area immediately outside of the station will be delivered under a separate planning permission and, as such, will not be addressed in this Technical Note. . The RBC works shall deliver the following elements of the Interchange: ▪ Accessible parking provision (12 spaces) and short term drop off (10 spaces) ▪ Bus Interchange and taxi drop off ▪ Southern surface level car park (57 spaces) ▪ Amenity space. As discussed in Section 1, the submitted Planning Application also included the provision of a multi-storey car park, which was set to be delivered by St Edwards Homes (formerly Berkeley Homes). This is no longer going to be provided and the revised access details were agreed via an NMA.
3.	Park Mark - Safer Parking This Technical Note sets out how the design has been undertaken in accordance with best practice guidelines. New Build Car Park Guideline – For Car Park Designer, Operators and Owners has been used and the different sections of the guidance used to outline below the design assumptions that have been made to achieve Park Mark standard.
4.	Boundary (Section 2) The Interchange and car park areas within the RBC delivery package have been designed to ensure that vehicle and pedestrian movements are clearly defined. The design uses landscaping to define the various area's whilst not affecting other requirements such as lighting and surveillance.
5.	Lighting (Section 3) The street lighting design for Green Park Station Interchange is compliant with the relevant British Standards and has been split into 3 sections: 1. Interchange carriageway and footway; 2. Accessible and short stay car park; 3. Surface level car park. Interchange Carriageway and Footway The lighting of the Interchange is lit to a P1 class as set out in BS EN 13201-2:2015, which requires the scheme to be lit to the following requirements: ▪ Eave (average illuminance): 15.0 lux ▪ Emin (minimum illuminance): 3 lux.

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	These levels are achieved across the area of the interchange carriageway and footway Surface Level Car Parks The southern and eastern sections of the Interchange are 2No. a surface level car park which are lit to a “Heavy Traffic Carpark Lighting” class as set out in BS 5489-1:2013. The levels required to achieve this lighting class are stated below: ▪ Eave (average illuminance): 20.0 lux ▪ Uo (uniformity): 0.25. These levels are achieved in the surface level car park areas. As the street lighting of Green Park Station Interchange will be maintained by RBC, the design has been carried out in accordance with the RBC Street Lighting Specification. As per the RBC Specification Holophane VMAXs lanterns have been used in the design. All lighting columns and infrastructure have been located to ensure that they shall not aid criminal activities.
6.	Management Practice (Section 4) Operational staff are easily contactable by following the phone numbers provided on the information boards located within the car park. The pay machine is located in front of the CCTV camera to minimise the potential for vandalism. RBC will also work towards trying to remove any graffiti as soon as possible.
7.	Parking Area (Section 5) The arrangement of the surface level car parks, including the accessible parking area has been designed to ensure that the arrangement allows vehicles to efficiently manoeuvre whilst minimising the potential interaction with other users where possible by routing them away from the area. The short length and sharp turns within the parking area restricts vehicle speeds. The pedestrian area is clearly defined and segregated from vehicular routes through level differences and types of paving. Motorcycle parking is located on hard standing (AC10 Asphalt Concrete) and anchor points with a concrete foundation are also provided. These are located with good natural surveillance and lighting which should deter criminal activity. The parking machine is located in a well-lit location in the centre of the southern car park. ‘Ring-Go’ payment details are also provided throughout the car park.

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8.	Vehicle Access (Section 6) The Green Park Station Interchange has a single access from the highway network. The southern surface level car park and the eastern surface level car park including the accessible parking bays shall both be accessed from the Interchange access road. Each car park only has one vehicular entry and exit point however neither are controlled due to the low number of parking spaces at these locations.
9.	Pedestrian Access (Section 7) The access to / from the Interchange are clearly defined with a good standard footway provision. The Interchange, when constructed, will have two access points to the wider pedestrian network. All of these points are covered via the PTZ CCTV cameras that will be delivered by RBC. There is also a clearly defined route to the station entrance from both car parks through signage and guidance tactile paving.
10.	Signage (Section 8) General signage associated with the Interchange design can be seen in plan 36382/2011/1200/02 and 03. The internal car park signage that covers the operational detail was designed by RBC. The parking facility and the name of the owner are located at the entrance of the car park, details of operational hours and terms and conditions are also located there as shown in the picture below. As seen in the picture there is clear information about whom to contact, warning about what is and isn't allowed within the facility, fines etc.

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	 A pay machine is clearly visible and located in the centre of the car park. The car parks are small so are close to the vehicle and pedestrian entrance. The tariffs are clearly shown. Clear and visible signage is shown throughout.  Signage with different colouring used to show how to pay and the number of signs reminding people to pay shows clear information and is located throughout the car park. The size of the car park means that all these signs are visible from anywhere within the facility.

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	 There are 2 motorcycle parking bays with anchors that are easy to distinguish due to pictorial signage, they are clearly adhered for motorcycles as shown in the picture below. 
11.	CCTV (Section 9) The CCTV has been designed to the principles within the BSIA CCTV Surveillance System Code of Practise, Issue 4, July 2014. CCTV has been specified to cover all of the Interchange elements that are to be delivered by RBC and can be seen on plan 36382/2011/1300/03. The Interchange and surface level car park shall be covered by 2no pan tilt zoom (PTZ) cameras with a minimum “detection” classification requirement under the Code of Conduct. The southern surface level car park shall be covered by a fixed CCTV camera. The railway station and frontage will also have CCTV camera provision that will overlap with the RBC CCTV system provision. The Interchange CCTV images are to be controlled and recorded via RBC’s central CCTV control room which is jointly operated with Thames Valley Police.
12.	Landscaping (Element 10) The landscaping scheme for the Interchange can be seen in plans 36382-2002-3000-01 and 36382-2002-3000-04. The landscaping has been designed as not to interrupt the smooth progression of pedestrians/cyclists and vehicles through the site. The features and placement are such as to not interrupt the natural surveillance of the Interchange, as such all planting has been specified with high canopy trees and boundary shrubbery shall be maintained at a height not greater than 1.2m.

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	The landscaping design has been used to influence the CCTV design to ensure visibility will not be interrupted.
13.	Summary This Technical Note has been produced by Stantec UK on behalf of Reading Borough Council regarding the Green Park Station Interchange planning condition 19. The note has outlined the steps that have been taken during the design of the interchange and the surface carpark that is being delivered by RBC and demonstrates that the RBC elements of the scheme have been designed fully in accordance with the Park Mark Standard.

DOCUMENT ISSUE RECORD

Technical Note No	Rev	Date	Prepared	Checked	Reviewed (Discipline Lead)	Approved (Project Director)
36386/2005/TN001	-		SK	RMcD	SK	RMcD
	V1	23.3.18	SK	RMcD	SK	RMcD
	V2	06.02. 23	SD	SK	GR	GR

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