

TECHNICAL NOTE

Job Name: ITS – Green Park Interchange
Job No: 36382/2005
Note No: TN001 – V1
Date: 01 August 2017
Prepared By: Steven Keen
Subject: Park Mark - Statement of Conformity

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1.	Introduction This document has been produced by Peter Brett Associates LLP 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 achieve Park Mark Standard, which is required for the removal of Planning Condition 19 of the Green Park Station Interchange planning permission (App No-141944, Date 8th May 2015). Green Park Station Interchange is to be constructed by a number of delivery partners who are required to construct certain elements of the overall interchange. RBC are required to deliver the highway and pedestrian access from the existing highway network, the bus interchange and a section of the car parking provision. Due to the number of design interactions surrounding the interchange it is not possible to be awarded Park Mark Standard at this time. This is due to the car park not being operational and also due to the lack of detailed design information associated with elements of the scheme that is being delivered by others. Though discussions with the Thames Valley Crime Prevention Office it has been agreed that the design could be certified as being produced in accordance with the Park Mark Standard and that would meet the requirements set out within the planning condition. This note discusses the following elements: - General site and elements to be delivered by the partners. - RBC design assumptions to meet Park Mark Standard. - Design element to be considered in the future phasing.
2.	General Site The general arrangement of the Green Park Station Interchange can be seen in plan 36382/2011/100/02/C1. The station and the area immediately outside of the station are being delivered by Network Rail and their scheme will have some crossover with the RBC areas of delivery. The RBC works shall deliver the following elements of the Interchange: - Highway access from Longwater Avenue into the Interchange - Footway and cycle link from Longwater Avenue to the Interchange - Disabled parking provision - Bus interchange and wait area - Surface level car park (approximately 42 spaces) - Amenity space. The submitted Planning Application also includes the provision of a multi-storey car park, which is set to be delivered by Berkeley Homes, and it is via the multi-storey car

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	park that entry/egress to the surface level car park being delivered by RBC is made. Therefore, certain design / construction elements are outside of RBC's control with regard to achieving all Park Mark Standards for the surface level car park. It is understood that the RBC deliver car park will not be operational before the multi-storey car park is completed.
3.	Park Mark - Safer Parking This 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 lighting for Green Park Station Interchange will be delivered by RBC and the design is compliant with the relevant British Standards and has been split into 2 sections: 1. Interchange carriageway and footway 2. 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. These levels are achieved across the area of the interchange carriageway and footway .
6.	Surface Level Car Park The southern section of the Interchange is a surface level car park which is 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 area. As the street lighting of GreenPark 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.

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	The design of the street lighting for GreenPark Station Interchange has been carried out by the lighting supplier Holophane. All lighting columns and infrastructure have been located to ensure that they shall not aid criminal activities.
7.	Parking Area (Section 5) The arrangement of the surface level car park and the disabled 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.
8.	Vehicle Access (Section 6) The GreenPark Station Interchange has a single access from the highway network. The surface level car park and multi-storey car park shall both be accessed from the Interchange access road. As discussed previously vehicle entry/egress to the surface level car park shall be through the multi-storey car park to ensure that the number of accesses are kept to a minimum. The final detail of the access of the multi-storey car park will be designed by others.
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 however there will be a third access once further development in the area is delivered. All of these points are covered via the PTZ CCTV cameras that will be delivered by RBC. The surface level car park has a single point of access from the Interchange however how this may change once the multi-storey car has been designed.
10.	Signage (Section 8) General signage associated with the Interchange design can be seen in plan 36382/2011/1200/02 and 03. However, the internal car park signage that covers the operational detail shall be delivered by others.
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 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.

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	The 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 plan 36382-2002-3000-01 and 36382-2002-3000-04. The landscaping has been designed as to not 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 have been specified with high canopy trees and boundary shrubbery shall be maintained at a height not greater than 1.2m. The landscaping design has been used to influence the CCTV design to ensure visibility will not be interrupted.
13.	Area's Outside of RBC Control As the Interchange and car parks are being delivered in partnership there are elements of both that will not be delivered by RBC and therefore RBC will have no control over their design, construction or operation. These are: - Management Practises (Section 4) - Parking Area – Payment Machines (Section 5) - Signage (Section 8) - Access control (Section 5)
14.	Summary This note has been produced by Peter Brett Associates LLP 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

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