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Introduction

As the car park and the cycle parks will be owned and operated by Network Rail the car park and cycle parks will be designed and constructed to Network Rail’s standard “The Design of Car Parks for Railway Stations and Depots”. The car and cycle parks will also comply with the following publications, “Accessible Train and Station Design for Disabled People: A Code of Practice”, “Guidance on Lighting Railway Premises”, “CCTV for Stations – Functional, Technical and Operational Requirements” and “Safer Parking Scheme, Park Mark accreditation”, The Department of the Environment “Parking Standards” and Local Transport Note 1/12 “Shared Use Routes for Pedestrians and Cyclist”.
1. **Car Park Layout**

The car park will be a ‘pay on foot’ car park with an entry and exit lanes controlled by entry and exit barriers, the entry to the car park will also be controlled by a height restriction bar. There will be a one way circulation pattern through the car park access routes being 6.0m wide with 90 degree parking bays 2.4m wide and 4.8m long. Drivers will be able to re-circulate should a vacant space not be found on the initial circuit.

A total of 450 parking spaces are provided including 22 disables parking spaces.

Speed ramps/humps are provided in roadways to encourage a maximum speed of 5mph.

Pedestrian routes are provided within the car park and disabled parking spaces provided near the station building entrance.

The car park surface materials will be hard wearing, low maintenance, non-slip, weather resistant and resistant to attack from oil spillage.

Areas of planting are provided within and on the boundaries of the car park, lighting and CCTV camera surveillance is provided.

See plan 5110967/HW/SK057A for layout of the car park.
2. Car Park Operation

The car park will be operated and maintained under franchise by the Station Operating Company as a ‘pay on foot’ car park. Cars entering the car park will be stopped at the entrance and will collect a ticket/token to enable a barrier to rise. Before cars can exit the car park a parking fee needs to be paid at payment machines located in the station building. The parking fee can be varied so short stay parking periods can be offered at minimal or no cost.

Cars without a valid paid ticket will not be able to exit the car park; a payment machine is to be located near the entrance for those who neglected to make the parking payment at the station building. All payment machines will be placed under cover.

The car park will be supervised with CCTV cameras from the station building and will be located at vantage points within the car park.

As a car cannot leave the car park without a valid ticket, token or pass ‘policing’ of the car park is not required. Pass cards to operate the entry and exit barriers can be provided for staff and to enable maintenance operations to take place within the car park.

Drainage to the car park will be agreed with the Water Authorities and the Environment Agency and will be maintained by the Station Operating Company.

3. Cycle Parks Layout

The cycle parks will be no charge cycle parks and are located to the north and the south of the station building. The cycle parks will consist of a number of double rows of Sheffield stand hoops and will be covered.

A total of 1000 cycle parking spaces are to be provided, approximately 150 spaces to the north of the station and approximately 850 spaces to the south of the station building.

Access to the cycle parks will be via a network of combined cycleway/footways.

The cycle parks surface materials will be hard wearing, low maintenance, non-slip, and weather resistant.
4. **Cycle Parks Operation**

The cycle parks will be operated and maintained under franchise by the Station Operating Company. The cycle parks will be supervised with CCTV cameras from the station building and will be located at vantage points within the cycle parks.

Periodic inspections will be undertaken in the cycle parks to determine the numbers of abandoned cycles blocking parking bays within the cycle parks. Measures will be undertaken to remove the abandoned cycles and release the bays for parking.

Drainage to the cycle parks will be agreed with the Water Authorities and the Environment Agency and will be maintained by the Station Operating Company.