

SPECIFICATION.

FOR:

The Proposed Placement of CCTV
and Signage in Regards to
Charging for Parking

AT;

**Russell Square, Torrington Square
+ various others**

PREPARED FOR:



**UNIVERSITY
OF LONDON**

University Of London,
Senate House,
Malet Street.
WC1E 7HU

BY:

ATP

Creation | Innovation | Inspiration

Architects & Surveyors

T: 0208 532 4141 W: www.atpgroup.co.uk

Brook House, Coventry Road
Ilford, Essex, IG1 4QR

T: 020-8532-4141 F: 020-8532-4140

E: atp.ilford@atpgroup.co.uk

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PRECINCT CAR PARKING

1. Introduction

Currently there are in excess of 100 car parking spaces within the boundary of the Precinct. These spaces, for many years, have been used by staff of the University and its member institutions, who have registered with the staff car parking scheme, visitors and contractors. The number of staff driving to work and parking regularly has significantly declined in recent years. The recent staff travel survey showed only 1.5% of staff use the car parking every day, and less than 3% use it at all.¹

Parking at present is uncontrolled and spare capacity is often being used by drivers who have no association with the University. The University is concerned about this situation for two reasons.

Environmental- The current situation encourages people with no affiliation to the University driving onto campus and using the spare parking spaces. This increases air pollution and congestion within the Bloomsbury area and can cause damage to the physical environment of the Precinct.

Security and safety of staff and students is being compromised by having no control or knowledge of vehicles that come onto the Precinct.

To resolve these two issues the University would like to introduce a controlled parking regime that will reduce the number of vehicles parking at the University, will provide details of those who do drive onto the Precinct and will retain parking facilities for those who must park; including visitors and contractors. The preferred method is to introduce a charging regime, with automatic number plate recognition, operated by a car parking contractor. This will eliminate unauthorised casual parking and will be a deterrent to those with criminal intent who would not wish to have registrations recorded; but will maintain the availability of car parking to support activity across the Precinct.

If any surplus is generated from the parking scheme it will be put towards enhancements to the Precinct in particular to improve the facilities for those walking, running or cycling.

The current staff parking permit scheme would be wound up with as much notice given as possible and paid registration fees of £30.00 returned. Obviously, we will provide parking for blue badge holders and for staff across the Precinct who have no alternative to driving and we will consult closely with these users. Motor-cycle parking would remain free for registered users.

2. Car parking areas that would be included in the scheme:

All the areas indicated below (plan attached) are currently used as car parking areas. There is no intention to increase car parking capacity.

- Malet Street, Senate House
- Woburn Square
- Torrington Square service road
- Torrington Square adjacent to Senate House North Block (re-opening in September following completion of the SOAS Project)
- Russell Square car park

Currently UoL receives no income for parking.

¹ Based on the staff travel survey conducted in February 2016 (697 responses)

UoL car parks are currently used without charge by many visitors to the area who have no association with the University, particularly at weekends visiting the British Museum and Oxford Street.

This use is increasing and will become greater still with the enhancement of the Tottenham Court Road area due to Crossrail.

3. Brief overview of proposed operation and provision for visitor and blue badge parking

A parking contractor, through controlled access points and automatic number plate recognition technology, would manage the system on the University's behalf. However, the University would remain in complete control of the activity and could grant free access to vehicles (for visitors and contractors) and cancel penalty notices as required. The system would be in operation 24 hrs/7 days per week and would enhance security by deterring vehicles entering the site that do not want to be recorded.

There would be a number of blue badge parking spaces available.

In operation a visitor will enter the area, which would be well-signed to indicate they are in a parking controlled area. They would then pay for required parking by a cashless method. Failure to pay will result in the issue of a civil parking charge, which the parking contractor would collect.

The University through an onsite terminal would input details of vehicles that are authorised to park without charge including identified staff, visitors, and contractors of the University of London and the Precinct Colleges

4. Impact on the Precinct

There will be some requirement for ANPR cameras, signage and remarking out of the car park surface but these changes will temporary and minimal. There will be no barriers. Application will be made to Camden for approval for signage and equipment.

Payment will be by cashless phone systems so there will not be a requirement for pay machines and cash will not be held on site.

Overall it is expected that car park use will decrease with the elimination of 'free' parking and that we may be able to create more pedestrian areas and facilities for cyclists.