

Appendix D

Design proposals

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Project title British Library Extension

Job number

249622-00

cc

File reference

210602 Design Proposals_Transport.docx

Prepared by

Arup

Date

15 June 2021

Subject

British Library Extension – Transport design proposals

1 Introduction

As part of the pre-application process, Arup has consulted with representatives from the London Borough of Camden (LBC) in its capacity as local highway and planning authority, with the latest pre-application meeting being held on 19 April 2021. At the meeting, several transport design items were discussed, with comments from officers noted. As a result of the discussions, various aspects of the transport strategy have now been updated by the team as part of the proposed planning application. The transport design items are summarised in the following sections of this note. It should be noted that the design proposals are still evolving, and minor amendments may be required to specific locations and parking arrangements prior to planning submission. Further comments from officers on any residual matters would be welcome.

2 Accessible car parking

The site, located in the Central Activities Zone, is proposed to be car-free, in accordance with the *London Plan* (2021), with the exception of four wheelchair-accessible car parking spaces for users of the British Library and one space for the new commercial scheme, representing a significant reduction in the existing car parking spaces at the site. There are currently three dedicated car parking spaces for blue badge holders; therefore, the proposals would provide two additional accessible car parking spaces.

As shown in **Drawing RSHP-A-SK-1021_REV 01**, to the rear of this note, two of the wheelchair-accessible car parking spaces would be located adjacent to the service yard, accessed from Midland Road, and three of them would be located in the new car parking, accessed from Ossulston Street.

The two wheelchair-accessible car parking spaces adjacent to the service yard are proposed to be provided immediately adjacent to the pavement which would assist with access to the staff entrance on Midland Road. The spaces would be within a walking distance with mitigation measures embedded in the design (e.g. sightlines, accessible routes, and resting places).

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3 Setting down point

The provision of a standalone facility to be used for disabled visitors to the British Library is proposed to be provided with the curtilage of the site. In keeping with its objective to be one of the leading 21st-century public spaces, the ambition for accessibility is to be an exemplar. The BL wants its visitors to make their way into the library independently without having to pre-book, be met by staff or to be allowed into a parking space.

The provision of an inset bay directly on Midland Road was discounted for the adverse impact that it could cause to pedestrian and cycling movements, which would have been required to be diverted around the facility. Moreover, a provision on the public highway would have required local authority enforcement, which is acknowledged as a burden on its existing responsibilities.

Accordingly, the design is proposed to pass over the cycle lane and footway, ramping up to the respective levels to ensure that pedestrian and cycle movements remain fully accessible. Moreover, the vertical deflection for vehicles as they pass across the cycle lane and footway ensures that speeds are reduced safely. The design approach for such a facility is conventional in highway terms and is considered safe, subject to detailed design in due course.

The location of the setting down point on private land and away from the public highway enables the British Library's Facilities Management team to operate the space and restrict non-designated users. It is intended that the space be controlled by appropriate signage, with potential use of Automatic Number Plate Recognition (ANPR) technology to deter unauthorised use. The provision of bollards or other forms of security control are not proposed in order to minimise the potential for queueing on the footway or cycleway on Midland Road. Furthermore, the design of the landscaping proposals for the site and the existing highways infrastructure will ensure that suitable levels of visibility are maintained to enable safe movements onto and off the site.

The requirements for a setting down point to allow wheelchair-accessible vehicles to drop off/pick up passengers are:

- To be close to the main entrance on a major route to allow easy access for people requiring the use of the setting down point.
- To be within a walking distance with mitigation measures embedded in the design (e.g. sightlines, accessible routes, and resting places).
- The setting down point should be in addition to any localised taxi ranks.

Further details of the British Library's position on the provision of a setting down point are provided in **Appendix A**.

4 Vehicle access from Ossulston Street

A review of potential arrangements is currently underway, with further details to be provided separately.

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5 Minibus facility

It is proposed to provide a minibus parking bay next to the wheelchair-accessible car parking space. The provision of the bay at this location would facilitate a direct and convenient route to the building entrance on Midland Road. The minibus location is provided for ease of access by vulnerable users to the main visitor entrance. Demand for the space is expected to be modest and is not expected to contribute to any congestion in the local area. The location of the minibus parking bay is shown in **Drawing RSHP-A-SK-1021_REV 01**, to the rear of this note.

6 Long-stay cycle parking

The long-stay cycle parking for the Proposed Development would be provided to meet the standards set out in the *London Plan* (2021) and *Camden Planning Guidance* (2021).

In accordance with TfL *London Cycle Design Standards* (2016), a minimum of 5% of long-stay parking in the form of Sheffield stands (for non-standard and larger cycles, as well as for disabled cyclists) would be provided. Up to 10% of the long-stay cycle parking provision would be in the form of lockers for folding cycles.

The employees cycling would access the site via a dedicated ramp within the Proposed Development, which would facilitate access to the cycle store in the basement. A secure entry management system would be provided at the entrance to the cycle parking area. **Drawing RSHP-A-SK-1016**, to the rear of this note, indicates the gradient of the ramp down to the long-stay cycle parking facilities.

Figure 1 to **Figure 3**, to the rear of this note, show the proposed access to cycle parking; the number of long-stay cycle parking, lockers and showers proposed; and the type of long-stay cycle parking provision.

7 Short-stay cycle parking

It is proposed to consolidate the short-stay cycle parking spaces into two locations, on the east and west ends of the southern block, as shown indicatively in **Drawing RSHP-A-SK-1021_REV 01**, to the rear of this note. This will achieve a civic quality that would be expected of a library or academic building without compromising the landscape design by cluttering the cell concept with cycle furniture.

By consolidating the short-stay cycle parking provision to the east and west, but weighted towards Midland Road, their ease of use and access by cyclists would be simplified whilst addressing issues associated with wayfinding, cycle management on the site, security, and visibility, and potentially reducing accessibility issues created by street furniture within the landscape.

In accordance with the *London Plan* (2021), the evolving area schedule indicates that 181 short-stay cycle parking spaces should be provided. The proposals indicate a provision of 82 short-stay cycle parking spaces which, in association with 38 new spaces in the existing short-stay facility off the piazza was considered to be generally acceptable by LBC at the recent pre-application meeting. The remaining additional off-site cycle parking spaces could be provided in the local area, such as along the island on Midland Road, as part of the S106 agreement.

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8 Servicing arrangements

All site delivery and servicing trips would be managed through an internal service yard containing five loading bays of various sizes. The service yard is accessed using a two-way roadway and ramp from Midland Road. Vehicles would access the service yard in forward gear, manoeuvre within the service yard and will exit onto Midland Road in forward gear.

Delivery and servicing trips are anticipated to be made predominantly in light goods vehicles, with a small number of deliveries being made in larger vehicles. Delivery and servicing trips generated by the Proposed Development will be reviewed in the Transport Assessment.

The British Library operations require the provision of some bays, in addition to loading bays, for their maintenance contractors to park their vehicles. Based on data provided by the Library it is anticipated that 4-5 maintenance bays are required. Two bays will be provided within the internal service yard and two will be provided within the Ossulston Street car park, providing a total of four maintenance bays. This can be seen in **Drawing RSHP-A-SK-1021_REV 01**, to the rear of this note. The development utilises and enhances the existing loading bay to extend its capacity to service the existing site and proposed extension; therefore, servicing in this part of the site is considered acceptable.

9 Midland Road / Crossrail 2 interface

It is proposed to provide a minimum of 2.1m footway at the narrowest section, south of the service yard, with 7.3m carriageway on Midland Road.

Crossrail 2 is proposing to retain the existing cycle lanes in each direction with a single 3.3m vehicle lane on Midland Road.

Delivery and servicing vehicles entering and exiting the service yard would not conflict with the proposed layout for the Crossrail 2 entrance, which is on the eastern side of Midland Road. The largest vehicles likely to use the service yard would be 10m long rigid vans and these would account for approximately 10% of all deliveries. If these vehicles were rejected from entering the service yard, they would be required to complete a three point turn when using the rejection lane to exit the space. This manoeuvre would be overseen by a member of on-site staff to ensure it is undertaken safely. All vehicles smaller than a 10m long rigid would be able to use the rejection lane without conflicting with the Crossrail 2 entrance. This can be seen in **Drawing ARP-TRA-001**, to the rear of this note.

10 Transport Assessment scoping report

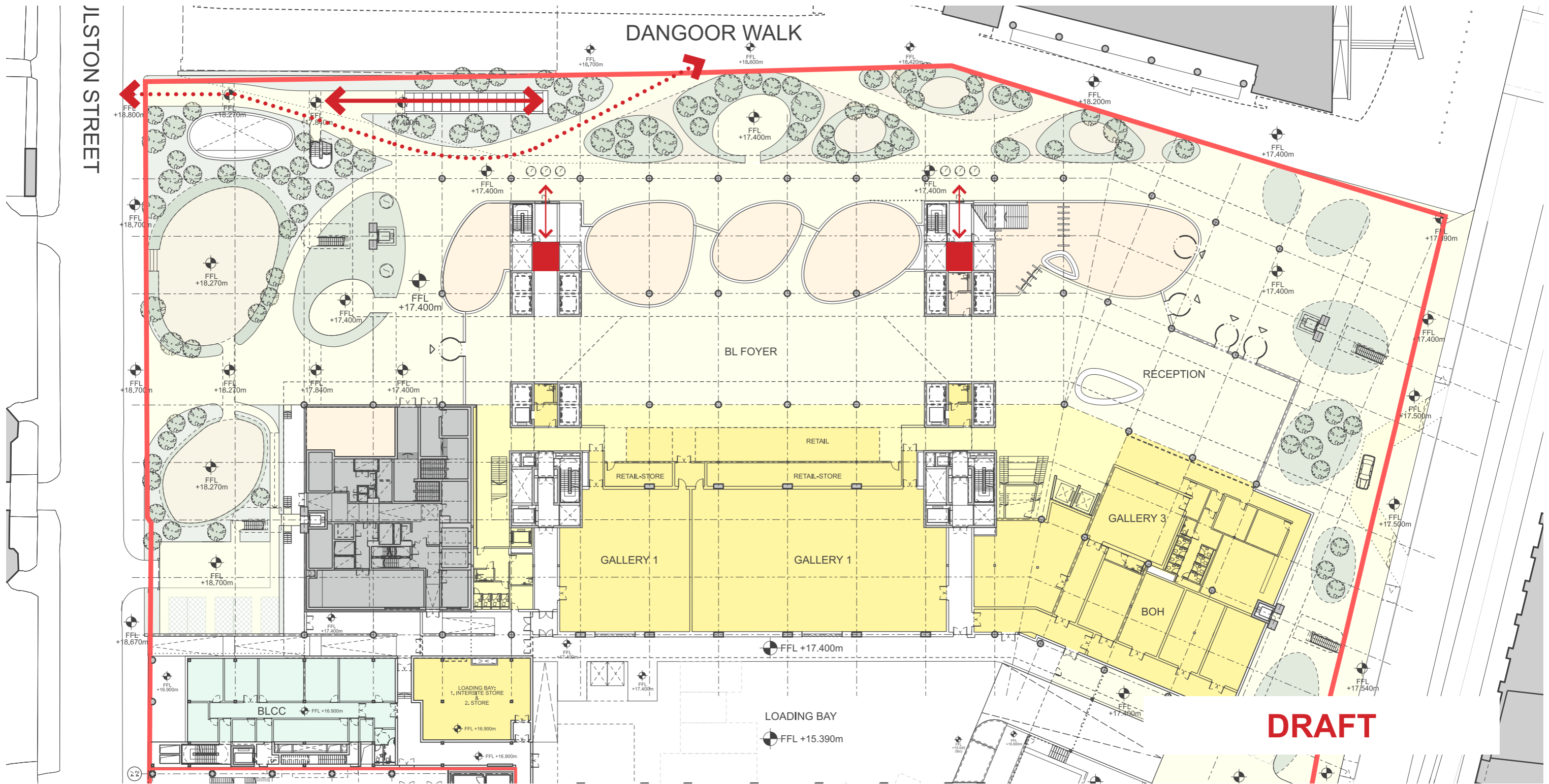
The Transport Assessment is a key part of the planning application and the scope is an opportunity to agree principles in advance, firstly with LBC and subsequently with Transport for London (TfL). Therefore, a Transport Assessment Scoping Report was submitted in conjunction with this note for LBC officers' review and we would welcome comments on this note and the Scoping Report. It is also proposed to issue the Scoping Report to TfL officers.

Figures

Figure 1: Access to Cycle Parking

Figure 2: Long-stay Cycle Parking, Lockers and Showers

Figure 3: Type of Long-stay Cycle Parking



Long-stay Cycle Parking



Access Ramp

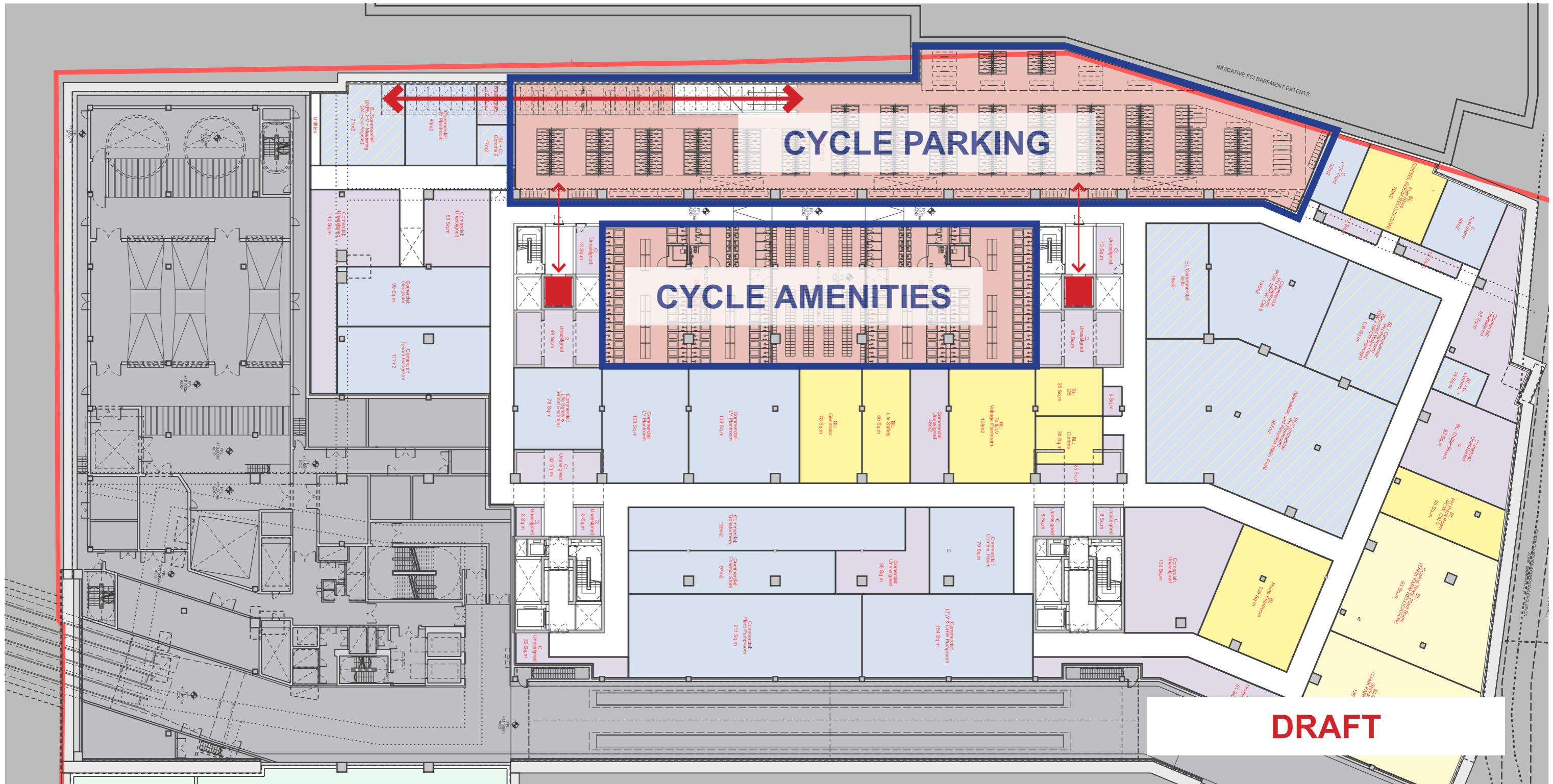


Shared Footway



Cycle Lift Access

Figure 1: Access to Cycle Parking



Long-stay Cycle Parking

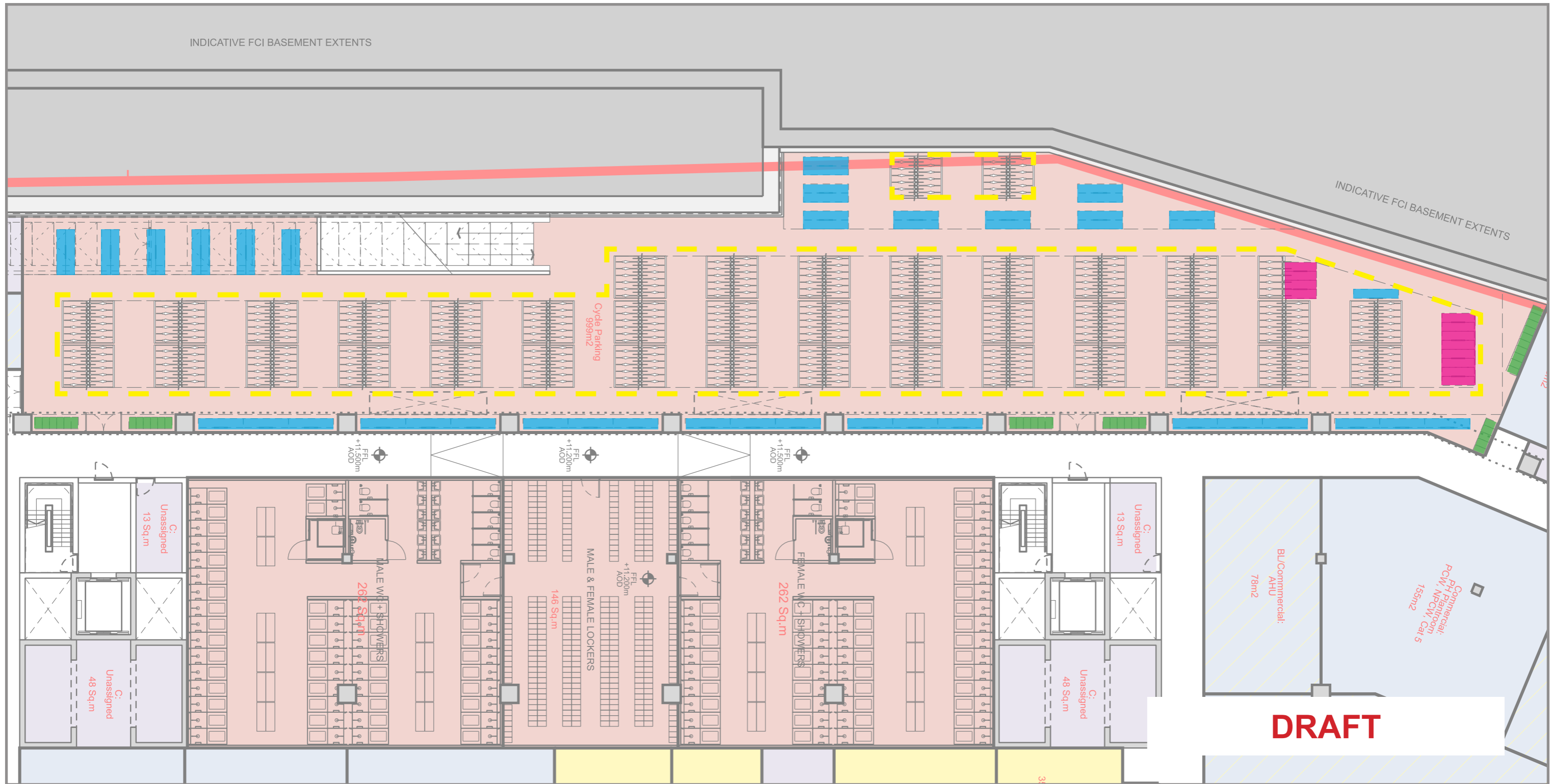
POLICY TARGETS (GEA DERIVED)

AREA ALLOCATED

CYCLE PARKING	1,115 no.
LOCKERS	743 no.
SHOWERS	111 no.

999 m ²
146 m ²
524 m ²

Figure 2: Long-stay Cycle Parking, Lockers and Showers



Long-stay Cycle Parking

Mix		GEA Derived Target	
Two Tier Stands	95 % 	948	948
Folding Cycles	10 % 	112	112
Sheffield Stands	5 % Non-Standard 	56	50
			12
		1,115	1,122

Figure 3: Type of Long-stay Cycle Parking

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Drawing

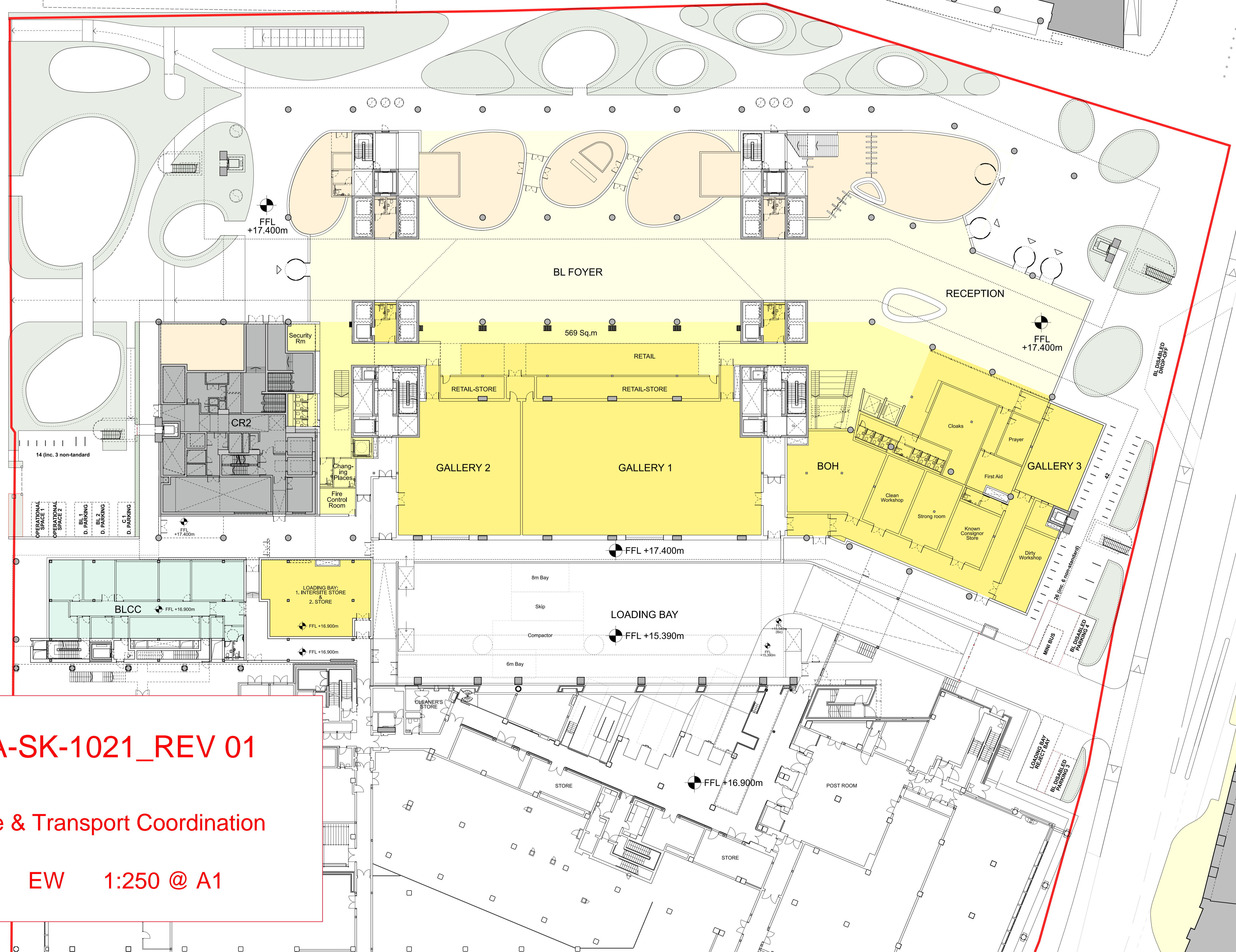
Drawing 1: RSHP-A-SK-1021_REV 01

Drawing 2: RSHP-A-SK-1016

Drawing 3: ARP-TRA-001

OSSULSTON STREET

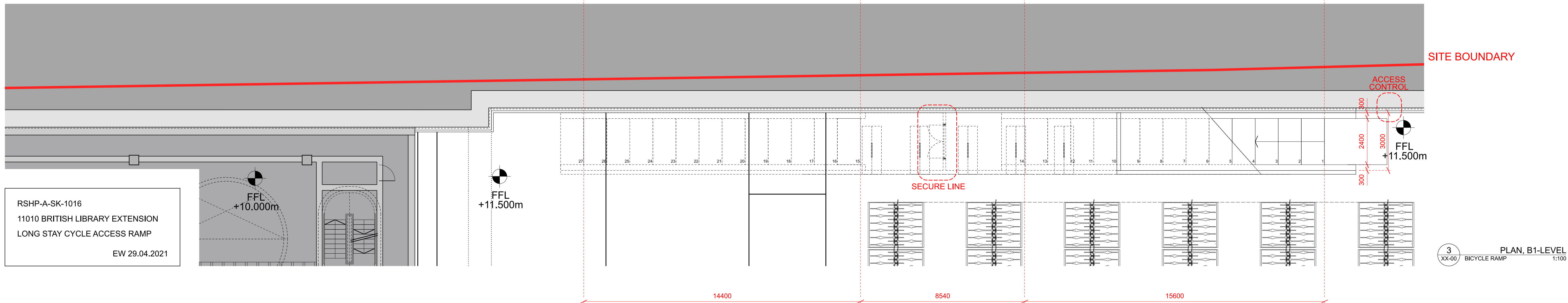
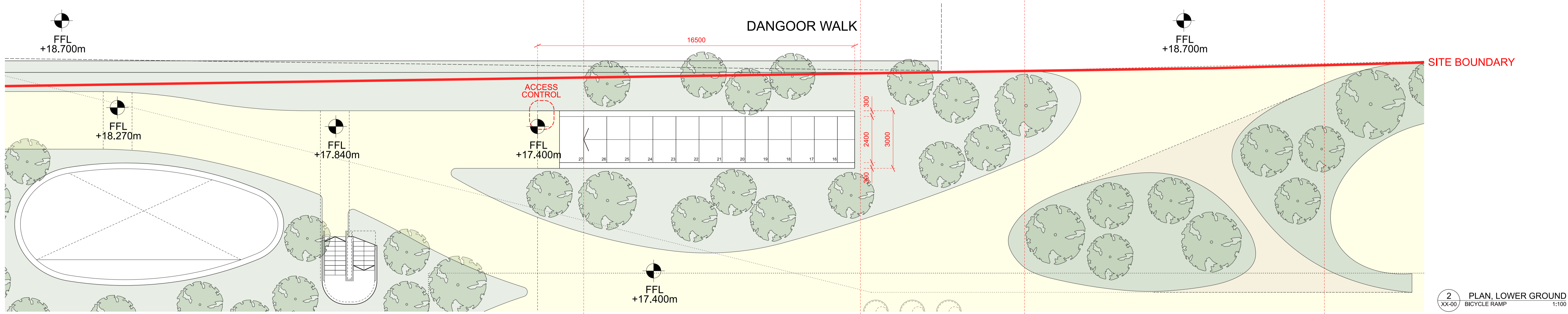
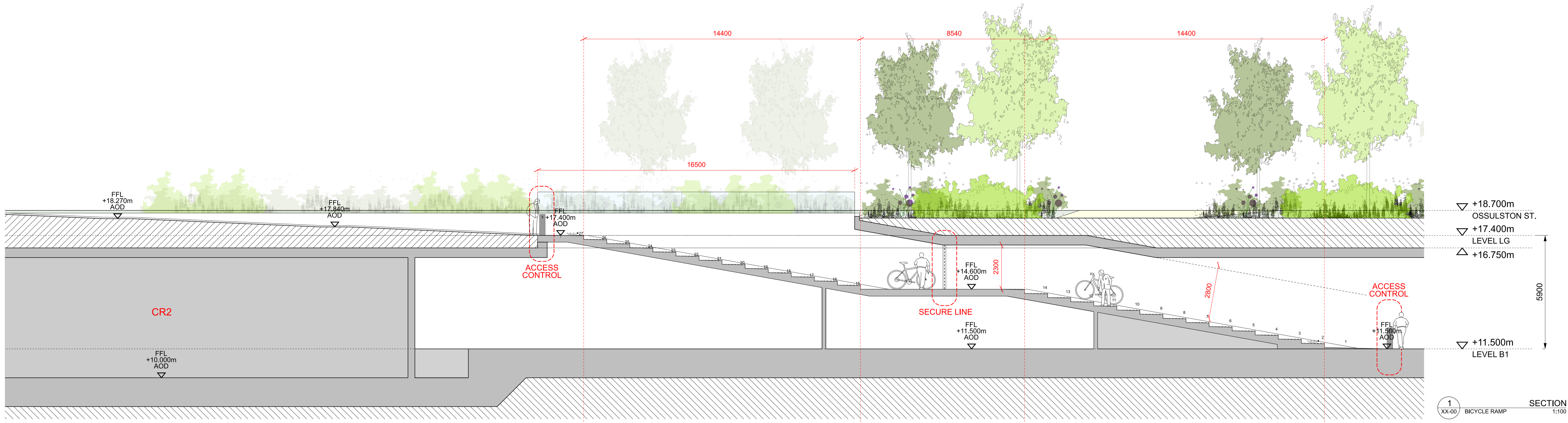
DANGOOR WALK



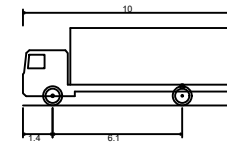
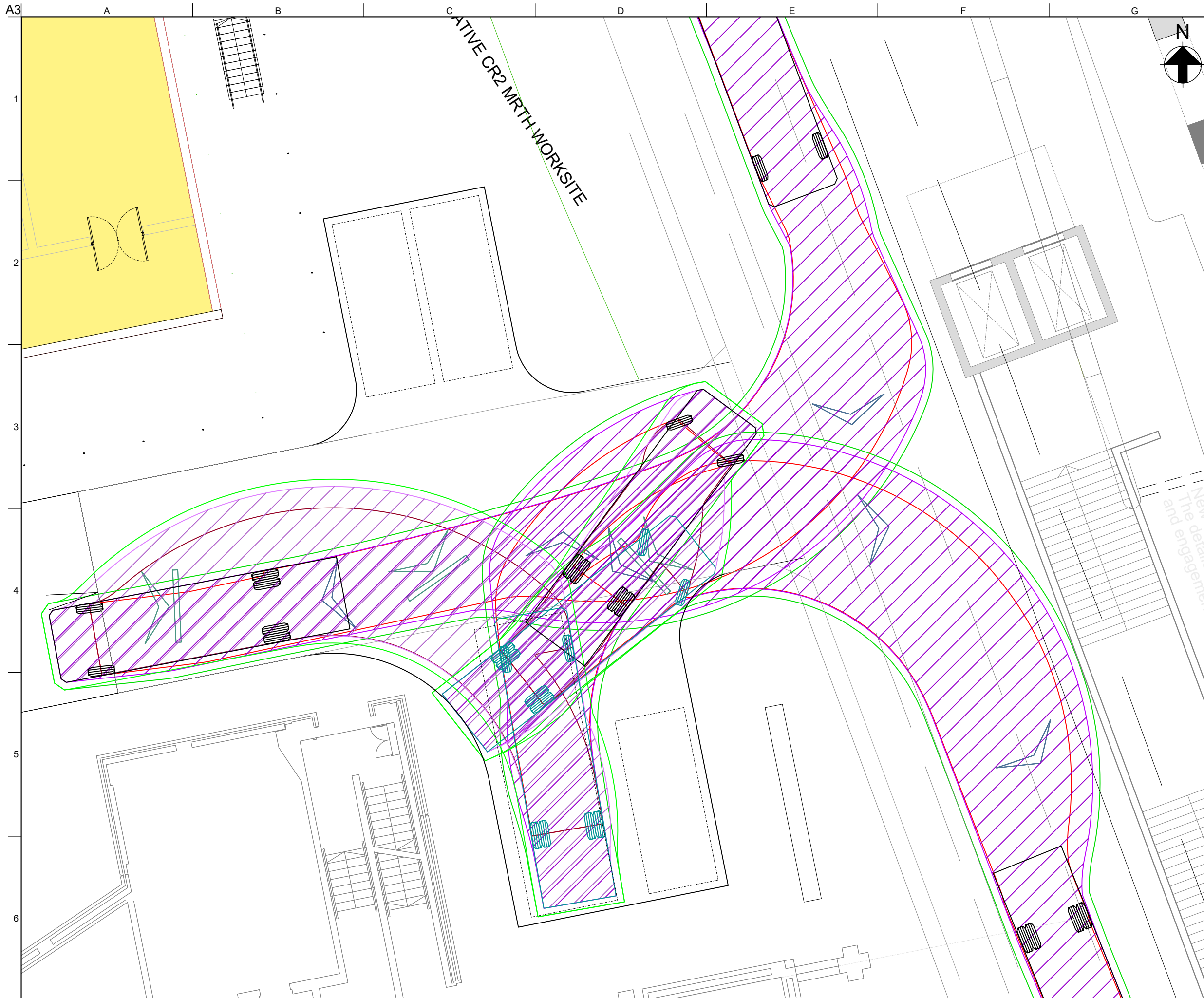
RSHP-A-SK-1021_REV 01

Landscape & Transport Coordination

06.05.2021 EW 1:250 @ A1



RSHP-A-SK-1016
 11010 BRITISH LIBRARY EXTENSION
 LONG STAY CYCLE ACCESS RAMP
 EW 29.04.2021



FTA Design HG Rigid Vehicle (1998)
 Overall Length 10.000m
 Overall Width 2.500m
 Overall Body Height 3.645m
 Min Body Ground Clearance 0.440m
 Track Width 2.470m
 Lock to lock time 3.00s
 Kerb to Kerb Turning Radius 11.000m

Exact position of CR2 entrance to be confirmed

P5	19/02/21	RG	JD	JD
P4	12/02/21	RG	JD	JD
P3	29/01/21	RG	JD	JD
P2	08/01/21	ANW	JD	JD
P1	11/12/20	ANW	JD	JD

Issue	Date	By	Chkd	Appd

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Client
Stanhope Mitsui

Job Title
British Library

Drawing Title
**Vehicle Rejection Bay
 Maintenance Parking Bays**

Scale at A3
 not to scale

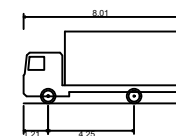
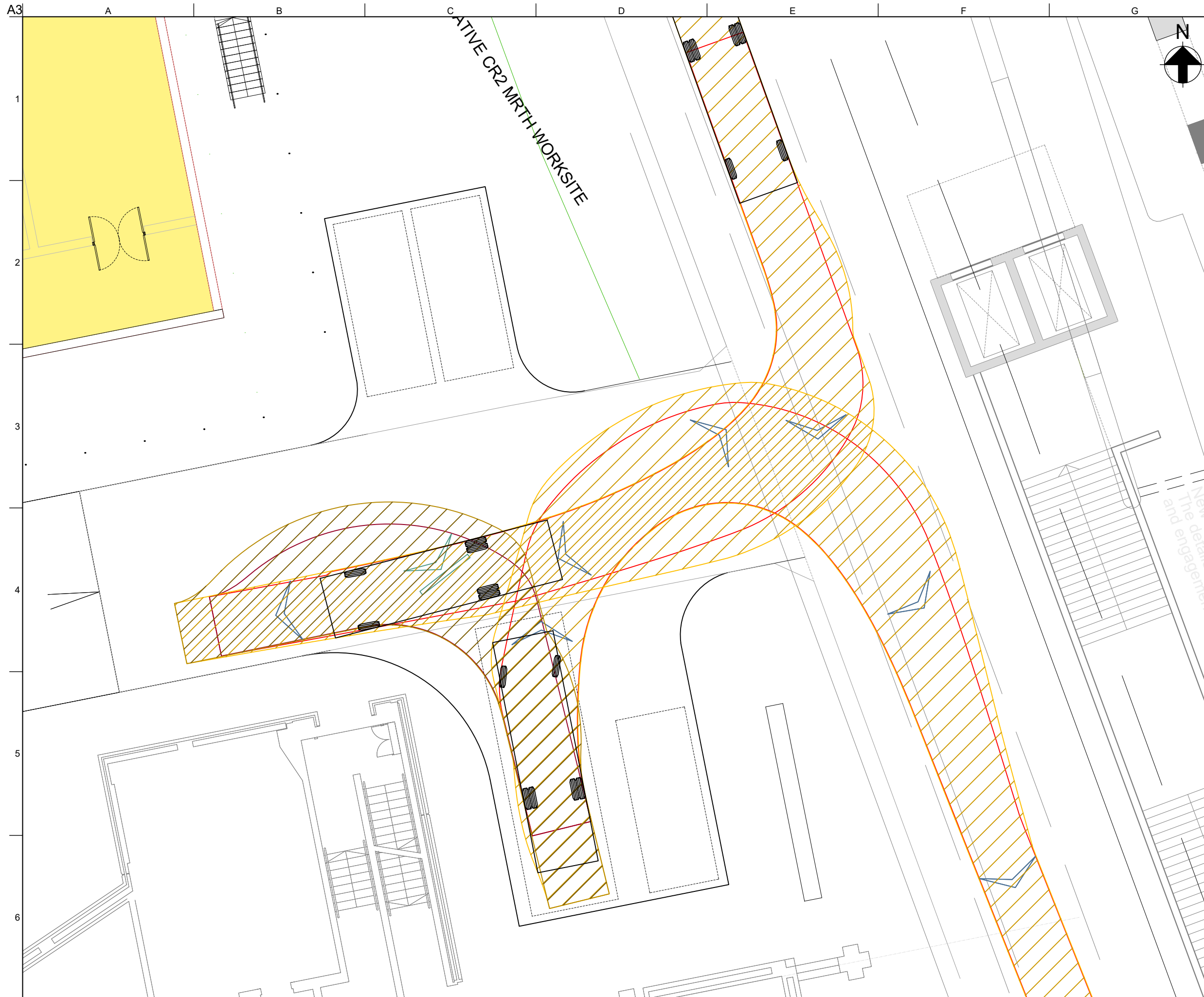
Discipline
 Logistics

Job No
 -

Drawing Status
For Information

Drawing No
-ARP-TRA-001

Issue
P5



7.5t Box Van
 Overall Length 8.010m
 Overall Width 2.100m
 Overall Body Height 3.558m
 Min Body Ground Clearance 0.351m
 Track Width 2.064m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 7.400m

Exact position of CR2 entrance to be confirmed

P5	19/02/21	RG	JD	JD
P4	12/02/21	RG	JD	JD
P3	29/01/21	RG	JD	JD
P2	08/01/21	ANW	JD	JD
P1	11/12/20	ANW	JD	JD

Issue	Date	By	Chkd	Appd

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 -

Drawing Status
For Information

Drawing No
-ARP-TRA-001

Issue
P5

File Note

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Appendix A

1. BL Brief Requirements for Exemplary Standards for Inclusive and Accessible Design

- 1.1 The British Library at St Pancras is one of the most important public buildings of the 20th century. It was commissioned and built at a time when accessibility and inclusiveness were just emerging as design principles for the public realm. This, along with the Library's relatively tight urban site, results in a building with many steps and levels which, whilst dramatic architecturally, limit freedom in use.
- 1.2 The Library is committed to investing in works to improve access across the St Pancras campus. A new platform lift, seamlessly designed and incorporated into the Knowledge Centre stage giving equal access to able-bodied and disabled speakers, was short listed for the 'Above and Beyond' Category at the 2019 Blue Badge Access Awards. Building on previous works, the most recent accessibility project is the provision of improved inclusive access from the Piazza to Main Entrance of the British Library and include a new ramp, steps, handrails, balustrades and terraces. This project, which will create a more legible and accessible entrance to the British Library, will be complete by summer 2021.
- 1.3 In terms of the new extension, the British Library's Brief to the developer is to pay particular attention to barrier-free access and close-to- identical pedestrian routes for able and less-able staff and visitors. In keeping with the objective to be one of the leading 21st-century public spaces, the ambition for accessibility is to be an exemplar. There is a general principle to go 'beyond' simply complying with DDA regulations, but still complying with the Equality Act 2010 (such as BS 8300:2009 Section 13.9).
- 1.4 The BL wants its visitors to make their way into the library independently without having to pre-book, be met by staff or to be allowed into a parking space. The BL Staff Disability Support Network agree that a lay-by is a requirement given the size of the expanded library and long routes. In addition, statutory guidance, ADM Part M Volume 2, also requires this:

1.17 People with mobility impairments who arrive as passengers should be able to alight from a vehicle close to the principal entrance, or alternative accessible entrance, of the building in a way that is convenient for entry into the building.

1.18 (e) A clearly sign-posted setting down point is located on firm and level ground as close as practical to the principal or alternative accessible entrance with its surface level with carriageway at the point to allow convenient access to and from the entrance for people with walking difficulties or people using a wheelchair.

- 1.5 Design proposals by RSHP/DSDHA show a lay-by drop-off point on Midland Road.

2. Proposed Disabled Drop-Off Lay-By

- 2.1 The provision of a standalone facility to be used for disabled visitors to the British Library is proposed to be provided with the curtilage of the site. The provision of an inset bay along Midland Road was discounted for the adverse impact that it would cause to pedestrian and cycling movements, which would have been required to be diverted around the facility. Moreover, a provision on the public highway would have required local authority enforcement, which is acknowledged as a burden on its existing responsibilities.
- 2.2 Accordingly, the design is proposed to pass over the cycle lane and footway, ramping up to the respective levels to ensure that pedestrian and cycle movements remain fully accessible. Moreover, the vertical deflection for vehicles as they pass across the cycle lane and footway ensures that speeds

British Library Statement: Proposed Midland Road Lay-by

are reduced safely. The design approach for such a facility is conventional in highway terms and is considered safe, provided that suitable visibility is available.

- 2.3 The location of the drop-off bay fully within BL's ownership and away from the public highway enables the BL to operate the space and restrict non-designated users. It is intended that the space be controlled by appropriate signage to deter unauthorised use. The provision of bollards or other forms of security control are not proposed in order to minimise the potential for queueing on the footway, cycleway or on Midland Road. Furthermore, the design of the landscaping proposals for the site and the existing highways infrastructure will ensure that suitable levels of visibility are maintained to enable safe movements onto and off the site.

3. Current Arrival/Departure Provision

- 3.1 Provision of taxi / private vehicle disabled drop off/pick up near the main new North entrance is essential especially as the BL does not currently have this provision. Euston Road is a busy main road unsuitable for drop-off. Disabled visitors have to use breaks in the current carriageway on Midland Road at Gate 10 (car park/loading bay) and Gate 5 (Piazza) for setting down. This is also an emergency vehicle access route.
- 3.2 On-street blue badge parking is available on Ossulston Street near Gate 12 but it is a convoluted route for private/hire vehicles to negotiate and may not be available for drop off if parking bays are occupied.

4. Facilities in the New British Library Extension

- 4.1 The expanded British Library in 2029 will be a very large public space. Together with the access improvements to the current building approaching from the Piazza in the South, the British Library wants all its visitors to the extension to be able to access from the North in the same inclusive way including how they are dropped off at the Library.
- 4.2 The British Library Extension will expand its footprint thereby enabling the delivery of new cultural and business spaces and increasing the Library's capability to share its collection with a diverse and growing audience. Inside, the Library will have more public space than it has today, and it will be better used, with greater variety, more places to sit and study, an increase in exhibitions and things to see. Facilities for learning and community engagement will be massively enhanced, with more opportunities for educational experiences for visitors of all ages including special needs schools. Improved spaces for special exhibitions and events will ensure that the public programme continues year-round, with a mix of free and paid exhibitions and activities. The purpose built Business and Intellectual Property Centre (BIPC) will promote cross-fertilisation of ideas and research to a variety of business and customer groups at every stage of the business lifecycle including incubation space. The aim is to provide an improved experience for present and future readers, visitors and customers regardless of ability or mobility. They will have the sense of entering a public building which is welcoming, inclusive and encourages inquiry, leaving them inspired to return.
- 4.3 The new extension could see the BL attracting an estimated 800,000+ extra visitors per annum. It is unreasonable to expect current informal drop off points along Midland Road catering for a potential increase in disabled visitors to the Library.

5. Type of vehicle

- 5.1 It is anticipated that the lay-by will be used by private vehicle/private hire (i.e. taxi) allowing a person with additional needs to be dropped off or collected. Occasionally, the lay-by may be used for minibus drop off by a special needs school but these may choose to pre-book a BL controlled parking space if taking part in an event or learning session instead.

6. Number of vehicles

6.1 Unknown

7. Management of Lay-By

7.1 The BL is committed to managing the access to this facility to ensure that the drop-off is not abused by non-disabled visitors. The means of how this control is achieved is subject to further detailed design and investigation.

May 2021