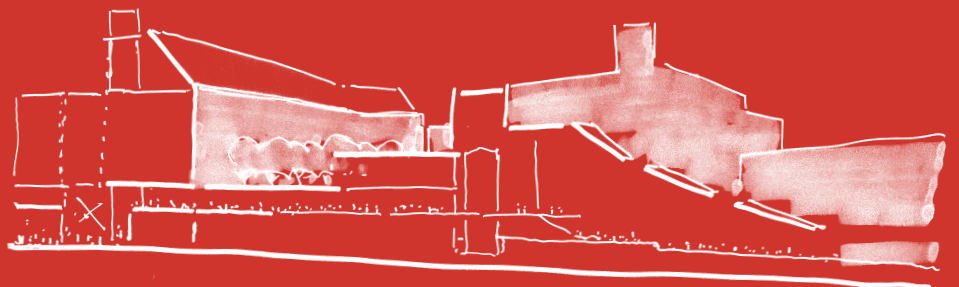


The British Library Extension
January 2022

Car Parking Design and Management Plan



The British Library and SMBL
Developments Ltd

British Library Extension

Car Parking Design and
Management Plan

BL-ARUP-ZZ-XX-RP-YT-000003

Issue | January 2022

This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 249622-00

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Appendix A

Controlled Parking Zone

1 Introduction

1.1 Background

This Car Parking Design and Management Plan (CPDMP) has been prepared by Ove Arup and Partners Ltd. ('Arup') on behalf of the British Library and SMBL Developments Ltd ('the Developer') in support of an application for planning permission in relation to the proposed extension of the British Library to provide library, retail, commercial and other facilities (hereafter referred to as 'the Proposed Development') in the London Borough of Camden (LBC).

The Proposed Development would involve extending the northern aspect of the existing British Library to provide library accommodation; commercial space designed to cater for knowledge quarter uses (including life sciences, cultural, scientific and heritage collections and data sciences); retail space; and the Crossrail 2 works at basement level.

The Proposed Development would provide a gross internal area (GIA) of up to approximately 97,000m². The new library accommodation and the Alan Turing Institute (ATI) and public circulation, including a public foyer, would be provided at approximately 10,000m² in addition to a replaced British Library Centre for Conservation (BLCC) and British Library tank farm and other library infrastructure. Approximately 76,000m² (GIA) would be provided for commercial space together with retail. Infrastructure related to Crossrail 2 would be provided at approximately 4,300m² (GIA), plus a shaft descending between basement levels 2-7. With respect to Crossrail 2, the Proposed Development would provide the main civils and structural elements of the Euston St Pancras station eastern shaft and passenger subway tunnel. There will be adaptations to existing library operational areas, including the loading bay.

The Proposed Development would be 'car lite' with five wheelchair-accessible car parking spaces, four operational spaces for maintenance vehicles and a single minibus bay. The BLCC and the Story Garden are located within the site. In order to facilitate the construction of the Proposed Development, the BLCC would be relocated, and a new community garden would be created within the site.

1.2 Site location

The site is directly bound to the north by the Francis Crick Institute along Dangoor Walk, to the east by St. Pancras International rail station on Midland Road, to the south by the existing British Library complex, and to the west by residential buildings on Ossulston Street.

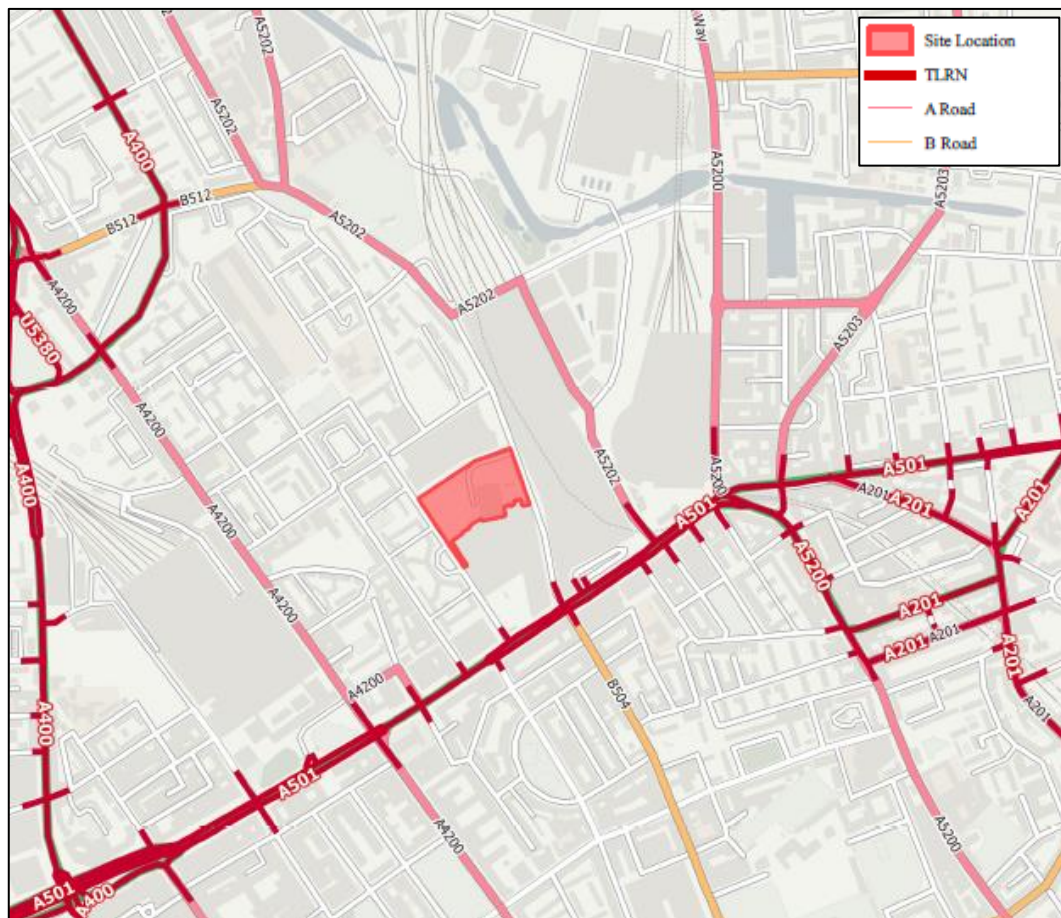
The approximate site boundary is indicated by the red line as outlined in **Figure 1**, and the existing British Library complex is indicated by the blue line.

2 Car parking provision and access

2.1 Local road network

As shown in **Figure 2**, the roads bounding the site are Dangoor Walk to the north, temporarily accessed by vehicles, Ossulston Street to the west and Midland Road to the east, both of them are subject to a 20mph speed limit. Traffic on Midland Road is one-way southbound.

Figure 2: Existing local road network



The nearest connection to the Transport for London Road Network (TLRN) is the A501 Euston Road, located to the south, next to the wider British Library site. The Midland Road/ Euston Road and Ossulston Street/ Euston Road signalised junctions are located immediately to the east and west of the British Library site respectively.

The A501 is part of the London Inner Ring Road, a 19km route formed from a number of major roads that encircle central London. In the vicinity of the site, it also forms the northern boundary of the London Congestion Charge (LCC) zone, but the road itself is not part of it. Drivers are required to pay a £15 daily charge between 07:00 and 22:00 to access the LCC zone.

The A501 also gives local access to the Marylebone (Baker Street), Paddington and Euston areas to the west, and to the King's Cross, St. Pancras and Angel areas to the east.

The site falls within the Ultra-Low Emission Zone (ULEZ), and it operates 24/7. Most vehicles, including cars and vans, need to meet the ULEZ emissions standards or the drivers are required to pay a £12.5 daily charge to drive within the zone.

2.2 Vehicle access

The existing vehicle access to the site is from Midland Road, to the north of the existing British Library and to the south of the Francis Crick Institute (FCI) building.

2.3 Existing car parking arrangements

2.3.1 On-site car and motorcycle parking

The site incorporates a total of 26 car parking spaces accessed from Midland Road, of which 23 are standard parking spaces (15 spaces for maintenance vehicles and eight spaces for cars) and three are dedicated spaces for blue badge holders. The parking bays are not for the use of the British Library employees and they are either allocated for security and maintenance vehicles or they should be booked in advance for other uses.

There is one existing motorcycle parking area accommodating nine motorcycle bays.

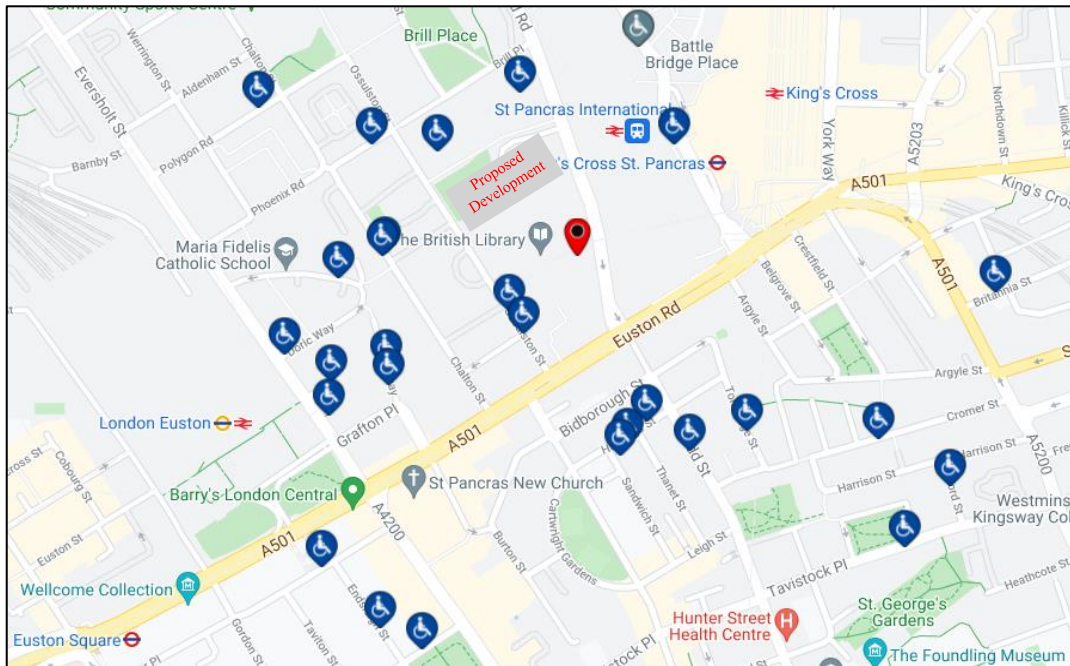
2.3.2 On-street parking restrictions

As shown in **Appendix A**, the streets surrounding the site are subject to parking controls as part of the LBC Controlled Parking Zone (CPZ) known as CA-G, which has the following controlled hours:

- Monday to Friday: 08:30 to 18:30.
- Saturday and Sunday: no controlled hours.

2.3.3 Accessible car parking

The nearest on-street bays (a total of ten bays) for Blue Badge Holders only are located on Ossulston Street, approximately 100m-160m (depending on the location of the bay) to the west of the site. Badge holders are able to park there at any time. The location of the accessible car parking spaces in the vicinity of the site is shown in **Figure 3**.

Figure 3: Existing accessible car parking spaces

Source: <https://maps.camden.gov.uk/parking.aspx?area=NW1%20DB&type=Disabled%20blue%20badge>

2.3.4 Permit holder car parking

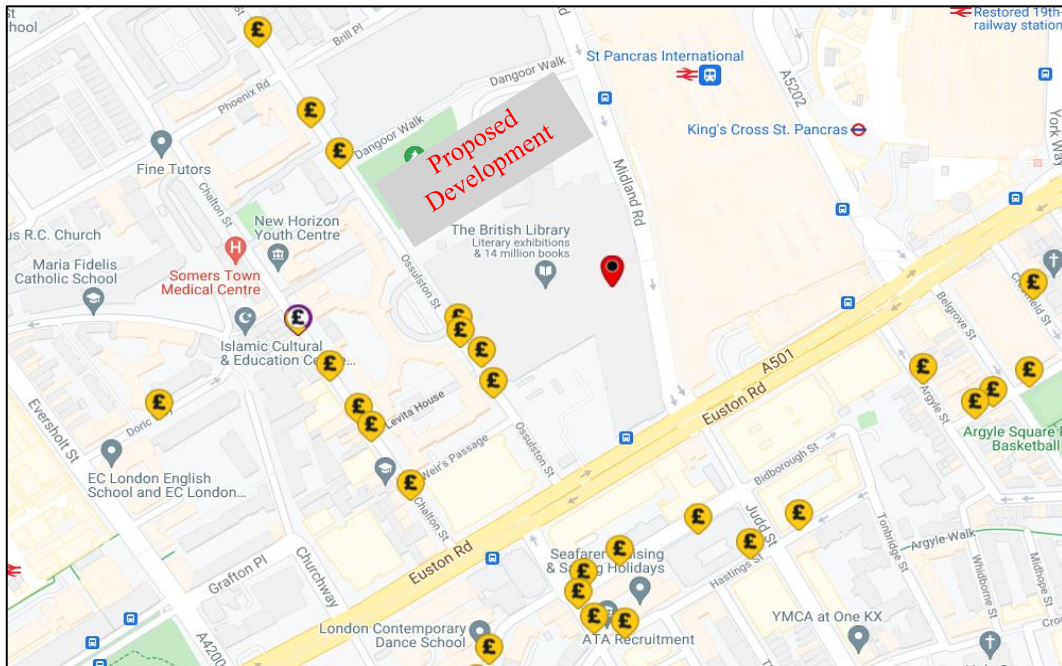
The majority of the car parking spaces in close proximity to the site on Ossulston Street, Brill Place and Chalton Street are for residential permit holders, operating Monday to Friday 08:30-18:30.

2.3.5 Pay and display car parking

As shown in **Figure 4**, the nearest pay and display car parking spaces are located on Ossulston Street, approximately 100m-130m (depending on the location of the bay) to the west of the site, with a maximum stay of two and four hours.

The pay and display car parking spaces are operating Monday to Friday 08:30-18:30 with a charge of £4.47 per hour for non-diesel cars and £5.43 per hour for diesel cars.

Figure 4: Existing pay and display car parking spaces



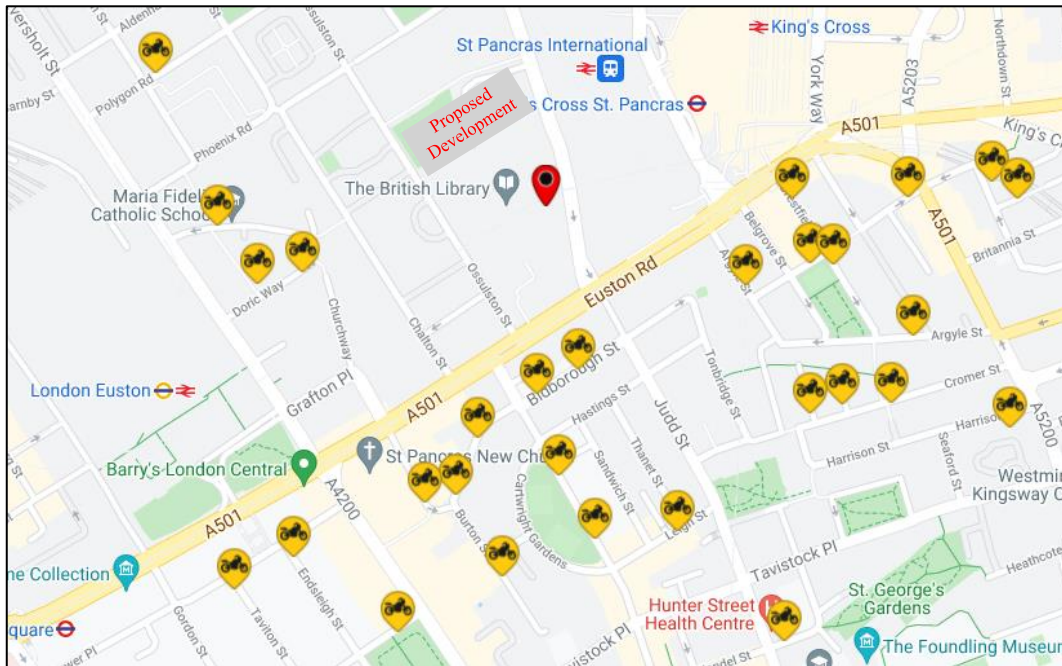
Source: <https://maps.camden.gov.uk/parking.aspx?area=NW1%20DB&type=Paid%20for%20parking>

2.3.6 Motorcycle parking

There are unrestricted solo motorcycle parking bays within walking distance of the site. The nearest bay is located on Bidborough Street, approximately 160m to the south of the site.

The motorcycle parking bays are operating Monday to Friday 08:30-18:30, and Saturday 08:30-13:30. The location of the motorcycle parking spaces in the vicinity of the site is shown in **Figure 5**.

Figure 5: Existing motorcycle parking spaces

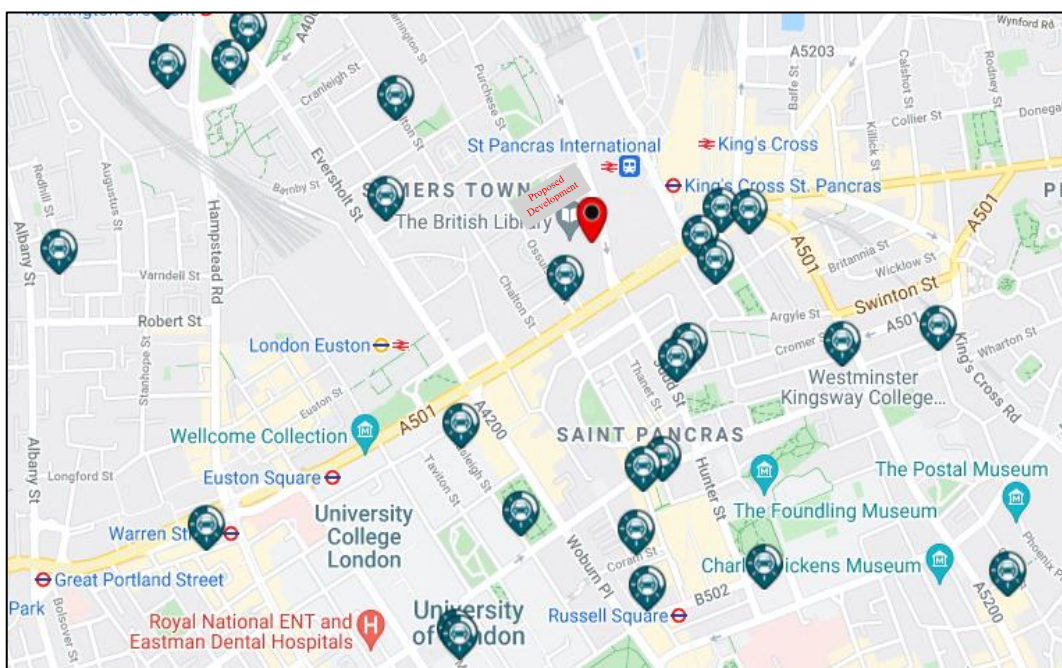


Source: <https://maps.camden.gov.uk/parking.aspx?area=NW1%20DB&type=Solo%20motorcycles>

2.3.7 Car clubs

As shown in **Figure 6**, there are several car club parking spaces within a 640m walking distance of the site. The nearest car club parking bay, operated by Zipcar, is approximately 60m to the southwest of the site on Ossulston Street.

Figure 6: Car club parking spaces



Source: <https://maps.camden.gov.uk/parking.aspx?area=NW1%20DB&type=Car%20club>

2.3.8 Off-street public parking

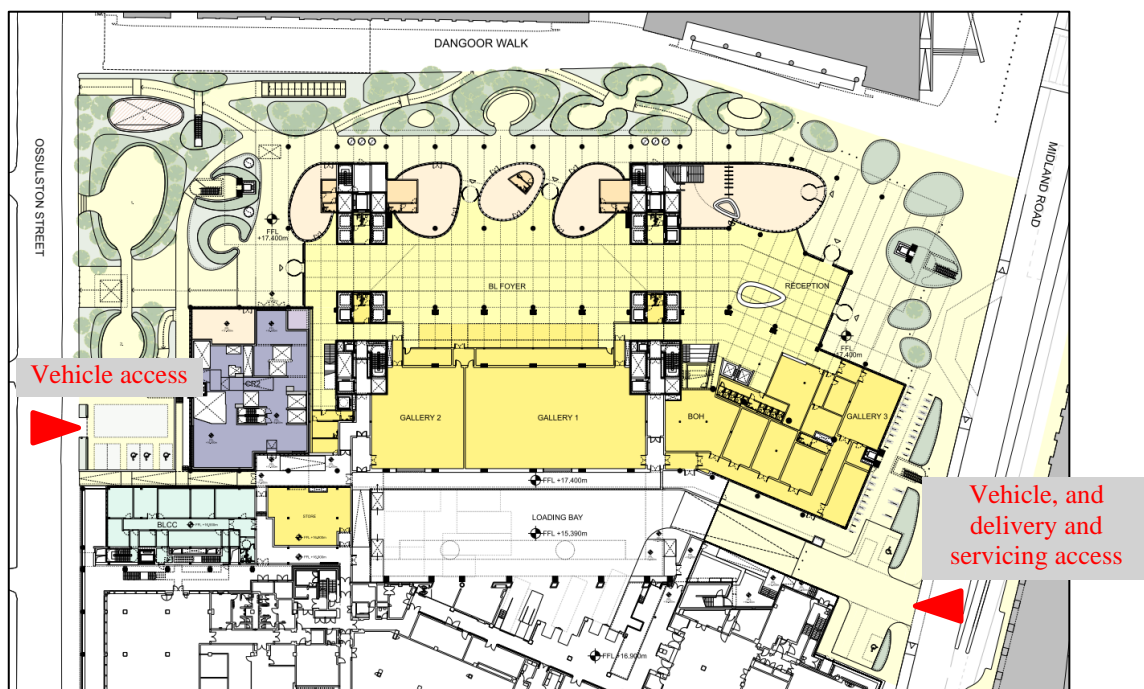
The nearest off-street publicly available car park to the site is approximately 500m to the south of the site on Judd Street.

2.4 Proposed vehicle access

The proposed vehicle access points, as shown in **Figure 7**, are as follow:

- A new private, off-street car park (which will provide three wheelchair-accessible car parking spaces and two operational spaces) will be from Ossulston Street. To accommodate the entrance to the car park, it is proposed to remove or relocate three residential permit spaces from Ossulston Street.
- Delivery, servicing and waste collection vehicles will access the service yard from Midland Road. In addition to five loading bays, two operational spaces will be provided in the service yard, accessed from Midland Road.
- The access to a new private, off-street car park (which will provide two wheelchair-accessible car parking spaces and a single minibus bay) will be from the access road to the service yard from Midland Road.

Figure 7: Proposed vehicle access



The principle of the vehicle access from Midland Road would remain as per the existing arrangements, e.g. by parking in an off-street car parking area located just off Midland Road, albeit using a relocated access point on Midland Road.

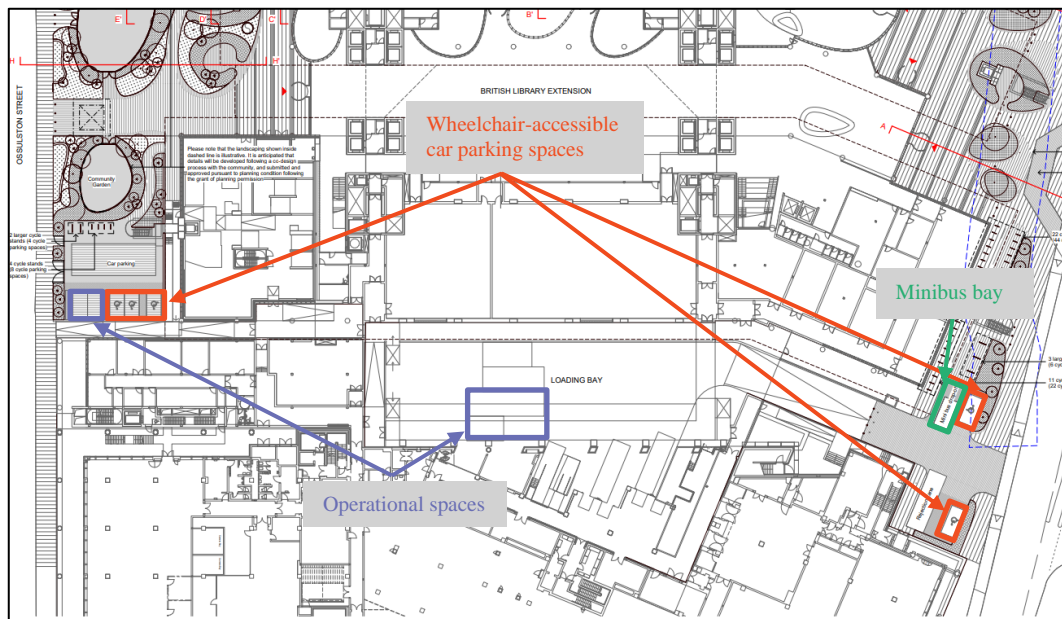
2.5 Proposed vehicle parking

2.5.1 Vehicle parking uses

The parking spaces will be designated for the following uses, as shown in **Figure 8**:

- Four wheelchair-accessible car parking spaces for the British Library employees/guests (e.g. speakers / visitors from special need schools), and not general visitors, which are suitable/enable disabled parking.
- One wheelchair-accessible car parking space for the commercial scheme.
- Two operational spaces in the service yard (accessed from Midland Road), and two operational spaces in the off-street car park (accessed from Ossulston Street) for maintenance vehicles.
- One operational vehicle space for minibus, provided next to one of the wheelchair-accessible car parking spaces on Midland Road.

Figure 8: Vehicle parking spaces



This CPDMP provides information on the design and management plan for the wheelchair-accessible car parking. Further information on the operational vehicle spaces is provided in the TA and the Delivery and Servicing Management Plan.

2.5.2 Wheelchair-accessible car parking

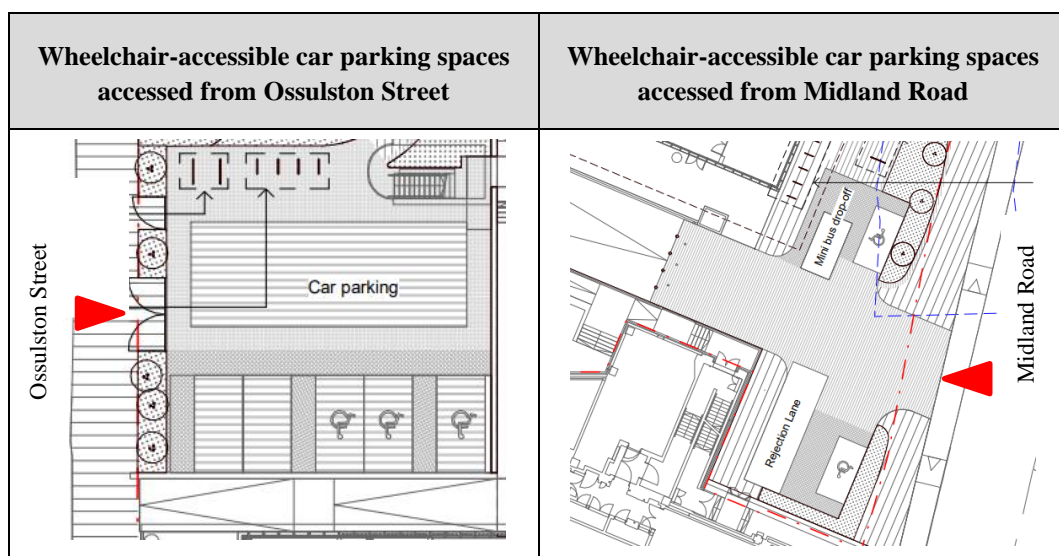
It is proposed to provide five wheelchair-accessible car parking spaces (four spaces for employees of the British Library and one space for the employees of the new commercial floorspace), representing a significant reduction in the existing car parking spaces at the site (reducing from the existing 26 car parking spaces to proposed five wheelchair-accessible car parking spaces, four operational spaces and a single minibus bay).

There are currently three dedicated car parking spaces for the British Library disabled staff and guests; therefore, the proposals will provide two additional accessible car parking spaces.

Use of British Library parking bays will be managed by the Library, with the British Library employees and guests (e.g. speakers / visitors from special need schools), and not general visitors, given priority. The car parking spaces are suitable/enable disabled parking.

Two of the wheelchair-accessible car parking spaces will be located adjacent to the service yard, accessed from Midland Road, and three of them will be located in the off-street car park, accessed from Ossulston Street. The layouts of the wheelchair-accessible car parking spaces are shown in **Figure 9**.

Figure 9: Proposed wheelchair-accessible car parking spaces



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

The other three wheelchair-accessible car parking spaces will be located in a new private, off-street car park, accessed from Ossulston Street, and they will be within a travel distance with mitigation measures embedded in the design.

All the wheelchair-accessible car parking spaces will be sized at 2.4m x 4.8m, with a 1.2m clear access to one side and to the rear. All of the spaces will be permanently designated for wheelchair-accessible units within the Proposed Development.

The provision for and location of the wheelchair-accessible car parking spaces was discussed and agreed in principle with officers at pre-application meetings in 2020 and 2021.

2.5.3 Electric vehicle charging

20% of parking spaces will be fitted with active charging facilities and 80% with passive provision to conform with the *Camden Planning Guidance: Transport (2021)* requirements.

3 Car parking management and control

3.1 Car parking access control

The access to the two off-street, private car parking areas will be controlled, in that access will be on an authorised basis being pre-booked and validated on arrival or via an intercom at the gate. The access systems will be developed further in the next stages of design.

3.2 Control of car parking and operational vehicle spaces

Access and control of the car parking and operational vehicle spaces, including security clearances, will be managed by the British Library's Facilities Management team. Spaces will be designated for the uses set out in **Section 2.5.1**.

The wheelchair-accessible car parking spaces will be unallocated and any of the British Library disabled staff and guests holding a Blue Badge will be given suitable priority to park in these parking spaces.

3.3 Wheelchair-accessible car parking

All the wheelchair-accessible car parking will be available from the outset following the completion and opening of the Proposed Development. It is anticipated that the provision will be sufficient to meet demand and is policy compliant.

3.4 Electric vehicles

As stated in **Section 2.5.3**, 20% of parking spaces will be fitted with active charging facilities and 80% with passive provision. To complement this, staff will be strongly encouraged to only purchase and use electric vehicles, which would help to minimise the impact the Proposed Development has on air pollution compared with the use of diesel or petrol vehicles.

3.5 Enforcement and management

The British Library's Facilities Management team will ensure that the parking facilities provided on site are being appropriately used and are in accordance with the CPDMP. The team will also be responsible for monitoring the car parking on a regular basis.

Use of British Library parking bays will be managed by the Library, with British Library employees and guests (e.g. speakers / visitors from special need schools), and not general visitors, given priority. The car parking spaces are suitable/enable disabled parking.

3.6 Monitoring and review

This document has provided details of the proposed car parking strategy and management. This will remain a ‘live’ document which will evolve in time, and certain elements will be subject to ongoing monitoring and review by the Developer and Camden Council.

4 Conclusion

This CPDMP details the provision of new private, off-street car parking, accessed from Midland Road and Ossulston Street, and how they will be managed and controlled.

The current policy seeks to promote sustainable modes of transport to reinforce wider social, environmental and economic aspirations. In line with guiding policy, the Proposed Development facilitates and promotes the sustainable movement of employees, visitors and goods to and from the Proposed Development while reducing the need to travel and reducing car travel. It also restricts vehicular movements to operational needs and employees and guests only holding a Blue Badge, accommodated within the curtilage of the Proposed Development and off the public highway.

Therefore, the development proposals are in line with national, regional and local policy, including *London Plan (2021)*, *Camden Local Plan (2017)* and *Camden Planning Guidance (2021)*.

Appendix A

Controlled Parking Zone

Controlled Parking Zones in Camden

Times shown are correct at time of publication (April 2010). Please check controlled times on-street when you park. You can park in any sub-area or 'buffer zone' with the main letter of your permit. For example, with a Swiss Cottage permit, CA-R, you can park in either sub-areas, CA-R(a) and CA-R(b), or any of the buffer zones with this letter - e.g. CA-R/Q, CA-Q/R, CA-R/K/Q. The zone times of the buffer zones follow the first letter - e.g. CA-D/E follows CA-D zone times, rather than those of CA-E.



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CA-B Belsize
 Mon-Fri 09:00-18:30
 Sat 09:30-13:30

CA-C Holborn & Covent Garden
 Residents Bays are controlled 24 hrs a day, 7 days a week. Parking controls on single yellow lines/Pay & Display bays are Mon-Sat 8:30-18:30

CA-D Kings Cross Area
 Mon-Fri 08:30-18:30
 Sat 08:30-13:30

CA-E Bloomsbury & Fitzrovia
 Mon-Sat 08:30-18:30

CA-F(n) Camden Town: North
 Mon-Fri 08:30-18:30
 Sat & Sun 09:30-17:30

CA-F(nw) Camden Town: North West
 Mon-Fri 08:30-23:00
 Sat & Sun 09:30-23:00

CA-F(s) Camden Town: South
 Mon-Fri 08:30-18:30
 Sat 09:30-17:30
 Sun (resident bays only) 9:30-17:30

CA-G Somers Town
 Mon-Fri 08:30-18:30

CA-G Crown Estate
 Every day 00:00-23:59
 Private Parking Only

CA-H(a) Hampstead: South Hill Park
 Mon-Sat 09:00-18:00

CA-H(b) Hampstead: Town Centre & Vale of Heath
 Mon-Sat 09:00-20:00
 No charge on Pay & Display after 18.00

CA-H(c) Frognal
 Mon-Sat 09:00-19:00
 No charge on Pay & Display after 18.00

CA-H(d) Hampstead: Church Row
 Mon-Sat 09:00-22:00
 No charge on Pay & Display after 18.00

CA-H/B
 Mon-Sat 09:00-20:00

CA-J Primrose Hill
 Mon-Fri 08:30-18:00

CA-K Kilburn Priory
 Mon-Fri 08:30-18:30

CA-L West Kentish Town: Inner
 Mon-Fri 09:00-11:00

CA-L West Kentish Town: Outer
 Mon-Fri 08:30-18:30
 St Leonards Square
 Mon-Fri 08:30-18:30
 Sat & Sun 09:30-17:30

CA-M East Kentish Town
 Mon-Fri 08:30-18:30

CA-N Camden Square
 Mon-Fri 08:30-18:30

CA-P(a) Fortune Green: Central
 Mon-Fri 08:30-18:30

CA-P(b) Fortune Green: East
 Mon-Sat 08:30-18:30

CA-P(c) Fortune Green: West
 Mon-Fri 10:00-12:00

CA-Q Kilburn
 Mon-Fri 08:30-18:30

CA-R(a) Swiss Cottage: West End Lane
 Mon-Fri 08:30-18:30

CA-R(b) Swiss Cottage: Finchley Road
 Mon-Sat 08:30-22:00

CA-S(a) Redington & Frognal: North
 Mon-Fri 12:30-14:30

CA-S(b) Redington & Frognal: South
 Mon-Sat 09:00-18:00

CA-S/W(a) Redington & Frognal: West(a)
 Mon-Fri 12:30-14:30

CA-S/W(b) Redington & Frognal: West(b)
 Mon-Sat 09:00-18:00

CA-U Highgate
 Dartmouth Park Hill
 Mon-Fri 10:00-12:00
 Mon-Fri 08:30-18:30
 Sat 08:30-13:30

CA-V North End
 Sandy Road
 Mon-Sun 08:30-18:30

CA-X Elm Village
 Mon-Fri 08:30-18:30

