

Trinity College, Cambridge
Cambridge Science Park
Parking Management Strategy
18 June 2018



CAMBRIDGE SCIENCE PARK PARKING MANAGEMENT STRATEGY

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1.0 Introduction

At present, there are 6,977 consented car spaces on the Cambridge Science Park. Approximately one third of these are directly controlled by Trinity College with the remainder controlled by various long leaseholders, some investors and some occupational tenants (i.e. Cambridge Consultants Limited and NAPP Pharmaceuticals). The plan in Appendix A identifies those sites let on long leases and those directly under the College’s control.

Trinity College wishes to see the Hub developed on Phase 1 which will result in an additional 206 spaces. MACE has aspirations in relation to Plot 1-21 to redevelop that site and create an additional 315 spaces. Accordingly, when both of these schemes are complete the car space numbers on the Park would increase to 7,498 spaces.

The table below sets this out.

	Car Parking Numbers			Car Parking Allocation as a %		
	Trinity controlled	Long leaseholder controlled	Total	Trinity controlled	Long leaseholder controlled	Total
Existing Consented Spaces	2,340	4,637	6,977	33.5%	66.5%	100.0%
Consented Spaces & Hub	2,546	4,637	7,183	35.4%	64.6%	100.0%
Consented Spaces & Hub & 1-21	2,546	4,952	7,498	34.0%	66.0%	100.0%
Difference between consented and post Plot 1-21 and Hub development	206	315	521			

2.0 Trinity College's Strategy for clawing back spaces

The Trinity College controlled parts of the Park are let under numerous occupational leases, the majority of these leases grant statutory protection to the tenants entitling them to renew the leases on similar terms with the current level of parking provision (Protected Leases). However, there are a number of leases which are contracted outside of the 1954 Act (Unprotected Leases) where the College has the ability to reduce parking provision at lease expiry. The proposal is that Trinity will do this subject to the parking ratios remaining commercially sustainable. In respect of the Protected Leases, where tenants do not choose to renew at lease expiry, then the College has the ability to reduce parking ratios on any reletting and the proposal is that it would treat such events as an opportunity to further reduce parking provision.

Looking purely at Unprotected Leases or where there are currently voids or car spaces let on licences, it is possible to see that by 2025, 245 spaces could be clawed back by the College which would more than cover the additional 206 spaces being created at the Hub by the College. In addition to this, there are certain protected tenants whom Trinity College is not expecting to renew their leases, which by 2025 could result in the realistic potential for the number of released car spaces increasing to a total 454 by 2025 and to 521 by 2030. These numbers are set out in the table below.

The theoretical cap on site is 7,498 car spaces, which allows for a short term peak to deliver the immediate new developments (Units 1-21 and The Hub). The long term cap is 6,977 car spaces against which the no net interest is based. The table below does not show the full 7,498 peak because the expectation is that some car spaces will be removed before the new developments are ready for occupation.

	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
Unprotected leases under Trinity control	98	83	8	0	12	9	0	35	22	11	13	0	0
Cumulative "clawback" by Trinity	98	181	189	189	201	210	210	245	267	278	291	291	291
Total car spaces on Park based off 7,498 CPS reflecting the above "clawback"	7,400	7,317	7,309	7,309	7,297	7,288	7,288	7,253	7,231	7,220	7,207	7,207	7,207
Realistic potential (including the above clawback, plus other leases Trinity control where tenants expected to leave)	153	140	8	22	12	62	0	57	22	11	13	0	0
Resulting cumulative "clawback" by Trinity	153	293	301	323	335	397	397	454	476	508	521	521	521
Total car spaces on Park based off 7,498 CPS reflecting the above "clawback"	7,345	7,205	7,197	7,175	7,163	7,101	7,044	7,022	6,990	6,977	6,977	6,977	6,977

This assessment has been based on the lease expiry profile of the Park’s tenancies. If more Protected Tenants than expected decide not to renew their leases then this number could increase.

3.0 2028 Scenario

Accordingly, if planning permission were granted for the Hub and the development of 1-21 in accordance with current proposals, car spaces on the Park would increase to 7,498 (an increase of 521) but could, utilising plots under Trinity College’s control, realistically be reduced back to 6,977 spaces by 2028.

The table below summarises the 2028 situation. It can be seen that the car parking reduction set out is solely delivered by directly controlled sites owned by Trinity College. A further reduction in car parking spaces could take place if other Protected Leases came back under Trinity College control (at the discretion of those tenants) and if a similar approach were to be taken by the long leaseholders, that control some two thirds of the consented car parking on the Park or imposed by the Planning Authority as opportunities arise.

	Car Parking Numbers			Car Parking Allocation as a %		
	Trinity controlled	Long leaseholder controlled	Total	Trinity controlled	Long leaseholder controlled	Total
Existing Consented Spaces	2,340	4,637	6,977	33.5%	66.5%	100.0%
2028 scenario just utilising Unprotected Leases under Trinity control	2,255	4,952	7,207	31.3%	68.7%	100.0%
2028 realistic potential scenario (including the above clawback, plus other leases Trinity control where tenants may well not renew)	2,025	4,952	6,977	29.0%	71.0%	100.0%

4.0 Delivery of the Strategy

For the period of 10 years identified in the Section 106 Agreement, the strategy will involve the following steps (unless and until the long term cap of 6,977 is achieved):

- Where appropriate, letting accommodation on the Park with lower levels of parking provision than has historically been the case;
- Removing unused parking spaces, which have been de-allocated from a lease and which are not to be reused or redistributed from future parking use by re-purposing them for alternative uses (see further on this below);
- On all new lettings to only agree with the tenant a maximum parking ratio of 1 space per 40 sqm GIA (except where there is a reasonable prospect of this resulting in a tenant not taking a lease and subject to Trinity being confident that it can claw back the excess spaces elsewhere);
- On all protected lease renewals, or lease renegotiations (re-gears), to act in good faith and encourage tenants to accept that car parking ratios are reduced to a level no greater than 1 space per 40 sqm GIA;
- On all lease renewals of excluded leases to only accept a parking ratio that is no greater than 1 space per 40 sqm GIA except where there is a reasonable prospect of the tenant leaving the Park if the lesser parking provision were insisted upon by the Owner and Trinity is confident that it can claw back the excess spaces elsewhere;
- Where leases benefit from protection, the Owner is not expected to serve hostile section 25 Notices under section 30 of the L&T Act 1954, purely in an attempt to reduce the extent of the parking provision under the lease to be renewed;
- Where a tenant accepts a lower parking ratio than 1 space per 40 sqm GIA, to negotiate a rent to reflect the lower parking ratio agreed;
- Where on a protected lease, a tenant insists on a more generous parking ratio than 1 space per 40 sqm GIA, to use reasonable endeavours to charge a rent to reflect the higher parking provision;
- To encourage tenants and occupiers on the Park to adopt green travel plans and promote modes of transport which are more sustainable than single occupancy vehicles;

The management of car parking through lease events is a core part of the strategy, but this in itself does not prevent car spaces that are not let to tenants being used. Accordingly, methods will need to be implemented to decommission car parking spaces (which are not to be reused or redistributed) and in so doing, prevent them being used.

These measures may include converting car spaces to:

- Cycle parking
- Refuse compounds
- Improving footpath/cycle path provision through the car parks
- Additional landscaping
- Larger car spaces to provide more accessible parking spaces in accordance with current regulations
- Larger car spaces to provide EV charging points
- Increasing parking space sizes where appropriate
- Loading bays
- Temporary planters installed to prevent access
- Additional amenity space (i.e. external break out space, sports provision etc)
- Plot redevelopment

Implementing these solutions are unlikely to follow the immediate removal of car spaces from leases, but will be implemented as expeditiously as possible, initially through temporary measures whilst longer term solutions are identified, designed and implemented. In some locations, the solution may be to create parking hubs overtime for multiple tenants/buildings. To enable this to happen, there may need to be the ability to re-commission spaces that have previously been taken out of use to move parking provision around the Park, but the principle to be applied is that any such re-commissioned spaces will require at least the same number of parking spaces to be de-commissioned elsewhere on the Park at the same time, so numbers of spaces do not increase.

In order for the strategy to be delivered, the control of car parking will need to be more restrictive than it is today. The concept of “unallocated” spaces which are capable of being used by anyone on or off the park will undermine the delivery of the strategy. Having unallocated spaces will lead to drivers “hunting” for spaces across the park, leading to greater congestion and pollution on the park. It will also not prevent those tenants with already generous parking provision from utilising unallocated parking spaces. An objective behind the implementation of the strategy will be for Trinity to redistribute parking provision on a managed and co-ordinated basis amongst occupiers wherever possible, with similar parking ratios applicable to each tenant when dealing with lease end events, with the potential for that ratio reducing over time if public transport provision significantly improves over the life of this strategy. This will not prevent tenants from accepting a lower parking ratio if that meets their business needs. Accordingly, in the event of any “unallocated” spaces being created and those not being de-commissioned, they will be redistributed by Trinity to specified tenants or occupiers (rather than individuals) in accordance with this strategy across the Park, subject to this not placing the leaseholders’ in breach of their covenants, which are otherwise not capable of being varied.

As parking provision reduces, it is likely that barrier controls on parking will become more prevalent and occupiers will need to improve the management of their own staff parking allocation than has previously been the case. The involvement of key stakeholders in the delivery of Green Travel Planning will be key, particularly in relation to on and off Park infrastructure and public transport provision. Accordingly, those key stakeholders include:

- Trinity College
- Park tenants and occupiers
- The Local Authorities
- Central Government
- Owners and occupiers of other parts of the Northern Fringe of the city
- Public Transport providers

5.0 Car Park Strategy Monitoring Framework Report

It is recognised by the College that the Local Authority will require the College to commit to this management strategy through the completion of a section 106 Agreement. The Local Authority will also need to have the ability to monitor progress with the strategy to gain comfort that the reduction in car parking provision is being delivered over time. Accordingly, in line with the terms of the Framework S.106 Agreement the College will agree to a Monitoring Report being prepared periodically and issued to the Local Authority and then jointly reviewed between the parties to either agree that matters are progressing satisfactorily or what additional reasonable measures will be implemented to seek to achieve reducing parking spaces down to a maximum of 6,977 by 2030. The report will not release commercially sensitive information or negotiations about individual leases in order to protect commercial confidentiality but will supply an over view of parking provision.

6.0 Summary

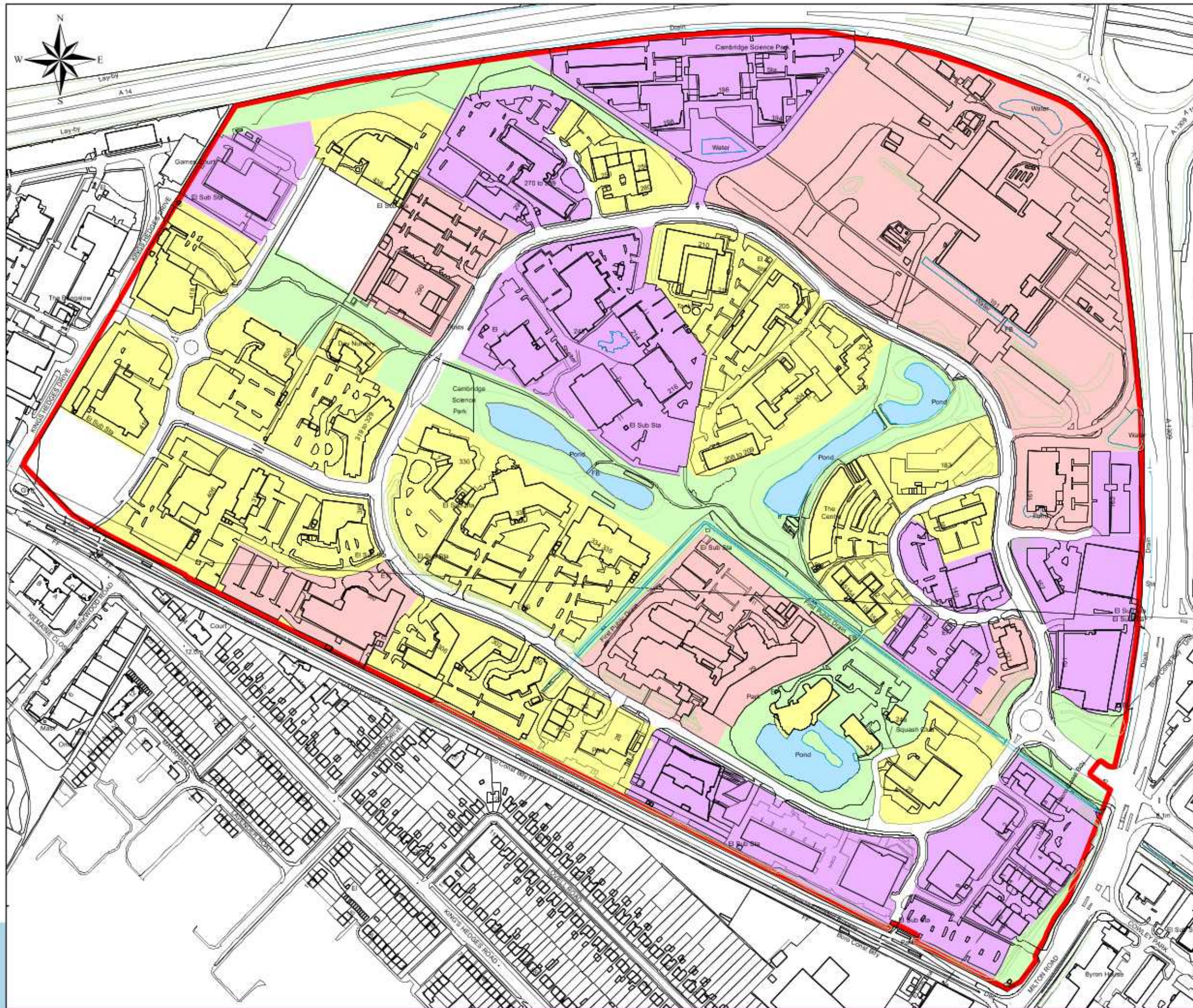
The reduction in car parking numbers described in this document have all been assessed on what is considered to be an aspirational but realistic change, assuming current and foreseen travel planning measures to underpin the associated modal shift to sustainable travel.

By 2028, it is hoped that the modal shift away from single occupancy cars can be improved further, including through improved public transport provision to the Park from locations where users reside. This ought to create the opportunity to reduce parking ratios further and more quickly, whilst remaining commercially sustainable.

APPENDIX 1

TENANCY PLAN

Cambridge Science Park 2019



Legend

- Investor Long Lease
- Lakes
- Landscaping
- Occupation Long Lease
- Rack Rent





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