

FOI Ref

9427

Response sent

12 Aug 2021

(CCC) Traffic Regulation Orders

Please can you provide a breakdown of all relevant conditions/obligations/Decision Notices relating to Traffic Regulation Orders and Parking Schemes/Restrictions on private and public roads within the so-called Southern Fringe Developments in Trumpington (Trumpington Meadows, Clay Farm, Glebe Farm etc) that have been agreed between January 2000 and January 2021.

These conditions/obligations/Decision Notices will form part of a wider planning vision for Southern Fringe Developments, which was to limit on-street parking availability to create a cleaner environment and a less cluttered street scene. Traffic Regulation Orders and Parking Schemes/Restrictions will form a part of delivering this vision, and is the part I want to focus this FOI request on.

Please include the dates of the relevant notices, and either copies of the documents or live links to where the documents can be found.

Please include detailed information regarding what was approved in writing:

A) What concessions/contributions are due from the Developer re TROs and Parking Schemes?

B) What contributions are due from the Local Authority (CCC) (see also H below)?

C) Any amendments since inception to date.

D) How the Developer, and how the Local Authority are required to discharge their obligations, i.e. the exact steps they each must take.

E) Which conditions/obligations are deemed to have been discharged.

F) Which conditions/obligations are deemed to be awaiting fulfilment.

G) Which conditions/obligations are deemed to be void/cancelled because they cannot be met any longer.

H) Have the GCSPS requested CCC to use its statutory powers as Local Highway Authority to implement a parking scheme on public highway, and is this where PR0703 originates from? Please supply details and scope.

Response

A) What concessions/contributions are due from the Developer re TROs and Parking Schemes?

There are no financial contributions relating to Traffic Regulation Orders or Parking Schemes contained within the s106 for Trumpington Meadows (08/0048/OUT dated 9th October 2009). Obligations of this nature would be monitored by Cambridgeshire County Council and may be included in a legal agreement of which Cambridge City Council is not a signatory of.

B) What contributions are due from the Local Authority (CCC) (see also H below)?

There are no financial contributions to be paid from Cambridgeshire County Council to Cambridge City Council relating to Traffic Regulation Orders or Parking Schemes as part of the s106 for Trumpington Meadows (08/0048/OUT dated 9th October 2009).

C) Any amendments since inception to date.

No amendments found to the traffic regulation /parking restriction conditions.

D) How the Developer, and how the Local Authority are required to discharge their obligations, i.e. the exact steps they each must take.

The steps required to discharge conditions are set out within the wording of each condition.

E) Which conditions/obligations are deemed to have been discharged.

F) Which conditions/obligations are deemed to be awaiting fulfilment.

G) Which conditions/obligations are deemed to be void/cancelled because they cannot be met any longer.

The status of the relevant conditions regarding carparking/traffic regulation/parking restrictions are provided for each outline in the below tables.

H) Have the GCSPS requested CCC to use its statutory powers as Local Highway Authority to implement a parking scheme on public highway, and is this where PR0703 originates from? Please supply details and scope.

From the earliest stages of the master planning work on Southern Fringe going back to 2005/06, the intention was always to have parking restrictions for place - making reasons. The vision for Southern Fringe was to adopt a reduced level of parking provision across all the developments given accessibility of sites to good public transport links including Guided Bus and Park and Ride as well as bus service connections/good walking cycling routes into Cambridge. Plus to have streets that were free from parking clutter -learning from Orchard Park and Cambourne which were experiencing issues with parking congestion on streets. All the marketing information from Countryside and Barratts used to refer to this as a core principle -so as not to attract residents who were multiple car focused households.

Also to prevent Addenbrookes workers from parking on the SF residential streets - which would happen without the parking restrictions in place.

(Attachments available on request)

Further queries on this matter should be directed to foi@cambridge.gov.uk
