



SOUTH CAMBS MOTORS

**MELBOURN
VILLAGE FETE**

SATURDAY JUNE 25th
1pm - 5pm

AT MELBOURN VILLAGE
RECREATION GROUND

MELBOURN

Melbourn

Village Plan

2011

Acknowledgements

The Village Plan Steering Committee would like to thank the following for their support in developing this plan.

The *Melbourn Parish Council* for proposing a Village Plan and financing most of the research needed to produce this public document; also their unstinting support in making it a reality. The Steering Committee is confident that the insight provided by this research will provide both the Parish Council and the community of Melbourn with a blueprint for a better future.

Also, the *people of Melbourn, organisations and businesses* that have contributed to this plan; *Cambridgeshire ACRE*, in particular *Sarah Johnston*, for guidance and leadership; *South Cambridgeshire District Council*, in particular *Linda Browne*, for advice and financial support; *Peter and Jan Simmonett*, *Simon Wainwright*, *Mavis Howard* and *Sarah Hatcher* for providing much appreciated technical and other expertise; *Cambridge Building Society* for financial support; *Melbourn Fête Committee* for financial support; *Warwick Network* for advice and good value in provision of statistical services; *Groupama Insurances* for generously gifting the printing of the residential questionnaire; *TESCO Royston* and *Melbourn Co-operative* for generously donating catering supplies.

Steering Committee Members

The committee serving during 2011:

John Travis (Chairman), *Sally Arnott*, *Alan Brett*, *Sharon Camilletti*, *Peter Hills*, *Bruce Huett*, *John Poley*, *Jocelyn Robson*, *David Sansom* and *Mike Sherwen*.

We are grateful also to past committee members:

Belinda Brigham, *Sarah Cole*, *Lynn Harris*, *Sharon Tutty*, *Barbara Vale* and *Peter Woodcock*.

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Introduction and summary

The Steering Committee and method of approach

The benefits of developing a Village Plan for Melbourn were outlined at a public meeting in August 2009, organised by Melbourn Parish Council and Cambridgeshire ACRE, where volunteers were sought to form a Steering Committee. The committee, having been established, worked according to a formal constitution. The number of volunteers involved in the management of the plan process has averaged at ten persons, working either as individual specialists or as small work teams. A commitment was made to achieving the project by August 2011. This report and action plan is therefore the outcome of almost two years of research and investigation into the needs and issues affecting the residents and businesses in Melbourn.

How information was collected for the plan

Residential questionnaire

The main source of data for this report was a village-wide questionnaire aimed at every household. A total of 1,031 questionnaires were returned (52% of households). With many of the questionnaire returns containing more than one response from each household, we received data from 1,830 individuals in total. The response rate was regarded as very satisfactory, both in absolute terms and in comparison with other villages of similar size.

Cambridge Road



The response distribution by postcode has been analysed and all streets in the village were seen to have adequate representation. Comparison of general demographic findings from the questionnaire with past census data also leads us to conclude that results and opinions from the questionnaire are representative of the general population. A specialist contractor, Warwick Network, was used for the data analysis and statistical reporting from the residential questionnaire.

Other sources

Preliminary information was gathered using an informal survey, delivered to every household through the village magazine, inviting brief comments on 'likes', 'dislikes' and suggestions for a better Melbourn. Approximately 25% of households responded, the findings providing a platform of ideas from which the main residential questionnaire was developed.

In addition, great efforts were made to consult with places of education, public services, community groups and clubs of all kinds in Melbourn, asking for their ideas, wants and needs. More than 80 such dialogues were instigated, many involving special meetings or group discussions.

This background was supplemented by a focused attempt to reach the many elderly and disabled people who live in the village. Intensive face-to-face work was done with this hard-to-reach sector, and the residential questionnaire responses were sensitively managed to ensure sufficient weighting was achieved from the research. It was decided not to include a separate report element for the elderly or impaired, and the findings for this group are integrated with other relevant sections.

Finally, time was devoted to including the views of young people. This was achieved through involvement of youth workers, the Primary School and Melbourn Village College, and within informal settings. A 'Youth' section of the main residential questionnaire was written in conjunction with representative young people from the village. Because of this treatment, a separate report section has been included to do justice to the findings.

Business survey

There are approximately 100 businesses nominally registered in the Melbourn area, although there is currently no formal way of determining an exact figure. A survey was made using a business-specific questionnaire to gather input from this significant section of our village. The majority of the 26 companies responding were interviewed face-to-face and their anecdotal comments added valuable context to the answers from this large and representative sample. Business feedback mainly converges with residential findings. Hence, most of the comments and actions have been absorbed into the main body of the document.

Summary of findings

It can be concluded from the research that most residents regard Melbourn as a good place to live. A large proportion (greater than 40%) of residents have lived here for more than twenty years. By contrast, 20% have lived in the village for five years or less. The rural setting, while retaining close access to services, underpins this position. Good transport links make the location attractive for business and commuters. Around one thousand people work in the village, with 90% of these commuting from outside every day. Total business turnover is in the region of two hundred million pounds per annum. An excellent range of learning opportunities are offered by toddler, play and pre-school groups, the Melbourn Primary School and Village College, or are available in Cambridge and the nearby locality.

However, it would be surprising if such a detailed enquiry into village life did not reveal many areas for potential improvement. Some difficult problems also exist. An interesting division can be seen in the nature of the issues being thrown into focus.

Firstly, there are matters that require significant local authority intervention or support, often with a need for public funding or for policy decisions largely out of direct local control. Examples of this arise in areas such as traffic management, road design and capital decisions of a public nature affecting buildings and infrastructure. In this vein much adverse comment was received concerning the poor state of pavements and roads in the village. An anti-social behaviour problem has been well known for some time, which proves difficult to address.

Secondly, many other less than perfect aspects of village life were identified as susceptible either to improvement or to complete resolution through the efforts of local people acting as interested volunteers. Examples in this category include litter picking, better support for the elderly, a venue as a focus for young people and fundraising for improved children's play parks. There are plenty of others. In many ways this second group of findings is the most inspiring and could help bring the community together in a very constructive way. Work began in late 2010 to initiate many of these opportunities.

All findings, irrespective of their nature, have been used to compile this report and are reflected in the supporting action plan recommendations. An attempt has been made to incorporate realism into the goals being set. A 'wish list' of unachievable objectives will be doomed to failure. The recommendations contained in this document were made available in draft form for comment by the community, prior to publication. Significant issues arising from this consultation exercise were taken into account.

The Steering Committee would like to thank the residents of Melbourn for their patience and support in compiling this report and action plan. There were many good ideas provided as narrative responses some of which are not fully reflected in the report. These have not been forgotten. They will add clarity and inform the initiatives that will be developed with the participation of Melbourn residents, during the implementation process. The report findings are commended to the Parish, District and County Councils for their approval and support.

About the village

General information

“We moved to the village nine years ago and have been very happy with village life and the services it provides”

Melbourn is included within an area of responsibility covered by South Cambridgeshire District Council, situated about three miles to the north east of Royston and nine miles south west of Cambridge. The Parish is physically larger than many realise (1,761 hectares). It extends from Frog End in the East almost to Royston in the West and from the A505 in the South to the A10 in the North.

With the presence of a village college, a large business community (a Science Park and several industrial sites), and much specialist accommodation for the elderly or disabled, Melbourn is revealed as an exceptionally complex village. To the north of the High Street and the west of Station Road, lanes retain their older, rural atmosphere. Formal pavements are often absent from this part of the village. To the south of the High Street there are modern housing estates.

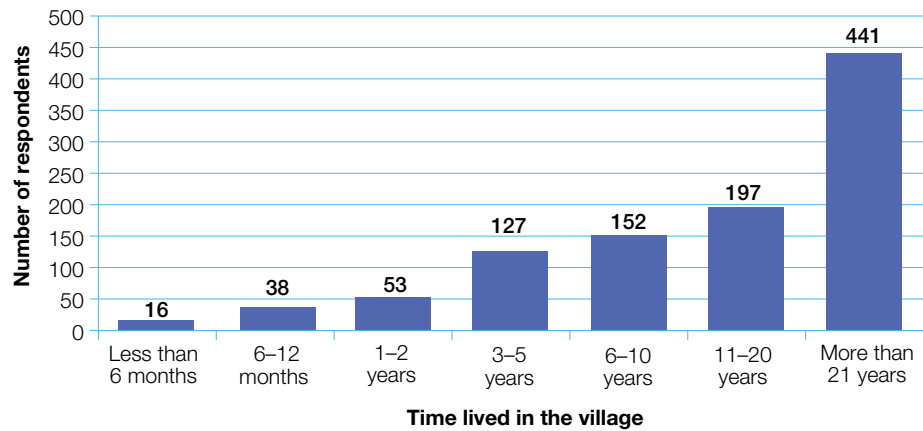
In general, high levels of satisfaction were expressed about Melbourn. There is a rich mixture of ages and backgrounds within the population. Varied opportunities for work and leisure make the village an attractive place to live. The close access to green spaces and excellent transport links add to this.



Population characteristics

Residency time in the village reveals some interesting results. More than 40% have lived in the village for more than 20 years. However, more than 20% are newcomers of 5 years or less.

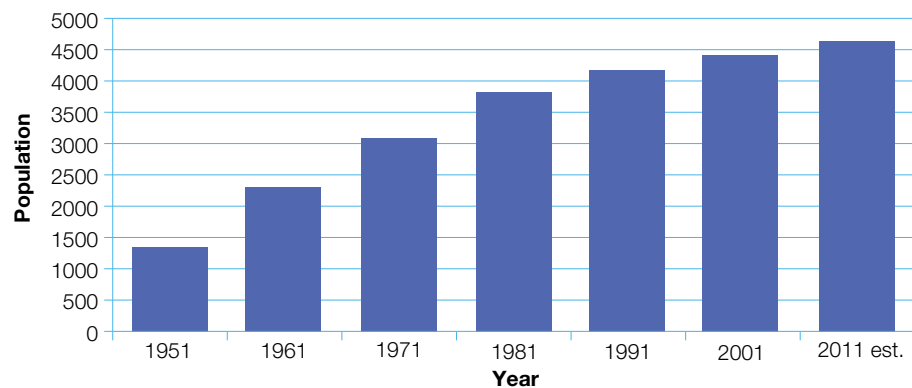
How long have you lived in the village?
Source: 2010 Village Plan
Questionnaire respondents



Number of people

Melbourn's population is large for a village, having grown significantly in the last 60 years, rising from 1,425 in 1948 to approximately 4,600 today, a more than threefold increase. The significant increase in population during the 1960s to 1980s may account for some of the issues now faced by the village.

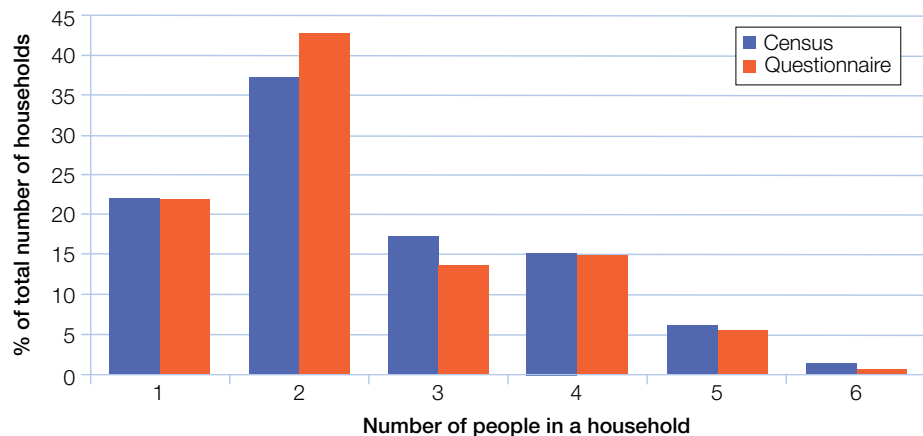
Population change since 1948
Source: Past census returns and
South Cambs. estimates



Numbers per household

Questionnaire data suggests that the most common number of people living per dwelling in Melbourn is 2 (43% of households), with single-occupancy dwellings being the second most common (22%). This shows no marked change from the data gathered at the last census in 2001.

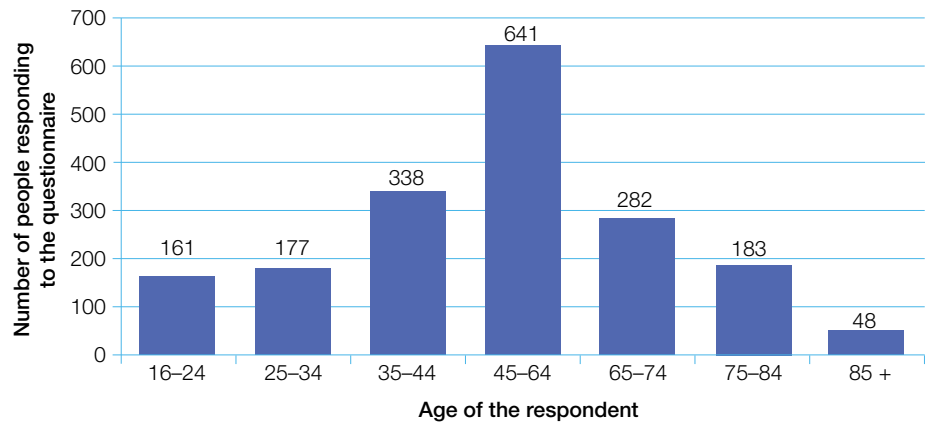
How the response to the questionnaire compares with the 2001 census returns: Number of people in each household
Source: 2001 census and 2010 Village Plan
Questionnaire respondents



Age

How old are the people in Melbourn?

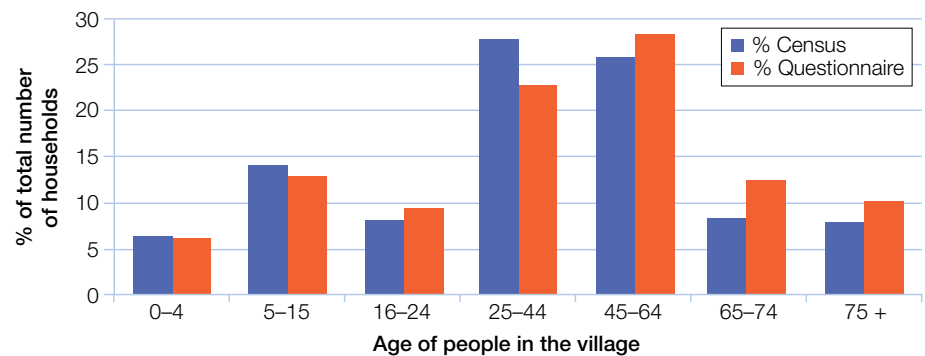
Source: 2010 Village Plan Questionnaire respondents



The age distribution (as percentage) between questionnaire returns and the last Melbourn census is comparable. There is no statistical difference in the age data groupings up to age 16. However there is a higher proportion in the over 45-age group in the questionnaire figures and a lower proportion in the 16-44 age group. This may reflect either an actual change in the population or a slight bias in the age groups that responded to the questionnaire. It does not affect conclusions, however. A noticeable increase in the proportion of older people in the village since the last census should inform future planning for this group. In general, however, the age distribution profile for Melbourn was found to be similar to the national age distribution at the 2001 census.

How the response to the questionnaire compares with the 2001 census returns: Age of people in the village

Source: 2001 census and 2010 Village Plan Questionnaire respondents



Gender

The questionnaire responses and the 2001 census both show a slight bias towards females in the village population. The difference between the census and the questionnaire is not statistically significant.

	Male %	Female%
Census (2001 – Melbourn)	48.46	51.54
Questionnaire	46.34	53.66
National (2001)	48.67	51.33

Source: 2001 census and 2010 Village Plan Questionnaire respondents

Residents' working status

Statistics from the Questionnaire	%
Full-time (more than 30 hours per week)	34.1
Part-time (8–29 hours per week)	10.6
Part-time (less than 8 hours per week)	1.2
Self-employed	6.3
Housewife / Househusband	4.6
Voluntary work	0.5
Student in full-time education	11.6
On a Youth Training Scheme / apprenticeship including College Day Release	0.4
Unemployed and / or unable to work through long-term sickness or disability	3.2
Retired – wholly dependent on state pension	7.2
Retired – also supported by private pensions / investments	20.3

Source: 2010 Village Plan Questionnaire respondents

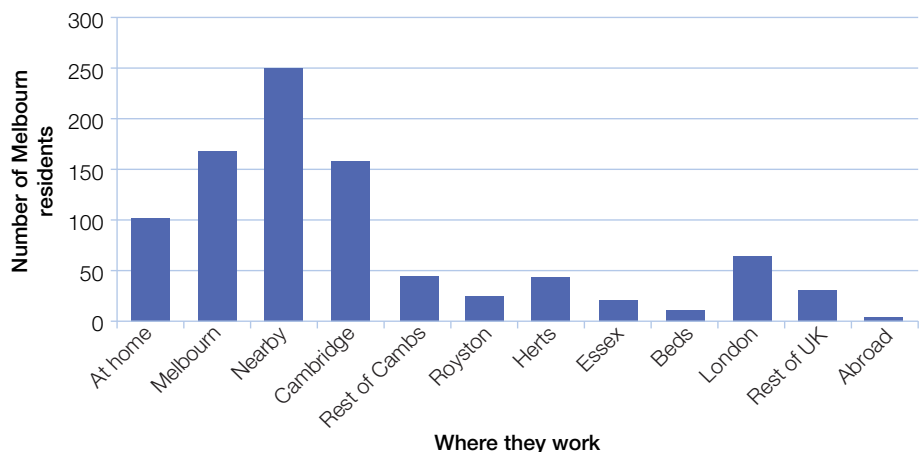
As the above table suggests, a large proportion of respondents are in either full or part-time employment (52.2%), while the proportion of unemployed is gratifyingly low (3.2%). Retired persons make up 27.5%, and those of other status including education, make up the balance of 17.1%. At the last census there was an even lower level of unemployment (1.6%), but it can be concluded that Melbourn remains economically vibrant.

The 2001 census further revealed a mean age of about 40 and many people of working age in work, including wives and mothers. Questionnaire results also broadly support these past findings.

Places of work or education

Work

A significant number of those answering the questionnaire work locally (70%, including those working in Cambridge). To balance this information it has been revealed through the research with Melbourn businesses that a significant number of people (around 1,000) commute into the village to work.



Where do people who live in Melbourn work?

Source: 2010 Village Plan Questionnaire respondents

The 2001 census reported that more than 50% of working people in Melbourn were in managerial or professional occupations. The generally unchanged profile of work opportunities for residents probably allows a similar conclusion for 2011.

Education

There is a primary school on Mortlock Street with 315 places for pupils aged 4–11. It is full or oversubscribed in some year groups.

“I would like this to be a village where everyone says good morning to each other, or is that too Un-British?”

The vast majority of young people go on to Melbourn Village College, the secondary school in the village. Melbourn Village College caters for students aged 11–16 and currently has 592 places.

Post-16 secondary education is mainly in Cambridge. 95% of the local college students go on to further learning.

Most young people of 11 years or more responding are being educated in Melbourn or Cambridge:

	Number	%
Melbourn	151	49.0
Cambridge	84	27.3
London	6	1.9
Others	67	21.8

Source: 2010 Village Plan Questionnaire respondents

Of the ‘Others’, 32 were at a university other than Cambridge. 4 were studying abroad.

Business’ activity in the village

During interviews with the sample of businesses, some notable facts were obtained:

- There were service providers and traders with village scale to global interests
- Only one manufacturer was present
- Businesses surveyed employed nearly 900 people in total
- Firms surveyed only employed about 100 people who live in the village
- Consultancies were present, ranging from single to hundreds of employees
- The estimated total turnover of the 26 businesses was £150m.

It can be confidently concluded that Melbourn employs more than 1000 people with a business community total turnover of greater than £200m.

Employee statistics for the survey sample:

Number of Employees	Number of Companies
300+	2
50 – 100	1
10 – 50	5
1 – 10	17

Source: 2010 Melbourn business survey

Getting around

3 Traffic and travel

What is the background to traffic and travel in Melbourn?

Melbourn is a village where many people live but most have reason to leave the village for part of every day. People travel to go to work or for education, for leisure and shopping. Questionnaire respondents own over 1,600 vehicles, the vast majority cars, so there could be over 3,000 vehicles based in Melbourn.

The historic traffic patterns in the village were affected greatly by the building of the by-pass in the 1980s. The A10 by-pass was justified by the reduction of through-traffic in Melbourn, but there is a perception that some of the benefits have been eroded over the intervening years, for reasons not fully understood. Many of the concerns existing at the time of the previous draft report on the village (early 1970s), with respect to traffic speed, volume, safety and congestion, seem to remain. The growth of businesses has also affected this issue. Melbourn's two industrial parks and other business and retail locations attract up to 1,000 people every day from outside the village.

There is a bus service that is important to those needing it. Train usage was not directly assessed in the questionnaire.

What did you tell us?

Residents' views

Vehicular use is split almost equally between leisure, shopping and travel to work or education. Only a small proportion of vehicles are used for business. Buses are important to some people but not important to a majority. Residents feel Melbourn is a through-route between the A10 and the A505, and also between the villages to the north and west of the A10. Melbourn is also seen to provide a route between the villages of Meldreth, Shepreth and those further afield to give access to the A505 and the M11. These factors are seen to amplify the traffic problems in the village.

“The placing of permanent fixed bollards at traffic lights outside the Co-op was a serious mistake. Replace with rising ones”



Bollards at Melbourn Co-op



Congestion at Melbourn Co-op

During peak morning and evening periods, the high levels of traffic on the main through-routes were criticised. Worst affected routes were Station Road through to Mortlock Street and New Road. Also criticised was the route Royston Road to High Street and then Cambridge Road. The resulting congestion leads some drivers to seek diversions, so called 'rat runs', using unsuitable routes such as Rose Lane, Cross Lane and Dolphin Lane, also Greenbanks and Beechwood Avenue. This practice is despite some roads being marked as 'Access Only'. Back Lane is not seen as suitable for the amount of commercial traffic now experienced. Car parking on one or both sides of many roads was a frequent complaint, hampering traffic flow.

“Please sort out the lorries at the Co-op. Also they are always unloading during busy periods. Often with four or five trolleys out in the shop; with boxes everywhere, so you can't get in with a wheelchair or pushchair. Also leave empty boxes around which are a health and safety risk!! Also people parking outside it on yellow lines blocking crossroads”

The vast majority of vehicles are parked in residents' garages or on drives. However, the minority of people who park directly on the roads are perceived to be contributing to road safety hazards. In many cases residents must park on-road, as no other option exists. Parking during the day, especially in the village centre, is a major source of irritation. Specifically, this seems to be centred on the shopping area near the Cross. Some 65% of people think there is sufficient parking in the central area of Melbourn, but many feel there is still a problem, with widespread abuse of double yellow lines. To summarise, there remains widespread concern that on-road and on-pavement parking poses a road safety risk to vehicles and pedestrians.

Other major concerns are revealed in the questionnaire and also in the business survey. These include:

- speeding, which is perceived as a major problem, with the worst locations reported to be Cambridge Road, Royston Road, at the bend in Station Road, Beechwood Avenue and New Road
- obstruction of roads by delivery vehicles. This issue relates particularly to the congested area adjacent to the village centre and the Co-op. Comments include: "Cars parked on the paths outside Fish and Chip Shop cause problems if you need to walk on the road" and "The placing of permanent fixed bollards at traffic lights outside the Co-op was a serious mistake. Replace with rising ones."
- the poor state of repair of roads
- the anti-social use of both cars and motorcycles. Comments include: "Mopeds buzzing around at night like demented bumblebees"

- negative aspects of traffic-calming measures such as sleeping policemen, which are seen to be causing surface drainage and other problems, such as vehicle damage.

In general, most measures to improve traffic calming such as one-way systems, raised road sections, speed bumps or chicanes were not favoured solutions. Speed bump measures were accused of causing damage to car suspension. However, residents agreed with enhanced enforcement of traffic rules, including parking restrictions. Speed control measures, such as flashing hazard-warning lights, lower speed limits and ‘children’ signs by schools, received positive feedback. Roundabouts to improve access to the A10 bypass were strongly supported. A10 access improvements were also supported by local businesses.

More frequent buses to the railway stations (Meldreth and Royston), with hours extended into the evening, were reported as very desirable. For the less able there are bus-boarding problems due to vehicles not having low platform access.

Businesses’ views

Approximately 90% of those working in the village businesses live outside Melbourn.

Most of those employees prefer to travel to work by car but some use other modes of transport occasionally. Some try to cycle to work whenever they can and others prefer to travel by train. Of those employees that live in the village, some usually walk to work whereas some always travel by car. The table below roughly reflects these preferences (note that some transport options below are combined preferences e.g. Cycle and Train).

How people travel to work in Melbourn	
Car	80%
Walk	7%
Cycle	7%
Train	7%

Source: 2010 Village Plan Questionnaire respondents

Many of the businesses considered the traffic and travel matters mainly in terms of their employees’ ability to travel to and from work, and for the transportation of goods and supplies. Unlike many residents, their views were influenced more by the quality of transport routes to and from the village, rather than the roads and pavements within the village itself. Several businesses had serious concerns about the safety of traffic entering the by-pass, those with trucks or trailers finding particular difficulty. Typical comments were: *“You really fear getting onto the by-pass – can’t we have proper junctions, at least at either end?”* and *“Roundabouts at either end of the by-pass would really help the trucks getting in and out; also why did they put those bollards by the Co-op?”*

Businesses’ view on the transport infrastructure	
Consider road system is satisfactory	77%
Consider train service is satisfactory	65%
Consider bus service is satisfactory	31%

Source: 2010 Village Plan Questionnaire respondents

Several of the businesses commented on their dissatisfaction with the village bus service.

What conclusions can be drawn from your feedback?

- In spite of the building of the A10 bypass road, there is a strong perception by a majority of residents that traffic continues to spoil the quality of life in Melbourn. The problem has two major components: (a) traffic speed, particularly on certain roads and at certain locations; and (b) traffic volume, with a strong suspicion that much traffic is using Melbourn as a short cut between the A10 and the A505. There is a conflict between the hazards posed by these issues, and the potential inconvenience of the measures required to solve them.
- On-street car parking causes considerable irritation to Melbourn residents, particularly in the village centre and on some of the more narrow streets. Some off-street parking is available in the village. There is very little 'safety' enforcement of casual parking anywhere, including places where there are nominal legal restrictions. While on-street parking is known to reduce traffic speeds, many residents perceive parked cars as a safety hazard, particularly to pedestrians.
- The village is well served by a Co-operative supermarket located at the village centre. The shop is well liked and well patronised. The premises are designed to only receive deliveries from the High Street entrances; this forces delivery trucks to park on the highway, seriously obstructing the carriageway, and impairing visibility in both directions. The problem is further exacerbated by the shop being immediately adjacent to the traffic lights. It is not unusual for two vehicles to be unloading simultaneously. This situation results in frustrating and potentially dangerous congestion at the traffic lights, often causing major delays and forcing traffic to take unplanned alternative routes.
- Very strong and broadly universal opinion was received that the two main junctions serving the A10 from the village are unsafe. The visibility and layout of the Frog End junction is regarded as the most dangerous. The opinion of residents is also strongly and independently confirmed by Melbourn businesses, due to the difficulties encountered by commercial vehicles accessing and leaving the village industrial parks. It is recognised that the costs of installing a roundabout are high, making the proposal difficult to implement. However, this issue is seen as a major negative aspect of travelling to and from Melbourn via the A10 and a significant downside to the building of the bypass.

New Road



-
- Melbourn has regular bus services to and from Royston and Cambridge. This service is vital to a section of the population who depend on this, for both business and domestic reasons. There are also pressures for all residents to use bus services more, as part of reducing the carbon footprint. However, the present arrangements are far from perfect, as evening and weekend services are either very poor or non-existent. There are no Sunday bus services. The early morning service from Cambridge into Royston only commences at 09.11, the last return being at 17.33; making this non-practical for most work-related purposes via Royston. Services to Cambridge are better; the first bus leaves at 06.48, return on the last bus from Cambridge leaving at 18.40, arriving at 19.11 in Melbourn. There is only one service per day to the railway station at Meldreth. For the less mobile who may wish to use the bus, there are access issues due to the old stock not having low floors.

What can we do about it?

- 1 Seek support and active assistance from the local authority and the police, to research properly the through-village traffic flows and speeds. The study should include the assessment of known 'rat runs', which are used to avoid the centre-village traffic lights. Road safety requirements for both the Primary School and Melbourn Village College should be included within the scope. The contribution of antisocial driving behaviour should also be studied if possible. Armed with factual data, pursue practical options for both reducing traffic speed and traffic volume.
- 2 Carry out a formal study of car parking practices in the village in conjunction with the local authority. Relate the findings to known aspects of highway design and road safety indices, producing an informed basis from which (a) residents can understand where and why parking is allowed or should be disallowed and (b) a longer term plan can be developed to address future parking requirements and restrictions in Melbourn, particularly in the village centre.
- 3 Liaise with the management of the Co-operative supermarket while seeking a better solution to the delivery problems to the store. Discuss the Co-operative delivery congestion problems with CCC Highways Safety management for their professional assessment.
- 4 Make direct representations to CCC Highways Safety management to communicate the strong and legitimate concerns of residents and businesses regarding the road access problems to and from the village to the A10 and the speeding issues related to drivers coming off the A10 into the village. Request a written statement from CCC on the plans for A10 safety at the two major junctions. Obtain and sustain up-to-date accident statistics for these locations. Maintain a continuing dialogue over time with CCC to ensure the matter remains at a high profile, with the longer-term objective of creating a safer junction design at these two points on the A10.
- 5 Meet with Stagecoach Bus to investigate bus service policy and constraints to current bus timetables. Work with the bus company and the local authorities to ensure the continuity of existing services, and the extension of these where presently limited or unavailable. The access problems for the elderly and less mobile due to the dated design of present buses should be included.

4 Cyclists and pedestrians

What is the background to pedestrian and cycling experiences in Melbourn?

“When we cycle we want to feel safe with space for cars to overtake without the need to pass really close”

Melbourn is a village that has expanded significantly in the last half century. The pavements are generally narrow. Although there is a large car park reasonably close to the shops, there is still frequent parking on the pavements near the Cross. In spite of the bypass there remain high levels of traffic through the village, causing tension between the needs of motorists, cyclists and pedestrians.

The quality of pavement surfaces has been progressively reduced due to the impact of utilities maintenance and installation of cable TV services throughout the village.

The local County Councillor is seeking advice on better provision for cyclists from the County Council cycling officer, particularly to determine where local efforts would have the best chance of success.

The Primary School is actively encouraging walking and cycling to school and has installed new cycle and scooter racks. The Parish Council is actively encouraging plans that support the *Safer Routes to School* objective. More information on this can be found on the Cambridgeshire County Council website.

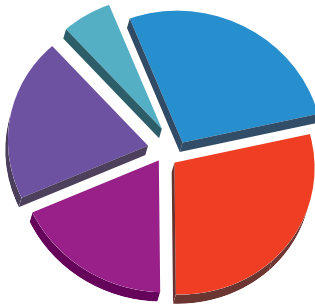
What did you tell us?

Pedestrians – comfort and safety

There are concerns about the condition of pavements (particularly for buggy, mobile scooter and wheelchair users), cars parked on the pavements, overhanging bushes, speeding vehicles and cyclists riding on the pavements. These issues were reported most frequently in High Street, Orchard Road and Mortlock Street. A third of respondents feel strongly about cars parked on the pavements.



Overhanging hedging,
High Street

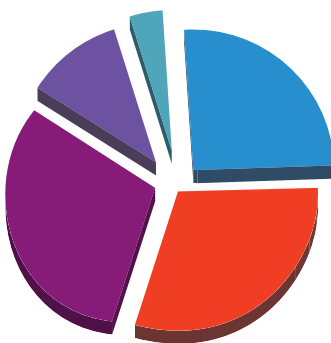


■ strongly agree
■ agree
■ no opinion
■ disagree
■ strongly disagree

I have concerns for my safety as a pedestrian in the High Street.

Source: 2010 Village Plan Questionnaire respondents

“We have safety concerns around Orchard Road. Pathways are very poor in these areas with problems for wheelchair users”



■ strongly agree
■ agree
■ no opinion
■ disagree
■ strongly disagree

Do you think we need more cycle paths to the local schools?

Source: 2010 Village Plan Questionnaire respondents

Elderly respondents living in supported and sheltered housing were particularly concerned about their safety when walking near the Cross, and the general state of pavements and overhanging foliage, especially for wheelchair users. They were also more concerned about lighting in the village than other residents and a lack of frequent public seating.

“I walk down New Road nearly every day, pushing my granddaughter to and from the shops. I get sick and tired of the cars and business vans that park halfway or more across the pavement. Not only for myself, but also for the people on mobility scooters, also people pushing wheelchairs. Why should they be forced into the road because of these people being so inconsiderate? Also some of the residents who have more cars and not enough parking space in their drives just parked halfway over the pavements, and sometimes right across the pavements, and leave their cars there all day and night. Do they know it’s against the law?”

Other areas of pedestrian safety that concern some people are:

- The junction of the High Street and The Moor opposite Norgetts Lane (safety)
- Station Road due to the bend (speeding and the nature of the pavements)
- Beechwood Avenue (speeding and parking)
- Bramley and Russet Avenues (parking)
- Orchard Road (parking and general safety, including a gate or barrier to protect children leaving the Primary School site).
- Drury Lane (safety)
- Back Lane (safety); it should be noted that District and County Councillors are working to help set up a Back Lane Liason Group as a forum to ensure a safest possible pedestrian environment. Comments include: *“Back Lane is an accident waiting to happen – no footpath, but planning approval given for commercial and industrial.”*
- The junction of the High Street and Water Lane (safety)
- Speeding on main routes through the village as noted in the Traffic and Travel section.

There is strong support (73% with only 10% in opposition) for a pedestrian crossing in the High Street to facilitate access to The Village College and the primary school.

Cycle Paths

There was strong support (56%) for improved cycle paths to the schools, and similar support for a general increase in cycle paths or lanes to improve traffic safety.

A significant number of people come into the village to work, but few currently use cycles.

Maintenance

Pavements were considered to be in poor repair (felt by 73% of respondents with 40% feeling strongly about the issue) and 63% of respondents felt that there were problems with overhanging vegetation impeding walking on the pavements in the village. Hedging adjacent to the Clear Crescent play area was mentioned in particular. There was good support for dropped curbs at appropriate points to assist wheelchairs, and buggies. However, dropped curbs were seen as a problem where they were present for access to driveways, interrupting the level pavement.

The quality of signage and street naming was strongly criticised by a minority, with a large number expressing no opinion (43%), indicating the localised nature of this issue, but it's importance to those it affects.

The provision and maintenance of street lighting was considered by the majority to be satisfactory, although 20% felt it could be extended and 33% felt that the standard could be improved. Where dissatisfaction exists it is important, because it is the elderly who are affected. Those living in Vicarage Close have particular concerns as they relate poor street lighting to vandalism.

What conclusions can be drawn from your feedback?

- Significant difficulties are encountered by pedestrian shoppers at the Cross and village centre.
- Pedestrian safety around the village, due to parking and speeding, gives rise to much comment and complaint.
- There is concern about the provision of pavements, their state of repair, and the incidence of overhanging vegetation.
- Interest in providing safe routes for cyclists is notable.
- There was localised criticism of street lighting and street signage.
- The less mobile would like more benches between the centre of the village, the surgery, and areas to the east of the village centre.

What can we do about it?

Improvements to most of these issues requires investment through the local authority. The dialogue already established between the Parish Council and traffic authorities should be intensified and made more coherent, to:

- 1** Deal with the parking issues in the village, including positive enforcement of parking restrictions, although there was low enthusiasm for traffic wardens (47% opposed with 28% in support).
- 2** Actively consider a pedestrian crossing serving the Moor, or alternative road safety design improvements.
- 3** Develop a cycle path strategy.
- 4** Improve the pavements and review dropped curbs, particularly with the less mobile in mind.
- 5** Selectively improve street lighting and street signage.
- 6** Improve the strategy for managing vegetation overhanging the pavements, possibly with assistance of volunteers (although there will be issues of private ownership, insurance and health and safety to be resolved).
- 7** Develop initiatives, conjunction with those identified within 'Traffic and Travel', for addressing perceived safety problems at key locations. Support existing suggestions, such as that for Back Lane.

5 Footpaths and byways

What is the background to footpaths and byway provision?

“What footpaths?
Since the foot and
mouth disease in the
60s these have been
mainly closed”

Before the open fields and commons were enclosed between 1838 and 1840 there were 49 footpaths, bridle roads and tracks in Melbourn that were replaced in part by 5 public roads and 13 private roads. There are several footpaths running through the Parish and connection can be made with routes to neighbouring areas. However several footpaths are dead-ends and there is no official connection to the areas south of the A505 without using New Road. A survey in 1999 included several recommendations for removal of dead ends and the development of circular routes. The 2008/09 Annual Report for the Local Access Forum (the County Council’s Statutory Advisory body on countryside access issues) specifically addresses the issues surrounding circular walks and volunteer groups. The Parish Council obtained advice from the local ramblers association in November 2010. There are no bridleways, although there are several byways.

There are short and long walks groups linked to the University of the Third Age (U3A) in the village, a walking group for single people and active ramblers groups in Royston and Cambridge.

The neighbouring village of Meldreth has a volunteer Footpaths Maintenance Group linked to the County Council Parish Paths Partnership (3P), although this is not reflected in Melbourn.

There are no maps, leaflets or guides on local walks either in hard copy or on the village website.

London Road



What did you tell us?

“Small matter: could the wonky and uneven steps joining part of the path through to the playing fields at the school (coming from the Sheene Mill direction) be replaced? It is very difficult to try and steer a pram up them”

Of the respondents to the maintenance of footpaths, 44% felt the footpaths could be improved, including the path to Meldreth Station (Meldreth ‘footpath 9’). Respondents generally knew where footpaths were and could use them without difficulty. About half also felt that signposting could be improved.

More than 1,500 residents responded to questions on footpaths. Of these, 37% (560) felt there should be more footpath options, 51% (776) wanted some circular paths and 39% (605) wanted to see more seats associated with footpath routes.

Development of leaflets describing local walks was strongly supported, with 60% of respondents asking for these.

There were suggestions (also in the responses to the ‘healthy living’ section) that there should be a route with jogging / fitness equipment: ‘Fitness Trail’.

Several people, especially residents in sheltered housing, would like more seats / benches on footpaths and generally around the village.

What conclusions can be drawn from your feedback?

A significant number of people in the community value their local footpaths and byways and feel there is plenty of room for improvement in the provision of more routes, signposting, maintenance and the publishing of a guide booklet.

What can we do about it?

Initiate action to help implement the following initiatives:

- 1 The formation of a volunteer maintenance group. The first stage should be to review all paths against a maintenance template and to develop an action plan with the Parish Council.
- 2 To campaign for better path provision. This is likely to require negotiation with local landowners and may take a significant amount of time to produce results. Parish Council representatives have already worked on this in the past. The aim will be to develop a mutually supportive approach from which all parties can benefit.
- 3 Investigate the joining of the Parish Paths Partnership (P3), an entity that looks after, improves and promotes rights of way in the county. P3 has been in operation for 20 years and is managed through the County Council.
- 4 Prepare routes and maps for the website and community leaflets.
- 5 Develop sponsorship for public seating.
- 6 Investigate the possibility of providing a ‘Fitness Trail’.

“Maybe farmers could allow more access to areas where their tractors already go”

6 Crime and public safety

What is the background?

“We have lived in Melbourn for ... years and have been very involved in the life of the village. I hate the fact that I am afraid to go out at night on my own and have to use a car”

Melbourn has relatively low levels of crime but higher levels of antisocial behaviour (ASB). The police provide regular statistics for Neighbourhood Panel meetings that include presentations by the police and discussion of residents' concerns. Because of historically high numbers of incidents of ASB arising from a minority of young people, South Cambridgeshire's Crime and Disorder Reduction Partnership appointed the Practical Solutions Group (PSG) to address the problem. This body was charged with examining, suggesting and implementing possible solutions to the ASB problem in Melbourn. The PSG has first investigated the issue by accessing information provided by the Neighbourhood Watch team, which had been concerned for many years about the exceptionally poor record of ASB in Melbourn, and the highly damaging effect this was having on some residents in the village.

The PSG (operating in its present format since late 2009) is composed of representatives from the Police, Melbourn Village College, County Council, District Council, Parish Council, Neighbourhood Watch and youth services of various kinds. It meets regularly and operates in a proactive way. It has been involved with the Youth Club at The Village College, and other community projects carried out by young people.

The PSG has focused on the damage done as a result of ASB by some young people and the effect of this on the way young people are perceived generally by affected residents. Historically, objections have been lodged against planning applications, arising from fear amongst residents of the damage and consequential effects of ASB being brought closer to their doorsteps. Hence, all young people are regarded by some residents as being the cause of problems, and this prevents constructive solutions being put forward to reduce ASB overall. To summarise: fear, and the apparent impotence of all to deal with antisocial behaviour or protect from it, is largely responsible for the reluctance and failure in the past to provide more and better facilities and activities for young people generally. In a constructive attempt to penetrate this problem the PSG supported the making, by some young people, of a video on antisocial behaviour and its effects on residents.

Not all ASB relates to the behaviour of young people. The problems of drivers (of all ages) using a mobile phone when driving, or speeding or not wearing seat belts, have also been identified as police priorities.

However, it is clear that ASB arising through the behaviour of a few young people is hugely damaging, not just to the quality of life in the village but also to the ability to provide a better standard of amenities for everyone in the village, whatever their age.

There is no fully staffed police station in the village, although there is a new police office on the Melbourn Village College site used as a police base. It should be noted that the police are not the only authority with responsibilities to deal with ASB, and indeed the whole community has an important role to play. Recent enhanced efforts and communication by the police are noted and commended.

What did you tell us?

Residents' views

Residents who considered the Police Service adequate totalled 31%, but 42% think it is poor or very poor. Only 11% consider it is good or excellent.

We asked which types of crime and antisocial behaviour families had suffered from in Melbourn (with 5 possible levels of severity). Significantly, the greatest were rowdy or noisy behaviour (716 people – 196 at the most severe level) and antisocial or dangerous driving (646 people – 209 at the most severe level). These were followed by vandalism or criminal damage (460), vehicle theft or damage (423), other theft or burglary (421) and drunkenness or drug abuse (418). A number reported intimidation by groups or bullying (380), verbal abuse (353), graffiti (144), mugging or assault (275) and confidence tricks (270). No problems with any of these were reported by 751 respondents.

“It would be nice to see a police man or woman occasionally in the village”

We then asked what measures were needed to curb these problems. The highest number thought a greater police presence was needed (1,408), but well over 1,000 felt that each of the following were required (the most popular first): tougher action to deal with antisocial behaviour (1,302); more enforcement against illegal parking; more use of community support officers (PCSO's); CCTV; a ban on alcohol in public places; faster police response; more traffic speed enforcement; more traffic speed monitoring; better liaison between police and local people; more neighbourhood watch schemes; improved street lighting; more drug / drink education; and more drug / drink prevention.

When asked to name the most important control measure, the three most popular items were: greater police presence (61%), tougher action to deal with antisocial behaviour (60%) and faster police response (54%).

The new Police office at MVC



“Teenagers are more likely to be influenced by peer pressure than any amount of lecturing”

We invited comments on the crimes and antisocial behaviour that people had suffered. Approximately 150 comments were received, the vast majority detailing examples actually suffered at the hands of young people. They covered the spectrum of rowdiness, drunken damage, vandalism, threatening behaviour, littering, and trespass. Comments included: “Hold parents responsible for teenage behaviour” and “Police presence is needed in evening and night”.

We also invited comments on the measures needed to curb crime and antisocial behaviour. Again, these comments were abundant, ranging from imposition of parental responsibility and greater and more regular police presence (particularly in the evening and night), to CCTV, education and facilities. The main targets were antisocial behaviour, but also included speeding drivers, parking and noisy dogs. In many cases, the police were criticised (e.g.: “Would be nice to see a police man / woman occasionally in the village” and (from a business): “Never seen a police officer in the area”). There were many comments by residents and businesses indicating concern at the lack of powers of Police Community Support Officers (PCSOs) to tackle antisocial behaviour effectively.

Responses from young people make it clear they do not all want to be ‘tarred with the same brush’ because of a small group of youths who engage in anti-social behaviour.

They also have concerns regarding the development of any new initiatives that could be ‘trashed’ by the same small group of youths. This underpins the position of the Practical Solutions Group, and leads to a conclusion that a sustained approach to dealing with the anti-social behaviour of a small group of youths is essential. Only this will ensure that the majority of well-behaved young people in Melbourn can enjoy and benefit from new initiatives.

It is also very encouraging that young people have told us that they would like to develop ‘better’ relationships with the Police – perhaps involvement in some joint adventure / experience days.

Businesses’ views

When asked if crime / antisocial behaviour was an issue for them, their employees or their business, 46% of Melbourn businesses said yes. However, most businesses did not rank this issue highly in comparison with some other issues raised in the Survey.

“The powers of the community police are too limited – they have no more authority to move on potential trouble makers than do our own staff”

Businesses say they:	
Consider crime / antisocial behaviour is an issue for themselves, their staff or their business	46%
Consider better liaison between police and local people / businesses is needed	42%
Consider greater police presence is needed	38%
Consider faster police response is needed	38%
Consider more use of Community Support Officers is needed	27%
Consider improved street lighting is needed	19%
Consider CCTV is needed	19%

Source: 2010 Village Plan Questionnaire respondents

What conclusions can we draw from your feedback?

- If possible, and fundamentally, improvements to the police service (presence and speed of response) are sought. However, in addition to that, there are many useful comments concerning other possible measures that could be taken.
- The work of the PSG indicates that a substantial problem of antisocial behaviour in its various forms exists in Melbourn, and it is undermining the quality of life for many of its residents. Research indicates that the worryingly low opinion of the police service results largely from the perceived inability of the police to deal effectively with antisocial behaviour; the negative impact of antisocial behaviour in its various forms reported from the questionnaire is very important.
- The conclusion drawn from the research, is that both the existence and expectation of antisocial behaviour is likely to hamper the ability of the residents of Melbourn, and all organisations connected with it, in their efforts to improve the quality of life and amenities of the village in the future.
- It is therefore vital that ASB be tackled in a more effective way, or progress on many fronts may be curtailed in practice. The village and the relevant organisations and authorities should look carefully at the measures suggested by the questionnaire responses, and necessary funding provided if at all possible.
- In addition, there are great concerns about antisocial and dangerous driving. This is a mix of various elements. It includes antisocial use of vehicles (historically the cause of particular anxiety and concern on the part of some residents), speeding and irresponsible parking. Collectively, there is obviously a high concern. More detail is given in the 'Traffic and Travel' section of this report.

What can we do about it?

- 1 The central problem of antisocial behaviour, and its fundamental relevance to the provision of facilities in Melbourn and the well-being of its residents, will be reported to the police. The serious nature of these findings will also be reported to other relevant authorities and groups, including the Parish Council and the PSG.
- 2 The police and other authorities and groups will be asked to respond to the questionnaire findings in an effective way and to concentrate upon the eradication and continuous prevention of antisocial behaviour.
- 3 Through the implementation of the action plans arising from this report, the community of Melbourn must be helped to understand and support the ASB reduction objective in a constructive way. Better channels of understanding and communication must be used by the relevant authorities to help to achieve this.
- 4 An efficient process of ongoing liaison between the police and the residents and businesses of Melbourn should be introduced or enhanced.
- 5 Constructive and creative actions should be developed to seek out and support ways of positively engaging young people to provide alternatives to the boredom leading to antisocial behaviour. (See section on 'Youth').

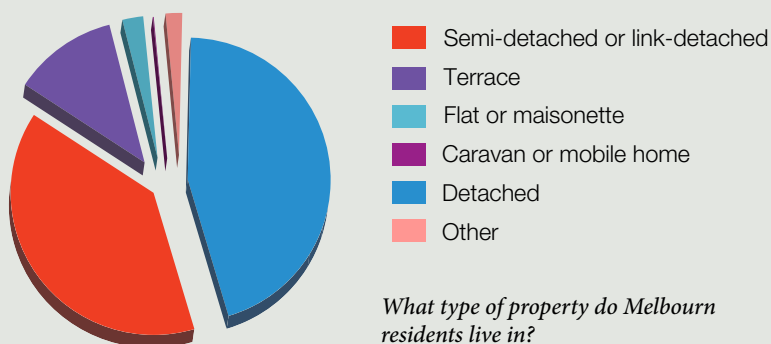
7 Homes • shops • businesses

What is the background to homes, shops and businesses?

Where people live

“Melbourn is a beautiful village with lovely people. We all should be proud of our environment and watch more closely to maintain and improve it”

The challenge for the village is to cater for any growth that arises in the number of residential units and population, whilst maintaining the character of the village. Several people (who had lived in the village for a long time) commented in narrative responses to the questionnaire that they were concerned that its character was being lost and that it was turning into a ‘small town’: (“I would hate to see Melbourn turned into a town” and “Keep Melbourn a village”).



The current occupancy pattern as shown by the results of the questionnaire:

Type of accommodation from questionnaire	%
Owner occupied – free of mortgage	43.3
Owner occupied – with mortgage	36.5
Rented from council	11.9
Rented from housing association or registered social landlord	4.0
Rented privately – unfurnished	3.6
Rented privately – furnished	0.7

Source: 2010 Village Plan Questionnaire respondents

Entrance to Melbourn Science Park



Previous Research

The County Council produced the last fairly detailed draft plan for Melbourn's development in the early 1970s, setting out proposals for residential development, retail units and amenity sites. The majority of its detailed proposals have been satisfied or superseded (particularly by the provision of the bypass in the mid-1980s), but some of the principles referred to, so long ago, remain largely relevant today. We believe it is time to consider these principles again and to make further proposals based on them. It is against that background that the responses to the questionnaire are important.

“The Central Car Park, which is well used and which fills an important function, represents a strategically located valuable open space, but has an intrusive effect on the appearance of the village”

The 1970s document summarised some ‘problems of Melbourn’ including:

- the need to obviate the harmful effects caused by existing traffic conditions
- the need to reconcile the existing environmental qualities of the village and the pressures for change and growth
- the need to establish policies so that such change and growth, as it occurs, is in the best interests of the village as a whole
- the need to provide increased local job opportunities, and
- the need to make greater use of existing under-used facilities.

Other aspirations from the 1970s document which are reconfirmed from the questionnaire include:

- a need to allocate sites for further shops, should the need arise, and to establish policies for existing premises
- the need for central area off-street car parking provision and for communal play or recreational areas in the residential areas south of the High Street.

In July 2000, South Cambridgeshire District Council (SCDC) published its Appraisal of the Conservation Area. On the subject of ‘intensification’, it states: “There is continuing demand for development in the larger gardens, particularly along the High Street. This form of development threatens the character of the conservation area by diminishing the extent, quality and value of the green spaces that were identified above being of fundamental importance. The character of the village is one of ribbons of frontage buildings with deep space behind. This appearance is what the Conservation Area must protect”.

The Appraisal’s Suggested Enhancement section is dominated by the central public car park, “... which presently has a negative visual impact in terms of the qualities of its surface materials, buildings, furniture and fences. This is a large space with a great potential to make a positive contribution to the Conservation Area”. It states: “The Central Car Park, which is well used and which fills an important function, represents a strategically located valuable open space, but has an intrusive effect on the appearance of the village because of the layout (vast, tarmac-surfaced areas, surrounded by containers, and by its design is turned away from the village)”. This car park has also been associated with a high level of antisocial behaviour, of particular concern to the police and adjoining residents.

As further background the Parish Council in August 2010 acquired a lease of the car park from SCDC. It has proposals for its early improvement, to resolve the above problems and also to enhance the Safer Routes to School aspects of it.

What did you tell us?

New Development

Residents' views

We asked for your opinion on various possibilities for new development in Melbourn; that is for increasing the number of buildings.

“I would hate to see Melbourn turned into a town!”

“Keep Melbourn a village!”

- Should Melbourn be allowed to grow beyond its present boundaries (shown below as it appeared in the questionnaire). Only 18% agreed with this, whereas 68% disagreed (40% strongly disagreed).
- Do you agree that dedicated commercial areas (shown marked in grey on the plan) should be allowed to grow beyond their present limits? 22% agreed with this, with 63% disagreeing (35% strongly).
- Should Melbourn accommodate more infill housing within its present boundaries (shown marked in white on the plan) 23% agreed, with 59% disagreeing (35% strongly).

Businesses' views

Many businesses valued the village culture of Melbourn and expressed concern that this culture could be lost if the village grew bigger through further industrial or residential development.

- Only 15% considered Melbourn should have more industrial development
- Only 38% considered Melbourn should have more residential development

Many businesses expressed pleasure in being contacted, with the prospect of better inclusion into village life.



Of the 26 businesses in the survey, most expressed an interest in having a local business directory:

Businesses favouring a directory	85%
On a website	80%
On a notice board	30%
In a brochure	50%

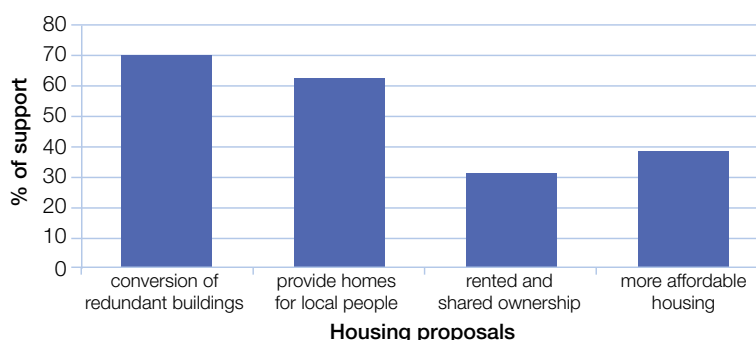
Source: 2010 Melbourn business survey

A quote from one of the businesses interviewed was as follows: "It is a mixed benefit being so close to London; Melbourn seems to be becoming more like a London suburb and houses are getting progressively more expensive. In terms of industry and residential growth in Melbourn, we are gradually clogging up the place – it would be wise to follow the principle 'if it ain't broke, don't fix it'. We need to preserve the culture and community spirit of the village".

Housing

We then asked for comments on the nature of any new housing that could be provided.

- The strongest support was for initiatives to convert redundant buildings for housing (70% agreeing – 8% disagreeing) and initiatives to provide homes for local people (63% agreeing – 12% disagreeing).
- Only 13% agreed that there should be more 5-bedroom homes (48% disagreeing). Agreement for 4-bedroom larger family homes was 22% (38% disagreeing), 3-bedroom small family homes was 44% (22% disagreeing), and for more 2-bedroom starter homes was 51% (20% disagreeing).
- Support for each of more small apartments / flats / maisonettes, bungalows, homes to satisfy key workers, shared equity / ownership homes and rented homes, ranged between 32% and 34% agreeing. Those disagreeing ranged between 23% (homes for key workers) and 34% (small apartments / flats / maisonettes).
- 39% agreed that there should be provision for more affordable or Housing Association homes (28% disagreeing), although only 27% agreed that there should be provision for Housing Association / Registered Social Landlord accommodation (32% disagreeing).
- 46% agreed that there should be more community homes for retired people (19% disagreeing), 46% agreed that there should be provision for nursing home accommodation (17% disagreeing), and 37% agreed that there should be more sheltered housing (27% disagreeing).
- 35% agreed (21% strongly) that there should be no more housing in Melbourn, although 39% disagreed with this.



What type of housing would Melbourn residents like to see provided?
Source: 2010 Village Plan Questionnaire respondents

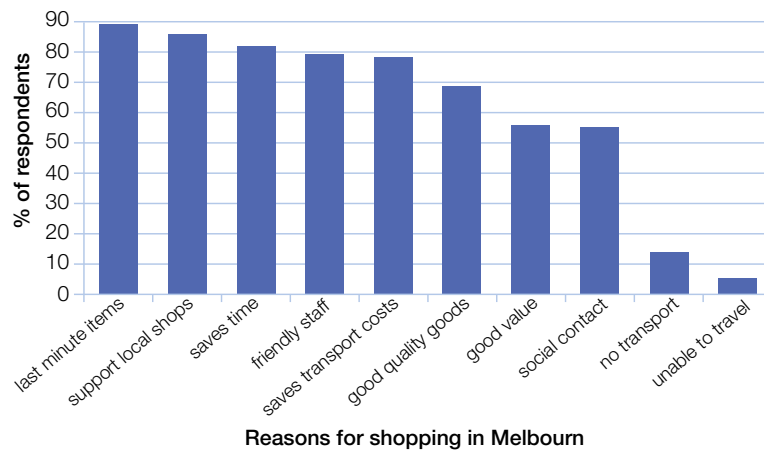
“I would like to see all the traders who trade within 200 yards of The Cross to meet and consider how (collectively) they can improve their premises, to give them a unified atmosphere”

Why those who shop in Melbourn do so.
Source: 2010 Village Plan Questionnaire respondents

Shopping

We asked why you shop in Melbourn (if you do), listing various possible reasons for shopping here and seeking your level of agreement on which of these were relevant to you. We also asked for your comments on the need for additional shops in Melbourn.

- The most prevalent reasons for shopping in Melbourn were: ‘I need last-minute items’ (89% agreed), and ‘I like to support local shops’ (86% agreed).
- Next (in descending order) were: ‘It saves time’ (82% agreed), ‘The staff are friendly’ (79% agreed), ‘It saves transport costs’ (78% agreed), ‘The goods are of good quality’ (68% agreed), ‘The local shops are good value’ (56% agreed) and ‘I like the social contact’ (55% agreed).
- The least common reasons were: ‘I am unable to travel’ (5% agreed), and ‘I do not have transport to go elsewhere’ (13% agreed). Both imply the majority of residents are generally mobile.



- There was some support in your comments for additional shops, including a bakery, larger supermarket, hardware store, tea / coffee shop and bank (or at least a cash-point machine): “A coffee shop / cafe would be fantastic; I know loads of people who would use it” and “I could see use of a house at the far end of Orchard Road / Russet Way, where the ground floor is a food store and the upper floor the village office and perhaps youth coffee shop. Is there anywhere in the science park?”
- Narrative responses from supported and sheltered housing indicate a clear need for better options for getting into the village to shop or use other services. This is a minority need in terms of numbers, but an important access gap for the elderly or disabled.

General Building, Commercial Interests and Facilities

We invited additional comments on these matters, and some of these included:

- a desire for additional seating and public lavatories near the centre of the village
- the pressing need for satisfactory car parking near to the Co-operative and improvement of that vicinity generally. One person commented: “I would like to see all the traders who trade within 200 yards of the Cross to meet and consider how (collectively) they can improve their premises, to give them a unified atmosphere. Are there any architects / designers in the village who could draw up a ‘Themed Cross’ whilst retaining their individuality and purpose?”

- support for growth of the science park and any increase in employment opportunities in Melbourn
- access problems in shops, in particular the Co-operative (where the narrow aisles are often full of loading crates and goods). Again, this issue was notable for the elderly or disabled.
- suggestions for a revamping of the High Street immediately south-west of the Cross, involving better use of the car parking space behind Leeches and resolution of the delivery problems at the Co-operative.

What conclusions can we draw from your feedback?

New Development

The clear majority of you are opposed to new development. Strongest is the opposition to extending the village boundaries. The opposition to extending the allocated commercial areas within the village was less (but still strong), while there was less (but still clear) opposition to infill housing.

Housing

If there was to be more housing, you looked far more favourably upon smaller housing units than larger ones.

- There was notable strength in support of initiatives to convert redundant buildings for housing, and for initiatives to provide homes for local people.
- The significantly different levels of support for (a) affordable homes or Housing Association homes, and (b) Housing Association / Registered Social Landlord accommodation, were interesting. Affordable provision (by Housing Associations or otherwise) of home 'ownership' is apparently more popular than the provision of rental accommodation. This, combined with the support for the provision of homes for local people, should provide very useful feedback for Housing Associations and the planning authorities.
- There was significant support for the provision of more community homes for retired people and for the provision of a nursing home, but less support for more sheltered housing.

Shopping

- The responses indicate that there are many positive reasons for shopping in Melbourn and this should be gratifying to the retail outlets that now exist. The comments should also be useful in any consideration of proposals to add more retail possibilities. The more negative reasons for shopping here – transport costs and lack of available transport to shop elsewhere – were very low in frequency overall, although of course are likely to be vital reasons for those (albeit a minority) to whom they apply.
- Additional shops should be encouraged in particular cases. There was strong support for a coffee shop or Internet cafe from a cross-section of the community.
- There are problems with pedestrian safety in the High Street (as described in the Traffic section) particularly at the junction with Mortlock Street, in the vicinity of the Co-operative, and near the Fish and Chip Shop.
- Comments received from the elderly and disabled indicate that access difficulties should be investigated further.

“I am dependent on a volunteer driver to take me shopping and to the post office and to collect medication once a week. If this volunteer stopped, I would have no way of getting to the High Street.”



Other Development and Facilities

Facilities such as public amenities and improved employment opportunities should be encouraged as referred to in your responses.

What can we do about it?

- 1 The Local Planning Authority and other relevant authorities or bodies should be approached to make them aware of the comments on the development of Melbourn village. Through constructive dialogue, the constraints on development that the responses have indicated (particularly within the Conservation Area) should be taken on board in order to preserve the attractive nature of Melbourn.
- 2 A process of ongoing liaison should then be introduced (involving the Parish Council, the Local Planning Authority and representatives of the businesses and residents of Melbourn) to monitor and comment upon the future development of the village.
- 3 The improvement of the central public car park should be progressed actively by the Parish Council.
- 4 A Village Design Statement should be drawn up, in liaison with the Local Planning Authority, with the following main objectives:
 - to describe the distinctive character of Melbourn and its surrounding countryside
 - to demonstrate how that local character can be protected and enhanced in new developments
 - to be adopted by the Local Planning Authority for inclusion within their Local Development Framework (LDF), and
 - to influence future policies on LDF reviews.

Life in the community

8 Our environment

What is the background?

“Some hanging baskets outside shops would be nice in the spring and summer; making Melbourn more visually attractive would cheer residents and instil enjoyment and pride in the environment”

Melbourn is a rural village that expanded rapidly during the 1960s and 1970s with significant additional housing. This has put pressure on the village infrastructure. However, there have been imaginative green space initiatives, such as the development of Stockbridge Meadows, and there is already a very successful group working on the preservation of the River Mel. The allotment sites are flourishing with an active Allotment Association. There are a number of well-established trees existing around the village and there is a tree warden role linked to the Parish Council. The 1970's plan identified the need for more trees in the new developments north of the High Street.

In addition, society is faced with the potential effects of climate change and concerns about availability of cheap energy. The Traffic Section indicates that the majority of travel is by car, often with single occupants.

The Parish Council is reviewing areas and developing action plans where they are aware of serious surface drainage problems in the village.

Stockbridge Meadows



What did you tell us?

Three quarters of respondents felt that Melbourn needs more protected green spaces with public access.

Almost three quarters felt the village should become involved in tree planting schemes.

Nearly half felt there should be more allotment sites, with most of the rest having no opinion on this topic.

Over 60% felt the village should become involved in sustainability projects, with 36% having no opinion.

Households that had suffered from surface water drainage problems, totalled 9%, with 26% being severe or very severe. Linked to this was concern about the maintenance of drains. Of the businesses surveyed, 22% claimed to suffer from surface drainage issues.

There is concern about the amount of private tree felling taking place in the village, and the fear that some of the affected trees may carry preservation orders.

Some residents feel strongly about noise from aircraft and the A10 by-pass.

What conclusions can be drawn from your feedback?

There is significant interest in environmental issues in Melbourn. Many observations in the 1970's Melbourn Plan remain relevant.

What can we do about it?

- 1** A volunteer group has been formed to maintain Stockbridge Meadows in liaison with District Council ecology advice and the Parish Council. It has already had several very successful work parties. It will be closely linked to the River Mel conservation project. There are also opportunities to extend this approach to include other areas in the village, such as the Millennium Orchard and with wildlife conservation generally.
- 2** Sustainability initiatives have been discussed with representatives from other villages in Cambridgeshire and with the District Council Parish Sustainability Energy Partnership officer who is very keen to work with the village. We have a few volunteers interested in these issues but are looking for a champion to take this project forward. As experience from elsewhere indicates, this requires much time and energy but can have significant benefits.
- 3** Strategies should be developed in harmony with existing Parish Council plans for:
 - additional tree planting
 - control of trees subject to a tree preservation order
 - additional allotments (if there is sufficient demand)
 - additional Community Orchard provision
 - grant provision.
- 4** The Parish Council will be provided with evidence from the questionnaire on the perceived location of surface water drainage issues in the village.

9 Litter and dog fouling

What is the background?

Initial surveys, as part of the village plan process, identified litter and dog fouling as significant issues. There is a village litter picker employed by the Parish Council. There are already private individuals who clear litter in their areas and the River Mel Restoration Group hold regular litter picks, focused specifically on the river environment and supported by the River Care organisation.

What did you tell us?

The village questionnaire confirmed the earlier opinions. Respondents regarded the best methods of dealing with these problems would be the provision of additional litter-bins (70%) and dog-fouling bins (72%). There was general support for more presentations in schools (63%) and use of signs (57%). There was also support for community-based litter picking groups (51%).

“This village has a bad reputation for litter in the South Cambridgeshire league”

There were 510 narrative comments on these issues, indicating the strength of feeling within the village. Some feel more prosecutions of those allowing dog fouling and leaving litter would help. One suggestion was for ‘Street Wardens’ who would report to the Parish Council.

There was some concern expressed that the South Cambridgeshire District Council refuse-collection men do not always ensure any litter that falls from the bins is collected.

Only 16% wished to contribute to the cost of an extra dog-fouling bin in their locality. Bin location on a village map was suggested.

Stockbridge Meadows





What conclusions can be drawn from your feedback?

- Litter and dog fouling are considered to be significant issues within the village and respondents would like the situation to be improved.
- The narrative responses identified particular locations for litter and dog fouling bins.
- There is little enthusiasm for personal / locality sponsorship of dog fouling bins.

What can we do about it?

- 1 It is unlikely that this problem can be completely dealt with through bureaucratic structures, although initiatives will be explored with the Parish Council on improving communication, bin provision and visibility of the employed litter picker. These have a cost and business or other sponsorship will be explored.
- 2 A volunteer-led initiative should be used to develop a village-wide strategy to combat dog fouling.
- 3 The Village Plan has identified a champion and a number of volunteers who are prepared to participate in regular litter picking. The first of a planned programme of litter pick days has been successfully held. These initiatives will be supported by seeking advice and grant monies by contacting bodies such as Cambridgeshire Clean up Fund and support networks, including Cambridge and Peterborough Waste Partnership and Fulbourn Forum.
- 4 Discussions will be initiated with The Village College on how we could jointly work on litter issues on their land and adjacent land. One suggestion was for local businesses to sponsor days where Melbourn Village College receives money for litter collected.

10 *Health provision*

What is the background?

Interviews with the village dentists, an Orchard Surgery GP representative and senior health visitor, indicated an interest in initiatives to encourage healthy lifestyles in the village. The Orchard Road dentist was interested in developing local orthodontic services. The PCT was interested in the outcome of the questionnaire and it is hoped they will take it into account in future planning. There are new arrangements being introduced for GP involvement in purchasing healthcare, and changes to the way health promotion will be organised, with more local involvement.

The Primary School has a commitment to become a Healthy School and to encourage children to walk to school. They have revised their Travel Plan and have installed bicycle and scooter racks, to encourage children to adopt healthier lifestyles. The curriculum includes topics on healthy living.

Students at The Village College are encouraged to live a healthy lifestyle through the 'Healthy Lifestyles' team. There is emphasis on education on the avoidance of alcohol, substance and tobacco abuse.

What did you tell us?

Generally respondents were happy with the healthcare provision for all age groups, with the highest satisfaction ratings from 19–65 year olds. Respondents from sheltered housing and supported tenants had higher satisfaction with the standard of health service provision for the over 65 age group than did the total group of respondents in all social settings. All responses are derived from data containing high levels of 'no opinion'; this could be interpreted as an indication of general satisfaction with service levels.

*Orchard Surgery,
New Road*





Concern was expressed about the lack of NHS dental provision. Some respondents regarded the appointment system for the GP surgery in the village as unsatisfactory and there were concerns expressed about the out-of-hours service.

Some elderly respondents found prescription collection a problem, because there is no delivery service from village pharmacies.

Of the respondents, 48% felt that the village should be involved in promoting a healthy lifestyle with only 11% disagreeing. There was a range of suggestions on how facilities in the village could be improved to assist this objective.

Several people suggested that details of emergency numbers and the numbers for the local GP and dental surgeries should be put more prominently on the village website and in the magazine.

What conclusions can be drawn from your feedback?

Generally, health services are perceived to be satisfactory, although there are some areas where improvements would be beneficial. People are interested in making their lifestyles healthier.

What can we do about it?

- 1 We have shared the results of the questionnaire with the relevant professionals and health organisations. There must be follow-up to improve services and promote healthy lifestyles within the village.
- 2 The community should address the NHS dentist capacity in the village and determine ways of influencing this.
- 3 Comments on the problems of mobility for older and disabled residents should inform action plans to improve community access generally for this group. An example of this is to provide prescription delivery services.

11 Sports and leisure

What is the background to sports & leisure in Melbourn?

“The Melbourn Sports Centre offers what I need. I swim daily”

Melbourn has dedicated open spaces for field sports, together with specialised facilities for indoor pursuits. The Melbourn Sports Centre (formerly McSplash) provides both swimming and gymnasium facilities, together with other indoor and outdoor sports opportunities, including squash. There is a bowls club with a green at The Moor and a very active football club ‘Melbourn Dynamos’, with eight teams covering a wide age-range. Melbourn Village College provides meeting space for clubs and groups as well as Adult Education. A vibrant U3A is present. Other halls, such as the All Saints’ Community Hall, United Reformed Church Hall and the Vicarage Close Community Centre, provide space for other specialist activities. However, some clubs, activities and sports are not represented well, or at all, in Melbourn, or resort to using facilities outside the village.

What did you tell us?

Activities and clubs in Melbourn are mainly in good health, with high levels of membership. A huge number exists, at least 40, without including the great range of U3A offerings. The variety is in itself a problem; it is difficult to communicate what is available and when. The Melbourn Sports Centre is the most popular facility, with more than twice as many people declaring current membership compared with any other single activity. The next most popular activities were the U3A, Adult Education and the National Trust Group respectively.

Allotments, The Moor





Melbourn Bowls Club, The Moor

“It would be good to have Scouts, there doesn't appear to be anything for boys to do”

Very large numbers of respondents declared an interest in joining existing clubs or groups; an amazing 1,129 expressions of interest were made. Examples are:

- 171 declaring interest in starting adult education
- 155 for Melbourn Sports Centre
- 72 for the Allotment Association
- 66 for the Ramblers
- 63 for Ballroom dancing
- 52 for the National Trust Group
- 50 for the Gardening club.

A significant number of activities are not currently represented in Melbourn, although they might be accessible nearby in Meldreth or Royston. Examples are the absence of Beaver Scouts, Cub Scouts and Scouts, and of a Women's Institute. More than 10 popular leisure activities are missing from village life and a further 20 might be supportable. A large number of respondents declared they would be interested in being part of such groups, with a good proportion indicating a willingness to help set up or organise them.

Approximately one third of those commenting (398 responses) agreed / strongly agreed they would use the Melbourn Sports Centre if it were available on weekend evenings. "I would like the Sports Centre to open later and at weekends". The Centre is clearly well supported, and a majority of respondents (53%) agreed or strongly agreed that more investment and development in Melbourn Sports should be made.

Reasons for not using the Melbourn Sports Centre were dominated by (a) unsuitable opening times (16%), but mainly (b) time competition for personal reasons (46%).

Cost is an important factor for: (a) potential users, (538 respondents), who stated they would use Melbourn Sports Centre if the price was lower, and (b) certain clubs who stated they do not operate from Melbourn due to high access costs.

“Low cost sessions for the elderly or disabled would be welcome”

A number of comments indicated better access should be provided for the elderly or those with physical or other disabilities. Other suggestions for this group included 'taster sessions', subsidised fees and the provision of inclusive club opportunities within The Village College to reduce the need to travel outside the village.



Melbourn Sports Centre

What conclusions can we draw from your feedback?

- Many Melbourn residents already have a deep involvement in the sports and leisure facilities currently provided within the village. Many more might also take part in existing clubs and sports but do not do so for a variety of reasons.
- It would be productive to explore ways of better publicising existing clubs and facilities.
- A considerable number of respondents have said they were interested in organising or participating in clubs that are presently missing from Melbourn. This is a great opportunity. It appears that more than 20 clubs or activities could have an existence that currently do not feature in village life.
- The Melbourn Sports Centre should be made aware of the considerable interest in access during weekend evenings. In addition, The Village College should be made aware that a majority of respondents to the questionnaire see a need for continuing investment in the Melbourn Sports Centre.
- The Melbourn Sports Centre and The Village College should be encouraged to review their policy on pricing generally and, in particular, in finding better means of including those with physical, learning and other disabilities.

What can we do about it?

- 1 Seek a champion to communicate and liaise with all interested parties in the village, linking the village website with lists of existing leisure options and known gaps of need. The champion needs to act as a contact with The Village College, Youth Services and Adult Education, and to be an advocate for access and facilities where these are needed and do not presently exist.
- 2 Explore local advertising and media to make the present facilities better known, e.g. The Listing, village website and any other options.
- 3 Use the questionnaire feedback as evidence of the importance for The Village College to act in partnership with the wider village in providing new and better leisure access and facilities within both the main college and also Melbourn Sports Centre. Consideration should be given to basic costs, access times and better provision for minority groups.

12 Village facilities

What is the background?

The village has a number of meeting facilities:

- All Saints' Community Hall
- United Reformed Church Hall
- Baptist Church Hall
- Melbourn Village College
- Vicarage Close Community Centre
- John Impey Way Community Centre.

The local Police Centre and the Parish Office are now situated on The Village College site. There are also temporary library facilities on this site run by volunteers. The future of the library is in jeopardy for several reasons and a new location and building are being urgently sought by the Parish Council.

There are the following nursery / preschool / play group facilities:

- Little Hands on The Moor
- Melbourn Playgroup in the Primary School.

There are the following mother and toddler groups:

- The 'Pippins' Children's Centre at Melbourn Village College, shortly to be moved to the Primary School site. This provides parental advice, 'messy play' for toddlers, a 'toy library' and other services.
- Baptist Church Toddler Group (Tuesday mornings in the Church Hall).

Before and after school hours:

- Melbourn Playgroup at the Primary School offers this facility.

There are two play parks in the village, which were built in the 1950s and 1960s and have not been systematically renewed since. Child population, however, has increased significantly:

	NUMBER				
	1961	1971	1981	1991	2001
Age 0-4	209	264	314	230	285
Age 5-15	204	225	683	615	625
Total	413	489	997	845	910

Source: Past census data, Melbourn

- A Youth Club is provided at the Melbourn Village College and another by the Baptist Church.

An impressive village website is in place covering Parish Council business and pages for many of the groups and activities in the village.

During 2010/2011 there was an innovative arts project on the Stockbridge Meadows site involving a wide range of village residents in a variety of activities including painting / collages / tiles, tapestry, singing, lantern making, poetry writing.

What did you tell us?



- strongly agree
- agree
- no opinion
- disagree
- strongly disagree

Is a new village centre needed for Melbourn?

Source: 2010 Village Plan questionnaire respondents

“There are some lovely gardens in Melbourn – Village in Bloom would be nice”

All Saints' Community Hall

Residents' views

There is a very strong feeling that the library facilities should continue in the village, with 84% in support of this. A smaller proportion (64%) felt that the present facilities need to be improved, with some suggestions that it needs to be closer to the centre of the village. Sheltered Housing residents were particularly keen on retaining and improving the library facility.

More people felt that existing meeting and event facilities were satisfactory (60% of those expressing an opinion). Narrative comments indicated that people perceived the prices charged by the Village College were too high.

42.7% of people responding to the question of whether Melbourn needs a new village centre were in favour, 27.6% disagreed and 29.6% expressed no opinion. There were a number of suggestions as to a suitable location, including re-use of the 'Little Hands' nursery building.

The fete received a lot of praise with hopes that similar events could be held at other times of the year.

There was support for more community events (50% with 213 suggestions). Melbourn in Bloom received considerable support.

There was also support for musical and theatrical events, large screen showing of sports events at the Village College, bingo, village sports day, art / photography exhibitions, a Christmas parade, bonfire night and carnival / feast / village picnic (barbecue) / beer festival / street parties.

Positive comments in favour of a community cinema were also received.

There was support for the village farmers market (with plant exchange) and a craft market.





Melbourn Village College

“The play area / recreation swings etc haven't changed since I was a child here. Really modern ones are fantastic and Melbourn needs updating”

There was a proposal for a skills swap system.

Interest was expressed for a Citizens Advice Bureau facility and local blood donation.

Some residents suggested public toilets near the centre of the village.

A surprisingly large proportion of respondents do not use the village website (1,028). The main use was for obtaining information about events and making contacts (293/273). Smaller numbers (100–150) used it for reading Parish Council minutes, reading the magazine or reading about local history. 66 respondents, with 25 participating, read 'Speakers' Corner'. There was general satisfaction with the website, although 66% had no opinion, possibly because they had not used it. There were a few comments that it needed updating more frequently.

There is a perceived problem with communication about what is going on in the village. There were some comments that the village notice board for events should be separate from the Parish Council notice board. There was also a suggestion for a location for listing wanted / available items.

About 30% of respondents regarded the present play park facilities to be unsatisfactory or very unsatisfactory. Separate research focused on parents with younger children strongly confirms this view, with unfavourable comparisons made with other local villages. A number of surveys involving young people from Melbourn pre-schools, the Primary School and the Village College have provided rich feedback on the gap between what exists and what is needed. The issue seems to be underpinned by a doubling in the number of young people resident in the village since the play parks were installed.

Of those that voiced an opinion, twice as many felt there was sufficient provision for pre-school and mother and toddler groups in the village. A large proportion had no opinion (about 75%).

More people felt there was no need for a museum (45.0%) than agreed it would be desirable (16.8%), with 38.2% expressing no opinion. Opinion on the need for a performing arts centre was 23.4% in agreement, 25.9% disagreeing with 50.7% expressing no view.

Businesses' views

Many businesses are aware they play an important role in the community.

Already offer work experience or shadowing opportunities	44%
Would be prepared to offer such opportunities in the future	68%
Already provide resources to support community projects or would in the future	60%
Believe more community events would help promote their businesses	48%
Would consider participation / contribution to village sustainability initiatives	52%
Would value the introduction of a directory of village businesses	84%

- Most would value a forum for regular contact with village representatives, to address ways of co-operating on village and business needs and issues.
- Most would like to be included in the circulation list for the Melbourn Magazine.

What conclusions can be drawn from your feedback?

- A library facility is very important to the village.
- Individuals need to be identified to take forward ideas and communication for community events and welcoming newcomers.
- Funding should be sought to update play parks in Melbourn.
- Ways should be sought to actively include businesses into village life.

What can we do about it?

- 1 The Village Plan initiative has a list of over 150 volunteers who are interested in improving village life. We will be working with these individuals.
- 2 Support library facilities in the village. There is already a strong and active group of volunteers supporting the library facilities and we anticipate that the results of the questionnaire will help their campaign to retain library facilities in the village and assist with recruitment of more volunteers.
- 3 Encourage the independent group already campaigning and raising funds for improvements to the facilities at the children's play areas and actively support this through the Parish Council.
- 4 Encourage organisation of village events. Plans are being developed for Teamwork in Bloom 2011 and Melbourn in Bloom 2012, with the support of the Village Plan Steering Committee.
- 5 Support the village market initiative.
- 6 Provide a separate short report of the responses to the proposal for a village hub, to the Parish Council.
- 7 Continue the present dialogue on hire rates at Melbourn Village College with the business manager and encourage a high profile representation to Melbourn Village College to open up facilities more to satisfy local needs.
- 8 Consider ways of encouraging further usage of the website and provide feedback from the questionnaire to the web site designer.
- 9 Support the volunteering initiative for Senior Citizens and Youth – Community Action Together (CATalyst).
- 10 An annual 'business forum' meeting with village representatives should be explored. Other ways should be discussed with businesses to allow them to be part of village life, commencing with a 'business register'. See Overview Actions pages 52–53.

13 Youth issues

What is the background?

Much of the background to Youth Issues is covered in the section on Crime and Public Safety, particularly the work of the Practical Solutions Group. The format and questions in this section were based heavily upon feedback from, and valuable liaison with, young people at The Village College and other youth groups in the village. As a direct result of requests arising from the preceding dialogue with young people the questions relating to (a) feeling welcome or otherwise in shops and other buildings and (b) threats and intimidation by others were included in the questionnaire.

We also drew upon feedback from many people closely involved with work with young people and other experts in the field.

What did you tell us?

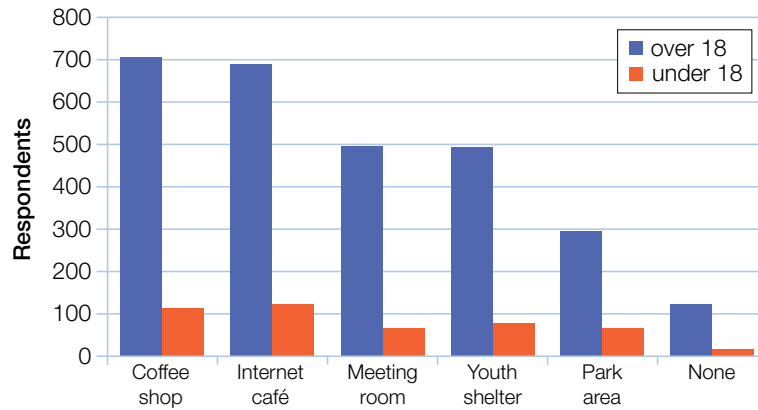
Those aged 18 or over were asked whether they felt there were sufficient facilities, clubs and activities in Melbourn for young people (aged less than 18 years). Only 14% agreed there were, with 46% disagreeing.

The same question was put to all young people aged less than 18 years. In this case, 20% agreed there were sufficient facilities, clubs and activities for young people in Melbourn, with 51% disagreeing.



“The challenge is getting the antisocial element interested in any facilities available”

People both over and under 18 years of age were asked whether there should be an identified meeting place for young people (aged under 18) and, if so, what type.



Youth meeting place preferences
Source: 2010 Village Plan questionnaire respondents

People in two age groups were asked separately where they currently meet with friends. The replies were:

Where young people currently meet	Aged 11–14	Aged 15–17
At a friend's house	62	33
At a recreation ground	43	30
In the street	28	24
At other open spaces in Melbourn	20	11
Outside Melbourn	10	13
At a bus stop	5	14
In a car park	2	10

Source: 2010 Village Plan questionnaire respondents

In the same two age groups the question was whether they ever felt threatened or intimidated by other young people when in Melbourn. 29 of those aged 11–14 said ‘Yes’ and 58 said ‘No’. Of those aged 15–17, 14 said ‘Yes’ and 65 said ‘No’.

“Ask the younger people what they would like”

Young people under 18 were asked whether they feel they are made welcome in shops, churches and other public buildings in Melbourn. In the case of shops, 47% agreed they are made welcome with 19% disagreeing. For churches, 34% agreed and 9% disagreed. For other public buildings, 35% agreed and 11% disagreed.



Community Youth Centre at MVC

“While some facilities do exist, they seem to have a low profile, or are not attractive enough”

General comments were requested on youth facilities. *“While some facilities do exist, they seem to have a low profile, or are not attractive enough.”* There is evident regret that The Village College is not used to a greater extent, and a feeling that one problem is a lack of adult or qualified supervision (e.g. youth leaders). The regulatory and social climates in the country as a whole do not help: *“Leaders need to be highly trained now and police accredited. Young people actually resist being led”.*

Comments were also requested on the types of meeting places for young people. Many responses emphasised that young people themselves should both determine and actively promote their own requirements. There was strong support for greater availability of the facilities at The Village College, to enable activities such as dancing, music, table tennis and sport generally. There was a wide emphasis on the need for supervision and control by adults or qualified professionals in order to avoid the ‘bad elements’ spoiling the opportunities. One person commented: *“I really feel we have a lack of places to meet for the youngsters.”*

There is already a youth club in Melbourn based at The Village College, and the Parish Council has allocated greater funding to enable it both to be sustained (despite County Council funding withdrawal) and also to be improved. A youth club group has been formed to administer this and to involve other adjoining villages. This should create welcome improvements to the available opportunities for young people.

There was concern that previous provisions have been vandalised or spoilt: *“It is a focus for littering, rowdiness and antisocial behaviour”* and also widespread worries on behalf of neighbours and property: *“Keep well away from private properties”* and *“Somewhere the under 18s will respect the neighbours and property”*.

What conclusions can we draw from your feedback?

- There is good evidence for the need to provide more facilities, clubs and activities for young people in Melbourn. A coffee shop or Internet cafe is a strong candidate. The questionnaire feedback and opinions should be valuable to all authorities and groups concerned with improving the lot of young people in Melbourn.
- The above conclusion probably will not come as a great surprise to most people. Why then are there not already more facilities, clubs and activities? There may be several reasons, but it is clear that there is a fundamental one, based on comments and views from the questionnaire, and other sources. This is the prevalence of the dreaded antisocial behaviour – and the sad expectation and fear of it. In a very real sense the behaviour of a minority is undermining the good of all young people generally. The conclusion (supported by your responses to the questionnaire) must be that more should be done for the benefit of young people. The ability to achieve this effectively and safely (whatever the good intentions) is dependent upon the curbing of antisocial behaviour by a minority. It is suggested that peer-group pressure could perhaps be brought more into play. To help in this there should be greater engagement and participation of young people in the planning and implementation of such improvements. The responses provide strong evidence of the need for this, which should help the authorities and groups concerned.



Basketball facilities, The Moor

- It is necessary to change the perceptions of many residents towards young people generally, but this is of course a two-way process. The great majority of young people not only behave well, but also contribute strongly and positively to the well-being of the village. It is important to ensure that this is recognised by the community as a whole. It is vital that an antisocial minority must not be allowed to spoil things for the majority of young people. In some ways the solutions could be extremely simple. For example, if young people who regularly and arbitrarily drop litter and spoil the environment could be persuaded not to do so, there might be less antagonism from residents when young people collect near their homes.

What can we do about it?

- 1** All efforts must be made to find ways of opening up the facilities of Melbourn Village College to young people outside school hours. This will involve exploring the funding possibilities and their availability to ensure adequate supervision.
- 2** Young people must be invited to participate closely in the planning and implementation of more and better facilities and clubs for them and, in that way, to share responsibility and 'ownership' for the success of what is provided.
- 3** New venues for greater facilities should so far as possible not be placed too near to residential properties. Residents must be assured that effective and speedy measures are available to protect them from any trouble that occurs.
- 4** Creative ways should be explored to involve young people more with village life and to link them in positive ways with all sections of society, especially the more elderly and vulnerable. Inter-generational projects should be implemented such as the RHS Teamwork in Bloom initiative. Additional, supervised and sustained contact should also be nurtured between Melbourn Village College pupils and the sheltered accommodation residents, particularly in Vicarage Close.

The conclusions drawn from the foregoing report have been summarised in the various sections that follow. The elements of this analysis broadly follow the subject headings as discussed within the main body of the report. However, the first two sections cover the action required for overall Village Plan implementation (section 1), and certain cross-subject actions better considered as a separate group (section 2).

Abbreviations Used in this Action Plan:

MVPSC	<i>Melbourn Village Plan Steering Committee</i>
MVPIT	<i>Melbourn Village Plan Implementation Team</i>
PC	<i>Melbourn Parish Council</i>
CCC	<i>Cambridgeshire County Council</i>
SCDC	<i>South Cambridgeshire District Council</i>
PSG	<i>Practical Solutions Group</i>
MVC	<i>Melbourn Village College</i>

This action plan is also available as a working document in MS Excel format.

The timescales referred to in this plan apply to those elements described as *First Step* or *First and only action*.

1 Implementation of the Village Plan

1.1 Create a management structure for implementing the Village Plan report

The Village Plan contains a large and varied range of recommendations, falling to an equally wide range of stakeholders to progress and implement. Skills, knowledge and, in particular, resources for the task should be harnessed as widely as possible.

First and only action: Recruit a Village Plan Implementation Team composed of both volunteers and Parish Councillors, functionally defined by a written constitution. This Team to be responsible for progressing and communicating all actions arising from the Melbourn Village Plan.

Responsibility: The MVPIT together with the PC.

Priority: High

Timescale: Q3 2011

2 Overview actions

2.1 To develop a strategy for development of shops and public amenities in the centre of Melbourn

Central Melbourn has a range of retail shopping and related facilities. Further development is limited due to available space for new business and safe pedestrian access.

Proposed Action: Study the problems and opportunities for developing central Melbourn so that key existing and new business opportunities can develop in harmony with existing village character and the needs of pedestrians.

First Step: Set up a formal team to investigate

Responsibility: The MVPIT with the PC and local businesses.

Priority: Medium

Timescale: Q1 2012

2.2 To carry out an Access Survey of village facilities

A variety of evidence indicates that access problems exist in Melbourn for people with various kinds of physical and other disabilities.

Proposed Action: Seek out, cost and obtain funding for an expert survey of village facilities for those with a range of disabilities. Obtain support from the PC, implement and manage any recommendations arising.

First Step: Develop quotes and options for PC review.

Responsibility: The MVPIT with the PC.

Priority: High

Timescale: Q4 2011

2.3 Improve the quality of life for elderly people in Melbourn

Many gaps in services exist for older citizens. Also the services that are available are often poorly co-ordinated or access arrangements are unclear.

Proposed Action: Set up a volunteer-based initiative for older people, by using information from existing local authority and volunteer organisations. Find ways of nurturing and improving community responsibilities towards Senior Citizens through CATalyst (Community Action Together).

First Step: Establish the scope and composition of a co-ordinating body.

Responsibility: The MVPIT with local services and volunteer groups working with volunteers.

Priority: High

Timescale: Q4 2011

2.4 Improve the opportunities for young people in Melbourn and their integration into village life

Young people in Melbourn have too few guided opportunities for using free time. Often residents complain of anti social behaviour, while young people complain of inadequate facilities.

Proposed Action: Set up a volunteer-based initiative for young people, by using information from existing youth groups and local organisations. Find ways of nurturing and improving youth opportunities and community integration of Youth through CATalyst (Community Action Together).

First Step: Establish the scope and composition of a co-ordinating body.
See Action 2.3.

Responsibility: The MVPIT with local Youth Groups and volunteer groups working with volunteers.

Priority: High

Timescale: Q4 2011

2.5 To develop a working relationship between the businesses in Melbourn and the village community

Melbourn is home to more than 100 businesses. Consistent feedback was received from the survey that many businesses would welcome higher level engagement with village life.

Proposed Action: Complete an index of Melbourn businesses and create a Business Forum.

First Step: Seek and appoint a champion to act as the main contact point and facilitator.

Responsibility: The MVPIT with the Parish Council and local businesses.

Priority: Medium

Timescale: Q2 2012

3 Traffic and travel

page 13

3.1 Reduce negative impact of moving traffic in Melbourn

There is a strong perception from a majority of residents that traffic speed and volume continues to spoil the quality of life in Melbourn.

Proposed Action: Research the through-village traffic flows and speeds, including assessment of known 'rat runs', school site hazards and antisocial driving.

First Step: Develop practical options for reducing traffic speed and volume.

Responsibility: CCC Highways and PC, in conjunction with the police.

Priority: High

Timescale: Q3 2011

3.2 Resolve the blocking of the central village junction by delivery vehicles

The Co-operative located at the village centre can only receive deliveries from the High Street entrances, forcing delivery trucks to park on the highway, seriously obstructing the carriageway and adjacent junction.

First and only action: Develop a project with CCC Highways Safety management and key stakeholders seeking a better solution to the Co-operative supermarket delivery problems.

Responsibility: CCC Highways and PC, in conjunction with the police.

Priority: High

Timescale: Q3 2011

3.3 Improve traffic safety by installing roundabouts at the Frog End and Royston Road junctions to the A10

Very strong and broadly universal opinion was received that the two main junctions serving the A10 from the village are unsafe, especially that at Frog End. This issue is a significant downside to the building of the bypass. While road redesign costs are high the matter deserves serious attention from CCC.

Proposed Action: Through dialogue to sustain pressure on CCC to budget for road safety improvements at these two key junctions.

First Step: Make representation to CCC Highways Safety making them aware of the strong and legitimate concerns of residents and businesses.

Responsibility: CCC Highways and PC, in conjunction with the police.

Priority: High

Timescale: Q4 2012

3.4 Optimise the parking arrangements in Melbourn

Parking practices cause continuing dissatisfaction, particularly in the congested village centre and on many narrow side streets. Residents blame parking for creating access problems, particularly at the village centre, or giving rise to safety hazards.

Proposed Action: Optimise on and off-street parking, with due consideration to future needs, ensuring safety and access requirements are satisfied.

First Step: Through a broad study of car parking needs and practices in the village, to develop a long-term plan for parking.

Responsibility: CCC Highways and PC, in conjunction with the police.

Priority: Medium

Timescale: Q3 2011

3.5 Improve the bus service for Melbourn

The No.26 buses to Royston from Melbourn begin too late to satisfy commuters' needs, either into the town itself or to make a rail connection. While weekday/Saturday daytime service to and from Cambridge is adequate, there is no evening or Sunday service. Meldreth station is essentially isolated for bus users with the No.128 buses providing only one travel option per day. Older buses are not accessible for the less mobile.

First Step: Work with Stagecoach Bus and CCC to improve service policy and constraints to current timetables.

Responsibility: PC, in conjunction with SCDC, CCC and Stagecoach Bus.

Priority: Medium

Timescale: Q3 2011

4 Cyclists and pedestrians

page 18

4.1 Deal with illegal parking

The problem of illegal parking was considered a serious issue by many respondents.

Proposed Action: Develop an action plan with the police to change the parking culture at the centre of the village.

First Step: In cooperation with the police, establish an action programme involving a combination of an information campaign on the dangers of illegal parking followed by positive action by the police on offenders.

Responsibility: MVPIT, working with the local Police representative and with support from the PSG and PC.

Priority: High

Timescale: Q3 2011

4.2 Propose a pedestrian crossing on the High Street by the Moor

This is a major crossing point, especially during peak school hours (Village College and Primary School), and there was strong support from respondents for a Pedestrian Crossing in this position.

Proposed Action: Apply for a pedestrian crossing.

First Step: Establish a dialogue with the CCC Highways Department on the process for submitting an application for a Pedestrian Crossing at this location and the likely time-scale for action.

Responsibility: MVPIT, with support from PC.

Priority: High

Timescale: Q3 2011

4.3 Develop a cycling strategy

Facilitating more cycling was strongly supported and it would also assist healthy lifestyle initiatives.

Proposed Action: Review the legislation, planning (including current local authority cycling strategies) and submission process for cycle paths and lanes.

First Step: Set up a working group to improve the cycle network for Melbourn.

Responsibility: Cyclist Working Group reporting to the MVPIT and working with the Highways Committee of the PC.

Priority: Medium

Timescale: Q2 2012

4.4 Improve pavements

The questionnaire results indicated a significant concern about the state of the pavements in the village.

Proposed Action: The PC to define a strategy for improving pavement maintenance in the village.

First Step: Agree with the PC the terms of reference for a volunteer action group on pavements.

Responsibility: Pavements Working Group reporting to the MVPIT in conjunction with the PC.

Priority: Medium

Timescale: Q2 2012

4.5 Improve street lighting (if feasible)

Locations in the village were identified by questionnaire respondents as having poor lighting. Sheltered housing is particularly affected.

Proposed Action: Improve lighting in specific locations.

First Step: Analyse the questionnaire feedback and recommend areas for action.

Responsibility: Street Lighting Working Group reporting to the MVPIT, in conjunction with the PC.

Priority: Medium

Timescale: Q3 2011

5 Footpaths and byways

page 21

5.1 Maintain Footpaths

Footpaths were considered a valuable asset for the village and assist in healthy lifestyles.

Proposed Action: The PC to investigate grants and partnerships for the funding of footpath maintenance. Advice will be sought from Meldreth footpath volunteers and the Ramblers.

First Step: Recruit a volunteer Footpaths Working Group to support the Parish Council initiative.

Responsibility: Footpaths Working Group reporting to the MVPIT, in conjunction with the PC and Parish Paths Partnership.

Priority: Medium

Timescale: Q2 2012

5.2 Provide maps and local footpath routes	<p><i>Maps of local footpaths are not available.</i></p> <p>Proposed Action: Publicise the footpath routes in the vicinity of the village using relevant maps, the village website and the production of leaflets.</p> <p>First Step: When recruited (see Action 5.1) the volunteer Footpaths Working Group to research currently available information.</p> <p>Responsibility: Footpaths Working Group reporting to the MVPIT.</p>
<p>Priority: Medium Timescale: Q2 2012</p>	
5.3 Develop footpath network	<p><i>Melbourn is badly provided with 'circular routes' and has no bridleways.</i></p> <p>Proposed Action: Develop a strategy for negotiation with local landowners on additional permissive paths to improve the local footpath and bridleway provision.</p> <p>First Step: Await the outcome of First Step in 5.2.</p> <p>Responsibility: Footpaths Working Group reporting to the MVPIT, in conjunction with the PC and Parish Paths Partnership with advice from the Ramblers.</p>
<p>Priority: Medium Timescale: Q2 2013</p>	
5.4 Provide information on drainage issues	<p><i>Surface drainage is a problem in some areas of the village.</i></p> <p>Proposed Action: The Parish Council is prevailing on the CCC to improve drainage problems.</p> <p>First Step: Provide additional information to the PC based on the narrative comments in the questionnaire.</p> <p>Responsibility: MVPIT.</p>
<p>Priority: Medium Timescale: Q3 2011</p>	
5.5 Obtain sponsorship for footpath seats	<p><i>There are insufficient footpath seats.</i></p> <p>Proposed Action: Approach local businesses to ascertain whether any would be prepared to sponsor seats on the footpath network. Identify sites with the PC.</p> <p>First Step: Include this as part of Business Forum Proposal (see Overview Action 2.5).</p> <p>Responsibility: Footpaths Working Group reporting to the MVPIT, in conjunction with the PC and Parish Paths Partnership with advice from the Ramblers.</p>
<p>Priority: Low Timescale: Q2 2013</p>	
5.6 Research provision of fitness trail	<p><i>Questionnaire responses indicated support for a fitness trail.</i></p> <p>Proposed Action: Assess the possibility of a fitness trail on one of the footpaths.</p> <p>First Step: Await the outcome of Action 5.2 and then select a best candidate trail for costing.</p> <p>Responsibility: Footpaths Working Group reporting to the MVPIT, in conjunction with the PC and Parish Paths Partnership.</p>
<p>Priority: Low Timescale: Q2 2014</p>	

6.1 Inform Police and Others of ASB Issues

It is necessary to ensure Police and other authorities are kept informed about ASB issues.

Proposed action: Arrange regular meetings with representatives of all relevant authorities.

First Step: Send copies of this section of the Report to the Police Authority, Chief Constable, Police Sector Commander, PC, SCDC, CCC, PSG, the Crime and Disorder Reduction Partnership, and Melbourn Village College.

Responsibility: The Village Plan Implementation Team in liaison with those authorities and groups referred to.

Priority: High

Timescale: Q2 2011

6.2 Police Presence and ASB prevention

Adequate police response is necessary to eradicate antisocial behaviour.

Proposed action: Consider the police response in the context of the issues raised by the Report, and follow up as necessary to ensure the objectives will be satisfied.

First Step: Request the Police to identify the means and timing for providing the required police presence and prevention methods.

Responsibility: MVPIT and the Police, in liaison with the other authorities and groups referred to.

Priority: High

Timescale: Q2 2011

6.3 Communicate and liaise with residents and businesses on ASB issues

It is important that the residents and businesses of Melbourn understand and support the problem of ASB and its possible remedies.

Proposed action: Liaise on the status of ASB with as many as possible of the residents and businesses, using the village website and notice boards. Set up a process of ongoing liaison between the Police and the residents and businesses of Melbourn.

First Step: Seek and appoint a volunteer to act as a champion.

Responsibility: Appointed champion and the MVPIT.

Priority: Medium

Timescale: Q2 2011

6.4 Engage young people in village affairs

Some young people are insufficiently involved in village life and are bored.

Proposed action: Arrange regular meetings between young people and the people running village activities.

First Step: The champion to prepare a scheme for involvement and participation of young people in village matters (see First Step 6.3).

Responsibility: Appointed champion, the Police and the MVPIT.

Priority: Medium

Timescale: Q3 2011

- 7.1 Improve Central Car Park** *Melbourn Parish Council to progress the improvement of the central public car park.*
First and only action: Send a copy of this section of the Report to the PC and request them to act upon this matter.
Responsibility: MVPIT in liaison with the PC.
- Priority: High** **Timescale: Q2 2011**
- 7.2 Better liaison with Businesses and Residents on Development** *There needs to be improved liaison with businesses and residents on village development.*
Proposed Action: Prepare, maintain and update a directory of local businesses and their interests to facilitate liaison with them and to ensure that they feel their opinions are taken into account in planning future developments.
First Step: Seek and appoint a champion to communicate and liaise with the relevant bodies and businesses. (See Overview Action 2.5).
Responsibility: The appointed volunteer, the MVPIT, the Local Planning Authority, PC and business representatives.
- Priority: Medium** **Timescale: Q3 2011**
- 7.3 Prepare a Village Design Statement** *There is no current document (a) describing the distinctive character of Melbourn, (b) demonstrating how that local character can be protected and enhanced in new development, (c) how its principles can be adopted within the local development framework and (d) how future policies on LDF reviews can be influenced.*
Proposed Action: Ascertain how best to work with the Local Planning Authority to produce a Village Design Statement for Melbourn achieving these objectives.
First Step: Send copies of this section of the Report to the Local Planning Authority and the PC.
Responsibility: MVPIT in liaison with the Local Planning Authority and PC.
- Priority: Medium** **Timescale: Q2 2011**
- 7.4 Development within Constraints to Preserve Village Character** *The Local Planning Authority and other relevant authorities need to encourage and support the provision of additional facilities and developments suggested by the Village Plan. This must be within the constraints on development indicated (particularly within the Conservation Area) in order to preserve the attractive nature of Melbourn.*
Proposed Action: Ensure that the *Village Plan* findings are reflected in planning policy. Liaise with the relevant authorities on an ongoing basis to ensure the report's conclusions are implemented.
First Step: Send copies of this section of the Report to the Local Planning Authority and the PC, and meet with them to discuss the Report's contents.
Responsibility: MVPIT in liaison with the Local Planning Authority and PC.
- Priority: Medium** **Timescale: Q2 2011**

8.1 Form Stockbridge Meadows volunteer group

Stockbridge Meadows is a valuable asset and villagers showed enthusiasm for assisting with its properly managed upkeep.

Proposed Action: To implement a Stockbridge Meadows Volunteer Group to assist the PC in the environmentally friendly management of the location.

This action already implemented.

Responsibility: Stockbridge Meadows Working Group reporting to the MVPIT, in conjunction with the PC and the District Council ecology officer.

Priority: Medium

Timescale: In operation

8.2 Improve biodiversity

There was strong support from the research for improving the biodiversity and wildlife environment of the village.

Proposed Action: To develop, with the PC, strategies for improvement in the biodiversity and wildlife environment of the village. This may also include submission of grant applications to assist the implementation of the strategy

- Additional tree planting to include:
- Control of trees subject to a tree preservation order
- Additional allotments (if there is sufficient demand)
- Additional Community Orchard provision

First Step: Seek a champion to take this forward.

Responsibility: MVPIT, in conjunction with the PC.

Priority: Low

Timescale: Q2 2013

8.3 Develop sustainability initiative

Several villages in Cambridgeshire are participating in initiatives to raise awareness and change habits in relation to energy use and sustainable life styles. There is a Sustainable Parish Energy Partnership co-ordinated by the District Council which the village may wish to join.

Proposed Action: To develop a volunteer group to take forward the sustainability agenda for the village.

First Step: A champion is required to take this forward and could be combined with Action 8.2.

Responsibility: MVPIT, in conjunction with the PC.

Priority: Low

Timescale: Only if sufficient support obtained

9.1 Develop Volunteer Litter picking

Questionnaire feedback indicates very strong opinion to reduce litter in the village.

Proposed Action: To co-operate with the PC on the use of volunteer input to deal with the problem of litter in the village.

Support, advice and funding to be explored with Cambridgeshire Community Clean Up Fund.

First Step: A champion has been found and an initial Litter Pick Day successfully carried out. Support the champion in the organisation of future Litter Pick days.

Responsibility: Litter Working Group reporting to the MVPIT, in conjunction with the PC and Cambridgeshire Community Clean Up Fund.

Priority: High

Timescale: Already in operation

9.2 Encourage new litter and dog fouling bins at needed sites

The questionnaire collected public views on bin siting.

Proposed Action: Use improved information gleaned from Village Plan research to better site existing litter and dog fouling bins. Where the study indicates more bins in either category are needed, to cost and seek funding for installation of these.

First Step: Provide a detailed report to the Parish Council on bin location feedback from the questionnaire.

Responsibility: MVPIT, in conjunction with the PC.

Priority: High

Timescale: Q3 2011

9.3 Work with Primary School and Village College on litter issues

Young people should be made aware of their role in minimising litter.

Proposed Action: Through a Litter Working Group (see Action 9.1) create a working relationship with the local Primary School and the Melbourn Village College. Put the issues of litter and dog fouling on the agenda as part of environmental education. Explore innovative ways of linking schools with the community on this issue.

First Step: Commence dialogue with schools to explain objectives.

Responsibility: Litter Working Group reporting to the MVPIT working with MVC and PC.

Priority: Low

Timescale: Q2 2013

9.4 Reduce dog fouling in Melbourn

The negative impact of dog fouling on the quality of life was a significant aspect of feedback from the Village Plan research.

Proposed Action: Harness the considerable enthusiasm within the village to bring about improvement. Develop strategies to bring consistent pressure to bear on this problem.

First Step: Hold an initial meeting of interested persons to develop an approach.

Responsibility: The MVPIT and PC.

Priority: High

Timescale: Q1 2012

10 Health provision

page 38

10.1 Develop a forum involving health professionals and the village

Health providers are keen to improve two-way communication with the Melbourn community on health and lifestyle issues.

Proposed Action: To explore the possible creation of an ongoing dialogue with local health providers that results in improved services and improved health awareness.

First Step: Having now provided the detailed research findings to healthcare providers, meet to discuss possible options.

Priority: Medium

Timescale: Q3 2012

11 Sports and leisure

page 40

11.1 Improve awareness and participation in Sports and Leisure

Melbourn has many opportunities for sports and leisure. There are also some gaps in what is on offer and many people seem not to be aware of existing facilities or who to contact to access them.

Proposed Action: Create a central pool of information from all sources concerning sports and leisure activities in Melbourn. Maintain this in up to date form and make it easily accessible to the public. Identify gaps and improve service provision where possible.

First Step: Appoint a volunteer champion to communicate and liaise with all interested parties in the village, providing knowledge and advocacy on Sports and Leisure activities.

Responsibility: The MVPIT and PC.

Priority: Medium

Timescale: Q4 2012

11.2 Improve access to Melbourn Village College for Sports and Leisure activities

The village questionnaire results indicate dissatisfaction with access arrangements for leisure activities at MVC. A more complete understanding of these issues is needed with a view to improvement.

First and Only Action: Establish a dialogue with MVC to define and improve availability and utilisation of the College and Sports facilities.

Responsibility: PSG and PC.

Priority: Medium

Timescale: Q4 2012

12 Village facilities

page 43

12.1 Improve play park facilities

Questionnaire and other research both indicate that the present dated play parks equipment should be improved and extended. Village child population has more than doubled since the existing parks were installed.

Proposed Action: To secure funds to improve the play park equipment within the village, beginning with the park at Clear Crescent.

First Step: The existing Play Parks team to continue preparing an optimised plan for submitting grant applications, with the support of the Parish Council.

Responsibility: Play Parks Group reporting to the MVPIT working with the PC.

Priority: High

Timescale: Report back on grant applications in 6 mths

<p>12.2 Create an ongoing database for volunteer action</p>	<p><i>There is a continuing need for volunteers to support many village activities. This may increase as government reduces central funding of services.</i></p> <p>Proposed Action: Build on the significant volunteer database created through the Village Plan. Retain this group if possible, and manage volunteer skills and resources using central co-ordination and communication.</p> <p>First Step: Seek and appoint a Volunteers Co-ordinator for the village.</p> <p>Responsibility: MVPIT and MVC.</p> <p>Priority: High Timescale: Ongoing</p>
<p>12.3 Initiate Melbourn in Bloom</p>	<p><i>Very significant support was received from the residential questionnaire for ‘Melbourn in Bloom’, or a similar initiative to make the village environment more attractive.</i></p> <p>Proposed Action: Through interested volunteers develop momentum for planting schemes, beginning with ‘Teamwork in Bloom’ involving community groups and individuals. If successful, this would progress when ready to village participation in ‘Anglia in Bloom’ at which time there would need to be greater ‘civic’ involvement by the Parish Council.</p> <p>First Step: Create a volunteer group to promote ‘Teamwork in Bloom’ during 2011.</p> <p>Responsibility: Melbourn in Bloom Group reporting to the MVPIT working with the PC.</p> <p>Priority: Medium Timescale: Q2 2012</p>
<p>12.4 Improve Village College access</p>	<p><i>Many residents consider that the Melbourn Village College falls short of its duty to provide ready community access to its facilities, due to cost or other reasons.</i></p> <p>Proposed Action: Facilitate better usage of the Village College amenities by members of the village community.</p> <p>First Step: Continue the present dialogue on hire rates with the Business Manager at the Village College and encourage opening up facilities to more satisfy local needs. (See also Action 13.1). Seek opportunities for volunteer-supported activities for young people, in liaison with MVC, before the 6pm charging point.</p> <p>Responsibility: MVPIT and MVC.</p> <p>Priority: Medium Timescale: Q3 2011</p>
<p>12.5 Increase profile of website</p>	<p><i>A disappointing proportion of respondents to the residential questionnaire had not used/ did not use the village website.</i></p> <p>First and only Action: To develop publicity for the village website, using the Melbourn Magazine and other routes.</p> <p>Responsibility: Village Plan Implementation Team with web master.</p> <p>Priority: Medium Timescale: Initiated</p>
<p>12.6 Provide questionnaire results on village facilities to the PC</p>	<p><i>Much useful information and opinion was received in connection with a possible new village ‘hub’. Narrative feedback was also received on this subject, both constructive and otherwise. Ideas were also forthcoming, such as for a ‘best location’.</i></p> <p>First and Only Action: Provide a report to the PC on community facilities for their strategic planning.</p> <p>Responsibility: Village Plan Project Manager.</p> <p>Priority: Low Timescale: Q3 2011</p>

12.7 Ensure Library facilities remain in the village

A significant majority of respondents to the residential questionnaire declared a clear wish that Library services in the village be retained and improved.

Proposed Action: Use research data from the Village Plan to support the present initiatives to locate the library in permanent facilities.

First Step: Provide a detailed report on research findings to the PC.

Responsibility: MVPIT and PC.

Priority: Low

Timescale: Q3 2011

13 Youth issues

page 47

13.1 To improve the use of Melbourn Village College Facilities

The facilities of Melbourn Village College outside school hours are restricted.

Proposed Action: Establish the difficulties and blocks in resolving this issue. Explore ways in which any funding gaps and requirements can be met, including the possibility of grants from the PC.

First Step: Seek a champion to liaise with the MVC to establish the possibilities of access and the provision of college facilities in the evenings and at weekends. (See also Action 12.4)

Responsibility: Appointed champion, MVPIT, MVC, CCC and the PC.

Priority: High

Timescale: Q3 2011

13.2 Improve the participation of Young People in New Facilities and Clubs

There is insufficient participation of young people in the planning and implementation of more and better facilities and clubs for them, enabling them to share responsibility and 'ownership' of them.

Proposed Action: Formulate and catalyse the appropriate processes to resolve this issue.

First Step: Seek a champion to liaise with representatives of young people in Melbourn and also with the MVC, PSG and youth officers of CCC and SCDC and the CATalyst initiative.

Responsibility: Appointed champion, MVPIT, MVC, PSG and relevant youth officers.

Priority: Medium

Timescale: Q2 2011

13.3 Identify suitable venues for Facilities for Young People

Residents expressed a wish that facilities for young people should be sited so as to avoid undue interference and disruption with other village life.

Proposed Action: Be proactive in locating new facilities in areas that are appropriate and effective for the facilities, liaising as necessary with the PC. Ensure that residents will be satisfied that effective and speedy measures will be available to protect them from any trouble that occurs.

First Step: Negotiate with the Local Planning Authority and the PC to explain the importance of these factors in the consideration of planning applications.

Responsibility: MVPIT, PC and the Local Planning Authority.

Priority: Medium

Timescale: Q3 2011

