

**MELBOURN PARISH COUNCIL RESPONSE TO THE UPDATED TRANSPORT ASSESSMENT FOR
S/2791/14/OL LAND TO THE EAST OF NEW ROAD MELBOURN**

Melbourn Parish Council (MPC) has considered Richard Jackson's revised Transport Assessment (Project No: 44687 – Rev A) with particular focus on the Development Impact Assessment (Main Report) and Travel Plan Frameworks (Appendix G).

Melbourn Parish Council recommends refusal of the application on the following grounds, for which we provide evidence in the detailed commentary which follows:

- The traffic analysis completed by Richard Jackson is inadequate and incomplete. Only one ATC was used along New Road, located by Victoria Way, which would not detect the majority of traffic joining New Road from the village. In addition, Richard Jackson does not clearly state what rise in vehicle movements will be generated by the new development.
- Richard Jackson's analysis does not take into account the impact of local conditions. In particular no account has been taken of existing vehicle movements for school collection times (15.00 to 16.00 is excluded from the analysis), the impact of uncontrolled on-street parking on traffic flows is ignored and no risk assessment has been completed on the emergency access route for the regional ambulance centre in Melbourn, which uses New Road as the primary route.
- Journeys within Melbourn, particularly along the main New Road – Mortlock Street – Station Road arterial route will not be sustainable because walking and cycling will be difficult.
- Richard Jackson has failed to demonstrate that the development is sustainable, particularly with respect to potential use of the train service from Meldreth Station. The Travel Plans are of a poor quality. They contain many words but there is very little of substance and no evidence that the suggested measures will deliver the impact claimed.
- Travel into Cambridge from the village via the most used access onto the A10 at Frog End is unsustainable because this is an established accident cluster.
- The scheme as designed at the moment does not make adequate provision for parking for residents. The main road in and out of the development will be blighted by nose-to-tail parking, and parked cars will form a barrier to pedestrian movement across the site and access to the open space at the south side.

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In short, we disagree profoundly with the conclusion in para. 6.36 of Rev A that:

“The above mitigation with the measures set out in the Sustainable Transport Strategy chapter and relatively low traffic numbers the development is expected to generate and travel through Melbourn it is concluded that the development would not have a detrimental or severe impact on the operation or capacity of the junctions within Melbourn as set out in the NPPF and SCLP ST/f policy.”

By definition a speculative housing development built outside the control of a local plan and village framework will be unsustainable, due to basic local services and amenities like medical care, education and traffic management not being synchronised with the growth in housing and local population. This lag in capacity of primary services will lead to residents in these new housing developments having to travel to schools, doctors and other basic services. Without a holistic approach being taken to manage transportation in these areas, the higher propensity to travel will be met by using the car, as public transportation, cycle lanes and a joined up network of safe pavements will not be in place. Developments outside the existing framework of a village or urban area will suffer to a greater degree as the link to the existing travel infrastructure is unlikely to be in place. The housing proposed East of New Road was not included in the local plan, and is outside the village framework, and clearly exhibits the characteristics described above of an unsustainable development.

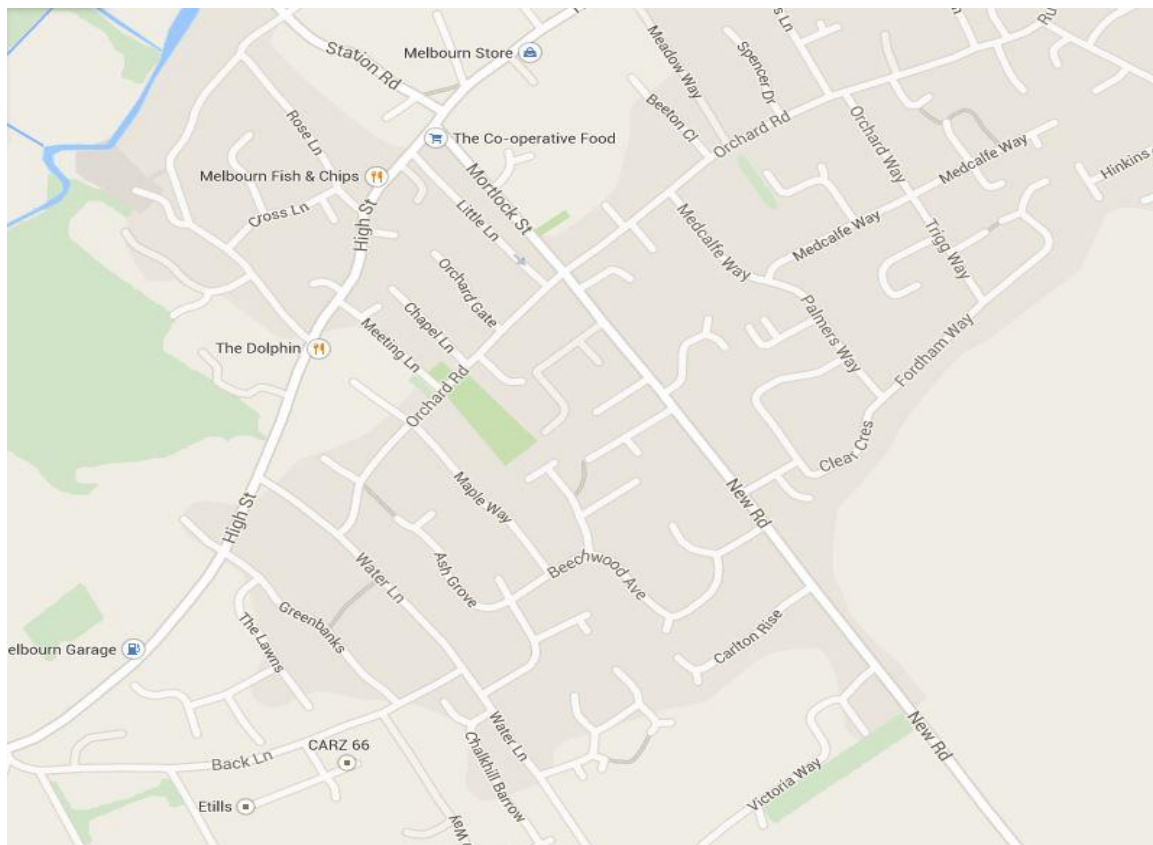
MPC has serious concerns that the developer has not given serious thought to the practicality of providing the mitigations suggested. The improvements to Footpath No. 9 and accessibility at Meldreth Station are crucial to its case – if they are not provided the scheme cannot be judged sustainable. Yet these are improvements which have been under discussion for years and will cost a substantial sum of money. If the developer has not properly investigated the cost and practicality, how can it promise to deliver? Again, if it all proves difficult to do post planning permission being granted, it is the residents of Melbourn who will again bear the harm of this development without any benefit.

SUSTAINABILITY: TRANSPORT ASSESSMENT AND TRAVEL PLANS (Residential and Care Home)

SUSTAINABILITY OF DAILY LIFE IN MELBOURN

1. The route from New Road through the centre of Melbourn to Station Road and onwards to Meldreth is key to the effective functioning of daily life in the village. This route is used as a cut-through between the A505 to the south and the A10 to the north. The primary school is situated on Mortlock Street to the south of the traffic lights. The GP surgery lies off New Road. There are a veterinary surgery and hairdressers on Mortlock street between the school and The Cross. There is also a dentistry practice adjacent to the primary school in Orchard Road. Children catch their school buses outside the church at The Cross and anyone wishing to catch a train from Meldreth Station travels along Station Road via The Cross.
2. The village shops cluster within 190m to each side along the High Street, which meets the New Road-Station Road axis at The Cross. The shops have regular deliveries and there is no room for lorries to pull off the road (see photo on page 9). The butcher's shop retains its own abattoir and the waste lorry has to park on the High Street, immediately opposite the Co-op, to empty the abattoir's tanks. The main bus stops to Royston and Cambridge, the village car park and the village community centre also lie along the High Street within 190m to the east.

MAP SHOWING THE NEW ROAD-STATION ROAD AXIS



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3. Traffic at The Cross is controlled by a set of 4-way traffic lights; the pedestrian crossing is 3-way, with no foot crossing across Station Road. This set of traffic lights is vital to the smooth functioning of the village; if traffic builds up here, passage through the rest of the village is impacted. **If a wrong decision is made now about the ability of these traffic lights to cope with increased traffic from development, immense harm will be caused to residents. It is the village which will pay the price for any insufficient scrutiny of the modelling submitted by developers.**
4. Richard Jackson sets up two clear criteria against which to judge the acceptability of the subsequent modelling:
 - That a Ratio of Flow to Capacity of 0.85 is 'typically' taken as the level at which a junction would start to have capacity issues (para. 13 Rev A).
 - That a Degree of Saturation (the level of capacity the arm is operating at) of 90% is typically when an arm would start to have capacity issues (para 14 Rev A).

Firstly, are these the accepted values used in transport assessments? We note the use of the word 'typically' and seek reassurance that the values used are correct for the Melbourn situation. Is it valid to use them as cut points in the way that Richard Jackson does, or are they really triggers for a more detailed exploration for whether there is a problem?

Secondly, we note that applying these criteria there are crucial instances when these values are exceeded using the Richard Jackson modelling. Richard Jackson chooses to dismiss these exceedences but we seek reassurance that the exceedences can be dismissed so easily.

Thirdly, we have concerns and questions about the way the DoS and queuing data have been interpreted. These are set out in the following paras, together with our rebuttal of the Richard Jackson case for removal of a pedestrian crossing arm.

Comments On the Modelling For the Traffic Lights At The Cross

5. The busy times in Melbourn are:
 - 07:00 – 09:30 in the morning peak period
 - around the schools especially at between 08:30 – 09:00 (though deliveries occur from 8am onwards) and then 15:00 - 16:00 (see also para. 14)
 - the evening peak continues until 18.30

The Richard Jackson survey has the PM peak period down only as 17:00 – 18:00. **The Parish Council challenges strongly the assumptions made by RJ on behalf of EE as the**

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data is wholly unrepresentative of the actual day to day comings and goings of our community.

The Parish Council also questions why no sensitivity analysis has been carried out to analyse any potential errors in the traffic flow assumptions e.g. what are the results if the typical figures used are say 5 or 10 per cent plus or minus.

6. We have put the figures *given by Richard Jackson* (which we argue in para. 5 is very much a best case scenario) for junction saturation and queuing into a table and RAG'd them according to how close they are to the 90% DoS value cited by RJ. We assume that this is the best case scenario that RJ could model.

Table 6.5 in Rev A

Based on a 60 second cycle without a pedestrian stage being called for.

In our view this is unrealistic as there will be a steady call for pedestrian crossing during peak hour commuter movements.

| | Arm | Baseline 2013 without seasonality factors | |
|---------|------------------------|---|-----------------------|
| | | Degree of saturation % | Mean Max Queue (PCUs) |
| AM Peak | Mortlock Street (1) | 70.9 | 5.1 |
| | High St – NE bound (2) | 75.1 | 3.6 |
| | High St – SW bound (2) | 48.5 | 3.0 |
| | Station Road | 73.6 | 6.9 |
| PM Peak | Mortlock St (1) | 65.6 | 4.0 |
| | High St – NE bound (2) | 71.4 | 5.4 |
| | High St – SW bound (2) | 41.9 | 2.9 |
| | Station Road | 70.2 | 5.1 |

Table 6.9 (in Rev A)

Based on 130 second cycle time with a pedestrian stage being called for.

Junction saturation levels will lead to congestion as currently experienced.

| | Arm | Baseline 2013 without seasonality factors | |
|---------|------------------------|---|-----------------------|
| | | Degree of saturation | Mean Max Queue (PCUs) |
| AM Peak | Mortlock Street (1) | 87.7 | 8.4 |
| | High St – NE bound (2) | 87.7 | 6.1 |
| | High St – SW bound (2) | 61.9 | 4.5 |
| | Station Road | 87.9 | 10.8 |
| PM Peak | Mortlock St (1) | 88.8 | 6.9 |
| | High St – NE bound (2) | 87.4 | 8.8 |
| | High St – SW bound (2) | 50.1 | 4.2 |
| | Station Road | 86.9 | 7.8 |

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Table 6.13

Based on 60 second cycle time without a pedestrian stage being called for
In our view this is unrealistic as there will be a steady call for pedestrian crossing during peak hour commuter movements.

| | Arm | 2020 + committed development | |
|---------|------------------------|------------------------------|-----------------------|
| | | Degree of saturation | Mean Max Queue (PCUs) |
| AM Peak | Mortlock Street (1) | 80.2 | 5.7 |
| | High St – NE bound (2) | 81.0 | 7.0 |
| | High St – SW bound (2) | 46.0 | 3.2 |
| | Station Road | 86.5 | 7.6 |
| PM Peak | Mortlock St (1) | 97.2 | 10.7 |
| | High St – NE bound (2) | 87.0 | 8.7 |
| | High St – SW bound (2) | 51.0 | 3.7 |
| | Station Road | 98.8 | 13.8 |

Table 6.17 (in Rev A)

Based on 130 second cycle time with a pedestrian stage being called for

| | Arm | 2020 + committed development | |
|---------|------------------------|------------------------------|-----------------------|
| | | Degree of saturation | Mean Max Queue (PCUs) |
| AM Peak | Mortlock Street (1) | 102.2 | 13.9 |
| | High St – NE bound (2) | 103.7 | 21.3 |
| | High St – SW bound (2) | 103.1 | 17.4 |
| | Station Road | 59.0 | 4.9 |
| PM Peak | Mortlock St (1) | 118.4 | 31.3 |
| | High St – NE bound (2) | 119.8 | 45.3 |
| | High St – SW bound (2) | 64.9 | 5.9 |
| | Station Road | 124.0 | 45.7 |

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Table 6.22 in Rev A

Based on 70 second cycle time AM peak and 80 second PM peak without a pedestrian stage being called for.

| | Arm | 2020 + committed development | |
|---------|------------------------|------------------------------|-----------------------|
| | | Degree of saturation | Mean Max Queue (PCUs) |
| AM Peak | Mortlock Street (1) | 84.1 | 8.0 |
| | High St – NE bound (2) | 82.2 | 7.9 |
| | High St – SW bound (2) | 49.0 | 3.8 |
| | Station Road | 81.2 | 7.6 |
| PM Peak | Mortlock St (1) | 84.6 | 8.6 |
| | High St – NE bound (2) | 87.3 | 10.8 |
| | High St – SW bound (2) | 55.5 | 5.1 |
| | Station Road | 89.4 | 11.2 |

Table 6.26 (in Rev A)

Based on 200 second cycle AM peak and 240 second PM peak with a pedestrian stage being called for.

This is seen as the **developer's** best case. Three of the measures are over 85% and three **just** under 85%. The mean queue length of 14.2 cars would reach back to the school.

| | Arm | 2020 + committed development | |
|---------|------------------------|------------------------------|-----------------------|
| | | Degree of saturation | Mean Max Queue (PCUs) |
| AM Peak | Mortlock Street (1) | 84.1 | 10.6 |
| | High St – NE bound (2) | 84.0 | 11.6 |
| | High St – SW bound (2) | 56.3 | 6.9 |
| | Station Road | 83.3 | 10.7 |
| PM Peak | Mortlock St (1) | 86.5 | 14.2 |
| | High St – NE bound (2) | 87.2 | 19.0 |
| | High St – SW bound (2) | 69.2 | 12.8 |
| | Station Road | 87.7 | 16.4 |

Traffic Lights at The Cross.

8. In our view any DoS value greater than 85% should be considered potentially of concern given the uncertainty inherent in modelling and the potential for harm for the village to ensue.

Queuing at The Cross

9. Of concern to Melbourn Parish Council is the forecast mean maximum queue length in Mortlock Street which shows queues of significant length in several of the scenarios.
MPC wants to see evidence that Richard Jackson has assessed the impact on traffic flow of the current (and future since there is no proposal to change the layout) layout

of Morlock Street/New Road with regards permitted parking and traffic calming by the school, and that Highways finds this to be acceptable.

Cycle times and pedestrian stage

10. **We note the changes made to the cycle time at peak periods and whether or not a pedestrian stage is called for.** We understand that it is perfectly justifiable to amend these criteria to make sure that the lights function at maximum efficiency but:

- Different sets of criteria are used in different Tables. Why? We wish to be re-assured that this is a valid approach and not simply running all possible sets of criteria and picking the set which gives the most acceptable answer.
- If the presented cycle time and whether a pedestrian stage is called for are judged acceptable in modelling terms, what is the effect in practical terms for pedestrian and road users. Just because something is theoretically possible, does not mean it is acceptable in practice. There is no impact assessment for people or vehicles.

Melbourn has a slightly higher than average proportion of residents over 65, and of people who move to the village and stay here. The village needs a pedestrian crossing which is usable by people who do not move as quickly as they once did. This is the major crossing for access to shops, the church and community events at All Saints Community Hall and as such vital for older members of our community.

Removal of pedestrian crossing arm

11. In para. 6.33 Rev A, Richard Jackson suggests removing the High Street southwest bound arm of the pedestrian crossing, arguing that the new crossing 40m further on outside The Hub has eliminated the need for it. **The new crossing is 190m to the east of the traffic lights. Where does Richard Jackson get 40m?**

MPC contests this suggestion on the following grounds:

- There is a need for the crossing here. Firstly, not all children in the village attend school in Melbourn. Students travel to independent schools in Cambridge and to other village colleges. Each destination provides its own school buses. These pick up and drop off outside the church. Students come down Mortlock Street on the primary school side of the road and cross over to the War Memorial as the shortest distance to catch their bus. They will not walk 40m to The Hub and 40m back again.
- Richard Jackson argues in the Travel Plan document that people will be encouraged to walk to Meldreth Station. The direct line of travel is for people to exit the proposed development, stay on that side of the road and cross the High Street using that arm of the pedestrian crossing. That puts them on the correct side of Station Road for the path to the Station. The report is internally inconsistent.

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- Richard Jackson claims that the current location of the pedestrian crossing is not safe because it is located on a private drive access. What is the evidence for this assertion? As the lights are configured at present with pedestrian stages on all arms simultaneously accompanied by the beeping, there is no danger of anyone exiting from that drive during a pedestrian phase. If the lights are reconfigured so that there are not automatic simultaneous pedestrian phases, that might **introduce** a safety issue. But that is a different argument and brings us back to the point that impact of suggested changes to cycle time and pedestrian phase need to be assessed for their impact on pedestrians.

12. There are other practical issues not taken into account by the Richard Jackson modelling. Firstly is the congestion caused by deliveries to the Premier Stores (to the East of The Cross) and the Co-op which is situated at The Cross. When deliveries are being made, there is a tendency for vehicles to mount the pavement (particularly narrow at the crossing point on the north side) in order to drive round the lorries.



13. Secondly, New Road is plagued with the issue of parked cars along its length, making navigation along this relatively narrow road difficult on the best of days, but this is never mentioned nor its impact discussed – indeed the transport assessment talks about excellent visibility along a straight road, which could not be further from the truth when driving along a road with parked cars on either side.
14. School pick-up time between 15:00 and 16:00 has been ignored as part of the traffic assessment, if Richard Jackson had talked to locals or spent any time in the village (our assumption is that Richard Jackson are ignorant of this fact and have not deliberately left this out of the assessment) then they would have noticed that this is possible the most congested period along New Road and at the main cross roads. Not only are there three schools within close proximity of the assessment area, but many parents drive to other schools and pre-schools across the area at this time to collect children. Unlike the work “rush hour” which is naturally staged, school journeys times are largely fixed throughout the year. Increasing the number of children at Melbourn primary on Mortlock Street will

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of course only exacerbate this problem, and the increase in the number of children anywhere in the village will have a direct effect on this problem.

15. To meet the requirements of the NPPF, the developer must demonstrate that the proposed development will be sustainable. The submitted Travel Plans are a key element of this case. Richard Jackson assumes that the 10% reduction in car use assumed to be delivered by the Travel Plans will be achieved and uses this as part of the argument that the capacity of the traffic lights at The Cross will not be exceeded in 2020.

We argue in the following section that there has been no evidence provided to demonstrate that a 10% reduction will be achieved. Indeed, if the residents of the development adopt the established behaviour of residents in Melbourn with regards car use, there will be more car usage than allowed for by Richard Jackson.

16. MPC also contends that the 2020 scenario modelled is not realistic because it does not take into account other knock-on effects of the development. For example, the last communication we have seen from the Orchard road GP surgery (14 January 2015) says:

We have, as a partnership discussed how we could accommodate the significant increase in patient numbers this would entail. NHS England has already indicated that support would not be given to a new surgery development, whereas we have considered a possible extension to our current premises. After monitoring the daily usage, it has become increasingly evident to us that there appears to be insufficient car parking to accommodate any significant increase in patient numbers.

There is in addition, concern amongst the Partners with the unstable and constantly changing economic/ funding rules applied to General Practice and they would not wish to commit themselves financially to an extension to the surgery premises at this time.

Unfortunately, this could result in us being unable to accommodate the additional numbers of patients proposed and may eventually lead to us closing our list to new patients to enable us to protect the delivery of safe and timely medical care to our current patients.

This being the case the occupants of the 199 homes will have to travel to a GP and, if ill, it is unrealistic to expect them to travel by anything other than vehicle.

17. Richard Jackson has indeed gone to great lengths to assess the impact of the new development on New Road and the village of Melbourn. However, there is one piece of analysis that is either well hidden or not completed. What is the current volume of traffic at peak times flowing along the full length of New Road (not just outside Victoria Way), the "As-Is" position, and what is the forecast of the same measure of traffic once the committed development is completed, this development complete and a factor added for growth to 2020 – the "To-Be" position. Until the Parish Council understand the delta between these two states it is not possible to fully appreciate the harm a change like this may do to the village of Melbourn, and MPC suggest that the CCC would also not be in a position to make this judgement without the relevant facts. To help

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position the importance of this information some basic calculations have been done with the data RJ have provided, that illustrate a 79 percent increase in traffic on New Road. In paragraph 9.15 RJ acknowledge that the Mortlock Road junction with the High Street is already busy, how can an increase in traffic volumes this large be accommodated without substantially more focused analysis on the current traffic movements, and extrapolation of these to understand the true impact of both the committed and proposed developments.

Current Traffic Levels (Table 3.5, October 2014)

| | North Bound | South Bound | Totals |
|-------|-------------|-------------|--------|
| AM | 204 | 142 | 346 |
| PM | 144 | 184 | 328 |
| 24 Hr | 1481 | 1528 | 3009 |

Table 5.2 Development Trip Generation

| | Arrive | Depart |
|-------|--------|--------|
| AM | 851 | 879 |
| PM | | |
| 24 Hr | | 1730 |

Estimated trips from Care Home: 131

Estimated trips for committed development (crude measure based on RJ figures): 519

Current traffic level: 3009 trips

Predicted level: 2380 trips

This is a 79% increase in New Road traffic levels.

Further points on the traffic assessment

18. Melbourn Primary School is situated in Mortlock Street so any increase in traffic will potentially impact on the children's safety. We note a recent report about the accident rate at school's in the Royston area (Annex 1). A safer route to school would be for pedestrians from the site to walk via Clear Crescent and use the Orchard Road entrance to the school (see Annex 2). The CCC response of 14 January (Appendix A of the application; para. 2.43) asked the developer to explore the possibility of including

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another access to the site via Clear Crescent/Fordham Way. **Why is this request not addressed in Revision A?**

Site entrance area

19. Given the 90m required for the vision splay and the 50m or so before a junction, the new location for the chicane will almost be at the brow of the hill. This is wholly unacceptable and potentially dangerous, as with local knowledge playing an important part in this, this area is very prone to accidents.
20. If the development were to go ahead, the traffic calming measures will need to be over the brow of the hill and speed limits reduced to accommodate the new road layout. The road markings will require a maintenance contribution for 25 years as this is a crucial area of road safety.
21. Given that there will need to be a completely new road layout at the entrance to the proposed development on New Rd, it is noticeable that no new street lighting is mentioned in the traffic assessment document. New street lighting will have to be installed in this area along with roadside signs and painted road markings warning of the speed limit and upcoming junctions.
22. The hedgerow at site entrance is an integral part of the community's identity and as such none should be removed. It cannot be seen how the vision splays can be achieved with the hedges in situ so it is questioned as to what is to happen to the ancient hedging. The hedgerow is a long existing one and removal of it may be in direct contravention to laws laid down to protect heritage. **Has this been checked by the developer?**

VIABILITY OF TRAVEL PLANS

Likelihood of Achieving a 10% reduction in car use

23. MPC has looked at the criteria which Richard Jackson sets out in Appendix G to judge whether they succeed in meeting their own aims. They set a target of a 10% modal shift in car dependency (para. 4.13 Appendix G) and use the assumption that this will be met to support their assertion that the traffic light capacity is acceptable. **If this target is not met, Melbourn residents are left to bear the consequences of the developer's failure and harm to our community will ensue.**
24. This 10% figure seems plucked out of the air? **What evidence is there that a 10% reduction is a target that is likely to be achieved? Is this a usual reduction to plan for?**

25. The residents of the new development are assumed to show a different behaviour to the current residents and maintain that behaviour in the face of seeing the normal behaviour of the rest of the village. **What evidence is there that this will happen?**

26. The key to success is overcoming identified travel issues and barriers to sustainable travel as the Travel Plan identifies. MPC makes the following points:

- The Travel Plan makes much of providing new residents with information and monitoring any changes in behaviour. However, the important stage is actively encouraging people to change their habits. Just because people know that alternatives to the car are available does not mean that they will use them. A comparable situation is the Government's efforts to persuade people to eat 5 portions of fruit and vegetable a day. This initiative was launched in 2003 and continues to be actively promoted at both national and local levels. In 2007, according to research by the Food Standards Agency¹ 78% of consumers were aware of the need to eat 5 a day and 58% claimed to do so. However, in 2012, despite continuing promotion of the message, only 17% of lower income households and 27% in higher income groups actually did so²
- The Travel Plan mentions incentives such as free rail or bus travel and we note that the suggested duration has increased to 4 weeks from 1 week in response to the CCC comments. However, this is still nowhere near long enough to make walking/cycling an ingrained habit. Research shows³ it takes 66 days for people to automatically perform a new behaviour. Before this period has elapsed, people easily revert to their previous behaviour. We note in this context that the fact that they have to travel to Meldreth station via an unsatisfactory route (paras 34-37) will act as a potential barrier. They may also discover that taking a train from Royston rather than Meldreth gives them a better service (para. 31).
- Only people moving into the development for first occupation are apparently covered by the proposed work of the Travel Plan Co-ordinator. However, there will be churn in residents and take up will fall over time.

27. Any fall in walking/cycling rate jeopardises the ability of the traffic lights to cope with the proposed development.

28. Melbourn Parish Council has carried out its own assessment of the distance from the site to public transport and local amenities. The full report is at Annex 2.

¹ FSA 8th Consumer Attitudes Survey, published February 2008

² A YouGov survey for the World Cancer Research Fund, 2012

³ Research undertaken by the Cancer Research UK Health Behaviour Research Centre in the European Journal of Social Psychology in July 2009.

Use of Public Transport

Future of the Bus Service

29. The submitted travel plans rely on the continuing availability of public transport and that people will walk or cycle to the station or bus stops to access it. Whilst the train service is set to improve, MPC notes the following situation with regards the bus service:

- Our County Councillor tells us that Stagecoach will offer no guarantees about the future prospects of the 26 Royston to Cambridge service. It is commercially marginal.
- The 128 Melbourn – Meldreth service is currently under review and is likely to be drastically reduced (ie to a service once or twice a week).

Access to Meldreth Station

30. There is no bus service at present to Meldreth station which connects with trains. AstraZeneca has had to lay on its own shuttle bus service to Melbourn Science Park to encourage its employees to use the train. The Travel Plan's intention is to promote access by either cycling or walking. Two aspects to this are examined below:

- Whether the platforms are accessible to all when they arrive at the station.
- Whether people can safely and easily walk or cycle to the station.

31. However, MPC wishes first of all to challenge the assumption made in the residential Travel Plan that everyone wishing to travel by train will use Meldreth Station. The box contains information which was originally included in the MPC response of January 2015. It demonstrates that Royston station is seen as offering advantages over Meldreth and so there is no reason to assume that residents of the 199 homes will not follow the established pattern.

Train Travel from Royston Station

A straw-poll was taken of the people on the Parish Council's consultation up-date e-mail list. Out of ca 200 names, 18 responses were received.

- 10 respondents travel every day or several times a week; 7 respondents travel several times a month; 1 respondent travels once or twice a year.
- Respondents choose Royston because trains are more regular and faster, opportunity to buy papers, etc at station.
- The majority of respondents drove themselves to Royston and parked there, although a few were dropped off.
- Very few respondents said they gave lifts to other travellers. It is almost always 1 person per car.

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Parking at Meldreth Station

32. As we have shown above, MPC does not accept that all users of Meldreth station will walk or cycle. That being so, the capacity of Meldreth station to deal with an increase in cars wishing to park needs to be considered in terms of likely impact on Meldreth residents. The Office of the Rail Regulator has demonstrated a 10% increase in footfall last year so impact of the proposed 199 homes must be considered in the light of an established increase in use.
33. The Meldreth, Shepreth and Foxton Rail User Group has been collecting data on use of and parking at Meldreth for some time. It also carries out regular surveys of car park usage. **The claim by Richard Jackson that a visit at 4pm on one day in October gives a representative picture of capacity is ludicrous, and it certainly does not conform to best practice guidance in carrying out this sort of survey.** We refer you to the information submitted by Councillor Susan van de Ven.

Access to Platforms at Meldreth Station

34. Richard Jackson seeks to downplay the accessibility issues to the London-bound platform. It is not accessible to disabled users or anyone with a child(ren) and a buggy. Further details will be provided by the County Councillor but MPC is aware that the fight to have a ramp to the London platform from Footpath 9 has been going on for 10 years. Furthermore, Meldreth is not on any known DfT priority lists for lifts to be installed between platforms, and there is no room to install a ramp to access the footbridge on the Cambridge platform side.



Safe cycling/walking route to Meldreth Station

35. A map showing the presence of footpaths and their widths is given in Annex 3. The only part of the direct route which will meet expectations in terms of width will be the new section at the south of New Road to be provided by the developers to meet the safer Routes to School condition. This will end at the road to the GP surgery.

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36. The most direct route for walking will be to turn out of the development, turn right and continue on the same side of the road to The Cross, along Station Road and then take Footpath 9 to the station. The disincentives to using this route are:

- The footpath along New Road/Mortlock Street is narrow – 1.8m, just wide enough for a buggy but difficult to walk with a child next to you – and uneven.
- Richard Jackson proposes removing the pedestrian crossing from this arm of the traffic lights at The Cross. Even with the existing crossing, a detour has to be made to remain on a path. If pedestrians walk on the west side of New Road, once they have crossed at the lights over the High Street, they then have to cross Station Road as the path ends outside 31 Station Road. There is no pedestrian crossing for that arm of the traffic lights so walkers have to brave the sharp corner with limited visibility – difficult with young children.
- The path along Station Road is very narrow on the corner mentioned above, and indeed the road itself narrows at that point. Two cars can pass but anything wider impinges on the pavement.



- Once over the River Mel bridge, a pedestrian has to decide whether to take Footpath 9 (see comments below at para.37) or use Station Road. If using Station Road because there is no disabled or buggy access from Footpath (to the Cambridge platform or Ticket Office), the pedestrian has to cross the slip road to the A10 which is not pedestrian-friendly.

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- When the railway bridge is reached, the pedestrian has to cross the road, use a very narrow footpath and then negotiate the triangular junction at its other end before crossing back again to enter the station approach.



You cross the road just before the white house on the right.



Once you have crossed the road...



Crossing at the entrance to the station

37. Footpath 9 is of an acceptable quality and with lighting up to and including the section under the A10 bypass. After that there is no lighting, it is narrow and the surface is of a poor quality. At this point the footpath crosses private land and to make the footpath acceptable, the landowner would need to be compensated for the additional land

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required. We also note that this part of the footpath lies wholly in Meldreth and so is outside the remit of Melbourn Parish Council.

38. As a further point, the New Road/Mortlock Street path would also be the main route for residents of the Care Home to journey to the shops, Community Hub, churches and the weekly coffee stop. As a point of principle, MPC wishes residents of the Care Home to be as independent as possible. However, the existing paths do not readily accommodate mobility scooters.

Cycling

39. There are no designated cycle paths in Melbourn at the moment. In New Road/Mortlock Street, cyclists and vehicles are not separated. Mitigation is not possible due to the constraints of the buildings/walls on either side. The additional traffic from 199 homes will make the current situation worse and cycling less, rather than the desired more, attractive.
40. The Travel Plan proposed does offer a number of short term incentives to encourage increased cycle use and the TA offers improvements to a short length of footpath on the approach to the local rail station together with a few cycle parking spaces but nothing of any significance. The TA actually quantifies the expected number of cycle trips to work arising from the proposal at just 6 from the 199 dwellings.
41. Will the measures proposed significantly increase this number of cycle trips to and from work? Realistically in the experience of Transport Planning Consultants, the expectation would be just 5% per annum increase so effectively an imperceptible increase for the next 5 years.
42. It is suggested that the developer makes a contribution to the A10 cycle path in order to promote cycling to Cambridge and Royston. This conveniently overlooks the fact that the major disincentive to cycling to Royston is the lack of a bridge to cross the A505 on the outskirts of Royston. Is the developer willing to provide the £2 million that the bridge will cost? **In any case, it is safe cycling provision within the village that must be addressed as a first priority.**

Further comments on the Residential and Care Home Travel Plans are given in Annex 4.

Junction with the A10 at Frog End

43. The Frog End junction is on the CCC accident cluster list and it has been determined by the Road Safety Team of traffic engineers that the primary cause of killed or seriously injured accidents is the right turn on to the A10 from Melbourn to Cambridge.

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44. In 2020 ((Table 6.10 Rev A), the RFC at Frog End at the am peak time is just acceptable for Cambridge Road at 0.8. However, in the pm peak it is 0.97, that is, unacceptable. This is the turn which causes accidents. **Any increased congestion at this turn which causes impatience in drives increases the potential for accidents.** This is unacceptable in the view of MPC.

DEVELOPMENT PROPOSAL

45. Some of the residential units and in particular those on main access route appear to have limited off street parking for vehicles. Whilst it could be that an integral garage is intended, it still appears that off street parking capacities are very limited and that no set back off street parking is provided. **We suggest that further clarification of what levels of parking is to be provided and located is sought from the applicant.**
46. The lack of apparent parking space and the need to demonstrate a reasonable level of parking may have an effect on the achievable number of units on the site. It can be seen that off street parking is shown in some instances but not others where it might reasonably be expected. As this is an outline application (including the Masterplan) the applicant may be in a position to change the layout quite simply but the number of parking spaces provided is a very pertinent issue and must be achievable. In this location there is no rationale for reducing the level of parking from the maximum standard applicable.
47. The current layout shows a road through the central green space where children will play. We suggest that this is undesirable in planning terms because it unnecessarily place children in danger.
48. There is no off-road parking for the homes on either side of the main entrance road. This will cause congestion for vehicles entering and leaving the site. As far as we can see, vehicles will park on the roads around the central green area and along the open space which forms the southern boundary to the site. The developer is promoting this as a resource for the village as well as for residents but pedestrians will be deterred from accessing the open space by a barrier of parked cars.
49. **MPC would like confirmation from the Highways Department that the safety of the proposed development access has been reviewed and agreed, and would like evidence that a site visit was used as part of the decision making process to fully understand local conditions.** To a road user uninitiated in the science of highway design, the combination of somewhere in the region of 2000 vehicle movements hitting the raised table junction between the development access and Victoria Way, together with the existing priority control speed management seems a highly dubious design and one not

MELBOURN PARISH COUNCIL RESPONSE TO S/2791/14/OL

thought through properly. The parish council note that the original design was rejected due to safety grounds, **what has changed to now make it an acceptable safe solution?**

50. Richard Jackson seems to be unable to clearly articulate the number of car parking spaces that will be needed and therefore provided for the proposed care home. Is it 25 or 50? And how many cycle parking spaces? If RJ is going to complete a transport assessment which includes the care home, then the appropriate due diligence should be completed to understand the peak number of staff, visitor numbers and space required for deliveries and emergency vehicles. Therefore the parish council request a clear statement of what parking facilities will be provided at the care home, and the basis for making this decision. It would also be interesting to see how the Travel Plan will be used to encourage employees and visitors of the care home to walk and use public transport – the current assumption seems to suggest that most will drive. Whilst the Parish Council can sympathise with this assessment, it does not support their theory that large numbers of residents in the new development will suddenly be persuaded to walk or cycle to work!

CONSTRUCTION TRAFFIC

51. **MPC regards the section on construction traffic (4.2.1) to be inadequate and in need of greater detail, and request that an Outline Construction Environmental Management Plan (CEMP) be submitted as part of the outline planning application process.**
52. Furthermore, MPC notes its concern that the construction periods for the already approved 64 homes off Victoria Way, and this development, if approved, will overlap. **MPC therefore considers that a joint CEMP between the two developments is appropriate.**
53. Given the likelihood of the 2 two developments being under construction at the same time, and the potential impact on the village if a satisfactory CEMP is not agreed in advance, MPC wishes the CEMP to be agreed with it **before** outline planning permission is granted.
54. The lack of an outline CEMP also supports MPC view that Endurance Estates has not approached this development in a sustainable way. What consideration will be given to trying to minimise waste removal from the site and reduce the number of vehicle movements to transport this waste? What thought has been given to the sourcing of materials and trade persons near to the development to minimise deliveries and journeys to work. **Although this is only an outline planning application, now is the time to set objectives and targets to build the development in a sustainable way.**

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55. MPC has had informal dialogue with a quantity surveyor who suggested that there would be approximately 50,000 vehicle movements (deliveries and waste removal) for S/2791/14/OL and 12,000 for the committed development behind Victoria Way. This would equate to 124,000 vehicle movements for both sites, and a peak of potentially 40 vehicle movements an hour. These rough calculations do not allow for any peaks in activity, and assume that both builds will spread the work over three years. These figures are at odds with RJ's assessment, and support the need for a thorough analysis of how these two sites will work together when there is only one viable access route off the A505, and both site entrances are 30 meters apart on the edge of a narrow residential road.
56. MPC also notes that the impact of vehicle movement associated with the development have not been modelled, or a risk assessment completed to assess the safety impact at the junction of New Road and the A505. The A505 is a fast moving trunk road, and the junction with New Road was not designed with the forecast volume or type of traffic generate by the development of over 200 houses. Within approximately 200m of this junction there have been 5 fatal, 3 serious and 4 slight accidents, with a cluster of 6 serious and slight accidents actually associated with the junction. By most standards the right turn west towards the A1 and M1 is considered difficult due to the constant fast flow of traffic, and a proportion of the development site traffic will turn in this direction. **MPC requests analysis and evidence that this aspect of the transport assessment has been thought through and given adequate consideration.**
57. As the Highways department will be aware, New Road is one of the designated/only diversions when there is an accident on certain parts of the A505, which unfortunately does happen with some regularity. On the occasions that this does happen, New Road is inevitable grid locked. **MPC requests that this point is considered by RJ and Highways, to agree what would happen in these instances. Will priority be given to site traffic or diverted traffic? What will be done to divert or stop deliveries to and from site in these instances.**
58. Again the lack of consultation with the parish council and lack of local knowledge have led to inappropriate conclusions. Paragraph 4.2.7 suggests that as the 17 tonne weight restriction for traffic does not apply to loading and unloading, and that 5-axle rigid and 6-axle articulated vehicles would not be route restricted to the development site. **MPC request that this point is re-considered in the Outline CEMP, as by their own figures even a small proportion of the delivery traffic (25 HGV deliveries a day) being allowed to transit through the centre of Melbourn would lead to chaos** (reference para. 9.15 where RJ acknowledge that the Mortlock Road junction is busy). The junction with Mortlock Street and High Street is almost impossible for large vehicles to negotiate, the

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traffic calming measures and large vehicles leads to queuing, and the irregular and unpredictable street parking can make the road impassable for large vehicles.

59. The development is being constructed on the edge of a quiet residential area, and therefore **MPC requests that no construction is allowed to start before 8:00 during weekdays, and 8:30 on a Saturday. Deliveries should also be restricted to these times, with zero tolerance on lorries arriving or waiting on site out of these hours. There should be no construction, delivery or activity of any kind on Sunday's and public holidays. MPC would like CCC to consider imposing financial penalties for each breach of the agreed working policy, and removal of the developer's license to build if there is serial abuse. MPC would also like to see a formal proposal for council tax reductions during construction for those Melbourn village residents directly impacted during development works.**
60. A complete list of the Planning Conditions requested by MPC should the development go ahead is given in Annex 5

MITIGATION

61. MPC feels it is wholly inappropriate to suggest using s106 money as a contribution to the A10 cycle route since it benefits communities other than our own. The suggested 'improvements' reflect the lack of engagement with the local community and Parish Council about what might actually make a difference.

Comments on the suggested mitigations

62. Bus stops at Vicarage Close/car park. The bus stop at the car park (ie towards Royston) is already being improved through the re-modelling of the car park due to begin shortly.
63. Improvements to local footpath No. 9. We remain to be convinced of the viability of this suggestion given that the section of footpath which is unlit and in poor condition is in private ownership. Is there any evidence of the developer talking to the land owner?
64. Cycle stands in Melbourn Village Centre (para. 5.17 of Appendix G). There is a proviso of "where highway authority land allows". There is an acknowledgment elsewhere in the Transport Assessment that the centre of the village is constrained. MPC would like to know exactly where the developer thinks the cycle racks can be situated.
65. Promotion of 'cycling proficiency training' with schools. The primary school has traditionally offered 'cycling proficiency training' and swapped over to the Bikeability scheme when it was introduced several years ago. This suggestion is unlikely to lead to increased cycle use by primary-age children.

66. A full list of mitigations requested by MPC is given in Annex 6

MELBOURN PARISH COUNCIL

10 APRIL 2015

REVEALED: The 10 most dangerous school runs in the Royston area

By Cambridge News | Posted: December 15, 2014

Comments (0)

A campaign for 20mph speed limits outside Royston schools has been revived after a survey revealed key accident hotspots near schools.

St Mary Roman Catholic Primary School, on Melbourn Road, had 35 accidents recorded within 500m of the site over five years, according to AXA's Local Road Safety Index.

There were 14 pedestrians and seven children involved in accidents near the school which is located on the A10.

Town councillor Les Baker, who wants 20mph outside schools, said: "This shows that the demand is there. The decision is on the shoulders of the county council now."

Roman Way First School - which shares a site with Royston Middle School on Burns Road - was second with 30 accidents.

10 worst in the Royston area, with number of accidents

1. St Mary Roman Catholic Primary School - 35
2. Roman Way First School - 30
3. Schinfeld Walk First School - 19
4. The Greenway School - 15
5. Tansley Drive School - 15
6. Studlands Rise First School - 14
7. Trinity School, Foxton - 10
8. Melbourn Primary School - 8
9. Meridian School, Royston - 7
10. Melbourn Manor School - 7

Measurements of distance and appraisal from development site to public transport and local amenities.

All distances were measured with a measuring wheel when walked from the edge of the proposed site

H7 to the village GP surgery

The route taken is from the development site New Road junction on the eastern side of New Road using the CCC highways preferred new footpath (2.5m wide multi use) to the boundary to the surgery's front path.

The measurements below are in two parts to show actual distance walked from the edge and within proposed site.

1. From the site entrance.
 - a. 402m with one crossing of New Road on a fast stretch.
2. From the central point of proposed site.
 - a. 667m with one crossing of New Road on a fast stretch.

H7 to Melbourn Primary school main gate

The route taken is from the development site New Road junction on the eastern side of New Road using the CCC highways preferred new footpath proposal (2.5m wide multi use) to the main gate of the Primary School.

The measurements below are in two parts to show actual distance walked from the edge and within proposed site.

1. From the site entrance
 - a. 600m with three road crossings, Clear Crescent and Garden end and Orchard Road table top junction.
2. From the central point of proposed site.
 - a. 865m with three road crossings, Clear Crescent and Garden end and Orchard Road table top junction.

H7 to Melbourn Primary School rear gate, Orchard Road.

The route taken is from the development site New Road junction on the eastern side of New Road using the CCC highways preferred new footpath proposal (2.5m wide multi use) to the rear gate of the Primary School in Orchard Road.

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The measurements below are in two parts to show actual distance walked from the edge and within proposed site.

1. From the site entrance
 - a. 596m with three road crossings, Clear Crescent and Garden end and Orchard Road table top junction.
2. From the central point of proposed site.
 - a. 861m with three road crossings, Clear Crescent and Garden end and Orchard Road table top junction.

An alternative route may be identified by parents which is the Clear Crescent route. This will only access the rear gate to the school. However whilst it is off the busy New Road route, it is considerably longer and therefore unlikely to be walked and more likely driven.

The measurements below are in two parts to show actual distance walked from the edge and within proposed site.

1. From the site entrance
 - a. 724m with two road crossings, Clear Crescent, Palmers Way, Medcalfe Way, Orchard Road.
2. From the central point of proposed site.
 - a. 989m with two road crossings, Clear Crescent, Palmers Way, Medcalfe Way, Orchard Road.

H7 to the NHS Dentist

The route taken is from the development site New Road junction on the eastern side of New Road using the CCC highways preferred new footpath proposal (2.5m wide multi use) to the dentist in Orchard Road.

The measurements below are in two parts to show actual distance walked from the edge and within proposed site.

1. From the site entrance
 - a. 673m with three road crossings, Clear Crescent and Garden end and Orchard Road table top junction.
2. From the central point of proposed site.
 - a. 938m with three road crossings, Clear Crescent and Garden End and Orchard Road table top junction.

An alternative route as identified is the same. However whilst it is off the busy New Road route, it is considerably longer and therefore unlikely to be walked and more likely driven.

The measurements below are in two parts to show actual distance walked from the edge and within proposed site.

MELBOURN PARISH COUNCIL RESPONSE TO S/2791/14/OL

1. From the site entrance
 - a. 724m with two road crossings, Clear Crescent, Palmers Way, Medcalfe Way, Orchard Road.
2. From the central point of proposed site.
 - a. 989m with two road crossings, Clear Crescent, Palmers Way, Medcalfe Way, Orchard Road.

H7 to village centre at traffic lights

The route taken is from the development site New Road junction on the eastern side of New Road using the CCC highways preferred new footpath proposal (2.5m wide multi use) to the village centre. From here the various village amenities can be accessed.

The measurements below are in two parts to show actual distance walked from the edge and within proposed site.

1. From the site entrance
 - a. 725m with four road crossings, Clear Crescent and Garden End, Orchard Road table top junction and Mortlock Close.
2. From the central point of proposed site.
 - a. 990m with four road crossings, Clear Crescent and Garden End, Orchard Road and Mortlock Close.

H7 to village shops and amenities cluster from traffic lights

The route taken is from the development site New Road junction on the eastern side of New Road using the CCC highways preferred new footpath proposal (2.5m wide multi use) to the village centre. From here the various village amenities can be accessed.

The measurements below are in two parts to show actual distance walked from the edge and within proposed site.

1. From the traffic lights travelling west
 - a. 93m with one road crossing of the High Street to the fish and chip shop.
 - b. 305m with one road crossing of Little Lane to the post office which is still an integral part of village life.
2. Most amenity users will park on the High Street to access these amenities and will not use the car park because it is 190m from the traffic lights to the east.
3. From the traffic lights travelling east
 - a. 150m to Premier Stores, this makes a walk of 1140m to the store.

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- b. 223m to the crossing opposite the Village Hub, this makes a walk of 1223m to Zebra Crossing.

The above figures are an example of how cars will be used over walking or cycling to get to village amenities, thus challenging the statement of sustainability made by the developer.

H7 to closest bus stops on High Street

The route taken is from the development site New Road junction on the eastern side of New Road using the CCC highways preferred new footpath proposal (2.5m wide multi use) to the village centre.

H7 to the Royston bound stop near village car park.

The measurements below are in two parts to show actual distance walked from the edge and within proposed site.

1. From the site entrance
 - a. 910m with four road crossings, Clear Crescent and Garden End, Orchard Road table top junction and Mortlock Close.
2. From the central point of proposed site.
 - a. 1175m with four road crossings, Clear Crescent and Garden End, Orchard Road and Mortlock Close.

H7 to the Cambridge bound stop near village car park.

The measurements below are in four parts to show actual distance walked from the edge and within proposed site using RJ proposal that the crossing point at the lights to the war memorial be removed.

1. From the site entrance with existing crossing in situ.
 - a. 910m with four road crossings, Clear Crescent and Garden End, Orchard Road table top junction, Mortlock Close and the High Street at the Zebra Crossing .
2. From the central point of proposed site with existing crossing in situ.
 - a. 883m with four road crossings, Clear Crescent and Garden End, Orchard Road table top junction, Mortlock Close and the High Street at the Zebra Crossing .
3. From the central point of proposed site with existing crossing removed.
 - a. 1148m with four road crossings, Clear Crescent and Garden End, Orchard Road table top junction, Mortlock Close and the High Street at the Zebra Crossing .

However it must be clearly stated that young people wanting to access the bus service to Cambridge or sixth form colleges will not walk to the Zebra crossing and walk back to the bus stop. They will be forced to act irrationally and just cross the road and put themselves at risk because the crossing at the lights would have been removed using RJ's assessment.

In addition older pedestrians will also not want to walk back on themselves so will be forced to act irrationally.

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H7 to railway station – Meldreth.

There are two routes that can be used to access the railway station, however neither are suitable to be used if the person is disabled, infirm, pushing a pram, or unsteady on their feet, or concerned about walking on their own.

The route taken is from the development site New Road junction on the eastern side of New Road using the CCC highways preferred new footpath proposal (2.5m wide multi use) to the village centre.

The measurements below are in two parts to show actual distance walked from the edge and within proposed site.

Option 1

1. From the site entrance to the station – via footpath 9 route.
 - a. 1705m to station steps with six road crossings, Clear Crescent, Garden End, Orchard Road table top junction, Mortlock Close, the High Street at the traffic lights and Station Road at the village Fire Station building as this is where the footpath runs out. This road crossing is exceptionally dangerous as it lies on a blind bend with fast moving traffic.
2. From the central point of proposed site to the station– via footpath 9 route.
 - a. 2000m to station steps with six road crossings, Clear Crescent, Garden End, Orchard Road table top junction, Mortlock Close, the High Street at the traffic lights and Station Road at the village Fire Station building as this is where the footpath runs out. This road crossing is exceptionally dangerous as it lies on a blind bend with fast moving traffic.
3. Once at the foot of the steps to the station there are 9 steps up onto platform 1 (London bound track) with a further 54 steps to cross the tracks via the foot bridge to platform 2. There are another 36m to the ticket office/ticket machine, located on platform 2.

In total a one way journey totals 2067m to the station. This is not sustainable as mentioned before, as the rail user will either drive and park,

- thus causing parking issues in Meldreth when the car park is full (most days now) and two unnecessary car trips
- or the user will be dropped off which in turn causes four unnecessary car trips.

Again Melbourn Parish Council completely reject the claims made by the developer for sustainable living or a sustainable transport assessment.

Option 1 route is not a very easy route as described above, if the user has any form of disability, impairment or are managing children and prams. It is also to be noted that it is not the route of choice for lone females. The route is dark, narrow, has to pass under the A10 underpass and finally enters a section completely in the dark coming out into open fields.

The footpath from Station Road is no more than 1m wide and has vegetation to both sides. Grass and mud are common on both sides of the path up to the underpass where the ground is usually subject to a glass covering from vandalism and ASB.

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Coming out of the underpass the user will walk past the turkey farm where the footpath is very badly damaged with tree roots or poor repair, the danger of falling in the dark is a very real one. Again the width is barely 900mm sided with weeds and stinging nettles for most of the year.

At the end of the farm stretch is the open field section. There is no wind cover here, no lighting, a footpath no more than 1.1m wide. Crops grow on both sides and heavy dangerous farm machinery has right of way over the footpath at any time.

Cyclists and pedestrians are forced to use the same small space together.

Complaints to the Parish Council and police over the past years have well documented the fears of lone pedestrians having suffered abuse, fear or a fall.

The travel mode of choice for this route will be a car to the station thus removing the developers claim of sustainability.

Option 2

1. From the site entrance to the station – via Station Road and railway bridge route.
 - a. 2952m to platform with twelve road crossings,
 - i. Clear Crescent,
 - ii. Garden End,
 - iii. Orchard Road table top junction,
 - iv. Mortlock Close,
 - v. the High Street at the traffic lights,
 - vi. Station Road at the village Fire Station building as this is where the footpath runs out,
 - vii. Station Road again to cross towards Meldreth,
 - viii. Station Road again at the foot of the railway bridge,
 - ix. an industrial estate entrance which is in constant use,
 - x. Whitecroft Road,
 - xi. Whitecroft Road again at the other slip,
 - xii. the High Street, Meldreth then into the
 - xiii. Station car park where there are no pavements so users will be subject to dodging cars using the car park and dropping off and commercial vehicles from the transport business situated just inside the station car park entrance.
2. From the central point of proposed site to the station – via Station Road and railway bridge route.
 - a. 3217m to platform with twelve road crossings,
 - i. Clear Crescent,
 - ii. Garden End,
 - iii. Orchard Road table top junction,
 - iv. Mortlock Close,
 - v. the High Street at the traffic lights,
 - vi. Station Road at the village Fire Station building as this is where the footpath runs out,
 - vii. Station Road again to cross towards Meldreth,

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- viii. Station Road again at the foot of the railway bridge,
 - ix. an industrial estate entrance which is in constant use,
 - x. Whitecroft Road,
 - xi. Whitecroft Road again at the other slip,
 - xii. the High Street Meldreth then into the
 - xiii. Station car park where there no pavements so users will be subject to dodging cars using the car park and dropping off and commercial vehicles from the transport business situated just inside the station car park entrance.
- b. The return journey from the station will be potentially more dangerous than the journey to it. The crossing point over the road at the foot of the bridge near Valley Farms entrance has barely 40m visibility to see oncoming traffic coming from Melbourn direction, due to a vent pipe from the sewers and a telegraph pole, plus vegetation. Cars here are travelling quite fast and don't expect to see pedestrians. There is of course the added issue of commercial vehicles entering and leaving the farm complex.

It must be noted that both above examples of the railway bridge route are totally unacceptable to pedestrian use. Not just for the distance to walk but also for the danger to users.

- No wheelchair user could safely use the route,
- No motorised mobility scooter could fit on the footpath safely
- No infirm person could walk the route,
- No vision impaired person could use the route
- No parent with a small walking child could use the route safely,
- No parent with a buggy / pram could navigate the footpath over the bridge let alone cross the roads so many times safely.
- Able bodied users without any children still have to step into the road to pass each other, again very dangerous.

In short this route is totally unacceptable in its current form and again Melbourn Parish Council rejects the developer's claims of sustainability. The clear and only actions if planning permission is to be considered are:

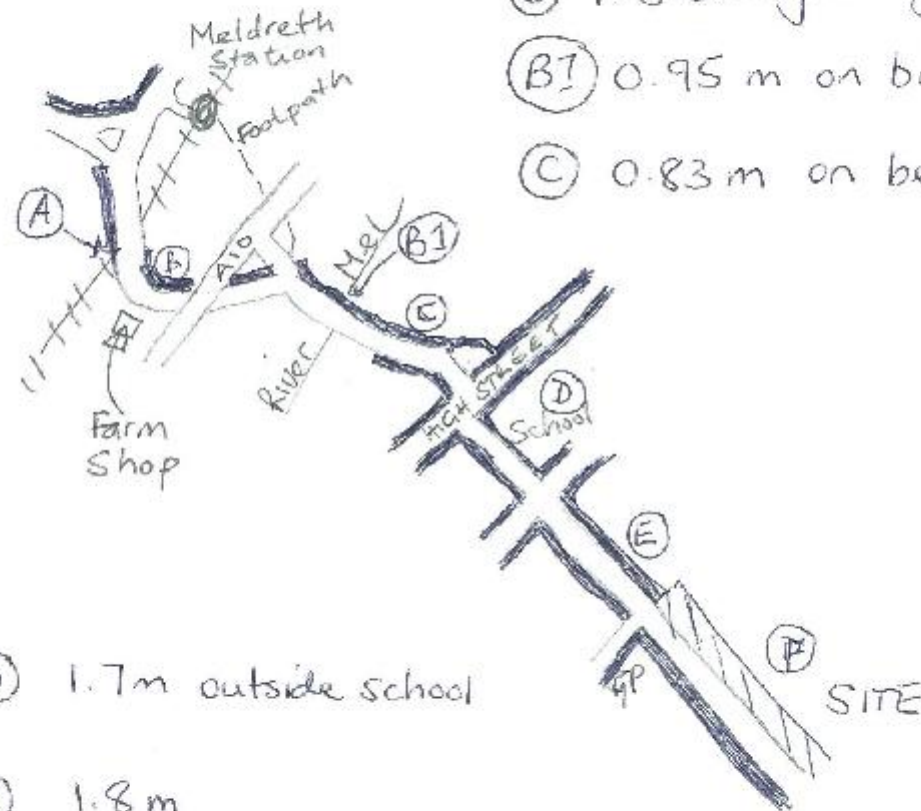
- To widen the footpaths from the proposed development to both the station routes, making them all DDA compliant. Cycle path allocation should be provided to allow the free movement of traffic and cycles without coming into conflict with each other. This is very difficult to achieve in practice
- Street lighting must be provided along the whole route to afford security to pedestrian users.
- All existing crossing points at the traffic lights should remain with the plan to add the fourth crossing point in Station Road.

It appears that RJ has again just number crunched for this second attempt at a transport assessment using a few table top calculations and have come up with a travel assessment which is not fit for purpose. This is wholly unacceptable because if accepted by the planning authorities it will be the community of Melbourn that picks up the pieces in years to come, not the developer.

MAP OF ROUTE FROM DEVELOPMENT TO MELDRETH STATION SHOWING FOOTPATHS

ANNEX 3

Footpath widths

- 
- Footpath widths
- (A) 0.8 m at S end
 - (B) 1.3 on right angle bend
 - (B1) 0.95 m on bridge
 - (C) 0.83 m on bend
 - (D) 1.7 m outside school
 - (E) 1.8 m
 - (F) 2.5 m proposed new path from development

FURTHER COMMENTS ON AND OBJECTIONS TO THE TRAVEL PLANS

- In Tables 3.2 and 3.3 of Rev A, Richard Jackson seems to be implying that because the primary school is less than 5 km from the centre of the development, there are no barriers to walking/cycling. The distance from Table 3.2 is 0.9 km which may be acceptable for an adult but is a different prospect for a small child. For the parent delivering the child there is the issue of there not being a footpath for the first section of the direct route to school, and the remainder of the path being just wide enough for a pram/pushchair and child to walk side by side with no margin of safety. At present, 42% children travelled to school by car on a spot check (see Melbourn Parish Council Response to Planning Application S/2791/14/OL, Section 6). Assuming 75 primary age children from the development, this will yield a significant additional number of journeys to and from school each day, even allowing for some children being in the same family.
- Table 3.2. On a point of accuracy, there is no mobile library next to Melbourn Village College.
- In para. 3.26, Richard Jackson asserts that pedestrians will not regularly use the west side of Orchard Road – where there is a significant section with no footpath – because “there is little in the way of local amenities in this area”. There is actually a pub and a hairdressers but, most importantly, it would be a likely route for people wishing to use the Post Office, an important village resource.
- Para. 3.22. We note that Royston lies outside the 5km catchment area now that the distance travelled inside the development is taken into account. This is unfortunate as many people travel to Royston station rather than Meldreth because of the superior service from there (see the data included in the original Melbourn Parish Council response to Planning Application S/2791/14/OL), and it is the nearest place to access all banks and building societies except for the Cambridge BS.
- We wish to know what facilities and amenities residents of Melbourn will access. It is the other way round; Melbourn provides the facilities.
- The TA whilst correctly reflecting the distance to local amenities including schools, shops and medical facilities etc fails to assess their capacities for additional use. Just stating that amenities exist and the distance to them does not mean they are necessarily attractive or useable. This is relevant in respect of the claims made in respect of walking distances and the adequacy of public transport. The claims made are irrelevant if the amenity concerned does not have the capacity to accommodate

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increased use. **There should be further work on this aspect of the TA to demonstrate that what is claimed is robust and relevant.**

- Para. 3.18 of Appendix G. Has the Community Transport been consulted?
- Para. 3.18. MPC's understanding is that the Dial-a-Ride service is likely to be discontinued. Has the developer asked about future viability and received any assurance on this?
- The Residential Travel Plan (para. 3.33) notes that the provision of work-from-home facilities has an impact of the sustainability of the site. This is then mentioned nowhere subsequently. Is this because the provision of acceptable Broad band speeds is in doubt? We note that the Foul Sewage and Utilities Assessment contains a letter from Virgin Media (Appendix F) stating that:
“....no strategic additions to our existing network are envisaged in the immediate future.” The Parish Council is aware that Virgin has not provided access to its network for other developments in Melbourn.
It is not clear from the Foul Sewage and Utilities Assessment whether BT has been asked to provide broadband. **We have a communication from BT (Annex 7) which makes it clear that developers have specifically to request provision of broadband as it does not happen automatically. Has EE done this?**
- The Carehome Travel Plan covers travel by staff but dismisses travel by visitors on the grounds that they will not visit in peak times. However, no account (except that they might make use of the car share vehicles) seems to be taken of independent movement by the residents themselves. Will they all be high dependency and not able to undertake trips to the shops, etc? If they wish to do that, they will probably need transport. Distances from the Care Home on the edge of the development are: Newsagents (0.6); Post Office (1.0); Public house (0.6) (in Km, taken from the first Transport assessment submitted).
- Richard Jackson highlights the Camshare scheme (para. 5.30 of Appendix G). What evidence is there of the success of car share schemes?
- Personal Travel Planning is mentioned (para. 5.33). The DfE practitioners' guide to PTP (November 2008) (para. 1.7) makes it clear that 3 strands to the strategy are needed: provision of information, offer of incentives and proactive interaction with 'trained field officers'. The Travel Plan proposed by Richard Jackson is predicated on the first 2 strands but the 3rd – which actually effects the change – is all but missing.

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- In the Carehome Travel Plan, MPC suggests that the suggestion that staff would travel by train to Meldreth station and then take a taxi to the Care Home to be stretching the bounds of credibility. The cost for someone on a (relatively) low wage would be prohibitive.
- Richard Jackson asserts (para. 3.21) that “It is considered that the staff of the proposed Care Home is likely to be sourced relatively local to the site.” What does this mean – are they assuming that staff will live within the 2km walking or 5 km cycling radius? The fact that there are [2] carehomes in Melbourn already suggest to Melbourn Parish Council that those living locally who wish to work in a Care home already do so, and so staff will be sourced from further away.
- Richard Jackson has assumed that the shift hours in the Care Home mean that staff trips will fall outside peak hours. What evidence do they have to support this assumption? A publication from the Royal College of Nursing⁴ shows that night shifts “typically start anywhere between 8 and 10 pm and run for 10 to 12 hours. This means that journeys during the am peak period seem quite likely. Other shift patterns are also shown to start or end in the am or pm peak period.
- In para. 3.23 of Appendix G, there is an assertion that “Locally to the site New Road has relatively low vehicle numbers and speeds.....”. The implication seems to be that it does not therefore matter that pedestrians will be potentially crossing the road or walking on the road. **This is an unacceptable attitude.**

⁴ A Shift in the right direction. RCN guidance 2012

Development conditions to be included in permission should the plans be approved.

Working practices and employment

- An agreed time table of build for each or any phases will be produced prior to the start of any construction. This will be submitted to the Parish Council and SCDC planners by way of condition. The time table will state an end date where all construction will finish. This will not be when the last dwelling is occupied.
- All agreements for s106 or condition will be completed ahead of any onsite build to ensure that when homes are starting to be occupied, there will be amenity for those extra residents.
- 50% of site staff to be sourced locally.
- The remaining staff to be sourced from South Cambs area. (this is in line with the developers statements that the build will provide employment for local people.
- Reports to the Parish Council on staffing demographics to be produced monthly.
- Parish Council representatives to be invited to site monthly meetings.
- Contact numbers of managers of site (site agent etc) to be published and also provided to Parish Council.
- A monthly resident group will be attended by the site agent and or team, to maintain relationship with village and neighbouring residents of site.
- Assurances and actions from these meetings will be undertaken.

Working times

- No working before 08:00 (with the exception of the onsite security staff)
- No deliveries before 08:00
- No deliveries after 16:30 that cannot be completed before 17:00
- No deliveries at week ends
- All onsite work to finish by 16:30
- All construction staff to off site by 17:00 (except clear up crews)
- No working on weekends (Saturdays or Sundays)
- No working on public holidays
- No working on religious holidays
- 2 minute silence to be observed on Armistice day. (complete shutdown all machinery to be switched off)

Contractor traffic

- All contractor traffic to enter site only from New Rd / A505 (only contractors using public transport will be permitted to come through village)
- All contractor vehicles to be parked onsite
- No contractor parking on Highway (New Road or Victoria Way)

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- All contractor vehicles to be washed down before leaving construction site
- All vehicle washing down run off to be contained on site.

General construction conditions

- No site radios
- Dust damping done measures to be in place 24/7
- Temporary traffic lights to be erected at site entrance with priority for New Road
- All construction traffic to comply with weight restrictions on New Rd
- All construction delivery traffic to enter site from New Rd / A505
- No construction traffic to unload or load on New Road
- Banks man system to be in place for duration of build, with holding point in lay-bys on A505 if site is unable to accept delivery.
- All loading and unloading to be done on site.
- All delivery vehicles to be washed down before leaving the site
- All vehicle washing down run off to be contained on site.
- Whole site perimeter must be secure
- Site must have full 24/7 security in place from day one.
- All compounds must be secured against theft
- CCTV is required to monitor coming and going from site. Recordings must be kept for duration of build.
- All building materials must be kept in a central location and not to the Fordham Way side or New Road. (nuisance to residents by construction staff and forklifts (reversing beep) all day when moving stock)
- No fires at anytime
- New Road to be mechanically swept every day at 17:00. All clear up to be completed by 17:30.

Notifications

- All notifications of noisy work, dusty work, major delivery of heavy plant, heavy plant operation etc to be notified to Parish Council via email 3 days in advance so that village and residents can be informed.

S106 contributions

- All contributions for the development will be paid proportionally for each build phase unless there are agreed conditions stating something different. In any event, all s106 monies will be paid to the Parish Council when the build has completed. This doesn't mean when the last dwelling is occupied.

Sanctions

- It is believed that to maintain a good working relationship between the developers and the community, a system of sanction should be in place to cover any infringements by the contractor of the agreed or imposed conditions. It is therefore suggested that a contribution outside and formally agreed contributions such as s106 etc be paid to the Parish Council within one month of the infringement so that the community can benefit. The sanction will only be spent on community benefits not precepted items.
- The sum is £500 per infringement.
- In addition the build over run will be £1000 per working day over the agreed build period.
- Should the build extend past the agreed finish date for either phases or whole build, all agreed s106 monies will be payable immediately. This will not cancel any sanctions.

Mitigations in respect of outline planning application S/2791/14/OL for land to the East of New Rd, Melbourn.

Road network improvements

Frog End junction to A10. MPC's analysis of the transport assessment identifies this junction as one of the 3 impacts of the application likely to cause harm to village life. This is an accident hot spot and is listed as such on the CCC highways data.

- Minimum requirements here should be a roundabout or traffic lights.

Junction of A505 and New Road. This junction is already difficult to use, particularly when turning right, and the wait time is increasing. With the addition of somedaily vehicle movements directly attributed to the application, a scheme must be put in place to allow vehicles to safely manoeuvre at this junction.

- Traffic lights or a roundabout would be the most pertinent. Any other measure such as signage etc are ineffective.
- Change of speed limit to 50mph at new Road junction.

Pedestrian movements

We understand that the applicant will be asked to install a new widened foot path (2.5m) from the proposed site location to opposite the road to the GP surgery. ***This does nothing to help the overall pedestrian-friendliness of the footpath after this point. Without improvements to the remainder of the path to the traffic lights, the target of 10% reduction in car usage will not be met and the sustainability of the whole scheme will be compromised.***

- Improvements to the footpath all the way to the traffic lights

Key village services are located at the Hub— Parish Council, Community Café, Community Library, Counselling and advice by CAB, Relate and drop-in sessions by local Policing Team. The safer routes to school for the college students should also avoid the traffic lights and lead students to cross where there is a .

- Footpath in orchard Road (southern side) to be levelled and resurfaced to allow pedestrian flow from the development to rear entrance of primary school and through pedestrians to village Hub.

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Melbourn enjoys a slightly higher proportion of older residents than other villages. This demographic drives behaviours. As a result a lot of this group walk to the shops and amenities. A very large group attend the village church and coffee mornings, held at All Saints Community Hall. The traffic lights only have three crossing points, to allow a completely free movement of pedestrians

- A fourth crossing point must be installed across the Station Rd side of the junction to allow direct access to All Saints Community Hall.

Public Transport access

Access to the rail network. It is maintained by Endurance Estates that a large number of residents will access the railway as a primary means of transport. To make such a route accessible for all users:

- The footpath on the East side of Station Road (All Saints church side) will need to be widened to accommodate pedestrians pushing prams/Buggies, walking aids etc, as it is only 0.5 to 0.6m wide.
- A safe cycle route must be provided between the proposed site off New Rd to the railway station, to enable cycle users to access the railway network safely.
- The footpath (footpath 9) that connects Melbourn to Meldreth across the fields and to the railway station must be made DDA compliant.
- The access to the station platforms must be improved with a DDA compliant ramp.
- Access to the Cambridge bound platform must be installed by way of lifts on each side or a gentle ramp system connecting both sides.

Access to bus services

- New Bus stop on High Street opposite the Premier stores

General Highway issues

Increased traffic issues within village.

- Vehicle activated signs VAS will need to be installed on the four accesses into the village. These are: High Street / Royston Rd; High Street / Cambridge Rd; Station Road at village boundary; and New Road on run into the village. The latter must be installed prior to proposed development beginning. These four VAS must be capable of data collection, show traffic speeds to road users and be funded by the developer for 25 years due to CCC highway budget restrictions.

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- Relocation of the chicane on New Road near proposed development site to a location further up the hill, and movement of 30mph speed restriction location to new chicane. The road markings will require a maintenance contribution for 25 years as this is a crucial area of road safety.
- Redesignation of speed limits at key points:
 - New speed limit of 40mph from A505 to village outskirts
 - Relocation of 30mph on Royston Road to the Bury turning.
 - Royston Road 40mph from A10 to 30mph signs
- All entrances to village to have gateway fencing erected to assist with slowing of vehicles.
 - Re-designing of the middle junction to A10 from Station Road to ensure better vision at when turning left or right.
 - Mapping undertaking to ensure that all sat nav companies are appraised and have change their systems to reflect new traffic orders for Melbourn.
- As the Science Park has been highlighted by the developer, the central refuge on Cambridge road outside the Science Park is to be enlarged and protective fencing to be erected. Refuge to be large enough to accommodate bikes crossing the road.

Major impact on village residents

As a result of the development several issues that will severely affect the residents have been identified by the Parish Council / residents and Local Authorities. To mitigate these issues, s106 contributions will be sought by SCDC, CCC and the Parish Council. However whilst it is appreciated that these contributions will be made by the developer, it is also noted that they fall considerably short of funding actions to mitigate the effects of 199 new homes.

However the developer has stated that this development will be sustainable and as a result the Parish Council wants to hold the developer to that statement.

The Parish Council wants measures to be put in place to alleviate these issues at the start of the development process.

The primary school will require an additional 2 new permanent classrooms to accommodate all the new children. The Parish Council appreciates that not all those children will be attending the school straight away. However enough will do so and cause harm to the existing children's education because of class numbers.

- To alleviate these issues the Parish Council wants one temporary classroom with all services such as already installed at the school, to be erected before the first 10 dwellings are occupied.

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This arrangement will not form part of the s106 agreement it will be over and above any agreement for s106. If the developer stands by its claim of sustainability then this demand will stand.

- The footpath to the east of New Road will be widened and completed *prior* to any dwellings being occupied.

The developer also must be required to provide to provide superfast broadband to **all** homes.

COMMUNICATION FROM BT CONCERNING OF BROADBAND

From: annette.thorpe@bt.com [mailto:annette.thorpe@bt.com]
Sent: 30 March 2015 12:28
To: josehales@gmail.com
Subject: RE: Provision of BT superfast broadband

Cllr Hales,

No problem at all, Rob is welcome to give my details out.

It is unlikely that we would deploy superfast broadband as a matter of course. In such scenarios we would hope that the developers make provision for services ahead of development and indeed before planning is granted.

Whilst I am happy to meet up and bring one of my Openreach colleagues along, in such instances we normally look to set up a contract with the developers either ahead of building (preferably) or in tandem with the build.

If you can give me a bit more detail around the 'where' in terms of some sort of location address, postcodes etc, I will ask my Openreach colleagues two questions:

Firstly would they be eligible for review under our 'new sites' programme. This is where we pay a small contribution to the developers to put ductwork in for us, and then blow in optical fibre as the development progresses. The second question would be the cost of funding fibre broadband cabinets, if the 'New Sites' option is not viable. Either way it is normally a financial obligation that falls on the developers, which quite often they will not be too keen to support.

The details around the location are key to starting the discussions, as we may have some existing infrastructure there, or we may need to build new.

Finally I am really pleased that you did ask, as we are regularly having challenges with developers whereby they have engaged and made provision for standard utility services such as water/power/gas, but assume broadband will happen automatically which it does not.

There is currently no legal requirement for any provider in the UK market to make broadband available. That said, you may be interested to know that the Broadband Minister and the Housing Minister wrote a joint letter to Leaders of all Local Authorities on the 19th March, asking them to make sure that provision was made at new sites for broadband services as part of the planning requirements (copy attached).

Kind regards

Annette