



# TECHNICAL NOTE 1

<b>DATE:</b>	25 March 2019	<b>CONFIDENTIALITY:</b>	Public
<b>SUBJECT:</b>	Land at Melbourn		
<b>PROJECT:</b>	70028034	<b>AUTHOR:</b>	H Gibbs
<b>CHECKED:</b>	G Murray	<b>APPROVED:</b>	G Murray

## CENSUS DATA

2011 Census data for Method of Journey to Work and Distance of Travel to Work has been interrogated to provide an insight of the travel behaviours of those who live in Melbourn (MSOA South Cambridgeshire 018).

The table below shows the modes of travel used by residents within the South Cambridgeshire 018 MSOA.

<b>Method of Travel to Work</b>	<b>Total</b>	<b>Percentage</b>
<i>Work mainly at or from home</i>	472	10%
<i>Underground, metro, light rail or tram</i>	8	0%
<i>Train</i>	362	7%
<i>Bus, minibus or coach</i>	75	2%
<i>Taxi</i>	7	0%
<i>Motorcycle, scooter or moped</i>	40	1%
<i>Driving a car or van</i>	3,100	<b>64%</b>
<i>Passenger in a car or van</i>	191	4%
<i>Bicycle</i>	165	3%
<i>On foot</i>	375	8%
<i>Other method of travel to work</i>	35	1%

The above table shows that over half of the local residents travel to work by private vehicles.

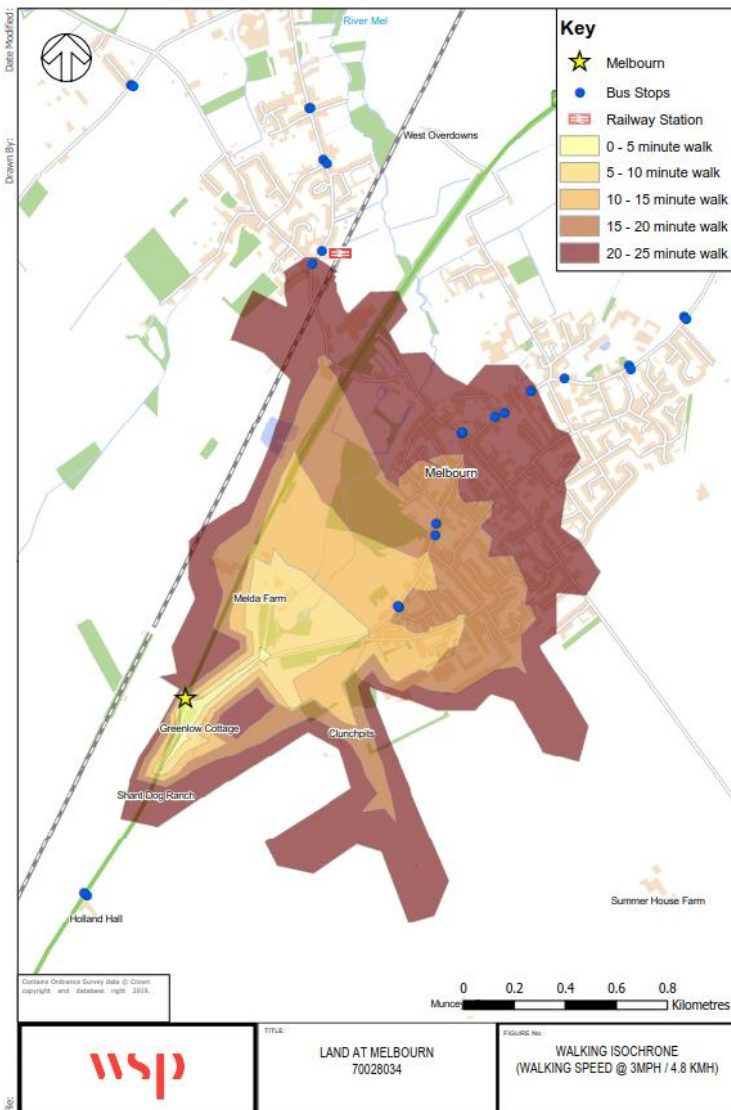
Active travel only accounts for 11% of the modal share, which could be due to the rural location of Melbourn. A new employment site in the proposed location could enable existing residents of Melbourn to undertake a greater percentage of their journey's to work on foot or by cycle and reduce the reliance on private vehicles.

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## ACTIVE TRAVEL

### Walking

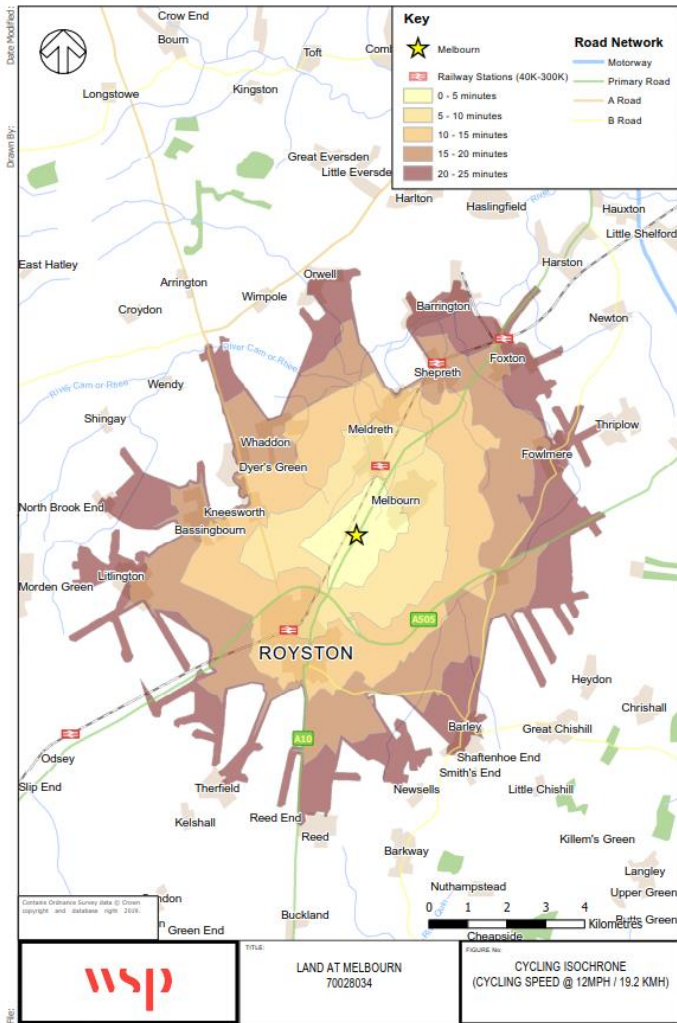


The above walking isochrone figure demonstrates that parts of Melbourn are within a reasonable walking distance of the site. Whereas Meldreth Railway Station is just outside of the 20 – 25 minute walking isochrone, it is likely that given the frequency of trains serving Meldreth Railway Station people would walk the extra 30 seconds to access the station from the site.

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## Cycling



The above cycling isochrone figure demonstrates that all of Melbourn and Royston are within a reasonable cycling distance. In addition, both Meldreth and Royston Railway Stations are also within a reasonable cycling distance, with cycling parking provided at both stations.



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## BUS TRAVEL

### Bus Routes that Serve Melbourn

Route Number	Operator	Direction of Travel		Nearest Bus Stop	First Bus	Last Bus	Frequency		
A	Stagecoach in Cambridge	St. Ives – Huntingdon - Peterborough	Monday – Friday	Melbourn Car Park	07:30	17:30	Hourly		
			Saturday		06:30	17:30			
		St. Ives – Cambridge - Royston	Monday - Friday		09:21	18:27			
			Saturday		08:21	18:21			
D		Stagecoach in Cambridge	Royston – Melbourn – Cambridge – St Ives		Monday – Friday	Melbourn Car Park	06:30	18:45	1 per day
					Saturday		N/A	18:45	
			St Ives – Cambridge – Melbourn - Royston		Monday – Friday		08:21	19:44	
					Saturday		N/A	19:44	
127	Stagecoach in Cambridge		Royston – Bassingbourn – Guilden Morden	Monday – Friday	Back Lane Bus Stop		10:27	N/A	1 per day
				Saturday			10:27	N/A	
			Guilden Morden – Bassingbourn - Royston	Monday – Friday			N/A	13:25	
				Saturday			N/A	13:25	



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## RAIL

Analysis of ORR statistics of rail patronage estimates for nearby stations, has helped to inform how many local residents use the infrastructure and how the proposed development could make use of this.

Estimates for the stations of Meldreth and Royston were analysed to see how patronage has changed for the years of 2016 – 2017 and 2017 – 2018. The results are displayed in the table below.

Station Name	Station Facility Owner	2016 – 2017 Entries and Exits	2017 – 2018 Entries and Exits	% Change
Meldreth	Govia Thameslink Railway	269,934	307,868	14.1%
Royston		1,483,338	1,477,616	-0.4%

Future improvements to the rail network that will affect the proposed site are below:

- East West Rail - Bedford to Cambridge segment

Routes A, C and D have proposed the potential route alignment area in the vicinity of Royston, and Meldreth Stations.

Weekday services from Meldreth

Destination	First Train	Last Train	Frequency	Average Journey Time
Cambridge	00:36	23:49	30 minutes	20 minutes
Cambridge North	01:10	23:37		30 minutes
London Kings Cross	05:41	23:49		50 minutes



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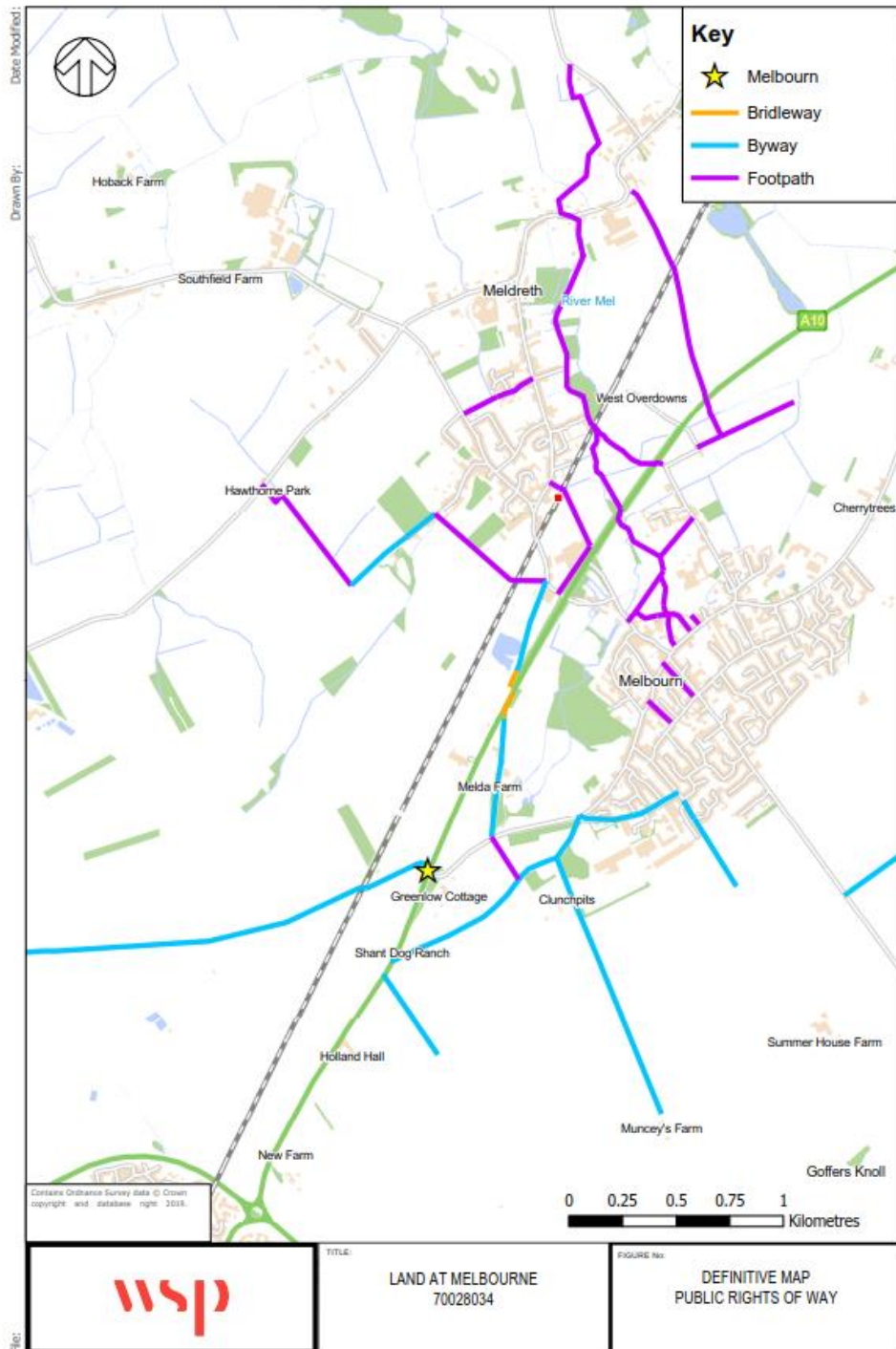
## Weekday services from Royston

<b>Destination</b>	<b>First Train</b>	<b>Last Train</b>	<b>Frequency</b>	<b>Average Journey Time</b>
<i>Cambridge</i>	00:19	23:49	30 minutes	20 minutes
<i>Cambridge North</i>	01:06	23:49		40 minutes
<i>London Kings Cross</i>	00:09	23:54		1 hour
<i>Brighton</i>	00:09	22:48		2 hour 30 minutes

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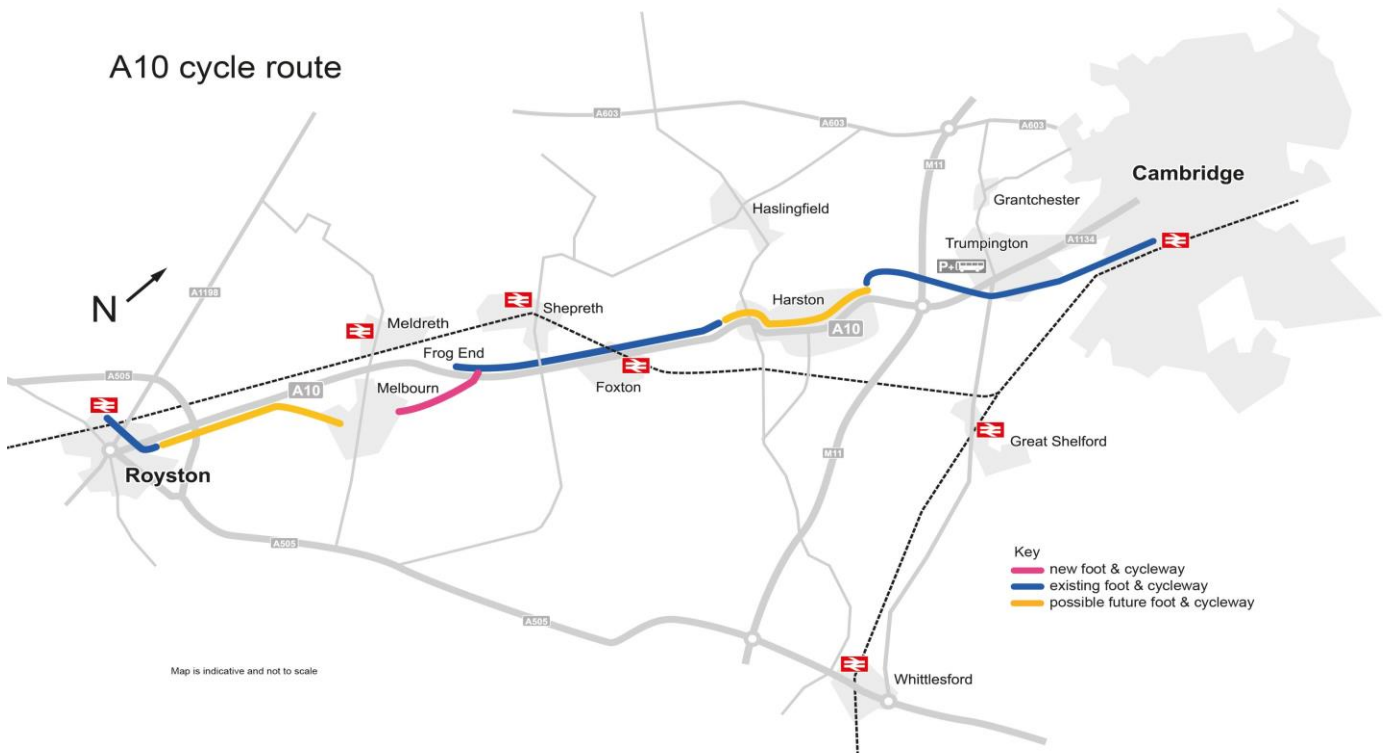
## PUBLIC RIGHTS OF WAY



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## WALKING AND CYCLING IMPROVEMENTS



The A10 foot and cycleway is an aim of the Greater Cambridge Partnership to bring a high quality, consistent foot and cycle links that extend from Cambridge all the way through Royston, aligning with the A10 route.

The Melbourn to Frogs End foot and cycleway opened in March 2017, with the next step of completing the foot and cycleway through Harston. The site presents the opportunity to enhance the existing footway on the western side of the A10 towards Royston to the standard required to align with the aims of the A10 foot and cycleway.

The above demonstrates that the site is deliverable in highway and transport terms.

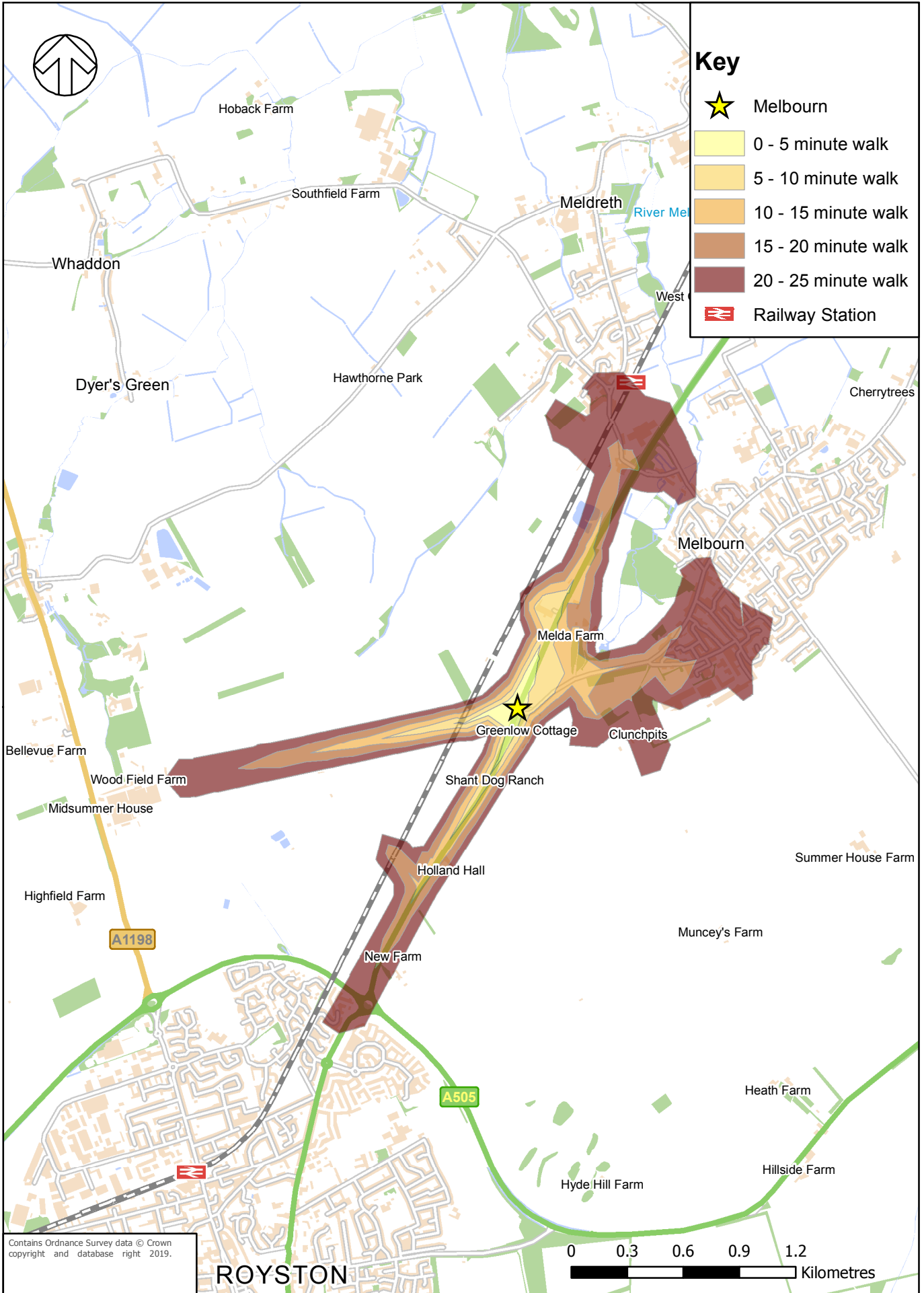
Date Modified:

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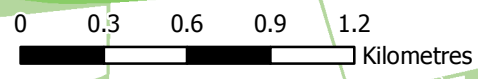


### Key

- Melbourn
- 0 - 5 minute walk
- 5 - 10 minute walk
- 10 - 15 minute walk
- 15 - 20 minute walk
- 20 - 25 minute walk
- Railway Station



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## ROYSTON



TITLE:  
**LAND AT MELBOURN**  
 70028034

FIGURE No:  
**WALKING ISOCHRONE**  
 (WALKING SPEED @ 3MPH / 4.8 KMH)

File:

Date Modified:

Drawn By:



**Key**



Melbourn



Railway Stations (40K-300K)

0 - 5 minutes

5 - 10 minutes

10 - 15 minutes

15 - 20 minutes

20 - 25 minutes

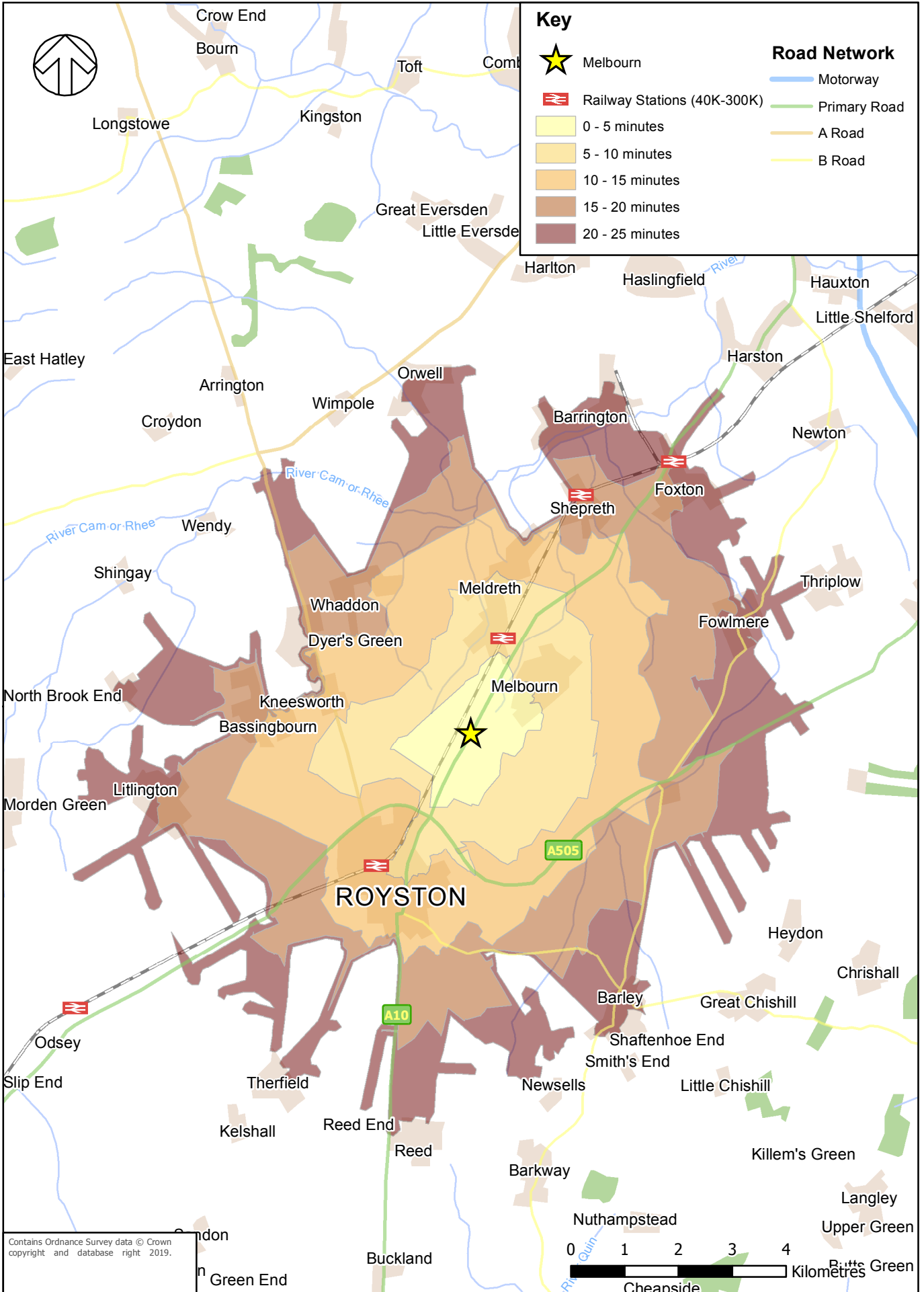
**Road Network**

Motorway

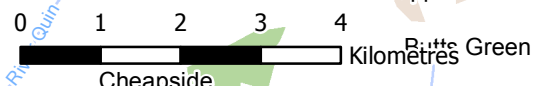
Primary Road

A Road

B Road



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File:



TITLE:

LAND AT MELBOURN  
70028034

FIGURE No:

CYCLING ISOCHRONE  
(CYCLING SPEED @ 12MPH / 19.2 KM/H)

Date Modified:

Drawn By:

File:

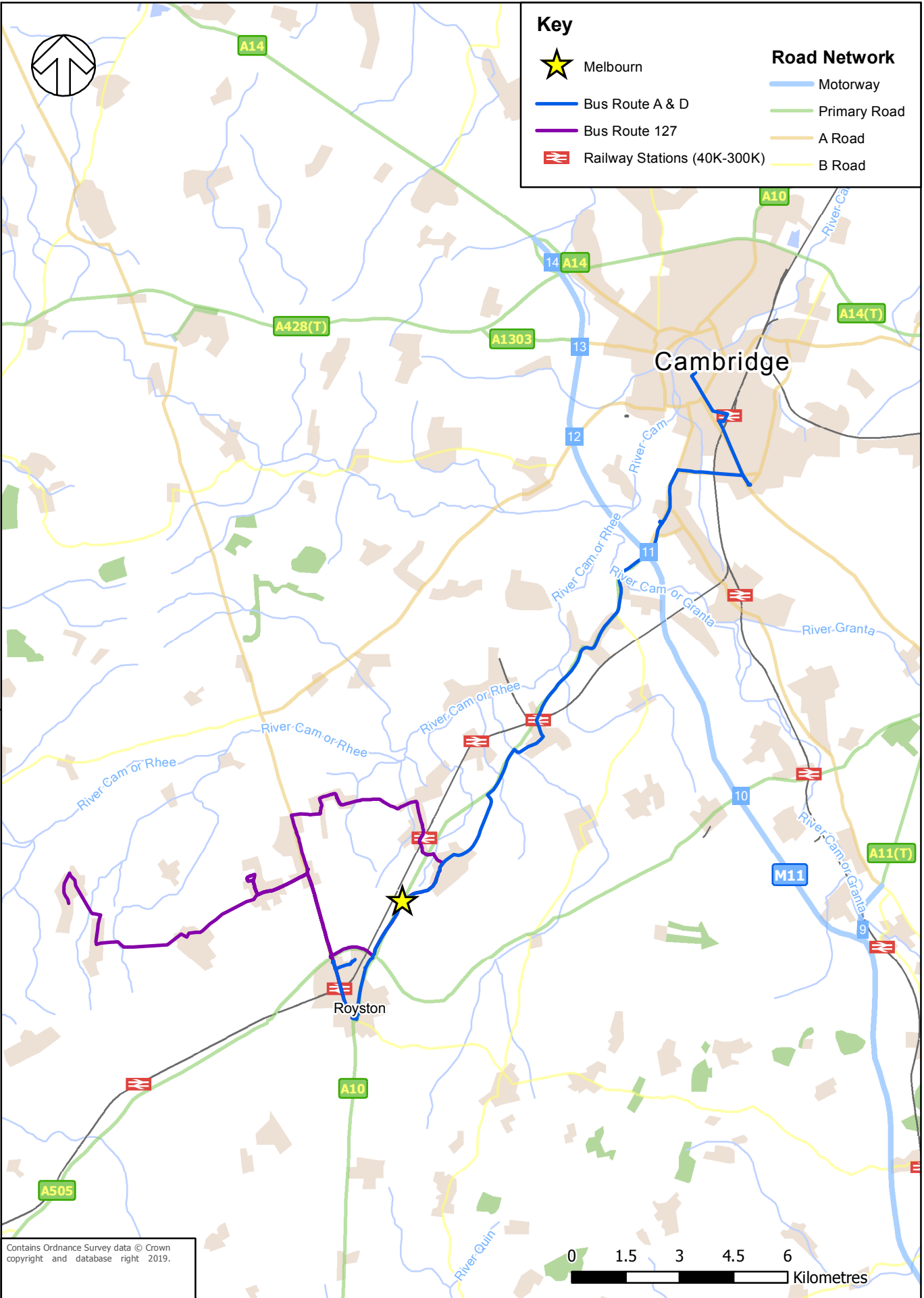


### Key

- Melbourn
- Bus Route A & D
- Bus Route 127
- Railway Stations (40K-300K)

### Road Network

- Motorway
- Primary Road
- A Road
- B Road



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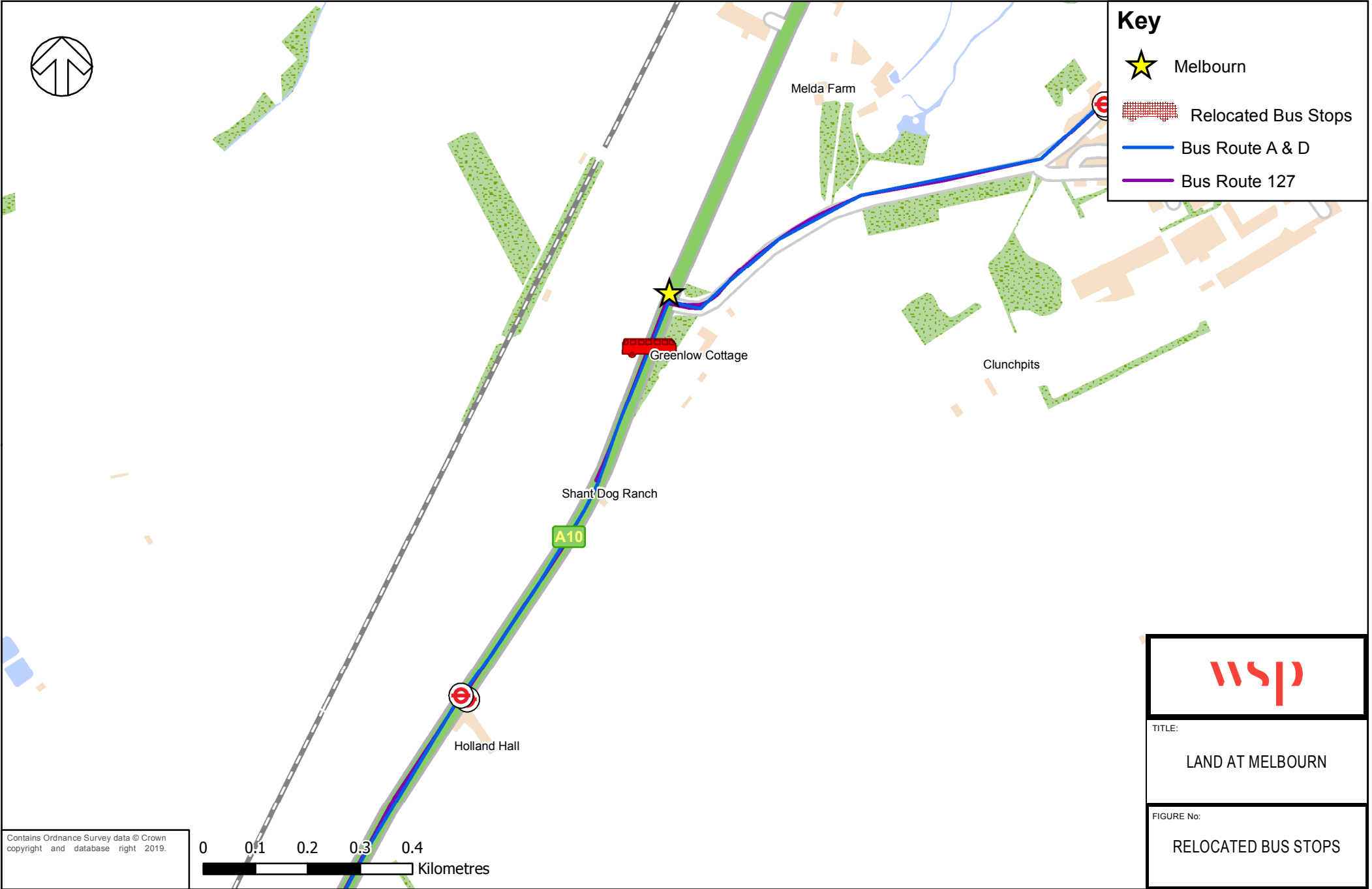
TITLE:  
**LAND AT MELBOURN**  
 70028034

FIGURE No:  
**BUS ROUTES**





Date Modified:

Drawn By:

File:



### Key

-  Melbourn
-  Relocated Bus Stops
-  Bus Route A & D
-  Bus Route 127



TITLE:

LAND AT MELBOURN

FIGURE No:

RELOCATED BUS STOPS

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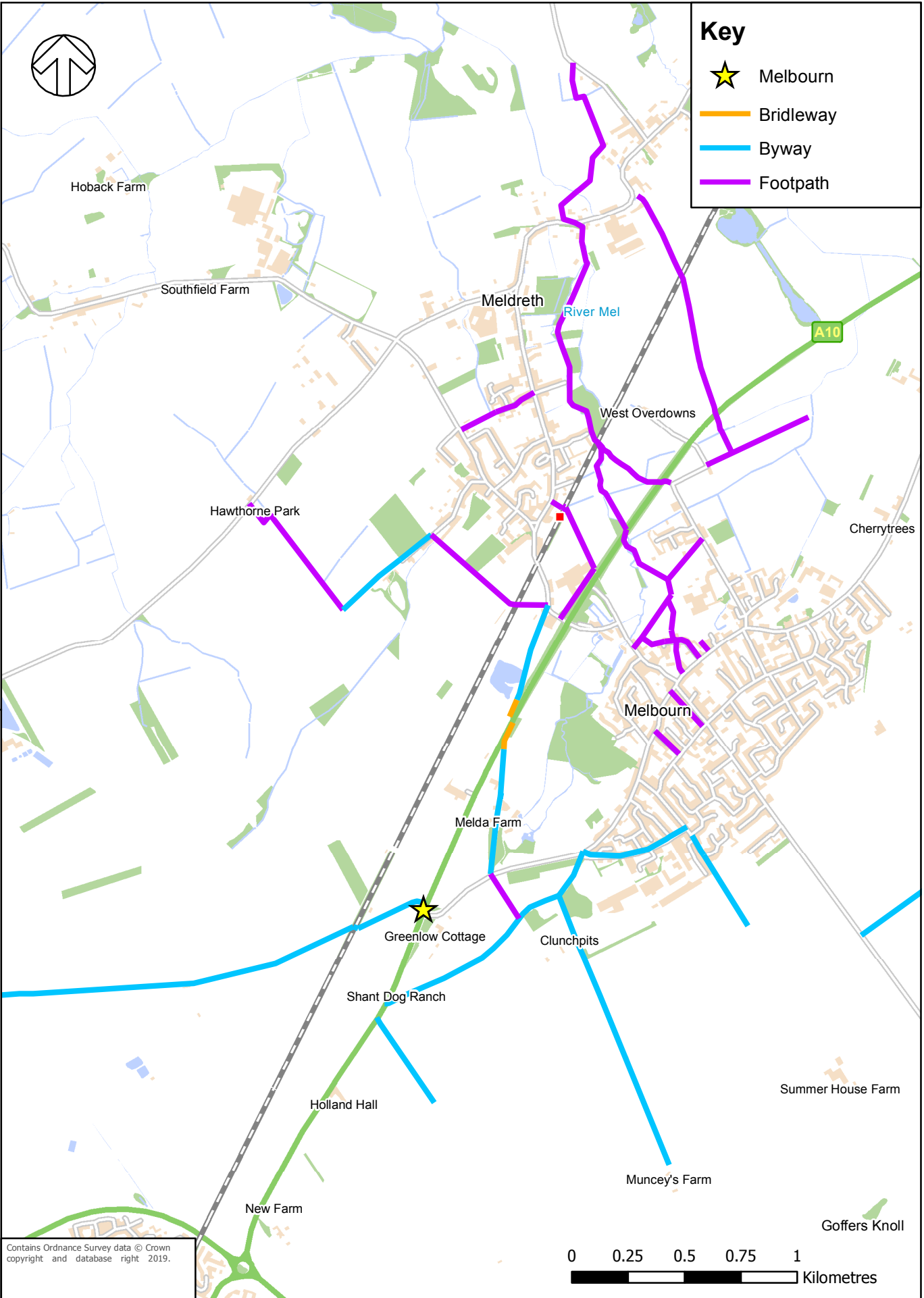
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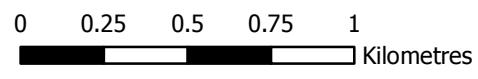


### Key

-  Melbourn
-  Bridleway
-  Byway
-  Footpath



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File:



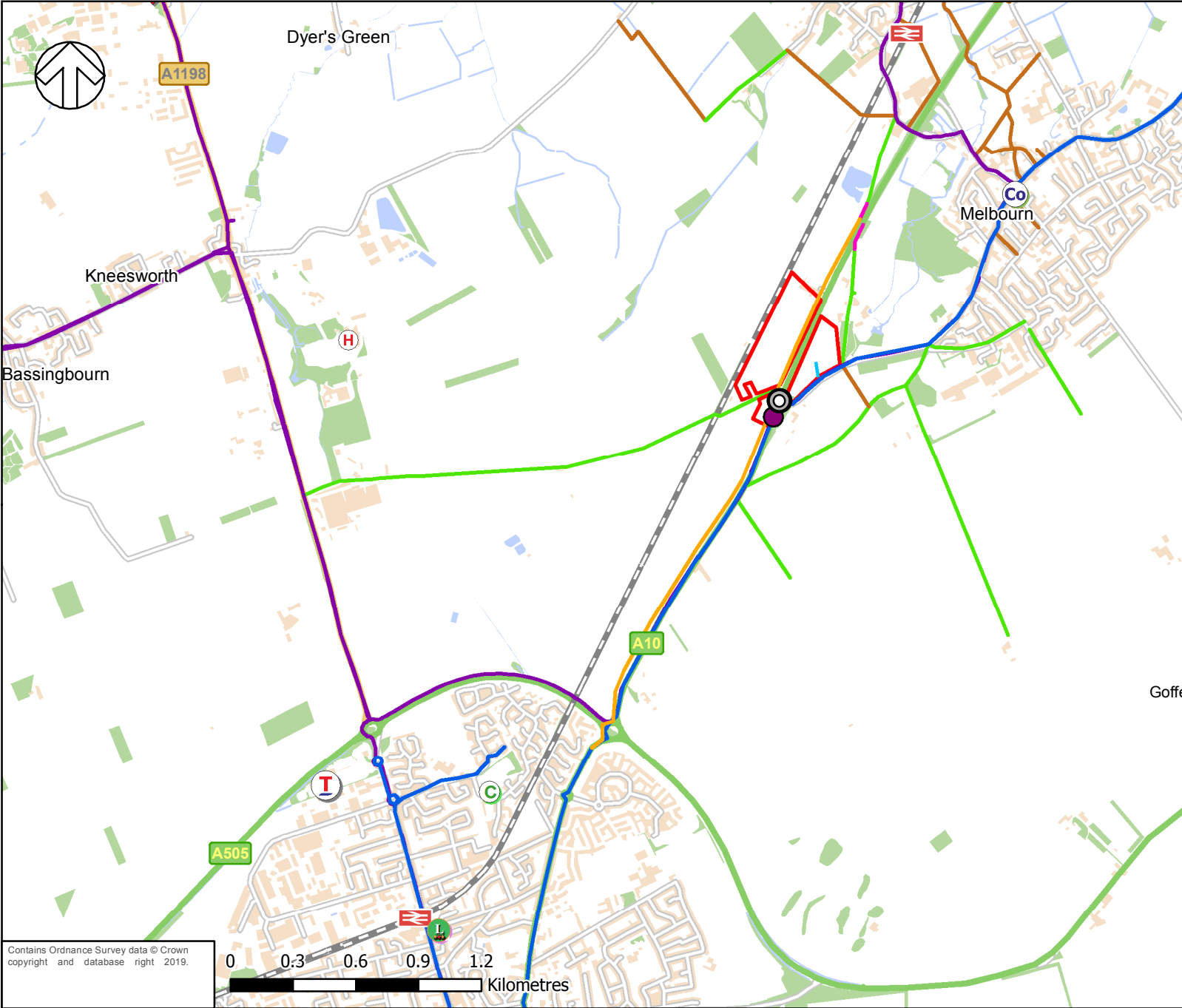
TITLE:  
**LAND AT MELBOURNE**  
 70028034

FIGURE No:  
**DEFINITIVE MAP**  
**PUBLIC RIGHTS OF WAY**

















Date Modified:

Drawn By:

File:



### Key

-  Red Line Boundary
-  CO-OPERATIVE FOOD (THE)
-  COSTCUTTER
-  LONDIS
-  TESCO-EXTRA
-  Hospital (No A and E)
-  Proposed Bus Stops
-  A10 Footway
-  Bus Route A & D
-  Bus Route 127
-  Proposed Vehicular, Pedestrian and Cyclist Access
-  Bridleway
-  Byway
-  Footpath
-  Railway Station
-  Improved Junction

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TITLE:  
LAND AT MELBOURN

FIGURE No:  
MOVEMENT STRATEGY

Goffers Knoll

Wardington