



S231 Land South of Shepreth, Cambridgeshire
Technical Note – Highways and Transportation Reps
For Scott Properties
March 2019

Site Access

- 1.1 The site is located to the south of Shepreth, Cambridgeshire between Meldreth Rd and High Street / Frog End. The site is bounded by residential properties to the north and an existing farm and woodland to the east. The western site boundary is agricultural land and to the south forms a boundary with Frog End.
- 1.2 The site is currently used for agricultural purposes and is accessed via two points, the first from Meldreth Road between two properties and the second via the existing farm and Moor End Lane, which forms a junction with Frog End and the High Street. Frog End and High Street are subject to a 30mph speed limit with footway provision on the eastern / southern side of the carriageway.
- 1.3 A network of Public Right of Ways run through and adjacent to the site including Footpath 200/1 that runs through the site from the High Street to the east to the railway line where it meets and diverges from Footpath 200/2 through to Meldreth Road and Footpath 200/12 that runs to the south of the site.
- 1.4 It is proposed to provide a new vehicular access to the site from Frog End in the form of a priority junction as shown on Drawing S231_203 Rev B, contained at Attachment A. This would be the main vehicular access to the proposed development and would serve the existing farm.
- 1.5 The junction and first section of the access road, up to Moor End Lane is shown in accordance with Cambridgeshire County Council's guidance and includes a 6.75m carriageway with 2.0m footway on the eastern side and a 3.0 shared footway / cycleway on the western side of the access road. Visibility splays at the junction are shown in accordance with DMRB. Beyond Moor End Lane the internal layout would be prepared in accordance with Manual for Streets and Cambridgeshire County Councils design guidance.
- 1.6 There is a protected verge to the east of the proposed access which has been considered when siting the proposed access.
- 1.7 The existing northern farm access from Meldreth Road is proposed to be upgraded to a shared pedestrian and cycleway, providing a link to the existing footway network and onward journeys to public transport interchange points.
- 1.8 The existing Moor End Land access (From Frog End) will be maintained and could provide a secondary point of access.



- 1.9 The internal layout will be designed to incorporate and to provide links to existing Footpath 200/1 which currently runs through the site and links with the existing footway provision on the High Street to the east and a potential pedestrian connection to the north of the site will be explored between two existing residential units to Meldreth Road. These potential footway provisions will link with the internal layout and the wider public right of way network.

Accessibility

- 1.10 The site has good connections to the centre of Shepreth and Shepreth Train Station. Meldreth Road, Station Rd and High Street have footway provision on both sides of the carriageway connecting to the centre of the village where street lighting is present. To the south east of the High Street and along Frog End there is footway provision to the eastern side of the carriageway which provides a connection to the garden centre and existing bus stops.
- 1.11 Reference is made to the Department for Transport Local Transport Note 1/04 – Policy, Planning and Designing for Walking and Cycling. This document refers to the Chartered Institution of Highways and Transportation (CIHT) guidelines for “Providing for Journeys on Foot” which considers suggested acceptable walking distances for various journey purposes such as commuting, walking to school and recreational.

CIHT Guidelines	Distance		Walk Time	
	Commuting, Walking to School and Recreational	Other Non-Commuter Journeys	Commuting, Walking to School and Recreational	Other Non-Commuter Journeys
Desirable	500m	400m	6.25 mins	5 mins
Acceptable	1,000m	800m	12.5 mins	10 mins
Considered	2,000m	1,200m	25 mins	15 mins

Table 1.1: CIHT guidance 'Providing for Journeys on Foot'

- 1.12 Table 1.2 provides a summary of walking and cycling distances and journey times to key local services/facilities from the centre of the site. The calculations are based on a walk time of approximately 80m per minute and a cycle time of approximately 320m per minute.



Facility/Service	Distance (Metres)	Journey Time (mins)	
		Walking	Cycling
Shepreth Train Station	800	10	3
Bus Stop Reference Shepreth Garden Centre	1,100	14	3
All Saints Church	300	4	1
Local Public House	400	5	1
Shepreth Village Hall	600	8	2
Happy Bunnies Nursery School	600	8	2
Shepreth Recreation ground	700	9	2
Shepreth Wildlife Park	950	12	3
Aurora Meldreth Manor School & Orchard Manor	2,500	31	8
Foxtan Primary School	3,300	41	10
Barrington Primary School	3,060	40	9

Table 1.2: Walking and Cycling Journey Time Summary

- 1.13 The table above shows that the proposed development is widely accessible by foot and cycle to a number of key services and facilities within acceptable walking distance including the train station which provide routes to Cambridge and London Kings Cross.
- 1.14 The routes identified above are considered to be the 'primary routes' for walking and cycling from the new development. The access strategy for the development will be designed to connect to these routes where possible.

Public Transport

- 1.15 Stagecoach operates bus service D/A which provides a route between Cambridge and Royston, this service can be accessed from bus stop (Reference Shepreth Garden Centre) located to the south of the site along Cambridge Road. The bus service 'D' operated by Stagecoach provides an hourly service between Cambridge and Royston. A summary of the bus frequencies is provided at Table 1.3 below. Further details of bus services listed and others within the wider vicinity of the site can be found on the Stagecoach website <https://www.stagecoachbus.com/>.

Service	Operator	Route	Frequency			
			Mon-Fri	First & Last Bus	Sat	Sun
D/A	Stagecoach	Cambridge (Trumpington P&R), Harston, Foxtan, Shepreth, melbourn, Royston	Hourly	0635 1850	Hourly	No service

Table 1.3: Bus Services and Frequencies (Bus Stop Reference Shepreth Garden Centre)



- 1.16 Shepreth Train Station is located approximately 800m northeast of the site, which equates to an 8 minute walk and 2 minute cycle ride. Shepreth Train Station is located on the Cambridge to Kings Cross Thameslink Service, Table 1.4 provides a summary of the services and the operating frequencies.

Destination (from Shepreth Train Station)	Journey Time (mins)	Route (Journey Time – mins)	Frequency			
			Mon-Sat		Sunday	
			Typical Frequen cy	First & Last Train	Typical Frequen cy	First & Last Train
London Kings Cross	72-76	Meldreth (3), Royston (7), Ashwell & Morden (14) Baldock (19) Letchworth Garden City (22) Hitchin (26) Stevenage (31) Knebworth (35) Welwyn North(39) Welwyn Garden City (43) Hatfield (47) Potters Bar (53) Finsbury Park (65)	Hourly	0538 2346	Hourly (Change at Hitchin)	0758 2333
Cambridge	12-16	Foxton (2-4)	Two services an hour	0638 0113	Hourly	0819 0120

Table 1.4: Rail Services and Frequencies from Shepreth Train Station

- 1.17 Shepreth Train Station provides a regular service to local towns and employment opportunities, including Cambridge and London, which provide realistic alternatives to single car occupancy.

National Census Travel to Work Review

- 1.18 The site is located in the Super Output Area – Mid Layer (MSOA) South Cambridgeshire 018. The 2011 Census data for Journeys to Work for this MSA has been reviewed. The 2011 Census Data recorded 20% of the residents in the South Cambridgeshire 018 also work within the area. Of these residents 48% travel by sustainable modes (walking, cycling or public transport).
- 1.19 In addition 22% of residents who live in MSA South Cambridgeshire 018 work within the City of Cambridge, of these 23% use sustainable modes (walking, cycling or public transport). The sustainable mode share recorded in the national census is considered to be good and it is

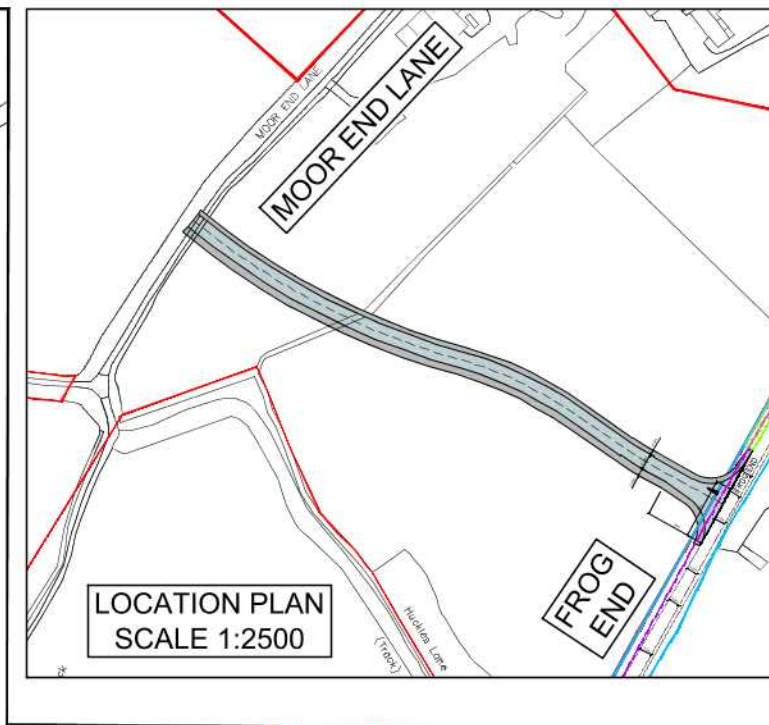
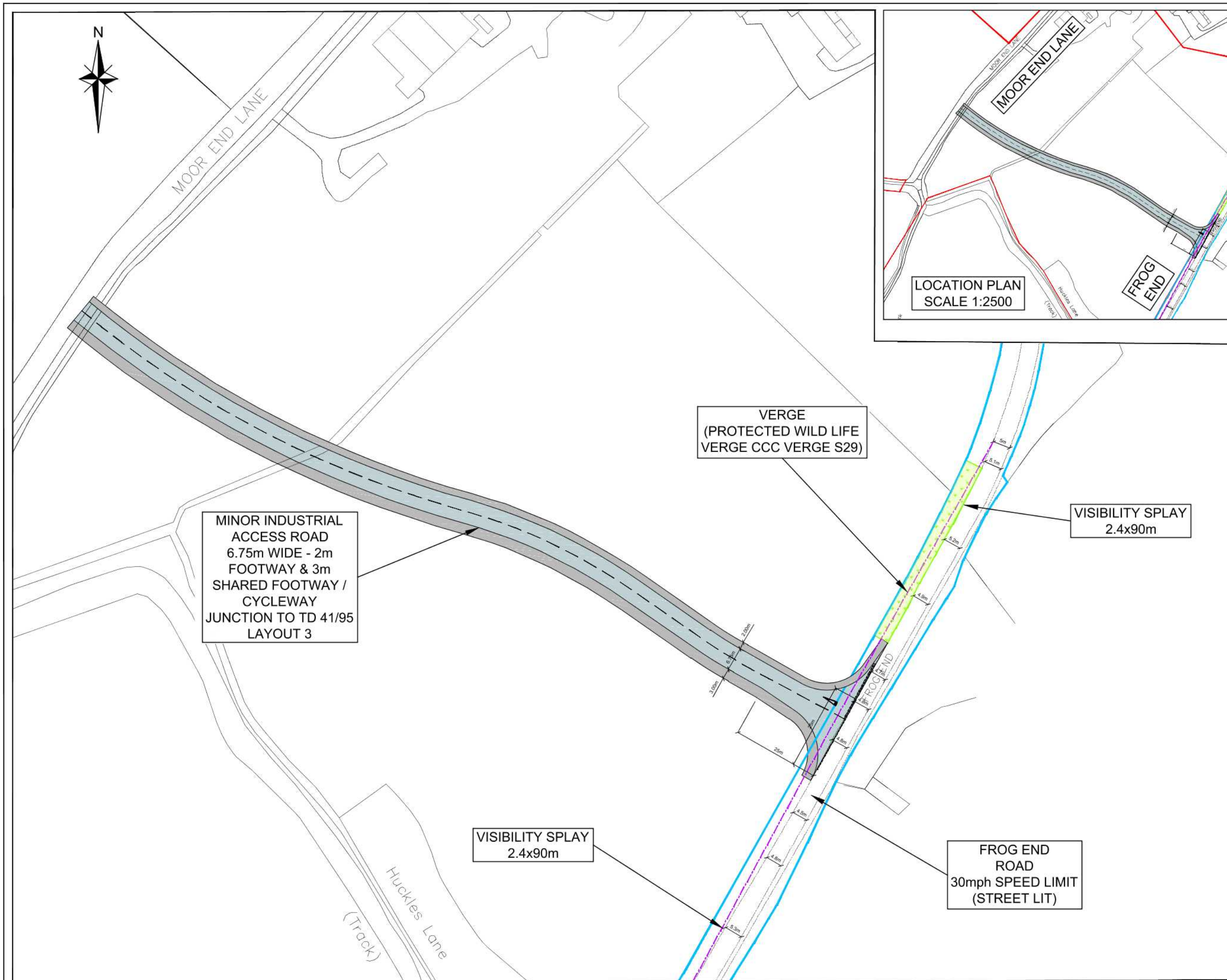


expected that the proposed development will reflect these travel patterns which can be promoted through active travel planning.



Attachment 1

Drawing S231– 203 Revision B - Access Layout from Frog End



- NOTES:
1. ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE STATED.
 2. DO NOT SCALE FROM THIS DRAWING. WORK FROM FIGURED DIMENSIONS ONLY.
 3. ALL LEVELS RELATE TO ORDNANCE SURVEY DATUM.
 4. THIS DRAWING IS TO BE READ IN CONJUNCTION ALL RELEVANT DOCUMENTS.
 5. CARRIAGEWAY MARKINGS AND ROAD SIGNS SHALL BE PROVIDED IN ACCORDANCE WITH "THE TRAFFIC SIGNS AND GENERAL DIRECTIONS".
 6. ALL MATERIALS AND WORKMANSHIP SHALL COMPLY FULLY WITH THE MANUAL OF CONTRACT DOCUMENTS FOR HIGHWAY WORKS, VOLUME 1 SPECIFICATION FOR HIGHWAY WORKS AND SPECIFIC REQUIREMENTS FOR ROAD CONSTRUCTION AND STANDARD DETAILS, ALL AS REQUIRED BY THE HIGHWAY AUTHORITY.

REV	DESCRIPTION	DE	DR	CH	PA	DATE
DESIGNED BY	DRAWN BY	CHECKED BY	PASSED BY			
-	-	-	-			

SCALES @ A1 SIZE	DATE	ISSUE STATUS
1:500	14/1/2016	PRELIMINARY

PROJECT TITLE

LAND WEST OF SHEPRETH
CAMBRIDGESHIRE

DRAWING TITLE

HIGHWAY LAYOUT
ACCESS OPTION 5

CLIENT

SCOTT PROPERTIES

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DRAWING NUMBER	REV.
S231_203	B