

**Note of a meeting to discuss traffic calming measures in Station Road, Melton
on 27 July 2017 at 7pm in St Andrew's Church, Melton**

Present:

Cllr Nigel Brown, Melton Parish Council (in the chair)

Jon Pattle, Architect for the developer of Riduna Park

Ben Chester, Development Management Engineer, Suffolk County Council

William Grosvenor, Clerk to Melton Parish Council

27 Melton residents (mostly from Station Road and adjoining roads)

Cllr Nigel Brown opened the meeting which was to discuss the Station Road s106 traffic calming options report produced by Ben Chester, and also look at the options for installing a safe and effective pedestrian crossing on the A1152.

Ben Chester summarised the options for Station Road contained in his report. He felt that the Station Road build-out option might be better than installing a footway all along the church frontage because of the impact on weddings, funerals etc. Road humps, although previously discussed cannot be supported for transport and environmental reasons, and more parking restrictions in Station Road cannot be funded by the s106 agreement.

Jon Pattle explained that prior to the occupation of any approved floorspace at Riduna Park in excess of 4,000 square metres, the owner is obliged to contribute a sum of not less than £25k as a contribution towards installing traffic calming measures in Station Road and he expressed his willingness to listen to what residents are asking for. In terms of the A1152, he thought that the only feasible option within 200 metres of the level crossing would be a physical island refuge instead of the ghosted refuge currently in place.

The discussion was then thrown open to the residents.

The following points were made in respect of Station Road:

- It was suggested that double yellow lines should be put all along station Road to alleviate risks in exiting side roads. This was not considered practicable because of likely increased traffic speeds.
- Yellow lines worn away at top of Station Road – lack of enforcement.
- The Rector emphasised the amount of use that the church has – and not just on a Sunday. Churchgoers take their lives in their hands to cross Station Road.
- Could there be designated parking for the church? – possible but parking on the other side would have to be restricted.
- Could there be a built out section by the church entrance with parking behind the built out section on the churchyard side for weddings and funerals (with a yellow line on the opposite side for the corresponding distance)?

- It was observed that the Rector has already negotiated use of Riduna Park as a parking facility on a Sunday.
- Could Station Road have a restricted speed limit – say 20 mph, although enforcement difficulties were recognised; would need a survey to assess the scale of both useage and traffic speeds. (Ben said Suffolk County Council could arrange this).
- Use of a Nottingham platform (level raised area on carriageway) at both ends of Station Road was suggested; it was noted that these are accepted by bus companies, perhaps linked to a 20mph speed limit.
- Concern was expressed that there are some properties without any form of off-street parking in Station Road; some on-street parking provision needs to be retained.
- Could traffic exiting Riduna Park be stopped from turning right into Station Road? – Ben said that would have to be looked into but might not be enforceable.
- An additional 50 dwellings are proposed behind Riduna Park under the Melton Neighbourhood Plan; where will the access for these be?
- Accepting that there is a need for physical speed restraint, it was disappointing that a chicanes option for Station Road to stop “rat-running” is not included in Ben’s report
- Traffic priorities should be changed at the bottom of Station Road.
- Suffolk Coastal staff should be made to use the car parking provided.
- Could the church alleviate the risk to churchgoers by creating a new entrance off the private road to the side of the churchyard? – Feasible in theory but would need permission from the private owner of the land / faculty from the church / planning permission as wall is listed. This was felt not to be practicable.

The following points were made in respect of the crossing on the A1152:

- Need to consider difficulties encountered by vehicles exiting the station car park.
- Existing traffic island inadequate – an improved central refuge would not be adequate for pedestrian safety. A crossing further along the A1152 a better option.
- In respect of the ban imposed by Network Rail on controlled pedestrian crossings within 200 metres of level crossings, 200 metres from the level crossing is the point where Station Road meets the A1152. Could there be a synchronised junction with a pedestrian phase? Ben felt this would not be feasible as the signal heads would be within the 200 metre limit. There was a consensus that a more robust line be taken with Network Rail to modify its rules.
- The s106 agreement refers to a “pelican crossing”. Any other provision would require the developer to be asked if the agreement can be varied.
- A pedestrian tunnel or bridge would be too expensive.
- An alternative suggestion would be to put a crossing on the right hand side of the Station Road junction looking east.

- Could electronic control / synchronisation of level crossing and pedestrian crossing lights be installed – probably feasible but funding would be a problem.

Conclusions and action points

After a very positive discussion and clarification on technical issues from both Jon and Ben, there was a broad consensus that the following issues should be pursued:

- Carrying out a traffic survey or otherwise obtaining some more up to date figures on traffic movements / speed in and around Station Road [BEN SAID HE COULD DO THIS]
- Moving the proposed site of the Pelican crossing on the A1152 further away from the level crossing even if that meant it was on the Melton crossroads side of Station Road [JON SEEMED OPEN TO THIS]
- Ideally residents would like a phased traffic control at Station road with pedestrian phase - failing that a Pelican crossing as above rather than the island refuge suggested by John
- Residents were supportive of a curbed built out area outside the Church entrance to act as a narrowing of the road, with consequent double yellow lines on the opposite side of the road with a dedicated parking space behind the curbed built out area for wedding / funeral cars etc. This would also aid safe crossing of the road by schoolchildren and churchgoers [IN BEN'S REPORT]
- Residents would like to see traffic calming in Station Road achieved by:
 - A 20MPH speed limit and signage on Station Road, with the possibility of an electronic speed monitor on Station Road warning drivers who were exceeding the limit
 - Physical traffic calming by the placing of a Nottingham Platform at either end of Station Road
 - Traffic prioritisation at the Southern end of Station changed [IN BEN'S REPORT]
 - An investigation into whether traffic leaving Riduna Park could be forbidden from turning right onto Station Road
 - Some double yellow lining of the southern part of Station road near Old Wilford Barn to prevent parked cars blocking visibility.
 - Reinstating the double yellow lines outside the fish and chip shop
- Residents would also like Suffolk Coastal to reiterate to its employees/visitors that they should park in Riduna Park or the Riverside Car park and if necessary MPC to raise this on their behalf with Suffolk Coastal.

William Grosvenor

31 July 2017