

## ROYSTON URBAN TRANSPORT PLAN



**Draft Stage 2 Report**

*January 2010*

**TPI**

**THE TRANSPORTATION CONSULTANCY**

HERTFORDSHIRE COUNTY COUNCIL

ROYSTON URBAN TRANSPORT PLAN STAGE 2

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## GLOSSARY OF TERMS

BID	Bid Improvement District
CM01	Cycle Measure (reference number)
CO2	carbon dioxide
DaSTS	Delivering a Sustainable Transport System
DRT	Demand Responsive Transport
EERM	East of England Regional Model
GAF	Growth Area Funding
HGV	heavy goods vehicle
ha	hectares
HCC	Hertfordshire County Council
HCTS	Hertfordshire County Travel Survey
HIIS	Hertfordshire Infrastructure and Investment Strategy
HSM01	Highway Scheme Measure (reference number)
KSI	Killed and Seriously Injured
km	kilometres
LDF	Local Development Framework
LTP	Local Transport Plan
NHATP	North Hertfordshire Area Transport Plan
NHDC	North Hertfordshire District Council
PM01	Parking Measure (reference number)
PTM01	Public Transport Measure (reference number)
PIA	Personal Injury Accident
RES	Regional Economic Strategy
RFA	Regional Funding Allocation
RoW	Rights of Way
RSS	Regional Spatial Strategy
RTC1	Royston Town Centre (site reference)
Section 106	Planning obligations including developer contributions
SNAP	Stevenage and North Hertfordshire Action Plan
SHLAA	Strategic Housing and Land Availability Assessment
SPD	Supplementary Planning Document
SPG	Supplementary Planning Guidance
SRS	Safer Routes to Schools
STP	School Transport Plan
TaSTS	Towards a Sustainable Transport System
TRICS	Trip Rate Information Computer System
TSRGD	Traffic Signs Regulations & General Directions (2002)
UTP	Urban Transport Plan
VMS	Variable Message Signs
WM01	Walking Measure (Measure Reference Number)
(A1	Scheme Reference Number)

## EXECUTIVE SUMMARY

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### *Introduction*

Hertfordshire County Council and North Hertfordshire District Council have resolved to prepare an Urban Transport Plan (UTP) for Royston and have commissioned Transportation Planning International Ltd (TPI) for this purpose. The development of the UTP is being carried out in two stages. Stage 1 has been completed and is the subject of an earlier report published on Hertfordshire County Council's website [www.hertsdirect.org.uk](http://www.hertsdirect.org.uk) following the links environment and roads, roads transport, transport plans and urban transport plans to Royston. The Stage 1 Report explained the relevant policy background, and presented a "Transport health Check" for the town. It also described the transport problems and issues raised by the Wider Stakeholder Group in the preliminary consultation. A draft Stage 2 has now been prepared and can also be viewed on this website. The draft Stage 2 report describes the development of transport – related schemes and measures recommended for possible implementation in defined programme periods up to 2021. This report is to be finalised following more extensive and public consultation planned over a six week period in January and February 2010. This Executive Summary sets out the broad content of the draft Stage 2 report and provides a quick reference guide to its contents to assist readers.

### *The Stage 1 Report*

#### *Relevant Policy*

This report begins with an examination of all the relevant planning and transportation policies and studies from the National to the local levels in order to provide a full context for the UTP for Royston. A summary of the documents reviewed is included in Appendix A to the report. **The abiding themes for transport policy at all levels are to improve safety, make the best use of transport networks by managing traffic growth, to improve access to facilities and to encourage the use of the more sustainable, environmentally friendly transport modes.**

#### *Transport Health Check*

The report includes an examination of the "transport performance" of Royston based on the most recent data available. These data include a summary of the transport demand characteristics and trends, parking demands, public transport provision, accident statistics, speed surveys and schools' transport. This section of the report also examines the forecast growth in transport demand associated with the new developments envisaged over the period to 2021 and beyond. **The report acknowledges the particular value and importance of the proposed new pedestrian and cycle crossing beneath the railway in making a significant contribution to the sustainable transport provision in the town.**

#### *Consultation*

As consultation is an integral part of the development of the UTP, a "Wider Stakeholder Group" was invited to an event in Royston during Stage 1. The outcomes of this event - in terms of the transport issues, problems and the potential solutions raised - are summarised in this report and, where appropriate, are examined further in the draft Stage 2 report

#### *Conclusions*

The report concludes with a summary of the over-arching transport objectives and priorities determined through National and County levels, and a reference to the transport challenges to be faced at the local level where development growth is to occur.

## *The Draft Stage 2 Report – A Quick Reference Guide*

The draft report together with its appendices can be found on the website mentioned above. In order to assist with accessing the report and, in particular, reaching the most important sections and details of individual proposals, the document has been split into the following sections;

- Sections 1 - 3 Introduction, background to the area, overarching objectives and targets.
- Section 4 Local problems and issues (raised by the Wider Stakeholder Group and the study team)
- Walking
  - Cycling
  - Passenger transport
  - Parking
  - The driving environment
  - Other
- Section 5 Local opportunities and future pressures (as assessed by the study team)
- Section 6 Local objectives and targets.
- Section 7 Programme of possible measures required (including reference to measures suggested but discounted during the assessment stage)
- Section 8 5- year programme (the list of schemes or measures being recommended for possible implementation)
- Section 9 Plan monitoring and review.
- Appendix 1 Scheme Assessment Framework (providing information about how each scheme or measure being considered might perform).
- Appendix 2 Scheme proformas (providing more detail about individual schemes and measures being recommended for possible implementation).
- Appendix 3 Consultation (to follow after the consultation is undertaken)

For readers with limited time to spare, attention is drawn particularly to Sections 4, 5 and 8 and to Appendix 2



## 1.0 INTRODUCTION

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### **An Urban Transport Plan for Royston**

- 1.1 Transportation Planning (International) (TPI) was commissioned by Hertfordshire County Council to provide an Urban Transport Plan (UTP) for the town of Royston. This document, along with the preceding Stage 1 Report forms the Royston Urban Transport Plan, and is intended to meet the transport needs of the Royston area whilst assisting the County Council deliver its overall transport targets and objectives.
- 1.2 The primary aim of the Urban Transport Plan is to promote more sustainable modes of transport in accordance with the Local Transport Plan and other Government guidance. The preceding Royston Urban Transport Plan Stage 1 Report provided an assessment of the existing National, Regional and Local policy along with a “health check” on the current transport situation in and around Royston. The Stage 2 Report presents the issues that have arisen throughout the Stage 1 desktop study, site visits, stakeholder and public consultation, and discussions with the local authorities, to provide a framework for the resolution of these issues over the 22 year study period to 2031. It should be acknowledged that there may be significant changes in local circumstances or wider policy during the study period, therefore this plan will require periodic review.
- 1.3 The Royston Urban Transport Plan is to be adopted by Hertfordshire County Council under its role as transport authority. It has been developed in association with North Hertfordshire District Council, and through stakeholder and public consultation.
- 1.4 This document along with the Local Transport Plan (LTP) and Urban Transport Plans for other towns in Hertfordshire is available on the County Council’s website at [www.hertsdirect.org/ltp](http://www.hertsdirect.org/ltp)

### **Structure of the UTP Documentation**

- 1.5 This report represents the principal UTP document. It is supported by three Appendices;

**Appendix 1 Scheme Assessment Framework** – providing the full list of schemes assessed and the results of their performance against the objectives set.

**Appendix 2 Scheme Proformas** – providing further description of the schemes and initiatives assessed and their estimated costs.

**Appendix 3 Consultation** – providing a summary of the consultation process and outcomes (To follow after the consultation).

## 2.0 Background to the Urban Transport Plan Area

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### Current Characteristics

- 2.1 The Royston UTP area covers the wards of Royston Heath, Royston Meridian, and Royston Palace, totaling approximately 810 hectares (ha). A plan of the study area is shown in Figure 2.1.

#### *Population*

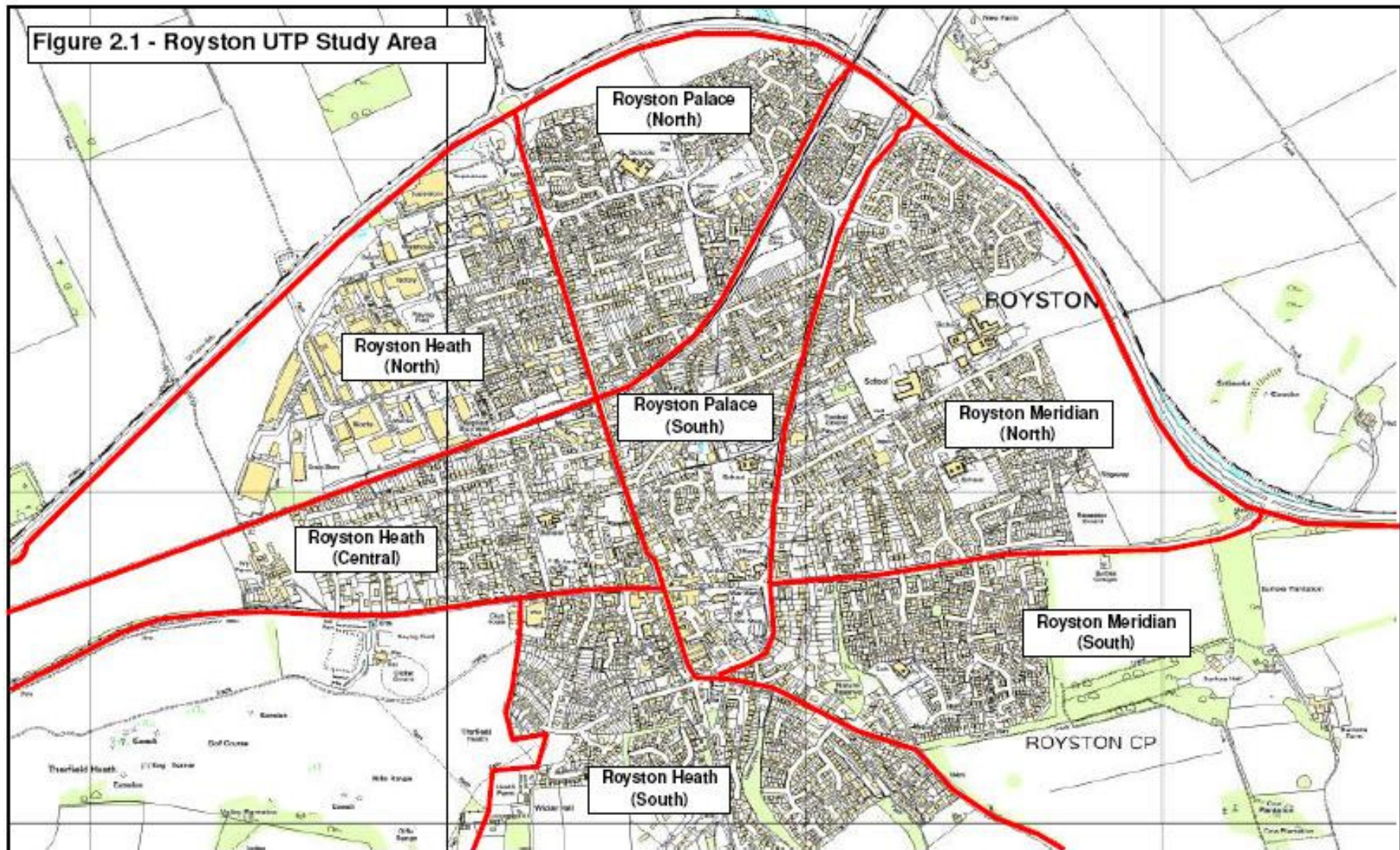
- 2.2 Royston is an historic market town with a population of approximately 15,000 (5780 households), located in North Hertfordshire on the border of Hertfordshire and Cambridgeshire at the junction of the A10 and A505. A further 15,000 people live within a 5 mile (8 kilometre) distance of the town centre. Royston has a higher than average proportion of younger people (under 17), and a lower proportion of older people (over 65) compared to the rest of Hertfordshire and England and Wales. A large proportion of over 65s live closer to the centre of town.

#### *Employment*

- 2.3 There are two principal employment areas in Royston. The centre of town provides retail and service industry employment, and the northwest area of Royston accommodates significant warehousing and industry together with a TESCO superstore. Of the employed residents of Royston, 42% live and work in the town, the remainder commuting to employment outside of the town such as Cambridge and London. Of the total number of jobs that Royston provides (estimated to be approximately 7000 in 2009), 50% are taken by residents of the town, with the remainder of the employees commuting from outside the town. The largest employer is Johnson Matthey, employing 1,300 people, with approximately 45% of these living in Royston. All proposed development schemes also fall within these two areas.

#### *The Transport Network*

- 2.4 The primary road network from Royston provides links to the nearby towns of Baldock and Letchworth Garden City on the A1(M) to the southwest, along the A505, providing access to London and the southeast. The A10 provides access to the County seat of Hertford to the south, and an alternative access to London. The A505 and A10 access the M11 and Cambridge to the northeast of Royston.
- 2.5 The town is centred around the intersection of the old east-west A505 Baldock Road / Newmarket Road route, and the Old North Road (A1198) extending northwest from The Cross. This road provides the only vehicular crossing of the railway line through the town. The A505 Bypass extends around the north side of the town providing intersections with the A1198 and the A10. The Hitchin-Cambridge Line link of the East Coast Main Line railway runs in a northeast/southwest direction through the town, with the railway station located 500 metres to the north of the town centre on the Old North Road.



2.6 The alignment of the primary road network and the railway through Royston create a significant amount of real and perceived severance within the town and on its boundaries. The A505 arcs around the northern edge of the town and acts as a barrier to the surrounding countryside. The A10 acts as a barrier to local east-west movements within the town and strongly delineates the southeastern boundary of the Town Centre itself. Melbourn Street and Baldock Street also create barriers to pedestrian movement within the Town Centre. These two streets carry east-west through traffic and their presence creates a north-south split in the Town Centre. Due to the lack of crossing points, the railway line effectively cuts the town in two, with the majority of the employment on the northern side and the town centre, leisure facilities and the majority of the town's schools on the southern side. There is only one bridge over the railway, at Old North Road next to the station, focusing all traffic, cyclists and most pedestrians onto the bridge, as there is also a sub-standard at-grade pedestrian crossing to the West of the town.

### *Travel Characteristics*

2.7 Car ownership levels in Royston are higher than those for the rest of Hertfordshire, with only 16% of households not owning a car, compared to 17.7% in Hertfordshire, and 26.8% for the rest of England and Wales. There are three or four areas within Royston where car ownership is significantly lower than average, with Sun Hill, Burns Road and Icknield Walk having over 30% of households not owning cars.

2.8 The mode split for journeys to work for Royston compared to North Hertfordshire, the East of England, and England are shown in Table 2.1. The proportion of trips made by car for Royston is typical for North Hertfordshire, but is slightly higher than that for the East of England, and more so for the country as a whole. The relatively high household income in Royston (affording high car ownership) and relatively low levels of bus service provision would appear to account for this. The relatively high walk mode share also helps account for the lower bus mode share. Against this, walking to work in Royston is relatively high as a result of the proximity of the employment areas to the housing stock.

**Table 2.1 – Journey to Work Mode Share Comparison**

<b><i>Mode of Travel</i></b>	<b><i>Royston</i></b>	<b><i>North Hertfordshire (Non Metro)</i></b>	<b><i>East of England</i></b>	<b><i>England</i></b>
Works From Home	8.1%	9.9%	9.4%	9.2%
Underground, Metro, Light Rail, Tram	0.1%	0.2%	0.8%	3.2%
Train	6.9%	8.3%	6.1%	4.2%
Bus, Minibus or Coach	1.7%	2.5%	4.0%	7.5%
Taxi or Minicab	0.3%	0.4%	0.5%	0.5%
Driving a Car or Van	60.0%	59.8%	58.9%	54.9%
Passenger in a Car or Van	5.2%	5.4%	5.8%	6.1%
Motorcycle, Scooter or Moped	0.7%	1.0%	1.1%	1.1%
Bicycle	2.4%	2.5%	3.9%	2.8%
Walk	14.1%	9.8%	9.1%	10.0%
Other	0.3%	0.4%	0.5%	0.5%
Total	100.0%	100.0%	100.0%	100.0%

Source: 2001 Census Data

## **Future Growth**

2.9 In common with all the main settlements in the County, Royston is facing the prospect of significant housing growth as a result of market pressures and regional allocations. Over the period 2009 to 2031, the number of households is expected to increase by some 1185 (26%). An increase in local employment in the order of 2000 jobs (28%) is envisaged over this period to support the increase in households. This development growth will need to be served largely by the town's existing transport infrastructure.

## **Summary**

2.10 The principal transport-related characteristics of Royston are considered to be as follows;

- A free-standing town surrounded by an extensive rural hinterland
- Reasonably good E-W road access to the A1M and M11 motorways and larger towns in the region afforded largely by the A505 bypass
- Weaker N-S road links via the A10 which skirts the town centre
- High car ownership and use
- Low use of buses
- Popular fast rail service to London and Cambridge creates significant parking demand at and around the station to the north of the centre and severance problems
- Ample off street parking is available in and around the town centre to meet the current demand
- Free on street parking is available in the town centre and draws traffic into its narrowest streets
- A relatively low level of cycling and provision of cycle facilities

### 3.0 Overarching Targets and Objectives

#### Introduction

- 3.1 The Urban Transport Plan for Royston must address the transport problems identified at the local level and through the process of consultation but the overall context for the plan must be clearly linked to the targets and objectives set in the relevant National, regional and local policy frameworks.

#### East of England Plan

- 3.2 Royston falls within the Cambridge sub-region in the East of England Plan, therefore the following Policies are applicable:
- CRS1 – Strategy for the Sub-Region
  - CSR2 – Employment Generating Development
  - CSR3 – Green Belt
  - CSR4 – Transport Infrastructure

#### Hertfordshire Local Transport Plan

- 3.3 This Urban Transport Plan is designed to determine deliverable solutions to transportation problems that have been identified through the Stage 1 process through local consultation and the UTP's technical assessments. These transport solutions and improvements must fit within the context of Hertfordshire County Council's transport objectives as set out in the Local Transport Plan (LTP). Table 3.1 summarises the intended 2010/2011 targets for the various relevant indicators established and monitored by Hertfordshire County Council throughout the LTP.

**Table 3.1 – Hertfordshire Local Transport Plan Targets**

<i><b>Indicator</b></i>	<i><b>Baseline (2003/04)</b></i>	<i><b>Progress (2008/09)</b></i>	<i><b>Target (2010/11)</b></i>
<b>Safety</b>			
Number of people Killed or Seriously Injured on roads	1,084 (1994-98)	459	No more than 600
Number of Children (under 16) Killed or Seriously Injured	113 (1994-98)	37	No more than 56
Total Slight Injuries	5,509	3925	No more than 5,509
Compliance with 30mph Speed Limit	56% (2004/05)	64%	60%
<b>Congestion</b>			
Projection of Change in Area-Wide Traffic Mileage (Vehicle km/day)	20.7 million	21.05 million	22.4 million
Congestion	To be Established		To Be Set

<b>Indicator</b>	<b>Baseline (2003/04)</b>	<b>Progress (2008/09)</b>	<b>Target (2010/11)</b>
Air Quality	No Longer Required		To Be Set
Change in Peak Period Traffic Flows	Watford 22,553 St Albans/ Hatfield 16,415	21,943  14,623	23,284  17,289
Proportion of pupils who travel to school via Sustainable Modes	57.50%	5-10yrs: 61% by sustainable modes 11-16yrs : 76%	60% (by sustainable modes)
Percentage of Schools with School Travel Plans	14%	74%	83%
<b>Accessibility</b>			
Public Transport Patronage (Bus journeys per year)	31 Million	35 Million	31 Million
Percentage of bus users satisfied with the local provision of passenger transport services	55%	77%	60% (2009/10)
Proportion of buses keeping to schedule	80% (2004/05)	91%	80%
Percent of People Who Find it Difficult to Travel to Local Hospital (Accessibility)	29%	30%	24%
Cycling Trips (per day)*	2,397 (2004/ 05)	2,778	2,658 (11% Increase)
Percent of users satisfied with local provision of passenger transport information	39%	65%	50%
Length of Rights Of Way that are easy to use	61% (2004/05)	72%	80%
<b>Other</b>			
Non Principal Classified Road Condition	19.4% (2004/05)	9%	No More than 19.4%
Principal Road Condition	8% (2005/06)	6%	No More than 8%
Unclassified Road Condition	19.3% (2004/05)	13%	No More than 19.3%
Percentage of Footways in acceptable condition	52%	24%	No More than 52%
Abbey Line (No. Journeys)	375,000	463,193	750,000

\* Cycling trip numbers refer to a sample at the count site only

Source: Hertfordshire's Local Transport Plan 2006/7 – 2010/11 Section 11

- 3.4 Each of the targets for these indicators are in place to achieve of the following LTP objectives:
1. To improve safety for all by giving the highest priority to minimising the number of collisions and injuries occurring as a result of the transport system.
  2. To obtain the best use of the existing network through effective design, maintenance and management
  3. To manage the growth of transport and travel volumes across the county, and thereby secure improvements in the predictability of travel time
  4. To develop an efficient, safe, affordable and enhanced transport system which is attractive, reliable, integrated and makes best use of resources
  5. To develop a transport system that provides access to employment, shopping, education, leisure and health facilities for all, including those without a car and those with impaired mobility
  6. To ensure that the transport system contributes towards improving the efficiency of commerce and industry and the provision of sustainable economic development in appropriate locations
  7. To mitigate the effect of the transport system on the built and natural environment and on personal health
  8. To raise awareness and encourage use of more sustainable modes of transport through effective promotion, publicity, information and education
  9. To reduce the need for the movement of people and goods through integrated land use planning, the promotion of sustainable distribution and the use of telecommunications
- 3.5 The Royston UTP is intended to identify local transport schemes and initiatives to benefit the local area whilst simultaneously supporting these LTP objectives and the wider objectives set by the Department for Transport at the National level.

### **North Hertfordshire Area Transport Plan**

- 3.6 The Royston Urban Transport Plan recommendations also provides support in achieving the objectives and targets of the North Hertfordshire Area Transport Plan (NHATP), along with UTP's for Stevenage, Hitchin, and Letchworth & Baldock, and Inter-Urban Links. The NHATP in turn fulfils the objectives set out in the LTP. The NHATP objectives grouped in Table 3.2 relate closely to the overarching objectives of the LTP as outlined above. Table 3.2 also highlights the targets set for each objective. These objectives are to be monitored through the Annual Progress Reports.



**Table 3.2 – North Hertfordshire Area Transport Plan Objectives & Targets**

<b>Objectives</b>	<b>Targets</b>
<p><b>Environment</b></p> <ul style="list-style-type: none"> <li>• Obj1 To reduce transport impacts on the health, safety and environment of the community.</li> <li>• Obj3 To promote a safe and sustainable means of movement.</li> <li>• Obj4 To minimise the need to travel.</li> <li>• Obj5 To improve access to services and facilities by passenger transport, cycling and walking.</li> </ul>	<ul style="list-style-type: none"> <li>• To not exceed the recommended level of nitrogen dioxide by more than 18 times per year.</li> <li>• To reduce the distance travelled per person by 5% by 2021.</li> <li>• To reduce the car use modal share from 72.07% to 65.5% by 2021.</li> </ul>
<p><b>Economic</b></p> <ul style="list-style-type: none"> <li>• Obj2 To improve personal security and safety to promote the use of other modes.</li> <li>• Obj6 To improve the connectivity of transport modes and enhance interchanges.</li> <li>• Obj7 To promote the vitality of towns and local facilities.</li> </ul>	<ul style="list-style-type: none"> <li>• To reduce the car use modal share from 72.07% to 65.5% by 2021.</li> <li>• To increase footfall by 5% in our towns by 2021.</li> </ul>
<p><b>Accessibility</b></p> <ul style="list-style-type: none"> <li>• Obj8 To ensure adequate accessibility for all people to all facilities.</li> <li>• Obj9 To reduce community severance.</li> <li>• Obj10 To improve access to services and facilities by passenger transport, cycling and walking.</li> </ul>	<ul style="list-style-type: none"> <li>• To reduce the car use modal share from 72.07% to 65.5% by 2021</li> </ul>
<p><b>Safety</b></p> <ul style="list-style-type: none"> <li>• Obj2 To improve personal security and safety to promote the use of other modes.</li> <li>• Obj3 To promote a safe and sustainable means of movement.</li> <li>• Obj10 To reduce casualties on the transport network.</li> </ul>	<ul style="list-style-type: none"> <li>• To reduce the distance travelled per person by 5% by 2021.</li> <li>• To contribute to the countywide target to reduce the number of killed and seriously injured casualties.</li> </ul>
<p><b>Integration</b></p> <ul style="list-style-type: none"> <li>• Obj4 To minimise the need to travel.</li> </ul>	<ul style="list-style-type: none"> <li>• To reduce the distance travelled per person by 5% by 2021.</li> </ul>

Source: North Hertfordshire Area Transport Plan

## 4.0 Local Problems & Issues

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### Introduction

- 4.1 This chapter draws together the transport problems and issues identified in Stage 1. These problems and issues arise from the process of disseminating the data provided to the consultant's team, discussions with the client officers and elected Members and a wider stakeholder group and with the additional findings of the team from its desk top study and site visits. It should be noted that some of the problems and issues raised were already in the process of being resolved at the time. An example would be the extension of the rail station car park.

### Walking Issues

- 4.2 Due to Royston's location and significant distance from other sub-regional centres of population, overall car ownership is slightly higher than that for the rest of Hertfordshire. As there are currently only limited bus services appropriate for use for journeys to work, a higher than average proportion of work trips are made by car, as there is little alternative other than the train services to London and Cambridge. Within the town however, there is still scope for making more journeys by foot to work and for school and shopping trips. Over 30% of journeys to work by those living and working in Royston, walk, as opposed to just 2% of journeys to or from Royston for work. Overall, Royston already has a higher than average walking mode share for journeys to work with 14%, compared to the national average of 10% and regional average of 9.2%.
- 4.3 The physical size and layout of Royston is generally conducive for walking trips, particularly into the town centre and the rail station. The location of the two other large trip generators, Tesco superstore and the York Way employment hub, both on the Northwestern edge of town, is less conducive for walking. This is exacerbated by the railway line, which creates an impermeable barrier from the North of the town to the West, with the only significant crossing being on Old North Road at the rail station. North Hertfordshire District and Hertfordshire County Council linked up with national organisation Sustrans to design a project to create a new crossing in form of a subway and to secure the funding. This proposed underpass will address illegal and unsafe crossings of the railway and will provide access for pedestrians and cyclists from the northern part of the town to schools, leisure centre and employment area and will help permeate this barrier.
- 4.4 Stakeholder consultation highlighted a perceived problem of impermeability for pedestrians in the town centre. There were many suggestions that Melbourn Street / Baldock Street, The Cross, and the A10 (Melbourn Road) create a feeling of insecurity in terms of personal safety when crossing these roads.
- 4.5 Public Rights of Way are used by a variety of users, including walkers; cyclists; horse riders; dog walkers, and runners. The rights of way network is important in terms of providing a means for physical activity and aiding a healthy lifestyle; and being used as part of the leisure and tourism industry. Hertfordshire County Council's Countyside Access officers have identified a number of problems and issues regarding RoW's in Hertfordshire in general, and specifically local to

Royston. Appendix 1 shows the full list of public Rights of Way local to Royston as per the Definitive Statement published in 2006.

- 4.6 Potential measures designed to provide solutions to these issues are introduced in Chapter 7 of this report. A summary of the walking issues and problems identified is presented in Table 4.1.

**Table 4.1 – Local Walking / Pedestrian / Rights of Way Issues**

<b>Ref</b>	<b>Issue</b>
W1	Lack of formal Pedestrian crossings at appropriate locations
W2	Dangerous crossing close to the Police Station
W3	Narrowness of footpaths at busy and vulnerable locations
W4	Lack of footpath maintenance
W5	Lack of signage for visitors, to enable them to navigate the town centre
W6	Lack of footpaths is reducing the attractiveness of people to walk to schools, employment areas, and the town centre
W7	Pedestrian flow to the town is difficult, particularly at The Cross and by Morrison's
W8	RoW routes in all directions (except via Therfield Heath, to the west) out of the town are limited in number and many are dangerous
W9	There are no direct footpath links to the north
W10	Crossing the bypass at the A1104 and A10 roundabouts is dangerous for walkers and cyclists due to the speed of the traffic
W11	The link along the A10 between Royston and Buntingford requires resurfacing, as it is only adequate in some sections
W12	Severance of the town by the rail line and bypass in that, RoW Footpaths 2 and 17 to the northwest cross the rail line and the busy A505 bypass Northeast of Ivy Farm
W13	Development changes associated with the Opportunity Sites adjacent to the A10 The Warren and the Market Place will need to include improved pedestrian facilities and linkages to the Island Site
W14	The railway line forms a significant barrier for pedestrians (and cyclists) seeking to travel between the town centre and the main employment zone

### **Cycling Issues**

- 4.7 In contrast to walking, Royston has a lower mode share of work trips made by cycle compared to North Hertfordshire, East of England, and England generally. Only 2.4% of work trips are made by cycle in Royston compared to 3.9% for East of England. Similar to walking, the vast majority of these cycle trips are internal trips, as almost 5% of internal trips are made by cycle as opposed to between 0.65% and 1.75% of commuters travelling into or out of Royston for work.
- 4.8 Royston currently has a limited cycle network of short sections of on and off-road cycle lanes and routes with little or no continuity between them. Similar to pedestrian connectivity, the rail line creates an impermeable barrier through the town, with the only crossing via sub-standard narrow cycle lanes on Old North Road. The proposed rail underpass will greatly assist in permeating this barrier

providing a much safer and direct alternative route between the Northern and Southern sections of the town.

- 4.9 Cycling schemes that affect Royston have also been highlighted in the Hertfordshire Strategic Cycle Network (2002). Regional Route 69 in particular is a scheme that has been flagged for potential Sustrans funding in the longer term. It has also been highlighted that there are very limited and poorly marked cycle facilities near schools within Royston, and a lack of interest in training for cycling. Table 4.2 highlights the issues that have been raised in relation to cycling in and around Royston. Chapter 7 introduces the potential measures that could be introduced to alleviate these problems.

**Table 4.2 – Local Cycling Issues**

<b>Ref</b>	<b>Issue</b>
C1	Significant barriers and discontinuity of cycle lanes/paths in network due to one way streets, housing estates, the rail line and the A505 bypass
C2	Pinch points exist for cyclists, for example by the Fire Station
C3	Narrowness of cycle lanes and lack of advance stop lines at signals
C4	Lack of Cycle parking facilities at rail station and around town
C5	Roundabouts are very difficult to negotiate on North Road, and particularly on the bypass
C6	Cyclist are concerned about their safety on the A10 and A505.
C7	Safety concerns about cycling to schools due to the lack of or poorly marked cycle routes near schools, and insufficient training or lack of interest in cycling training or safety
C8	Cycling is constrained due to the lack of cycle facilities between the town centre and the town's north-western employment zone due to the barrier of the railway
C9	Cycling is constrained by the lack of cycle facilities in the south-east of the town and linkages to the north

### **Public Transport Issues**

- 4.10 Public transport services, particularly bus services, satisfy a relatively small proportion of travel demand in Royston. The town's large rural catchment area contains a number of dispersed small villages making it difficult to provide viable frequent bus services. The bus services are too infrequent to appeal to commuters. The increased costs of the concessionary fares scheme for buses have caused some reduction in service provision. This set of circumstances will need to be addressed in the context of the town's future growth and the County's targets for increasing the use of public transport. Complementary services to conventional buses such as demand responsive transport (DRT) may need to be introduced.
- 4.11 Parking problems occurring in narrow streets in the town centre have caused a popular service to be diverted. In contrast, the town's rail service to London and Cambridge is both fast and attractive and attracts patronage from a very large catchment area. This has led to increased parking pressures at the station and in some surrounding residential streets.

- 4.12 The bus station is located beyond the southern edge of the town centre and is separated by the A10. The development of the Town Centre Strategy has raised options for the future of the “Opportunity Sites” and in turn a debate over the location of the bus station and access between The Warren, the “Island” site and the town centre.

**Table 4.3 – Local Public Transport Issues**

<b>Ref</b>	<b>Issue</b>
PT1	Concerns have been raised about the Bus station. Questions were raised about its location, local accessibility and facilities.
PT2	Perceived cost of bus travel too expensive
PT3	Lack of connectivity between public transport services, many services stop/start in the middle of nowhere
PT4	Concessionary fares have encouraged demand but there are too few buses to use them on.
PT5	Poor links from outside villages into Royston
PT6	The town bus service now takes longer on a less frequent service
PT7	Bus frequency/availability is not adequate for people travelling to work
PT8	Concerns were expressed about the scale of car travel and parking demand at the railway station.
PT9	There is no direct link to Stansted – have to change between National Express and other services
PT10	Lack of funding to support bus services
PT11	There is a lack of alternative public transport modes to buses to serve the villages and to accommodate Sunday and evening demands
PT12	Lack of co-ordination between public transport modes
PT13	Increasing car use as there are insufficient bus services

### **Local Highways & Driving Environment Issues**

- 4.13 Royston is centred around the intersection of the old east/west A505 Baldock Road / Melbourn Street / Newmarket Road, and the north/south A10, with the Old North Road (A1198) extending northwest from The Cross on Melbourn Street. The more recently constructed A505 bypass extends around the north side of the town providing intersections with the A1198 and the A10.
- 4.14 Stakeholder feedback emphasized that these busy road links are barriers to other movements through the town particularly for cyclists and pedestrians in relation to the A10, Melbourn Street and around The Cross. The location of Royston in relation to the A505 and other major through routes such as the M11 and A1(M) means that the town becomes a “diversion route” when accidents and incidents cause congestion on these roads. The fact that the town roads can provide alternative access to these major trunk roads restricts the freedom to introduce effective traffic reduction measures on these roads.
- 4.15 On street parking in the town centre and around local schools has been identified as a problem, with vehicles circulating around the road network looking for free and convenient park and thereby creating additional congestion. There are a number of locations where on street parking creates very narrow available road space for

accessing traffic, resulting in further congestion. The other main traffic-related concern raised by stakeholders is the issue of vehicles speeding through local residential areas, for example the streets leading to the leisure centre. Table 4.4 summarises the issues relating to the local highway and driving environment.

**Table 4.4 – Local Highways/ Driving Environment Issues**

<b>Ref</b>	<b>Issue</b>
H1	M11 issues (capacity problems or accidents) create congestion in Royston.
H2	Accidents on the A505 cause traffic to completely block the local road system.
H3	Safety issues with HGVs on Melbourn Street / Baldock Street (East/West).
H4	Problems at Priory Cinema roundabout – markings for two lanes but only used as one lane.
H5	Speeding is seen to be a major problem in residential areas, particularly en route to the leisure centre.
H6	Vehicles circulate around the town to find free parking, adding to the congestion and environmental issues.
H7	Signing for London is unclear.
H8	Old North Way / York Way mini roundabout is too offset in one direction.
H9	Parking on-street instead of in car parks is a problem particularly around the Garden Walk schools (Greenway and Meridian). (A revised scheme is now to be introduced for these schools)
H10	Lack of traffic management plan to deal with incidents on strategic road network
H11	There are concerns that the likely scale of housing and employment growth will place strains on the transport provision and particularly on the town's roads as there are no clear access plans for the development areas, particularly Burns Road.

### **Parking Issues**

- 4.16 Stakeholder feedback fully recognizes that parking provision and management plays an important role in Royston and affects overall accessibility to the town, traffic conditions (particularly in the centre) and the economic functioning of its retail, business and visitor attributes.
- 4.17 The view was expressed that the town should operate a pricing policy appropriate to its needs rather than apply similar prices to other towns in the area.
- 4.18 Traffic circulating through the town centre in search of free and convenient street parking is considered to be a problem. Illegal parking and loading on some of the town centre's narrow streets causes delays and blockages.
- 4.19 Parking in residential streets close to the schools and within walking distance of the heavily used station car park cause particular concerns.
- 4.20 A number of the "Opportunity Sites" in the town centre include off street surface parking which could result in a reduction of parking capacity

**Table 4.5 – Local Parking Issues**

<b>Ref</b>	<b>Issue</b>
P1	There is no discount available for season parking tickets, it is the same rate as casual parking
P2	Royston town centre is all controlled. People park in residential areas to avoid rates, which upsets the residents.
P3	The District has differential parking rates – different rates for different car parks – but Royston does not.
P4	Station car park is too well used and leads to overflow parking. People park in residential areas and walk to the station.
P5	Commuter parking is a problem. People circle the town looking for a parking space.
P6	People park in Tesco's and walk to the station. Can't park at the station as it's too full.
P7	Some people don't carry cash, which causes a problem when paying for parking.
P8	Melbourn Street – yellow lines on one side only, which leads to thoughtless parking on the other side, causing backing up along the street. Parking by the cave for cash machines and Chinese restaurant – ignoring the car park available around the back.
P9	Thoughtless parking on King James Way, Palace Gardens and Princes Mews
P10	Too many people currently accessing Morrisons by car which creates overspill onto surrounding residential streets.
P11	Car parking is being utilised by local workers rather than visitors to the Town. In that, as some Town centre streets like Kneesworth Street provide up to 2 hours parking free, people can move their cars around the town and park free all day.
P12	Parking in residential areas around schools during the school run is an issue.
P13	Not enough parking in some areas, e.g. Fish Hill – yellow lines either side.
P14	People park along Kneesworth Street and block the road
P15	On Market days vendors arrive in their white vans and block the roads.
P16	There are concerns that heavy vehicles going over or loading by the Royston Cave on Melbourn Street are causing damage.
P17	Adequacy of public parking supply threatened by development of Opportunity Sites combined with development growth.
P18	Waiting and loading restrictions vary in type in similar areas and add to enforcement difficulties
P19	Free town centre street parking compromises the public realm, suffers from weak enforcement and represents a loss of income.

## **Local Development**

- 4.21 Stakeholder feedback recognizes the strong link between new development and traffic growth as the dominance of the car particularly for shopping trips is likely to continue. Particular concerns were expressed over the impact of additional traffic

including through traffic on the town's roads likely to be caused by both new development and increased congestion on the strategic roads in the wider area.

- 4.22 Major new development in the north west and possibly in the south east of the town would probably require new roads or at least substantial modifications to existing ones in order to minimise their traffic impacts on the town's roads.

**Table 4.6 – Local Development Issues**

<i>Ref</i>	<i>Issue</i>
D1	Due to the severance of the town, people opt for free parking at Tesco's or Cambridge where even though there is a charge there is the perception of better value..
D2	Future growth in and around Royston and issues on the M11 will result in more through traffic.
D3	Limits on highway capacity and physical development will restrict growth.
D4	Concerns over the subject of a possible North/South bypass, i.e. developer offering to build the bypass in exchange for housing.

### **Other Local Transport Issues**

- 4.23 Stakeholders raised concerns about the inappropriate location of taxi ranks and over the impacts of heavy goods vehicles using town centre streets.

**Table 4.7 – Other Local Transport Issues**

<i>Ref</i>	<i>Issue</i>
O1	Taxi ranks in the town centre are few and poorly located
O3	Inappropriate freight access.

### **Local Issues Summary**

- 4.24 A summary of the key issues to be addressed for Royston include:
- Improve pedestrian and cycle permeability and facilities to encourage more and safer journeys by these modes instead of by car.
  - Improve local public transport service routes and timings to improve access to and within the town to reduce local car trips by offering an attractive alternative.
  - Reduce the traffic congestion caused by inappropriate street parking and loading.
  - Ensure sustainable transport measures are incorporated into local development plans to ease traffic pressures resulting from these development opportunities.
- 4.25 These issues are the focus of the development of measures and local improvement schemes developed in this UTP, and the potential solutions discussed will go some way in resolving these pressures, whilst bearing in mind the overarching LTP objectives.



## 5.0 Local Opportunities and Future Pressures

### Development Change

- 5.1 Royston had a population of 14570 and 5965 dwellings in 2001. Based on a population growth rate (0.8% per annum) observed between 2001 and 2007 for North Hertfordshire, the estimated number of dwellings in Royston in 2009 and 2031 could be 6347 and 7573 respectively. This would potentially translate to an additional 1226 dwellings between 2009 and 2031. The estimated number of new dwellings from the proposed residential sites would be 1037 over this period. It would seem reasonable therefore to plan for this latter scale of increase in housing which amounts to some 26% above the 2009 supply.
- 5.2 Sites for future employment have been identified amounting to some 15 hectares principally adjacent to the employment sector in the north - west of the town. If this whole area were to be developed within the planning period, up to some 2000 additional jobs could be potentially accommodated. Guided by the Royston Town Centre Strategy, mixed development is being encouraged on the town centre's "Opportunity Sites" but as yet these development proposals have yet to be defined in any detail. The growth figures for both housing and jobs are to be defined more fully within the ongoing Local Development Plan process.
- 5.3 Whilst there are smaller development sites proposed over the term of the UTP that will all contribute to pressure on the transport network, the significant local developments that will provide benefit to the town whilst placing additional strain on the network are indicated in Table 5.1.

**Table 5.1 – Local Opportunities / Future Pressures**

<i>Issue</i>	<i>Time Scale</i>	<i>Possible New Problems Created</i>
Large professional office and employment uses between York Way and the A505 (Site Area of 11 Ha)	2011 – 2016 (Within 5 years)	Increased congestion at North end of town during peak periods
Residential development at Princes Mews (Approx 50 homes)	2010 – 2011 (Short Term)	Increased congestion along Melbourn / Baldock Streets during peak periods
Residential development off Downsway Court (Approx 50 homes)	2010 – 2011 (Short Term)	Increased congestion along Melbourn / Baldock Streets during peak periods
Residential developments off Garden Walk (Approx 100 homes)	2011 – 2016 (Within 5 years)	Increased congestion accessing and on A10
Residential development between A505 Bypass & Housman Ave / Burns Rd (Approx 140 homes)	2011 – 2016 (Within 5 years)	Increased congestion at North end of town during peak periods

<b>Issue</b>	<b>Time Scale</b>	<b>Possible New Problems Created</b>
Residential development between A505 Bypass & Garden Walk/ Hawthorn Way (Approx 300 homes)	2021 – 2031 (Long Term)	Increased congestion accessing and on A10 and Newmarket Road

- 5.4 The villages around Royston are not envisaged to grow other than to a very minor extent to accommodate “natural growth”. The National and County-wide growth in housing and employment will lead to growth in traffic moving through the area and some of this will be drawn into Royston for visits.

### **Future Travel Demand**

- 5.5 Forecasts of future travel demands have been made in the course of this study. These take into account the traffic likely to be generated by the new housing and employment areas in Royston and the “background growth” in traffic caused by development outside the town. The local development traffic impacts have been derived from a simplified local traffic spreadsheet modelling tool, and the background growth from the forecast primary link flows from the regional modelling (East of England Regional Traffic Model) carried out for the Hertfordshire Infrastructure Investment Strategy. Local development traffic forecasts are derived from the national TRICS traffic generation database using observed rates for Welwyn Garden City.
- 5.6 Tables 5.2 - 5.5 show the approximate traffic impacts on a selection of roads in Royston over the planning period. These forecasts serve to inform the choice and timing of transport measures likely to be needed. The scale of traffic growth is likely to be broadly replicated for the other transport modes namely walking, cycling and patronage of public transport.

**Table 5.2 - Impact of Additional Trips on Road Network By 2011 (2 Way)**

<b>Road</b>	<b>2009 Car Trips</b>	<b>Additional Car Trips by 2011 (AM Peak)</b>				
		<b>Dev't Trips</b>	<b>% Inc</b>	<b>B'Ground Growth</b>	<b>Total Trips</b>	<b>Total % Inc</b>
Newmarket Road	325	3	1%	6	334	2.7%
Old North Road (North)	1548	26	2%	27	1601	3.4%
Burns Road	547	3	0%	10	560	2.3%
Old North Road (South)	1040	27	3%	18	1085	4.4%
York Way	618	27	4%	11	656	6.1%
A10 London Road	780	8	1%	14	802	2.8%
A10 Melbourn Road	1236	5	0%	22	1263	2.2%

Dev't = Development, % Inc = Percentage Increase, B'Ground = Background, AM Peak = 8 – 9 AM

**Table 5.3 - Impact of Additional Trips on Road Network By 2016 (2 Way)**

<i>Road</i>	<i>2009 Car Trips</i>	<i>Additional Car Trips by 2016 (AM Peak)</i>				
		<i>Dev't Trips</i>	<i>% Inc</i>	<i>B'Ground Growth</i>	<i>Total Trips</i>	<i>Total % Inc</i>
Newmarket Road	325	48	15%	20	393	20.9%
Old North Road (North)	1548	298	19%	95	1941	25.4%
Burns Road	547	109	20%	34	690	26.1%
Old North Road (South)	1040	430	41%	64	1534	47.5%
York Way	618	449	73%	38	1105	78.8%
A10 London Road	780	114	15%	48	942	20.8%
A10 Melbourn Road	1236	77	6%	76	1389	12.4%

Dev't = Development, % Inc = Percentage Increase, B'Ground = Background, AM Peak = 8 – 9 AM

**Table 5.4 - Impact of Additional Trips on Road Network By 2021 (2 Way)**

<i>Road</i>	<i>2009 Car Trips</i>	<i>Additional Car Trips by 2021 (AM Peak)</i>				
		<i>Dev't Trips</i>	<i>% Inc</i>	<i>B'Ground Growth</i>	<i>Total Trips</i>	<i>Total % Inc</i>
Newmarket Road	325	66	20%	34	425	30.9%
Old North Road (North)	1548	336	22%	163	2047	32.3%
Burns Road	547	141	26%	58	746	36.3%
Old North Road (South)	1040	466	45%	110	1616	55.4%
York Way	618	463	75%	65	1146	85.5%
A10 London Road	780	163	21%	82	1025	31.5%
A10 Melbourn Road	1236	134	11%	131	1501	21.4%

Dev't = Development, % Inc = Percentage Increase, B'Ground = Background, AM Peak = 8 – 9 AM

**Table 5.5 - Impact of Additional Trips on Road Network By 2031 (2 Way)**

<i>Road</i>	<i>2009 Car Trips</i>	<i>Additional Car Trips by 2031 (AM Peak)</i>				
		<i>Dev't Trips</i>	<i>% Inc</i>	<i>B'Ground Growth</i>	<i>Total Trips</i>	<i>Total % Inc</i>
Newmarket Road	325	133	41%	52	510	57.0%
Old North Road (North)	1548	361	23%	249	2158	39.4%
Burns Road	547	160	29%	88	795	45.3%
Old North Road (South)	1040	489	47%	167	1696	63.1%
York Way	618	476	77%	99	1193	93.1%
A10 London Road	780	196	25%	125	1101	41.2%
A10 Melbourn Rd	1236	166	13%	199	1601	29.5%

Dev't = Development, % Inc = Percentage Increase, B'Ground = Background, AM Peak = 8 – 9 AM

- 5.7 Evidence from the HCC Data Report for Royston (December 2008) suggests that congestion occurs at peak times on Old North Road, Melbourn Street and Market Hill/Barkway Street. The impact of the additional trips forecasts both in this UTP and in the HHS study suggest that congestion is likely to worsen significantly on Old North Road and on the A10 adjacent to the town centre. The largest percentage increase in traffic flow is forecast to be on York Way and the Old North Road. Although the full impact of these additional trips will not materialise until 2031, most

of the impact is forecast to occur by 2016. In the case of York Way, some 85% of the increase is forecast to arise by 2016.

- 5.8 The extent of increase on these roads will depend on how road access is provided to the larger development sites in the north of the town. Direct access from some of these sites to the A505 would serve to reduce the traffic impacts on the York Way and Old North Road. Limited but direct access to and from the A505 in the form of a left in and left out only may be achievable subject to feasibility and safety assessments. The achievement of new limited access to and from the A505 would provide wider benefit for the town's roads but would be contrary to the County Council's highway policy as the A505 is a 70mph Primary Route. This matter would need to be the subject of further more detailed assessment when specific development proposals come forward. It may be possible to provide an access for emergency use only. Relying solely on access via the town's roads would probably require improvements to the capacity of the northern roundabouts on the Old North Road and Melbourn Road.
- 5.9 With regard to the A10, the additional trips forecast would arise more gradually over the period to 2031, by when the increase in peak hour trips would be just over 40%. The need for improvements in pedestrian crossing facilities between The Warren car park, the bus station, and the town centre, and for pedestrian access to the island site therefore increases considerably over this period.

### **The Impact of "Smarter Choices Initiatives"**

- 5.10 In forecasting future traffic levels, account should be taken of the potential for the choice of sustainable transport modes (walking, cycling and public transport) to gain in popularity. Given the number of initiatives already being applied e.g. the promotion of Safer Routes to Schools, the Hertfordshire car share database (Hertsliftshare [www.hertsliftshare.org](http://www.hertsliftshare.org)), workplace and residential travel plans and public transport generally, there is the prospect of reducing the rate of growth of car traffic. In time, a peak hour reduction of forecast traffic of around 10% may be achievable.

### **Town Centre Strategy and Off Street Parking Sites**

- 5.11 The Royston Town Centre Strategy identifies seven key "Opportunity Sites" in the centre. Six of these sites include public car parking owned and controlled by the District Council. The Town Centre Strategy envisages a consolidation of public parking around the periphery of the centre. In considering the provision of parking needed, account should be taken of the town future growth and hence future parking demand. The growth forecasts for the town combined with other changes to the existing stock and its management and the restricted parking standards provide the justification for additional parking supply. Table 5.6 summarises the position and shows that the Warren and the Princes Mews sites are the most likely ones for contributing to the town's future parking needs.

**Table 5.6 - Town Centre Opportunity Sites and Parking Space**

<b>Site Reference</b>	<b>Site</b>	<b>Current Parking Provision (Spaces)</b>	<b>Possible Future Parking Provision (Spaces)</b>
RTC1	Civic Centre	231 Short and long stay	231 Short and long stay but with potential for approx. 60 more spaces (with decking)
RTC2	Royston Cross	5 for Badge holders (Taxis in evenings)	5 Badge holders only
RTC3	Angel Pavement	18 Short stay	0
RTC4	Market Place Old Cattle market Corn Exchange	34 Short stay	5 Badge holders only
RTC5	Warren Car Park	115 Short and long stay	200 Short and long stay (with decking)
RTC6	Fish Hill Square	10 Short stay	0
RTC7	Princes Mews East and West	89 Short stay	200 Short stay (with decking)
Total		503	700 (maximum with decking)

Source : Royston Town Centre Strategy and TPI

- 5.12 The “Concept Plan” developed in the Town Centre Strategy envisages a rationalisation of the public car parks with the consolidation of the parking on to the larger sites on the edge of the centre, namely the Civic Centre, the Warren and the Princes Mews sites. This concept has been developed to enable the Opportunity Sites to realise both their parking and commercial potential and to reduce the supply of public parking in core of the town centre. In turn, this could assist in the process of reducing traffic movements seeking convenient and free parking in the central area. The concept would therefore serve to enhance the environment for pedestrians in the town centre.
- 5.13 A key objective of the Town Centre Strategy is to encourage people to stay longer. The enhancement of the public realm – in part through the sensitive development of the Opportunity shopping Sites - should make the centre more attractive and encourage more people to stay longer whilst carrying out their business and encouraging additional business.
- 5.14 The 2008 report to the District Council “A Parking Strategy for Royston” revealed that the maximum parking demand in the town centre was 364, leaving some 165 parking spaces vacant.

5.15 This UTP study has identified a significant potential growth in travel demand fuelled by new housing and employment growth. The increase in housing could be in the order of 26% between 2009 and 2031. Future parking capacity should take account of this growth and include for further demand generated by non-residential development across the town (including the development of some of the Opportunity Sites and from increased visitation from Royston's hinterland. The approved private parking standards for town centre development permit a maximum of only 50% of the "unfettered" demand and this would clearly add to parking pressure in the available public car parks. Further, additional demand for space would derive from any increase in the proportion of parkers staying for longer periods. Taken together, these additional parking demands could easily amount to a requirement for a further 180 spaces by 2031. The way parking demand is likely to build up is shown in Table 5.7.

**Table 5.7 – Future Parking Demand**

<b>Parking Demand</b>	<b>Cumulative Demand</b>
Current Demand (2008)	364
With just 75% planned housing growth to 2031	434
Approximate effect of doubling the proportion of parkers staying 1-2 hours to fulfill the objective of the Town Centre Strategy	509
Approximate effect of increased employment outside centre (assuming only 2.5% of workers drive to centre at the peak time)	559
Allowance for town centre development unmet demand (As a consequence of continuing to restrict the amount of private parking in new developments)	609
Allowance for the achievement of a 10% vacancy rate in public parking provision (to avoid searching for space at peak times)	677

Source : Current demand based on parking surveys by MVA Consultancy in 2008 for the Royston Town Centre Strategy  
 TPI Projections (from paragraph 5.15)

## 6.0 Local Objectives and Targets

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### The Royston UTP Context Statement

6.1 The rationale behind the UTP for Royston is summarised in the following statement;

***“The purpose of The Royston Urban Transport Plan is to address the existing identified transport problems and to prepare the town’s future sustainable transport provision to serve the town’s needs up to the year 2031”***

### Transport Objectives for Royston

6.2 Table 6.1 summarises the key transport objectives for Royston as derived from the stakeholder consultation, the study team’s identification and analysis of the existing problems and from current policy documentation. The Table also shows how these are linked to the objectives and indicators identified in the Local Transport Plan. Additionally, the Royston Town Centre Strategy sets a number of “Visions” or objectives for the centre. Of these, the relevant transport-related Vision is **“To promote a town centre that is accessible to all”**.

**Table 6.1 – Royston UTP Objectives**

<b>Ref</b>	<b>Objective</b>
1	Address town centre parking provision and pricing to reduce traffic circulation and congestion
2	Enhance and consolidate public off street parking within the context of the redevelopment of the town centre Opportunity Sites
3	Improve connectivity and continuity of the cycle network
4	Review pedestrian crossing locations and facilities to improve connectivity along key desire lines
5	Improve local public transport accessibility, frequency, and information within and around Royston
6	Reduce excessive vehicle speeds at targeted ‘hot-spots’ throughout the urban network
7	Improve accessibility of key employment and residential destinations for all transport modes
8	Increase the proportion of sustainable travel trips – including the use of public transport for the non resident work force

### Smarter Choices

6.3 A key linkage between the LTP and the UTP objectives is the achievement of a more sustainable transport outcome. Increasing the use of non-car modes of transport requires the application of a range of measures and initiatives to influence travel choice. In addition to the ongoing Safer Routes to School initiatives, work based and residential Travel Plan production and the cycle network development work there is a need to give further emphasis to the promotion and improvement of existing public transport services and to pursue complementary forms of public transport. Further influences on travel choice need to be made by improving

conditions for pedestrians, promoting walking and by adopting a more tightly managed parking regime.

- 6.4 Whereas reasonable progress is being made in taking forward the Smarter Choices for travel agenda, the resources for focusing increased effort locally continue to be limited. The importance of Smarter Choices for a growing town such as Royston should not be understated as more could be done to lessen the impact of future traffic growth. Many of the physical measures planned for Royston are aimed at encouraging the use of sustainable transport. The cycling schemes for example make up a substantial proportion of the resources planned to be allocated in the UTP. These and other schemes will require considerable effort to promote their use and advertise their availability. Their costs should include a percentage to provide effective and ongoing promotion, information and publicity. In order to “lock in” the benefit of these schemes it is considered that this percentage should be used to establish a Sustainable Transport Promotion Fund (STPF) to be made available locally. This fund would be used to deliver a wide range of promotional initiatives supporting many of the measures listed under the public transport, cycling and walking schemes presented in the next Chapter.

### **Linking the UTP and LTP Objectives and Targets**

- 6.5 The next steps taken in developing the measures to be included in the UTP are described in the introduction to Chapter 7. In order to ensure that there is consistency and alignment between the UTP and the LTP and NHATP targets, potential measures are tested through a scheme assessment framework. This assessment uses the LTP indicators and the Royston Town Centre Strategy “visions” and applies a scoring system for each measure. A tick box scoring system is used to assign where they meet the Town Centre Visions.



## 7.0 Programme of Measures Required

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### Introduction

- 7.1 This Chapter introduces a “Long List” of potential measures to address the specific problems and issues identified through the process of consultation with officers, key stakeholders and members of the public. This list includes measures put forward by the consultees and the project team. The measures are referenced by their transport theme, the issues intended to be addressed and an achievable timescale for implementation. The measures are then scored via an assessment framework. This process is described below.

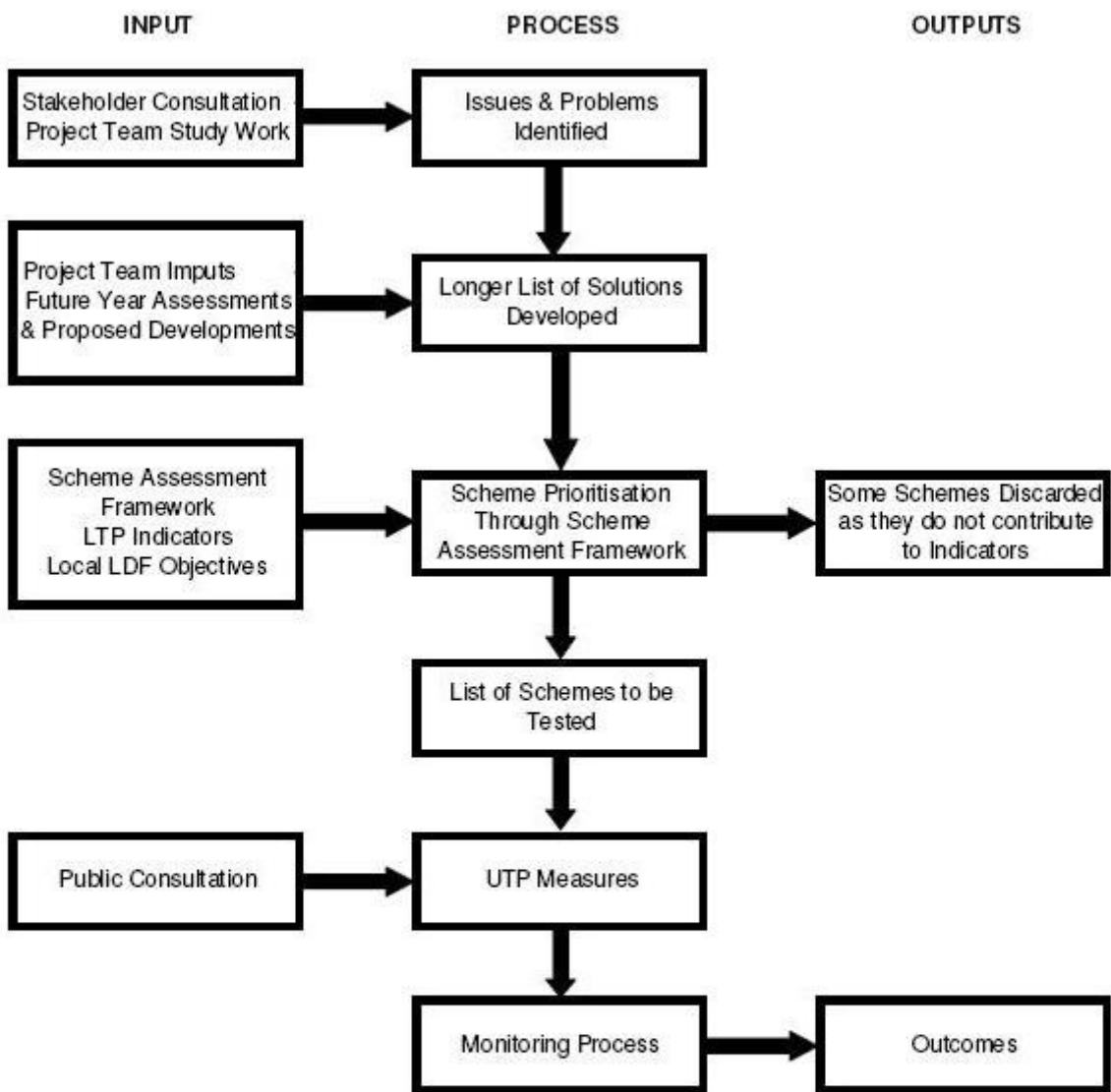
### The Scheme Selection Process

- 7.2 The overall process behind the selection of schemes to include in the UTP is summarised in Figure 7.1.

#### *Stage 1- Deliverability*

- 7.3 The Long List of potential schemes is presented in the **Scheme Assessment Framework** (SAF) in Appendix 1. As this list contains some highly varied measures it is essential to judge how they would be likely to perform in addressing the identified problems, meeting the LTP and other objectives and satisfying other key criteria such as feasibility and deliverability. The assessment process adopts a similar methodology to that used for other UTPs in Hertfordshire. The process starts with a “**High Level**” **feasibility score (Stage 1)** whereby schemes are checked for their affordability, feasibility and deliverability. Schemes likely to face significant risks of delivery due to their order of cost or doubtful feasibility or those being taken forward outside the UTP are discounted at this stage.
- 7.4 A number of these potential schemes involve speed reduction measures that would be delivered by means of local speed limits and traffic calming. The County Council will be carrying out a speed limit review on all its A & B roads to assess if the limits are correct for the environment. This review will be carried out using the new Hertfordshire Speed Limit Framework and will be completed by 2011. This Framework sets out the speed limits judged to be appropriate for each type of road and distinguishes between sites suitable for 20mph limits and 20mph zones. Valid speed reduction measures in the vicinity of schools are to be afforded priority where schools have completed a School transport Plan. The UTP will serve to inform the County Council where speed reduction measures should be considered for review.
- 7.5 The schemes discounted at Stage 1 are shown in Table 7.1 indicating the reasons why they are not to be included.

**Figure 7.1 - UTP Scheme Selection Process**



**Table 7.1 - Schemes and Initiatives Discounted at Stage 1 on Grounds of Risk or being Included in Other Programmes**

<b><i>Schemes Discounted from UTP</i></b>	<b><i>Scheme Ref.</i></b>	<b><i>Reasons</i></b>
Segregate pedestrians and cyclists from the traffic at the A1104 and A10 roundabouts	WM11	Not feasible
Introduce Quality Partnership scheme on Royston to Cambridge corridor including access to Addenbrooke Hospital	PTM06	Outside the scope of the UTP. Also dependant on external funding.
Increased bus frequencies from villages to Royston	PTM39	Included with PTM 10
Introduce demand responsive services for the villages	PTM40	Included with PTM15
Introduce an enhanced Rail service	PTM20/ PTM36	This would be delivered by the train operating company
Introduce direct commercial service to Stansted airport	PTM23/ PTM35	Not feasible within the remit of the UTP as these services are commercially provided.
Improving frequency of inter-urban bus services to Hertford and Bassingbourn	PTM13	Not feasible within the remit of the UTP as these services are commercially provided.
Provision of park and Ride scheme	PM09/ PTM28	Current and forecast demand suggests that this will not be needed within the timeframe of the UTP
Increase car and cycle parking capacity at the railway station	PM05 CM07	This is being delivered by Network Rail
Provision of SE Bypass	HSM09	Detailed investigations would be needed to determine need and deliverability dependant on the timing of any major development proposals that may arise in the longer term. If progressed, this would be a major scheme funded outside the UTP. Developer funds would be required to fund or part-fund this proposal
Protect town from Growth of through traffic	HSM14	This is considered to comprise a package of measures to achieve the same effect. HM07, 09, 12 and 13 would contribute.

### ***Stage 2 – LTP Indicators***

7.6 The remaining schemes have been scored for their performance in relation to some 20 LTP indicators with the total scores demonstrating how the schemes

contribute to the LTP. The scores are shown in the SAF in Appendix 1. Negative scores would normally result in schemes being discounted from the UTP. As none of the schemes result in a negative total, all the remaining schemes are considered further.

### **Stage 3 – Additional Considerations**

- 7.7 In addition to the LTP indicator assessment outlined above, the remaining schemes are considered against the local objectives or “Visions” as expressed in the Royston Town Centre Strategy and in relation to their potential timescale for delivery. With regard to timescales, a common time-frame is adopted for all UTPs. Short term deliverability is defined as 0-3 years, medium term as 3-5 years and long term as 5 + years.

#### **Assessed Schemes**

- 7.8 The final list of potential schemes for inclusion in the UTP is presented in the series of Tables below. These Tables are broken down by both the achievable time-frame and transport theme. **It is important to note that the inclusion of an individual scheme in these Tables does not necessarily mean that it will become part of the UTP.** The final list of schemes for the UTP will be based on their performance (including the avoidance of any inconsistency with other well or better performing schemes and a funding review by the HCC Target Groups. The assessment of certain schemes may also depend on the implementation of other recommended schemes. The Contribution to Royston Visions scoring system is based on the visions set out in the Royston Town Centre Strategy. Each scheme was scored against the 6 visions, with the total added. Scoring against 0 – 2 visions resulted in a Low rank, 3 – 4 visions a Medium rank, and 5 – 6 visions, a High rank.

#### **Short Term Schemes**

**Table 7.2 - Assessed Short Term Schemes – Walking / Rights of Way**

<b>Ref</b>	<b>Measure</b>	<b>Issues Addressed</b>	<b>Scheme Assessment Score - LTP</b>	<b>Contribution To Royston Visions</b>
WM01	Introduction of new pedestrian crossing facilities at Market Hill, Melbourn Street, A10 Green Street, Baldock Street, Kneesworth Street and Burns Road	W1, W2	7	Good
WM02	Enhanced pedestrian facilities at The Cross	W1, W2	10	Good
WM03	Improvements to Angel Pavement	W3, W4	4	Medium
WM04 WM08	Improved signage in town centre and for visitors from car parks and rail/bus stations	W5	7	Good

<b>Ref</b>	<b>Measure</b>	<b>Issues Addressed</b>	<b>Scheme Assessment Score - LTP</b>	<b>Contribution To Royston Visions</b>
WM05	Pavement widening on Fish Hill Square and Kneesworth Street	W3, W4	7	Medium
WM15	Provide improved crossing to the rail station	W1, PT8	7	Low

**Table 7.3 - Assessed Short Term Schemes – Cycling**

<b>Ref</b>	<b>Measure</b>	<b>Issues Addressed</b>	<b>Scheme Assessment Score - LTP</b>	<b>Contribution To Royston Visions</b>
CM01	Completion of new rail underpass	C1, C8, W6	17	Good
CM02 (CM13)	Completion of new cycle measures linking the new rail crossing, and promoting cycle network and safety in schools	C1, C8, W6, C7	18	Good
CM05	Widening of existing cycle lanes	C3, C4	9	Medium
CM07	Additional cycle parking in Market Square and at Rail Station	C4	5	Medium
CM14	Introduce Toucan Crossing on Newmarket Road	C1, C7	7	Medium

**Table 7.4 - Assessed Short Term Schemes – Public Transport**

<i>Ref</i>	<i>Measure</i>	<i>Issues Addressed</i>	<i>Scheme Assessment Score - LTP</i>	<i>Contribution To Royston Visions</i>
PTM01	Re-introduce bus service on Kneesworth Street	PT6	7	Medium
PTM02	Increase frequency of Town bus service	PT7, D2	10	Good
PTM03	Extend town bus service to residential development at Royston Heath South	PT3, PT5, D2	9	Good
PTM07	Improvements to bus infrastructure, accessibility, punctuality and information systems	PT1, PT6, PT7	14	Good
PTM05	Improve bus, bus/rail, bus/rail/taxi service co-ordination	PT1, PT6, PT7, O1	13	Good
PTM08	Seek increased Section 106 developer contributions to bus revenues and complementary capital investment	All PT issues	7	Good
PTM18	Improve pedestrian access (new crossing) to rail station	W1	6	Low
PTM24	Improve accessibility to the bus station	PT1, W1, W5	8	Good
PTM27	Audit taxi rank locations and improve waiting facilities	PT1, O1	8	Medium
PTM35	Seek introduction of a direct commercial service to Stansted airport also serving the towns en route	PT9	8	Low
PTM41	Identify and engage voluntary public transport champion to advocate, promote and disseminate information on public transport services in the town	PT2, PT5, PT6, PT7	8	Medium
PTM31	Introduce punctuality partnership	PT2, PT5, PT6, PT7	7	Medium
PTM32	Promote taxi sharing	PT3, PT4, PT5	7	Medium
PTM29	Encourage bus operators and local retailers to promote fare discounts	PT2	6	Medium

**Table 7.5 - Assessed Short Term Schemes – Highways & Driving Environment**

<b>Ref</b>	<b>Measure</b>	<b>Issues Addressed</b>	<b>Scheme Assessment Score - LTP</b>	<b>Contribution To Royston Visions</b>
HSM01	20mph zones in town centre, school environs and approach to leisure centre	H5	13	Good
HSM02	Improve road markings at Priory Cinema Roundabout	H4	1	Low
HSM03	Modifications to Old North Road from York Way roundabout to A505 roundabout to reduce speed and increase capacity	H8	4	Medium
HSM05	Reduction of circulating traffic around town centre looking for free on street parking	H6, H9, P2, P5, P11, P12	12	Good
HSM11	Measures introduced to ease "pinch points" in town centre (eg Kneesworth St parking)	P14	8	Medium
HSM15	Loading restrictions along Melbourn / Baldock Streets	H3, P16	5	Medium
HSM13	Revise speed limits on A10 town centre approaches and ensure consistent signage on all approaches	H5	4	Medium
HSM16	Junction parking problems, Bedlam Ave, Briary lane, Green St, York Way	H3	2	Medium
HSM10	Review of traffic circulation pattern in town centre	H3, H6, H9, P8, P15	0	Good
HSM12	Improve signposting to London via A10 and A505	H7, D2, O2	0	Medium

**Table 7.6 - Assessed Short Term Schemes – Parking**

<b>Ref</b>	<b>Measure</b>	<b>Issues Addressed</b>	<b>Scheme Assessment Score - LTP</b>	<b>Contribution To Royston Visions</b>
PM02	Adjustments to on street parking controls & make town centre waiting restrictions more consistent	P2, P3, P4, P11, P12	4	Good
PM03	Reassessment of off street parking needs in relation to redevelopment of strategic town centre sites	P2, D1	2	Good
PM04	Improve signage to car parks	P1, P5, H6	2	Medium
PM12	Greater price differentiation between short and long stay parking	P3, P5, P11	3	Medium
PM13	Balance of protection of residential streets from rail commuter parking	P2, P5, P9, H6	2	Medium
PM14	Extend loading restrictions on Melbourn Street	P8, P16	2	Medium
PM15	Greater parking enforcement, particularly on Market Days	P9, P14, P15	7	Good
PM16	Discourage parking around schools	P12, H9	4	Good

**Medium Term Schemes****Table 7.7 - Assessed Medium Term Schemes – Walking/Rights of Way**

<b>Ref</b>	<b>Measure</b>	<b>Issues Addressed</b>	<b>Scheme Assessment Score - LTP</b>	<b>Contribution To Royston Visions</b>
WM06	Improve pedestrian access to island site across the A10 at top of Market Hill	W1, W7	11	Good
WM07	Improvement of pavement surfaces	W3, W4	7	Good
WM09	Demonstration project to encourage walking to shops	All Walking Issues	7	Good
WM10	Improve pedestrian/cycle/rail crossing from Green Drift to South Close	W3, C1, C4	7	Good



<b>Ref</b>	<b>Measure</b>	<b>Issues Addressed</b>	<b>Scheme Assessment Score - LTP</b>	<b>Contribution To Royston Visions</b>
WM13	As the former farmland abutting the A505 is developed, preserve a 6m strip to provide a link to other paths, which the A505 effectively severs en route to Cambridgeshire. This link could potentially connect to the rail underpass and other links across Royston	W8, W9	4	Medium
WM14	Divert Footpaths 2 and 17 to share the farm bridge located approximately halfway between the two	W8, W9, W12	4	Medium
WM16	Resurface the verge along the A10 between Buntingford and Royston, as well as the villages Chipping, Buckland and Reed, to provide a safe route to work / school / recreation facilities in Royston suitable for all non-motorised users	W11	4	Medium
WM12	The Icknield Way Regional Trail runs parallel to the A505 at Burloes and on farmland, under a 10-year permissive access agreement. This route could be upgraded to a permanent arrangement & upgrade to shared use	W8, W11	3	Medium

**Table 7.8 - Assessed Medium Term Schemes – Cycling**

<b><i>Ref</i></b>	<b><i>Measure</i></b>	<b><i>Issues Addressed</i></b>	<b><i>Scheme Assessment Score - LTP</i></b>	<b><i>Contribution To Royston Visions</i></b>
CM03	Implementation of town wide cycle network	C1-8, W6	17	Good
CM8	Improved formalised rail crossing at Western side of town	C1, C8, C9	8	Good
CM9	Cycle facilities along and across A505 around the North side of town	C1, C5, C6	7	Medium
CM10	Improve connectivity between existing and proposed cycle links	C1, C8, C9	10	Good
CM11	Improve permeability between housing estates for cyclists	C1, C8, C9	11	Good
CM12	Improve conditions for cyclists at roundabouts	C5, C7	6	Medium

**Table 7.9 - Assessed Medium Term Schemes – Public Transport**

<i>Ref</i>	<i>Measure</i>	<i>Issues Addressed</i>	<i>Scheme Assessment Score - LTP</i>	<i>Contribution To Royston Visions</i>
PTM10	Further frequency increase to town bus service and introduction of evening and Sunday services	PT6	10	Good
PTM11	Extend town bus service to residential and commercial development in the North from the town centre	PT3, PT5, D2	9	Good
PTM12	Enhancements to outlying bus infrastructure, accessibility, punctuality and coordination	PT1, PT6, PT7	11	Medium
PTM13	Improving frequency of inter-urban services to Hertford and Bassingbourn, including linking later to Tesco superstore	PT4	10	Good
PTM15	Introduce a single “demand responsive” service for the town and surrounding villages based on increased co-ordination of County Dial-a-Ride, statutory & local Community Transport services	PT5	6	Medium
PTM17	Enhance bus station to provide more accessible facility for interchange for all services	PT1	13	Good
PTM22	Further increases in demand responsive and taxi-bus coverage	PT3, PT5, PT9	9	Medium
PTM14/ PTM38	Improve access from outlying villages, possibly using taxibus services	PT5	7	Medium
PTM36	Seek increased frequency and additional capacity in existing rail services through franchise renewal 2011/12	H1, H2, D2	7	Medium

**Table 7.10 - Assessed Medium Term Schemes – Highways & Driving Environment**

<b><i>Ref</i></b>	<b><i>Measure</i></b>	<b><i>Issues Addressed</i></b>	<b><i>Scheme Assessment Score - LTP</i></b>	<b><i>Contribution To Royston Visions</i></b>
HSM04	Modification to A505/A10 Roundabout	H2, C2, C5, C7, W10	5	Medium
HSM06	Introduction of traffic calming measures, Green Drift, Ermine Close, Mill Road, Tannery Drift	H3, H5	11	Medium
HSM07	Traffic incident operational plans for M11 and A505	H1, H2	9	Medium
HSM08	Investigation of need for and possible route of Southeast Bypass	H1, D2, D3, D4, O2	0	Low
HSM17	Plan and safeguard access provision for new development	H11, D2, D3, O3,	8	Good

**Table 7.11 - Assessed Medium Term Schemes – Parking**

<b><i>Ref</i></b>	<b><i>Measure</i></b>	<b><i>Issues Addressed</i></b>	<b><i>Scheme Assessment Score - LTP</i></b>	<b><i>Contribution To Royston Visions</i></b>
PM01	Adjustments to parking charges	P1, P2, P3, P11	3	Medium
PM06	Introduction of charges for on street parking with cashless payment option	P3, P5, P7, P9, P11	7	Good
PM07	Feasibility study for town centre car park and ride facility	PT5, PT7, H6, P5, P6, D3	3	Low

## Long Term Schemes

- 7.9 Schemes identified for possible introduction in the longer term are introduced below. These schemes have not been fully defined and assessed at this stage and therefore are not expanded further in the Appendices. Outline descriptions of these schemes are given in Table 7.12.

**Table 7.12 - Assessed Long Term Schemes**

<b>Ref</b>	<b>Measure</b>	<b>Issues Addressed</b>	<b>Scheme Assessment Score - LTP</b>	<b>Contribution To Royston Visions</b>
CM15	Upgrade cycle link between Hitchin & Royston identified in Hertfordshire Strategic Cycle Network (Regional Route 69)	C6, C9	7	Low
PTM21	Further increases in town and inter-urban bus services to accommodate growing demand triggered by increased population and employment in Royston and its neighboring urban areas. Given that sustainable transport will be strongly promoted for both existing and future users of the town it is reasonable to assume that there will be an increase in demand by at least 25% by 2031	PT5, PT6, PT7	9	Good
PTM22	Further increases in demand responsive transport and taxi-bus coverage. The comments made in the bus measure above apply equally for this initiative.	PT3, PT5, PT9	9	Medium
PTM30	Extending the benefits of concessionary fares across a wider range of passenger modes (community transport, demand - responsive, and taxi - bus). Councils have a discretionary power to introduce such a measure to improve accessibility for those in special need and not served by buses.	PT2, PT5	6	Medium

<b>Ref</b>	<b>Measure</b>	<b>Issues Addressed</b>	<b>Scheme Assessment Score - LTP</b>	<b>Contribution To Royston Visions</b>
PM10	Introduction of on street parking charges in the town centre, thereby recognizing the high value of important parts of the public realm and reducing parking congestion and searching for free space.	H9, P2, P3, P4, P5, P9, P11, P14, P15	7	Good
PM08	Provision of new off street parking to replace losses In town centre. The longer timescale reflects the lead time likely to be needed in the re-development of the town centre "Opportunity Sites" around the edge of the centre – most of which currently provide public parking.	P10, P13, P15	8	Good

## Discounted Schemes at Stage 2

7.10 Having worked through Stage 2 of the scheme assessment process, a number of the remaining schemes have been removed from the UTP. These schemes are listed in Table 7.13 and the reasoning behind their removal is indicated.

**Table 7.13 - Assessed Schemes not included in the UTP or included within other UTP Projects**

<b>Reference</b>	<b>Measure</b>	<b>Reason</b>
WM12	The Icknield Way Regional Trail runs parallel to the A505 at Burloes and on farmland, under a 10-year permissive access agreement. This route could be upgraded to a permanent arrangement & upgrade to shared use	Recommended to be included in HCC's Rights of Way programme and/ or Parish Plans.
WM13	As the former farmland abutting the A505 is developed, preserve a 6m strip to provide a link to other paths, which the A505 effectively severs en route to Cambridgeshire. This link could potentially connect to the rail underpass and other links across Royston	Recommended to be included in HCC's Rights of Way programme and/ or Parish Plans.

<b>Reference</b>	<b>Measure</b>	<b>Reason</b>
WM14	Divert Footpaths 2 and 17 to share the farm bridge located approximately halfway between the two	Recommended to be included in HCC's Rights of Way programme and/ or Parish Plans.
WM16	Resurface the verge along the A10 between Buntingford and Royston, as well as the villages Chipping, Buckland and Reed, to provide a safe route to work / school / recreation facilities in Royston suitable for all non-motorised users	Recommended to be included in HCC's Rights of Way programme and/ or Parish Plans.
CM04	Introduction of advance stop lines at signal junctions	It is not possible to introduce advanced stop lines at the potential sites on Barkway Street and at The Cross as the physical geometry does not allow for TSRGD compliance
CM05	Widening of existing cycle lanes (Old North Way)	The restricted overall carriageway width of Old North Road is insufficient to permit the widening of the cycle lanes to the full standard. The option exists to replace with advisory lanes and re-enforced with signage
CM06	Modifications to speed cushions to assist cyclists	The existing road humps are relatively low profile ones compared to many examples elsewhere.
CM08	Improved crossing of railway between Green Drift and South Close	Included as part of WM10
CM12	Improved conditions for cyclists at roundabouts	Included in HSM03, HSM04
PTM19	Promote the use of lower emission public transport vehicles	Part of package of measures to be promoted with the resources of the sustainable Transport Promotion Fund – PTM41
PTM24	Improve accessibility to bus station	Included as part of PTM16/17
PTM26	Review location of taxi ranks at The Cross	Included with PTM27

<b>Reference</b>	<b>Measure</b>	<b>Reason</b>
PTM29	Encourage bus operators and local traders to promote fare discounts	Part of package of measures to be promoted with the resources of the sustainable Transport Promotion Fund – PTM41
PTM32	Promote taxi sharing	Part of package of measures to be promoted with the resources of the sustainable Transport Promotion Fund – PTM41
PTM33	Promote the use of taxis to provide complementary services evening and Sunday services	Part of package of measures to be promoted with the resources of the sustainable Transport Promotion Fund – PTM41
PTM34	Promote the use of rail services to access employment and retail services in the town	Part of package of measures to be promoted with the resources of the sustainable Transport Promotion Fund – PTM41
PTM37	Introduce a community rail partnership to promote and support rail service development and use	Such partnerships are best suited to smaller scale lines providing only local links.
PTM38	Encourage the provision of a commercial taxibus service	Part of package of measures to be promoted with the resources of the sustainable Transport Promotion Fund – PTM41
PTM42	Improve promotion and information provision for bus and rail services in wide range of outlets	Part of package of measures to be promoted with the resources of the sustainable Transport Promotion Fund – PTM41
PM07	Feasibility study for town centre park and ride facility	Current and forecast demand suggests that this will not be needed within the timeframe of the UTP
PM01,PM06, PM10	Introduce charges for on-street parking	Included in PM02 – Adjustments to on-street controls
PM11	Make town centre waiting restrictions more consistent	Included in PM02 – Adjustments to on-street controls
PM13	Protection of residential streets from rail commuter parking	Included in PM02 – Adjustments to on-street controls
PM14	Extend loading restrictions in Melbourn Street	Included in PM02 – Adjustments to on-street controls



<b>Reference</b>	<b>Measure</b>	<b>Reason</b>
PM16	Measures to discourage parking around schools	Included in PM02 – Adjustments to on-street controls
HSM05	Reduction of circulating traffic in town centre searching for free parking	Included in PM02 – Adjustments to on-street controls
HSM10	Review of traffic circulation pattern in town centre	Adjustments to on street Parking controls is likely to reduce circulation
HSM11	Introduce measures to ease “pinch points” in town centre	Included in PM02
HSM13	Revise speed limits on A10 and other town centre approaches	The actual limits set are appropriate. Speed enforcement on the A10 should be reviewed as part of HCC speed management strategy
HSM15	Introduce further loading Restrictions on Melbourn St and Baldock St	Included in PM02
HSM16	Prevention of junction parking at Bedlam Av., Briary La., Green St. and York Way	Included in PM02

7.11 The list of schemes intended to be implemented via the UTP are presented in Chapter 8. The summary descriptions of these schemes will in some cases have been changed to reflect more detailed investigation.

## 8 The Five Year Programme

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### Timescales

- 8.1 The scheme assessment process described in the previous chapter has identified a wide range of measures appropriate for inclusion in the UPT for Royston. The majority of schemes excluded are already being pursued in other programmes or by third parties. The remaining schemes have been reduced in number because of duplication or by grouping some together. Of these remaining schemes, the majority are able to be delivered within the next 5 years. For practical and funding purposes these schemes are now allocated to the short term (up to 3 years) and the medium term (3-5 years) periods. The short term schemes are judged to be feasible, and deliverable within this period and to have priority.
- 8.2 The medium term schemes and indeed the longer term (5+ years) schemes require more time to develop because of their more complex physical or procedural nature or because they may relate to development change.

### Funding Sources

- 8.3 The schemes and measures included in the UTP will be funded via a range of mechanisms depending on the type of the proposal. Some schemes would attract funding from more than one source. The funding sources are summarized as follows;
- **Local Transport Plan** – funds from the Integrated Transport Block allocation (usually related to design and implementation of capital schemes)
  - **HCC/NHDC** – funding via the Council's Budgets (maintenance related improvements, marketing and promotional expenditure)
  - **NHDC Growth Area Funding (GAF)** – Special allocations from NHDC
  - **Major Schemes Business Case Bids** – funds from the Department for Transport via the Regional Funding Allocation (normally for schemes costing more than £5m.)
  - **Developer Contributions** – funding from section 106 agreements specifically linked to a development and potentially via a pooled contributions tariff
  - **Revenue/Capital Receipts** – for example from parking revenue and from land sales
  - **Employers** – for example for workplace travel plans and Business Improvement District initiatives.

### Schemes and Measures for the Five Year Period

- 8.4 Subject to funding approvals and availability, the prioritized delivery programme for the first five years is set out in the Tables below. These Tables indicate the transport theme or mode and the time period planned for implementation together with the appropriate LTP indicator. They also separate physical schemes from the non-physical initiatives. The Tables present preliminary estimates of costs and the anticipated sources of funds. For any scheme seeking LTP funding it is necessary to demonstrate a clear link to at least one of the LTP indicators of targets. The introduction of the second LTP (LTP2) places a much greater emphasis on the delivery of outcome targets.

**Table 8.1 - Walking Schemes and Initiatives in the First 5 Years**

<b>Scheme Ref</b>	<b>Scheme Description</b>	<b>Measures</b>	<b>Period</b>	<b>Estimated Cost (£)</b>	<b>Funding Sources</b>	<b>LTP Indicator</b>
A1	Relocate Pedestrian Crossing facilities on Melbourn St	WM01	Short	38,200	LTP	Rights of Way
A2	Improve Pedestrian Crossing facilities on Baldock St	WM01		18,000		
A3	Introduce Pelican Crossing North of the Rail station	WM01/ WM15/ PTM18	Short	80,000		
A4	Enhancement of pedestrian facilities at The Cross and Kneesworth Street	WM02	Short	228,000	LTP	Footway Condition
A5	Improvements to Angel Pavement	WM03	Short	18,000	Business Improvement District (BID/ Receipts)	Footway Condition Rights of Way
A6	Improvements to Signage in town centre	WM04/ WM08/ PM04	Short	8,500	HCC	Rights of Way
A7	Pavement widening In Fish Hill and enhancements to Fish Hill Square	WM05	Short	55,000	LTP/ NHDC/ GAF	Footway Condition Rights of Way
A8	Improved access to bus station & A10 island site	WM06	Medium	80,000-120,000	LTP/ GAF	Rights of Way
A9	Improvements to Pavement surfaces and demonstration project to encourage walk to shops	WM07/ WM09	Short and medium	12,000 (project management)  100,000 (improvements)	NHDC/ Employers/ BID/ GAF	Footway Condition Rights of Way
A10	Improve rail crossing from Green Drift to South Close/ Orchard Rd	WM10/ CM/08	Medium	17,500	LTP/ Employers/ Network Rail	Rights of Way

**Table 8.2 - Cycling Schemes and Initiatives in the First 5 Years**

<b>Scheme Ref</b>	<b>Scheme Description</b>	<b>Measures</b>	<b>Period</b>	<b>Estimated Cost (£)</b>	<b>Funding Sources</b>	<b>LTP Indicator</b>
B1	Completion of new rail underpass	CM01	Short	Now funded	Sustrans/ Connect2 Grant/ LTP/ GAF	Cycling Trips Rights of Way
B2	Completion of measures linking the new rail underpass and promoting cycling and safety in schools, and the implementation of the town-wide cycling network.	CM02 Inc CM03, CM10, CM11, CM13	Short  Short/ Medium  Short/ Medium	Phase1  295,000- 350,000  Phase 2  250,000- 305,000  Phase 3  326,000- 400,000	LTP/ Sect 106/ GAF	Cycling Trips  Mode Share of Journeys to School  Rights of Way
B3	Provision of additional cycle parking in Market Square and railway station	CM07	Short	10,000	BID/ Network Rail	Cycling Trips
B4	Provision of cycle facilities along and across the A505	CM09	Medium	170,000- 190,000	LTP/ Developer Funding/ GAF	Cycling Trips Mode Share of Journeys to School
B5	Introduce Toucan crossing in Newmarket Rd	CM14	Short	24,000	LTP	Rights of Way Cycling Trips

**Table 8.3 - Public Transport Schemes and Initiatives in the First 5 Years**

<b>Scheme Ref</b>	<b>Scheme Description</b>	<b>Measures</b>	<b>Period</b>	<b>Estimated Cost (£)</b>	<b>Funding Sources</b>	<b>LTP Indicator</b>
C1	Re-introduce bus service in Kneesworth Street	PTM01	Short	0	No Cost	Public Transport Patronage  Bus Punctuality  Bus Service/ User Satisfaction
C2	Audit taxi rank locations and Improve facilities	PTM27	Short	2,500	NHDC	Public Transport Patronage
C3	Establish the Sustainable Transport Promotion Fund for Royston to be used to advocate, promote and disseminate information on public transport services for the town and to promote all sustainable initiatives	PTM41	Short	50,000 pa (To include promotional material)	HCC/ NHDC (Via the STPF)	Public Transport Patronage  Passenger Transport Information  Cycling Trips
C4	Increase frequency and extend the town bus service	PTM02 incorporating PTM03/ PTM10/ PTM11	Medium	90,000 pa	HCC/ s106 developer contributions	Public Transport Patronage  Bus Punctuality  Bus Service/ User Satisfaction

<b>Scheme Ref</b>	<b>Scheme Description</b>	<b>Measures</b>	<b>Period</b>	<b>Estimated Cost (£)</b>	<b>Funding Sources</b>	<b>LTP Indicator</b>
C5	Enhancements to bus infrastructure, accessibility, punctuality and co-ordination	PTM07/ PTM12	Medium	15,000	HCC	Public Transport Patronage  Bus Punctuality  Bus Service/ User Satisfaction  Passenger Transport Information
C6	Upgrade bus station to improve accessibility and interchange	PTM17	Medium	150,000	LTP/ Developer Contributions	Public Transport Patronage  Bus Service/ User Satisfaction
C7	Introduction of a single demand responsive co-ordinated service between the villages and the town centre	PTM15/ PTM40	Medium	£40,000	HCC	Public Transport Patronage  Bus Service/ User Satisfaction
	<b>Initiatives</b>					
	Improve bus/rail/taxi service co-ordination	PTM05	Short	(See Scheme C3 / PTM 41)	HCC/ NHDC (Via the STPF -see PTM41)	Public Transport Patronage  Bus Service/ User Satisfaction  Passenger Transport Information
	Encourage provision of commercial taxibus in outlying villages	PTM14/ PTM38		(See Scheme C3 / PTM 41)	HCC/ NHDC (Via the STPF)	Public Transport Patronage

<b>Scheme Ref</b>	<b>Scheme Description</b>	<b>Measures</b>	<b>Period</b>	<b>Estimated Cost (£)</b>	<b>Funding Sources</b>	<b>LTP Indicator</b>
	Promote the use of Lower emission Public transport vehicles	PTM19	Short	(See Scheme C3 / PTM 41)	HCC/ NHDC (Via the STPF)	Bus Service/ User Satisfaction
	Encourage bus operators and retailers to promote fare discounts	PTM29	Short	(See Scheme C3 / PTM 41)	HCC/ NHDC (Via the STPF)	Public Transport Patronage
	Introduce a punctuality partnership	PTM31	Short	(See Scheme C3 / PTM 41)	HCC/ NHDC (Via the STPF)	Bus Punctuality Bus Service/ User Satisfaction
	Promote taxi sharing	PTM32	Short	(See Scheme C3 / PTM 41)	HCC/ NHDC (Via the STPF)	
	Promote use of taxis to provide evening and weekend complementary services	PTM09 PTM33	Short	(See Scheme C3 / PTM 41)	HCC/ NHDC (Via the STPF)	
	Promote the use of rail services to access employment and retail opportunities	PTM34	Short	(See Scheme C3 / PTM 41)	HCC/ NHDC (Via the STPF)	Public Transport Patronage
	Improved information on public transport	PTM42	Short	(See Scheme C3 / PTM 41)	HCC/ NHDC (STPF)	Passenger Transport Information

**Table 8.4 - Highway Schemes and Initiatives in the First 5 Years**

<b>Scheme Ref</b>	<b>Scheme Description</b>	<b>Measures</b>	<b>Period</b>	<b>Estimated Cost (£)</b>	<b>Funding Sources</b>	<b>LTP Indicator</b>
D1	Introduction of measures to reduce speeding on approach to leisure centre	HSM01	Short	2,500	LTP	Cycle Trips
D2	Improvement of road markings at Priory Cinema roundabout	HSM02	Short	3,500	HCC	
D3	Modifications to and widening of Old North Road from York Way roundabout to A505 roundabout to reduce speed and increase capacity	HSM03	Short	90,000	HCC VMS Strategy	Unclassified Road Condition
D4	Improve signing to London via A10 and A505	HSM12	Short	5,000	HCC	
D5	Modification of A505/A10 roundabout	HSM04	Medium	67,500	HCC	Non Principal Classified Road Condition
D6	Consider the introduction of traffic calming measures in Green Drift, Ermine Cl. Mill Rd and Tannery Drift	HSM06	Medium	60,000	LTP	
	<b>Initiatives</b>					
D7	Develop traffic incident operational plans for M11 and A505	HSM07	Medium	3,000	HCC/ VMS Strategy	
D8	Investigate the need for and potential route	HSM08	Short	25,000	HCC/ NHDC	



<b>Scheme Ref</b>	<b>Scheme Description</b>	<b>Measures</b>	<b>Period</b>	<b>Estimated Cost (£)</b>	<b>Funding Sources</b>	<b>LTP Indicator</b>
	of SE Bypass					
D9	Plan and safeguard access provision for new development	HSM17	Short And Medium	10,000	NHDC	Congestion

**Table 8.5 - Parking Schemes and Initiatives in the First 5 Years**

<b>Scheme Ref</b>	<b>Scheme Description</b>	<b>Measures</b>	<b>Period</b>	<b>Estimated Cost (£)</b>	<b>Funding Sources</b>	<b>LTP Indicator</b>
E1	Review and Adjustments to on-street parking controls	PM02/PM01/ PM06/PM10/ PM11/PM13/ PM14/PM16/ HSM11	Review Short and Adjust Long	10,000	NHDC	Congestion
	<b>Initiatives</b>					
E2	Re-assessment of Off-street parking needs and provision in relation to redevelopment of town centre Opportunity Sites	PM03/PM12	Short	7,500-10,000	NHDC	Congestion

### **Measures for Implementation Post Plan Period**

8.5 A number of measures have been identified for possible implementation in the longer term i.e. beyond the 5 year plan period. These measures inevitably have a degree of uncertainty attached to them as they are either dependent for example on as yet uncommitted potential development, long delivery timescales or on changing demand for public transport. Because of these uncertainties and as these measures are outside the plan period no indicative costs are attributed to them. These longer term schemes should be reassessed the next time the UTP is reviewed. The longer term measures recommended are shown in Table 8.6.

**Table 8.6 - Longer Term Schemes Recommended in the UTP**

<b>Scheme Ref</b>	<b>Scheme Description</b>	<b>Measures</b>	<b>Issues Addressed</b>
F1	Further increases in town and inter-urban bus services to accommodate growing demand triggered by increased population and employment in Royston and its neighboring urban areas. Given that sustainable transport will be strongly promoted for both existing and future users of the town it is reasonable to assume that there will be an increase in demand by at least 25% by 2031	PTM21	PT5, PT6, PT7
F2	Further increases in demand responsive transport and taxi-bus coverage. The comments made in the bus measure above apply equally for this initiative.	PTM22	PT3, PT5, PT9
F3	Extending the benefits of concessionary fares across a wider range of passenger modes (community transport, demand - responsive, and taxi - bus). Councils have a discretionary power to introduce such a measure to improve accessibility for those in special need and not served by buses.	PTM30	PT2, PT5
F4	Provision of new off street parking to replace losses in town centre. The longer timescale reflects the lead time likely to be needed in the re-development of the town centre "Opportunity Sites" around the edge of the centre – most of which currently provide public parking.	PM08	P10, P13, P15
F5	Introduction of on street parking charges in the town centre, thereby recognizing the high value of important parts of the public realm and reducing parking congestion and searching for free space.	PM10	H9, P2, P3, P4, P5, P9, P11, P14, P15

## 9 Plan Monitoring & Review

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### Introduction

- 9.1 It is important to maintain a check on the progress of the schemes and initiatives included in the UTP. Regular monitoring of individual scheme progress should help to ensure that the priorities inherent in the UPT are adhered to. Monitoring can also assist in judging the effectiveness of those schemes delivered. As the UTP covers the years to 2021 and takes into account possible conditions to 2031, it is necessary to review the plan periodically to enable it to adjust to evolving demands.

### Monitoring

- 9.2 There are two elements involved in monitoring the UTP. The **progress** of scheme implementation forms the first element and the **impacts** of the UTP the second element.
- 9.3 Scheme **progress** or **output** monitoring, is undertaken by recording the completion and completeness of the schemes and the expenditure related to them for comparison with the planned programme and funding.
- 9.4 The monitoring of **impacts** will assist in judging the effectiveness of the UTP as a whole and is capable of assessing the performance of some individual measures. HCC undertake occasional Data Reports for individual towns measuring traffic flows and speeds, accident patterns, and travel data including trends in travel modes via ongoing TravelWise survey programme. Monitoring can be carried out annually from September 2011 and additional bespoke surveys undertaken to assess the impacts of specific major schemes such as the new rail crossing. Updated population and employment statistics for the town can be used in parallel with the data reporting to provide the full context for judging impacts. An updated data report could be published when the UTP is next reviewed in 2015 which will enable the monitoring of the change in transport characteristics in the town once. One of the key outcomes of particular interest will be the impact of the UTP schemes on the choice of travel mode.

### Review Date

- 9.5 Annual reviews are to be undertaken to align with the LTP programme monitoring arrangements. The first annual review is proposed for some 18 months after the finalisation of the plan in 2010/2011, by which time a significant number of the short term measures should have been completed or will be underway.
- 9.6 It is proposed to review the plan after 5 years in 2015/16 and to produce an updated, modified plan at that stage supported by a data report on transport.

## APPENDICES

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### Appendix 1 – Scheme Assessment Framework

- Scheme Assessment Summary Table (Download Separately)

### Appendix 2 – Scheme Proformas

- 2A – Walking Scheme Proformas (Download Separately)
- 2B – Cycling Scheme Proformas (Download Separately)
- 2C – Public Transport Scheme Proformas (Download Separately)
- 2D – Highways Scheme Proformas (Download Separately)
- 2E – Parking Scheme Proformas (Download Separately)

### Appendix 3 – Public Consultation Summary (to follow after consultation)

## **APPENDIX 1 – SCHEME ASSESSMENT FRAMEWORK**

## **APPENDIX 2 – SCHEME PROFORMAS**

## **APPENDIX 3 – PUBLIC CONSULTATION SUMMARY**

(to follow after consultation)

