

ROYSTON URBAN TRANSPORT PLAN

Draft Stage 2 Report

APPENDIX 2A – WALKING SCHEME PROFORMAS

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THE TRANSPORTATION CONSULTANCY

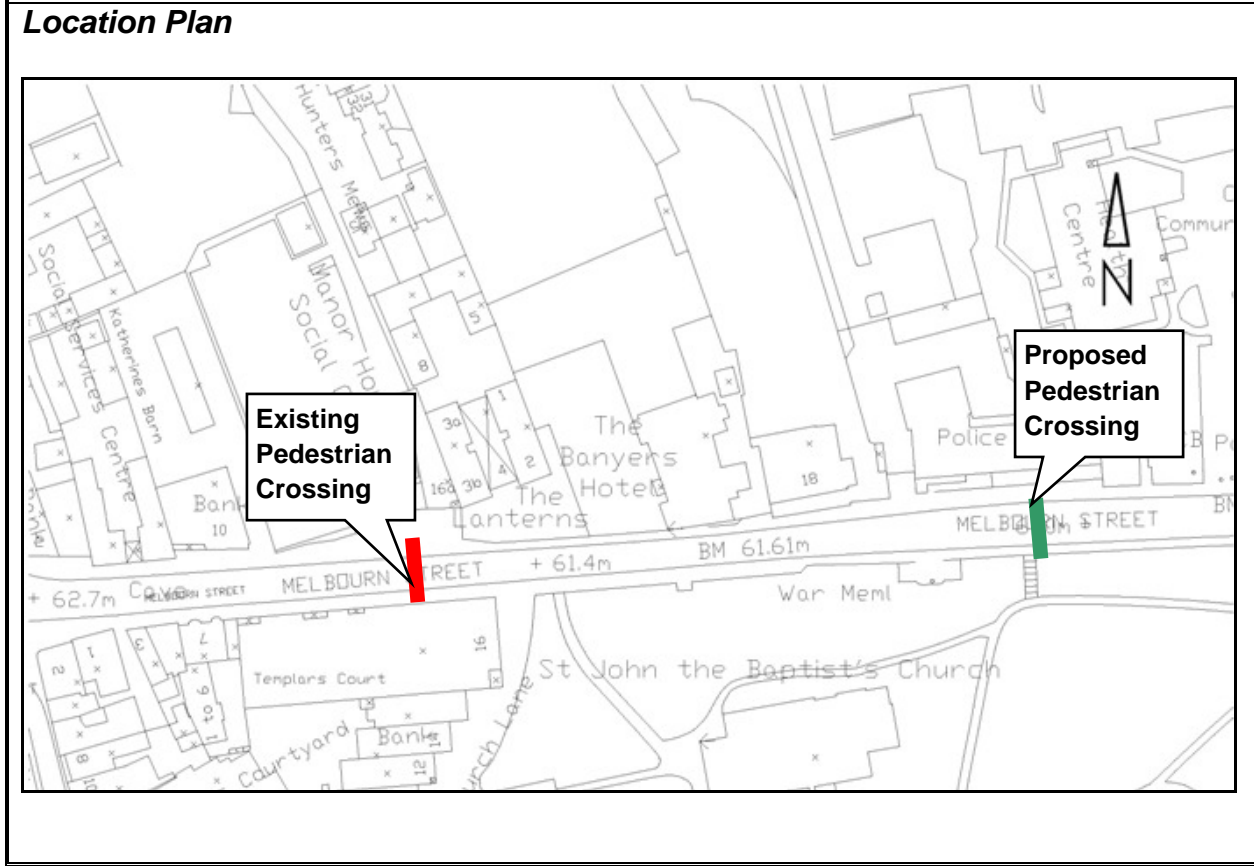
APPENDIX 2A - WALKING SCHEMES

Reference	Description
	Short Term
A1	Relocation of Pedestrian crossing on Melbourn Street further East to outside the Police Station
A2	Upgrade of pedestrian refuse crossing on Baldock Street outside Morrisons
A3	Installation of Pedestrian crossing on Old North Road at Orchard Road, to provide improved access to the rail station from the North
A4	Pedestrian and Taxi improvements at The Cross
A5	Improvements to Angel Pavement
A6	Improvements to Pedestrian Signage in Town Centre
A7	Continuation of foot pavement at South end of Fish Hill
	Medium Term
A8	Improved crossing facilities between Market Hill and Bus Station and A10 island site
A9	Demonstration Project to Encourage Walking to the Shops & Improvements to Pavement Surfaces
A10	Improvement of Rail Crossing from Green Drift to South Close/Orchard Road

Scheme Name	Relocation of Pedestrian crossing on Melbourn Street further East to outside the Police Station	
Scheme Reference	A1	
Problem Reference(s)	W1	Lack of formal pedestrian crossings at appropriate locations
	W2	Dangerous pedestrian crossings close to the Police station
Scheme Status	This scheme is included in the UTP	

Description

This scheme involves relocating the existing Pelican crossing on Melbourn Street further East to outside the Police Station. The existing location is only 65 meters from pedestrian crossing facilities at The Cross. The proposed location would be approximately 135 meters East along Melbourn Street from the existing location, to 30 meters beyond the War memorial to entrance to the park , and would provide an official crossing point on the key pedestrian desire line from the Civic Centre car park into the town centre via Church Lane.



Supporting Photographs



This photo shows the existing site of the pedestrian crossing on Melbourn Street, in relation to the nearby Cross signals



This photo shows the proposed site of the relocated pedestrian crossing on Melbourn Street.

Design Considerations	Proposed Solutions	
Proximity to Park access on South side of Melbourn Street.	Metal fencing extending along the kerb either side of the crossing point on South side of Melbourn Street.	
Links to Other UTP Schemes	A9 Demonstration Project to encourage walking to shops	
Contribution to Objectives / Targets	UTP Objectives	4 – Review pedestrian crossing locations and facilities to improve connectivity along key desire lines
	LTP Indicator	<ul style="list-style-type: none"> Rights of Way

Outline Cost Analysis		
Works Element	Est. Cost	Notes
Design	£8,000	
Relocation & Restoration of Existing Site	£5,000	
Civils	£5,000	Including metal barricades
Pavement Marking	£200	
Supervision	£5,000	
Miscellaneous & Contingency	£15,000	
Total Cost For Delivery	£38,200	

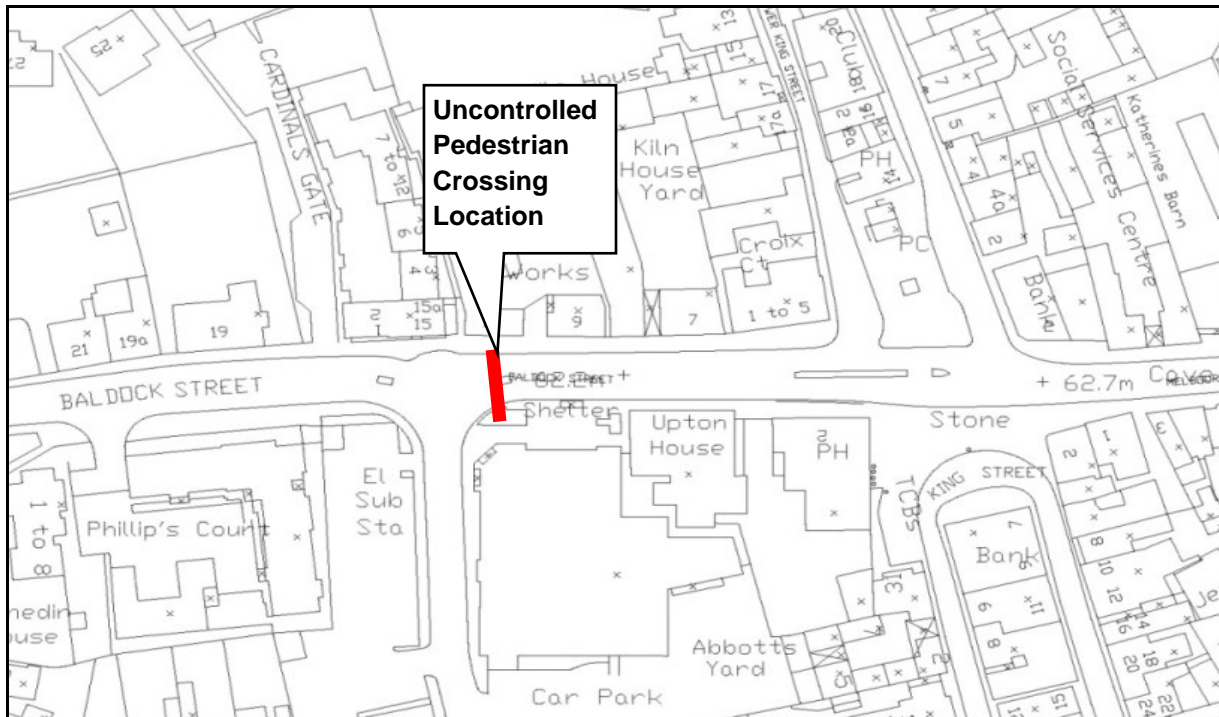
<i>Deliverability Assessment</i>	
Can the scheme be delivered within the highway boundary?	Yes
Can the scheme be delivered without third party involvement?	Yes
Do all elements of the scheme involve standard work processes?	Yes
Can the scheme be delivered in the short term?	Yes

Scheme Name	Upgrade of pedestrian refuse crossing on Baldock Street outside Morrisons
Scheme Reference	A2
Problem Reference(s)	W1 Lack of formal pedestrian crossings at appropriate locations. W7 Pedestrian flow to the town is difficult, particularly at the cross and by Morrisons. H3 Safety Issues with HGVs on Melbourn Street / Baldock Street
Scheme Status	This scheme is included in the UTP

Description

This scheme involves improving the unofficial pedestrian crossing immediately to the East of the Baldock Street / Princes Mews roundabout. Currently the access from Morrisons is behind the brick planter box cutting accessibility from that direction. There is no tactile paving on either side of the road. It is proposed that the planter box be removed and the crossing be shifted approximately 1 metre East of its current location without being too close to the bus stop but to improve the desire line, and also to remove it from immediately at the stop line for the roundabout. The central reservation and illuminated box would also be moved back and tactile paving on both sides of Baldock Street and on the central reservation be installed. Metal fencing could be installed on the corner of the roundabout to the crossing point.

Location Plan



Supporting Photographs



Location of the planter box and crossing outside Morrisons on Baldock Street



This photo shows the current unofficial pedestrian crossing on Baldock Street, hard up against the mini roundabout outside Morrisons.

Design Considerations	Proposed Solutions	
Proximity to large brick planter box outside Morrisons.	The removal of the planter box will improve the pedestrian desire line from Morrisons and Princes Mews to the crossing point	
Links to Other UTP Schemes	A9 Demonstration Project to encourage walking to shops	
Contribution to Objectives / Targets	UTP Objectives	4 – Review pedestrian crossing locations and facilities to improve connectivity along key desire lines
	LTP Indicator	<ul style="list-style-type: none"> • Rights of Way • Footway Condition

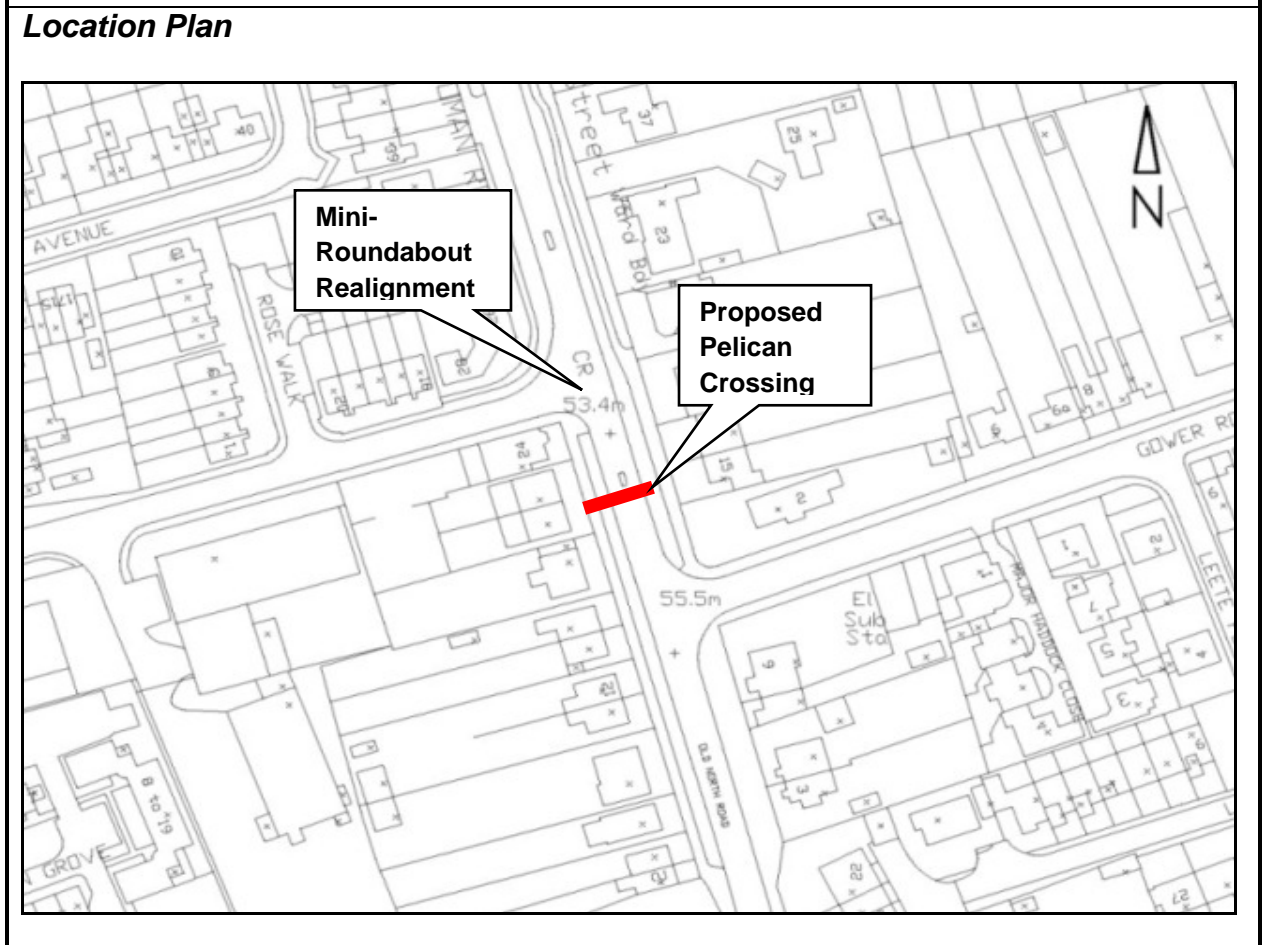
Outline Cost Analysis		
Works Element	Est. Cost	Notes
Design	£5,000	
Construction	£8,000	Including modifications to planter box
Misc	£5,000	
Total Cost For Delivery	£18,000	

Deliverability Assessment	
Can the scheme be delivered within the highway boundary?	Yes
Can the scheme be delivered without third party involvement?	Yes
Do all elements of the scheme involve standard work processes?	Yes
Can the scheme be delivered in the short term?	Yes

Scheme Name	Installation of Pedestrian crossing on Old North Road at Orchard Road, to provide improved access to the rail station from the North	
Scheme Reference	A3	
Problem Reference(s)	W1	Lack of formal pedestrian crossings at appropriate locations
	PT8	Concerns were expressed about the scale of car travel and parking demand at the railway station
Scheme Status	This scheme is included in the UTP	

Description

This proposed scheme sees the installation of a pelican crossing to replace an existing unofficial crossing point on Old North Road between Orchard Road and Gower Road, to the North of the rail crossing. The installation of this pelican crossing would also see the realignment of the Orchard Road roundabout, to create an offset for the Southbound traffic approaching the crossing. The intention is to improve pedestrian access to the rail station from the Northeast side of town.



Supporting Photograph



Proposed location of Pelican crossing on Old North Road between Orchard Road and Gower Road junctions

Links to Other UTP Schemes	A9 Demonstration Project to encourage walking to shops	
Contribution to Objectives / Targets	UTP Objectives	4 – Review pedestrian crossing locations and facilities to improve connectivity along key desire lines
	LTP Indicator	<ul style="list-style-type: none"> • Accessibility • Rights of Way • Footway Condition

Outline Cost Analysis		
Works Element	Est. Cost	Notes
Pelican Crossing	£15,000	
Design	£10,000	
Supervision	£5,000	
Installation & Civils	£10,000	
Roundabout Realignment	£20,000	
Misc	£20,000	
Total Cost For Delivery	£80,000	

Deliverability Assessment	
Can the scheme be delivered within the highway boundary?	Yes
Can the scheme be delivered without third party involvement?	Yes
Do all elements of the scheme involve standard work processes?	Yes
Can the scheme be delivered in the short term?	Yes

Scheme Name	Pedestrian, Road and Taxi improvements at The Cross and on Kneesworth Street.	
Scheme Reference	A4	
Problem Reference(s)	W3	Narrowness of footpaths at busy and vulnerable locations
	W4	Lack of footpath maintenance
	O1	Taxi ranks in the town centre are few and poorly located
	H3	Safety issues with HGVs on Melbourn St / Baldock Street
Scheme Status	This scheme is included in the UTP	

Description

This scheme is a culmination of improvements suggested at and around The Cross, the intersection of Kneesworth Street and Melbourn and Baldock Streets. Figure A1 illustrates the proposals for The Cross under this scheme. These improvements include:

- The widening of the footpath on the East side of Kneesworth Street
- Widening the pedestrian crossing between the central reservation and public toilets, and High Street, on the South side of Melbourn Street
- Relocating the taxi rank from the bottom of King Street on the South side of the Cross to Lower King Street on the North side of The Cross
- Providing raised colour block pavement through The Cross, to encourage vehicles to slow down and make the intersection more pedestrian friendly
- Paint double yellow lines on both sides of Melbourn Street, along with metal fencing on the South side to stop vehicles parking along this side of the road and on top of the cave.
- Remove the left turn from the Eastbound signals.

The current footpath width along the East side of Kneesworth Street approaching The Cross is extremely narrow and unsafe. It is proposed to widen this footpath whilst still maintaining the two lane approach to Melbourn Street. The footpath will be widened gradually from approximately 100 metres back from the Cross to a minimum width of 2 meters approaching The Cross. The 2 lane section of carriageway will be moved across into the existing hatched area, with the section of the kerb protruding at the stop line moved in line with the approach.

It is proposed to widen the existing signalised pedestrian crossing from the island between Kneesworth Street and Lower King Street, and the South side of The Cross. This will involve removing the section of the central reservation immediately to the East of the existing pedestrian crossing.

Currently, the taxi rank is a mixed use parking area consisting of 4 spaces with very confusing taxi and disabled only parking restrictions, at the bottom of King Street, on the South side of The Cross. It is proposed to relocate the taxi parking bays to Lower King Street, just up from Baldock Street, replacing existing un-metered on street parking.

Coloured block pavement at The Cross and approaches is also proposed under this scheme, with the pavement level raised at the junction. This change in grade will be gradual enough to allow HGVs with low loader trailers to pass safely, but be enough of a change to encourage drivers to slow down through the intersection, and make it more pedestrian friendly.

It is intended to paint double yellow lines on both sides of Melbourn Street, East from The Cross, to stop vehicles parking along this section of road and on top of the cave. The existing bollards on the South side of Melbourn Street over the cave will be replaced with metal fencing.

Location Plan



Supporting Photographs



The narrowest section of footpath on Kneesworth Street approaching The Cross, to be widened to a minimum of 2 meters



This 2 lane section to be moved to the left to include the hatched area, with the kerb approaching the stop line realigned.



The Cross, from the Baldock Street approach



Proposed Taxi rank location on Lower King Street

Figure A1

Links to Other UTP Schemes	A9 Demonstration Project to encourage walking to shops B3 Introduction of advance stop lines at signal junctions C2 Audit taxi rank locations and improve facilities	
Contribution to Objectives / Targets	UTP Objectives	4 – Review pedestrian crossing locations and facilities to improve connectivity along key desire lines 6 – Reduce excessive vehicle speeds at targeted hotspots throughout the urban network
	LTP Indicator	<ul style="list-style-type: none"> • Accessibility • Rights of Way • Footway Condition

Outline Cost Analysis		
Works Element	Est. Cost	Notes
Design	£20,000	
Footpath Widening Materials	£10,000	
Footpath Widening Civils	£5,000	Inc realignment of Kneesworth St.
Signal relocation	£5,000	Inc removal of central reservation
Block Pavement Materials	£92,000	
Block Pavement Civils	£36,000	
Relocation of Taxi Rank	£2,000	Including Signing
Pavement & Line Marking	£3,000	Inc pedestrian crossing
Supervision	£15,000	
Misc	£40,000	
Total Cost For Delivery	£228,000	

Deliverability Assessment	
Can the scheme be delivered within the highway boundary?	Yes
Can the scheme be delivered without third party involvement?	Yes
Do all elements of the scheme involve standard work processes?	Yes
Can the scheme be delivered in the Short term?	Yes

Scheme Name	Improvements to Angel Pavement	
Scheme Reference	A5	
Problem Reference(s)	W3	Narrowness of footpaths at busy & vulnerable locations
	W4	Lack of footpath maintenance
Scheme Status	This scheme is included in the UTP	

Description

Angel Pavement is an important pedestrian precinct and thoroughfare in the heart of the town centre linking the High Street with Fish Hill. There is potential to encourage further use of this precinct for sheltered and part-sheltered seating areas for café customers and the general public. The surfacing comprises concrete paving slabs many of which are cracked and beginning to deform resulting in an overall impression of neglect. The proposal is to re-pave the entire precinct with an attractive stone paving material and design that reflects the treatments already applied in the High Street and around The Cross. Such treatment would be expected to enhance the appeal of the precinct to its users and the value of the frontage properties. The area proposed for treatment measures some 300 square metres

Supporting Photograph



Existing unattractive Angel Pavement footway



The cracked and uneven Angel Pavement surface

Design Considerations	Proposed Solutions	
The area is reasonably level and evenly graded. No changes to levels and drainage are necessary.	Remove and dispose of all the existing concrete paving slabs and replace with new flags to specification agreed between the Town Council and the frontagers	
The new paving would need to be fitted round the considerable number of flush inspection covers to the services below.		
Links To Other UTP Schemes	A9 Demonstration Project to encourage walking to shops	
Contribution to Objectives / Targets	UTP Objectives	8. Increase the proportion of sustainable travel trips
	LTP Indicator	<ul style="list-style-type: none"> • Accessibility • Rights of Way • Footway Condition

Outline Cost Analysis		
Works Element	Est. Cost	Notes
Materials	£9,000	
Labour	£9,000	
Total Cost For Delivery	£18,000	

Deliverability Assessment	
Can the scheme be delivered within the highway boundary?	No
Can the scheme be delivered without third party involvement?	No
Do all elements of the scheme involve standard work processes?	No
Can the scheme be delivered in the short term?	Yes

Scheme Name	Improvements to Pedestrian Signage in Town Centre	
Scheme Reference	A6	
Problem Reference(s)	W5	Lack of signage for visitors to enable them to navigate the town centre
Scheme Status	This scheme is included in the UTP	

Description

This project involves the provision of additional pedestrian “finger post” signs within and immediately around the town centre. Signage to assist wayfinding between the principal arrival points and the town centre’s main attractions is required. The schedule of proposals is given below with the respective locations indicated on the town map.

1. Reposition existing traffic sign directing traffic into the Town Hall Car Park
2. Provide 2 new sign posts and signs in the Town Hall car park directing visitors to the town centre.
3. Add signs on existing post in Church Lane to the bus station and the railway station
4. Add sign on existing post in The Warren car park/bus station area to the railway station
5. Provide new sign post and signs in Fish Square indicating the bus station, the railway station and the library
6. Provide new sign post and signs on the north side of The Cross junction indicating the bus station, the railway station and the High Street
7. Provide new sign post and signs at the northern edge of the car park opposite Morrisons indicating the town centre, the railway station and the bus station
8. Provide new sign post and signs at the exit to the railway station indicating the town centre and the bus station.

Pedestrian Sign Locations



Supporting Photograph



Existing pedestrian sign at The Warren



Existing pedestrian sign at Church Lane

Design Considerations	Proposed Solutions	
All new posts and signs to match the designs already in place		
Links To Other UTP Schemes	A9 Demonstration Project to encourage walking to shops	
Contribution to Objectives / Targets	UTP Objectives	4 - Review pedestrian crossing locations and facilities to improve connectivity along key desire lines 8 - Increase the proportion of sustainable travel trips – including the use of public transport for the non resident work force
	LTP Indicator	<ul style="list-style-type: none"> • Accessibility • Rights of Way • Public transport information

Outline Cost Analysis		
Works Element	Est. Cost	Notes
Materials	£5,500	6 new posts with finger signs Additional finger signs on 3 existing posts
Labour	£3,000	
Total Cost For Delivery	£8,500	

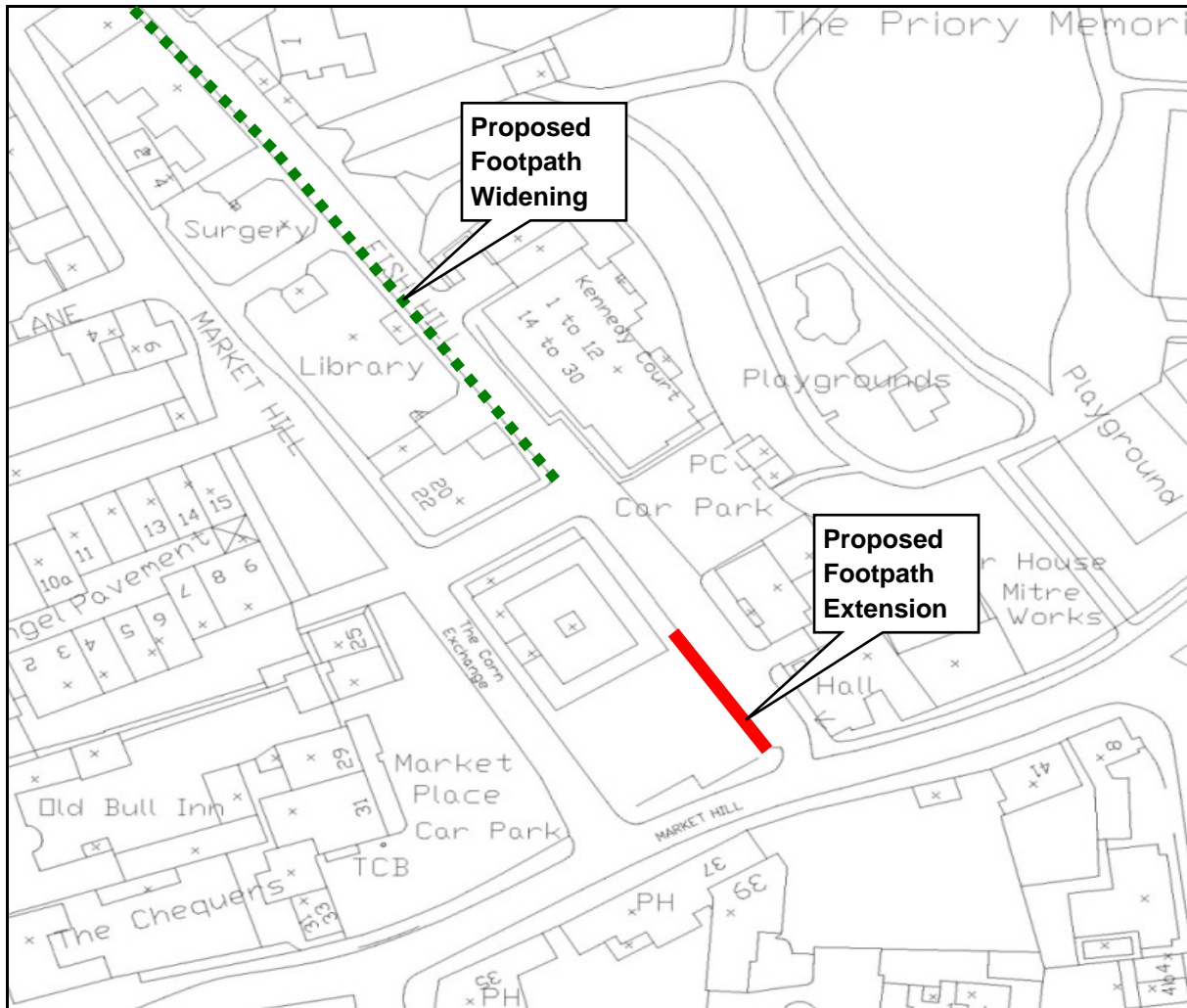
Deliverability Assessment	
Can the scheme be delivered within the highway boundary?	Yes
Can the scheme be delivered without third party involvement?	Yes
Do all elements of the scheme involve standard work processes?	Yes
Can the scheme be delivered in the short term?	Yes

Scheme Name	Continuation and widening of foot pavement at on Fish Hill	
Scheme Reference	A7	
Problem Reference(s)	W3	Narrowness of footpaths at busy and vulnerable locations
	W4	Lack of footpath maintenance
Scheme Status	This scheme is included in the UTP	

Description

Extension of Westside foot path at the South end of Fish Hill from the corner of the private car park through to the A10 Market Hill footpath, to provide a continuous footpath along the West side of Fish Hill. It is also proposed to remove sections of on street parking on Fish Hill and widen the footpath along the Westside of the carriageway from Fish Hill Square up to the corner of the library

Location Plan



Supporting Photographs



Narrow footpath on Westside of Fish Hill. Removal of on street parking would provide the width required for widening the footpath



The footpath is proposed to be extended through this section of carriageway to connect to the A10 footpath.

Links to Other UTP Schemes	A9 Demonstration Project to encourage walking to shops E1 Adjustments to on-street controls	
Contribution to Objectives / Targets	UTP Objectives	4 – Review pedestrian crossing locations and facilities to improve connectivity along key desire lines
	LTP Indicator	<ul style="list-style-type: none"> • Accessibility • Rights of Way • Footway Condition

Outline Cost Analysis		
Works Element	Est. Cost	Notes
Design	£10,000	
Construction	£35,000	
Misc	£10,000	
Total Cost For Delivery	£55,000	

<i>Deliverability Assessment</i>	
Can the scheme be delivered within the highway boundary?	Yes
Can the scheme be delivered without third party involvement?	Yes
Do all elements of the scheme involve standard work processes?	Yes
Can the scheme be delivered in the short term?	Yes

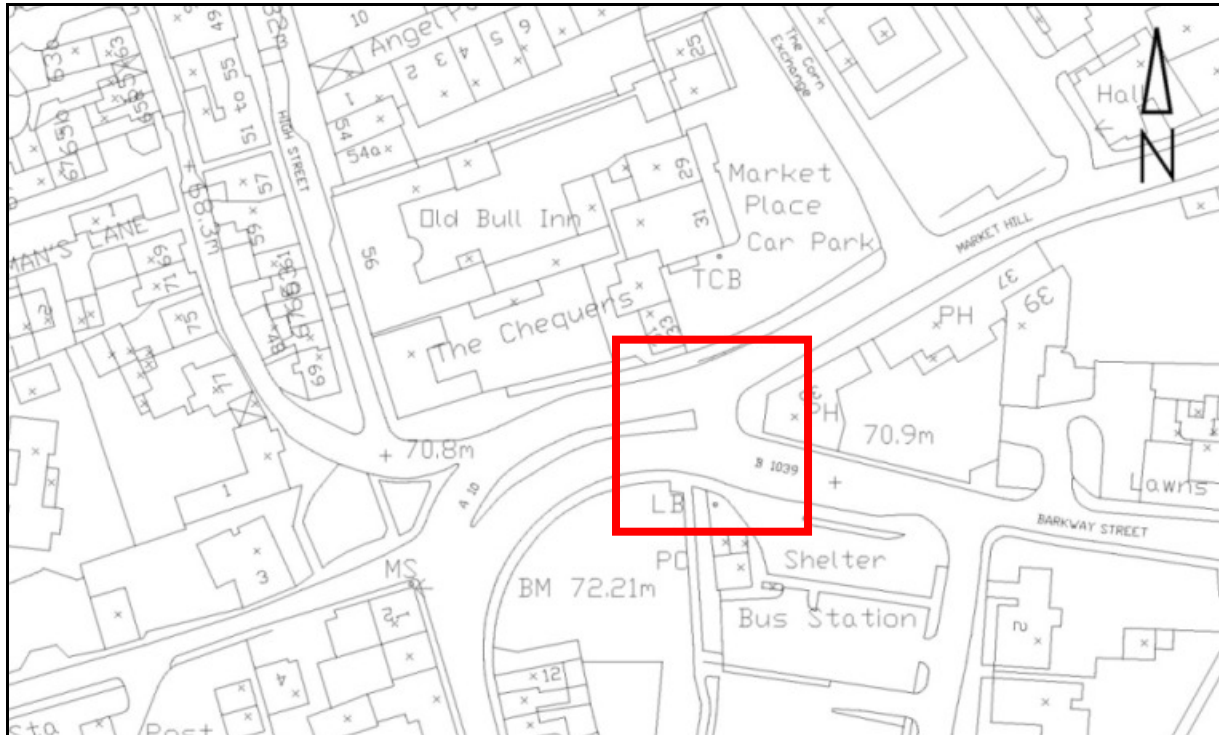
Scheme Name	Improved crossing facilities between Market Hill and Bus Station and A10 island site	
Scheme Reference	A8	
Problem Reference(s)	W1	Lack of formal pedestrian crossings at appropriate locations
	W7	Pedestrian Flow to the town is difficult, particularly at the cross and by Morrisons.
	W13	Development 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
Scheme Status	This scheme is included in the UTP	

Description

Upgrade the existing zebra crossing at the top of Market Hill to a fully signalised junction, improving pedestrian access to the bus station and The Warren car park site, and to provide pedestrian access to the businesses and dwellings on the island in the centre of the A10 one-way system.

This scheme maintains the stop lines on the A10 at the existing pedestrian crossing location, but adds an additional pedestrian crossing link from the middle of the A10 crossing refuge to the centre of the island at the original right turn give way line. The signal timings are co-ordinated accordingly. This is illustrated in Figure A2.

Location Plan



Supporting Photographs



Photo of the existing zebra crossing from the top of Market hill to the bus station and The Warren car park site.



Photo of the give way line for right turning traffic around the A10 island site from the refuse mid way across the existing zebra crossing.

Links to Other UTP Schemes	A9 Demonstration Project to encourage walking to shops	
Contribution to Objectives / Targets	UTP Objectives	4 – Review pedestrian crossing locations and facilities to improve connectivity along key desire lines
	LTP Indicator	<ul style="list-style-type: none"> • Accessibility • Rights of Way • Footway Condition

Outline Cost Analysis		
Works Element	Est. Cost	Notes
Removal of existing Zebra Crossing	£5,000	
Option A		
Traffic Signals	£30,000	
Design	£15,000	
Supervision	£10,000	
Installation & Civils	£15,000	
Misc	£50,000	Inc. Alterations to Bus Station
Total Cost For Delivery	£120,000	
Option B		
Pelican Crossings	£25,000	
Design	£10,000	
Supervision	£5,000	
Installation & Civils	£15,000	
Misc	£25,000	
Total Cost For Delivery	£80,000	

Deliverability Assessment	
Can the scheme be delivered within the highway boundary?	Yes
Can the scheme be delivered without third party involvement?	Yes
Do all elements of the scheme involve standard work processes?	Yes
Can the scheme be delivered in the medium term?	Yes

Figure A2

Scheme Name	Demonstration Project to Encourage Walking to the Shops & Improvements to Pavement Surfaces	
Scheme Reference	A9	
Problem Reference(s)	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
Scheme Status	This scheme is included in the UTP	

Description

This demonstration project combines initiatives to be taken by HCC, NHDC and local retailers. The aim of the project is to increase the number and proportion of people walking to the town centre and other retail opportunities from the residential areas of the town. The scope of the project is outlined below.

Proposal for the Development of Demonstration Project “Walking To The Shops”

1. Introduction

This outline proposal describes the scope of an innovative project aimed at improving the quality of the walking environment for shoppers of all ages who live within walking distance of their shopping facilities. Research into supermarket trip-making indicates that between 4 and 41% of supermarket customers currently walk to and from the shops. In outline this project aims to increase the local walk-in catchment population by developing and introducing improved pavement access conditions and a new generation of shopping trolleys and, finally, through promotion. The expected benefits from the project include;

- An increase in the proportion of sustainable transport modes – at least for shopping
- Health and environmental benefits
- Increased access capacity to shopping areas
- Improved safety conditions for all pedestrians
- Improved quality of footpaths and crossings for all pedestrians and wheel chair users
- Improved means of transporting shopping goods on foot

2. Potential Partners and Endorsements

Soundings have been taken with a number of retailers, trolley manufactures and designers, the DfT, EPSRC, universities and pedestrian interest groups and all have

shown a positive disposition to the project. The structure of the project now needs to be further defined taking into account its planned scope, the potential partners and the funding arrangements.

3. Project Structure Outline

The basic structure of the project breaks down into the following main stages;

Stage 1

- Confirmation of the project's partners, their roles and contributions
- Confirmation of case study areas
- Refining the project scope and programme
- Application for project funding

Stage 2

- Walking audits in each case study area
- Shoppers' "before" surveys
- Stakeholder workshops in each case study area
- Design workshop – shopping trolleys
- Design workshop – footpath treatments
- Development of prototypes
- Laboratory testing (possibly UCL)
- Stage 2 Report

Stage 3

- Footpath treatments- implementation
- Shopping trolley production
- Targeted sales and distribution of shopping trolleys
- Project launch in case study areas
- Stage 3 report

Stage 4

- Shoppers' "after" surveys
- Project final report
- Best practice guidance and full launch



Design Considerations	Proposed Solutions	
Definition of the principal walking routes to the town centre via a walking audit	Determine principal town centre feeder routes within the residential areas.	
Quality criteria needed for footpath finishes, kerbing and gradients	Set quality criteria	
Specification of new shopping carriers	Through workshop with retailers	
Specification of footpath materials and features needed	To meet quality criteria	
Links to Other UTP Schemes	<p>A1 - Relocation of Pedestrian crossing on Melbourn Street further East to outside the Police Station</p> <p>A3 - Installation of Pedestrian crossing on Old North Road at Orchard Road, to provide improved access to the rail station from the North</p> <p>A7 - Continuation of foot pavement at South end of Fish Hill</p> <p>A8 - Improved crossing facilities between Market Hill and Bus Station and A10 island site</p>	
Contribution to Objectives / Targets	UTP Objectives	<p>4 - Review pedestrian crossing locations and facilities to improve connectivity along key desire lines</p> <p>8 - Increase the proportion of sustainable travel trips</p>
	LTP Indicator	<ul style="list-style-type: none"> • Accessibility • Rights of Way • Footway Condition

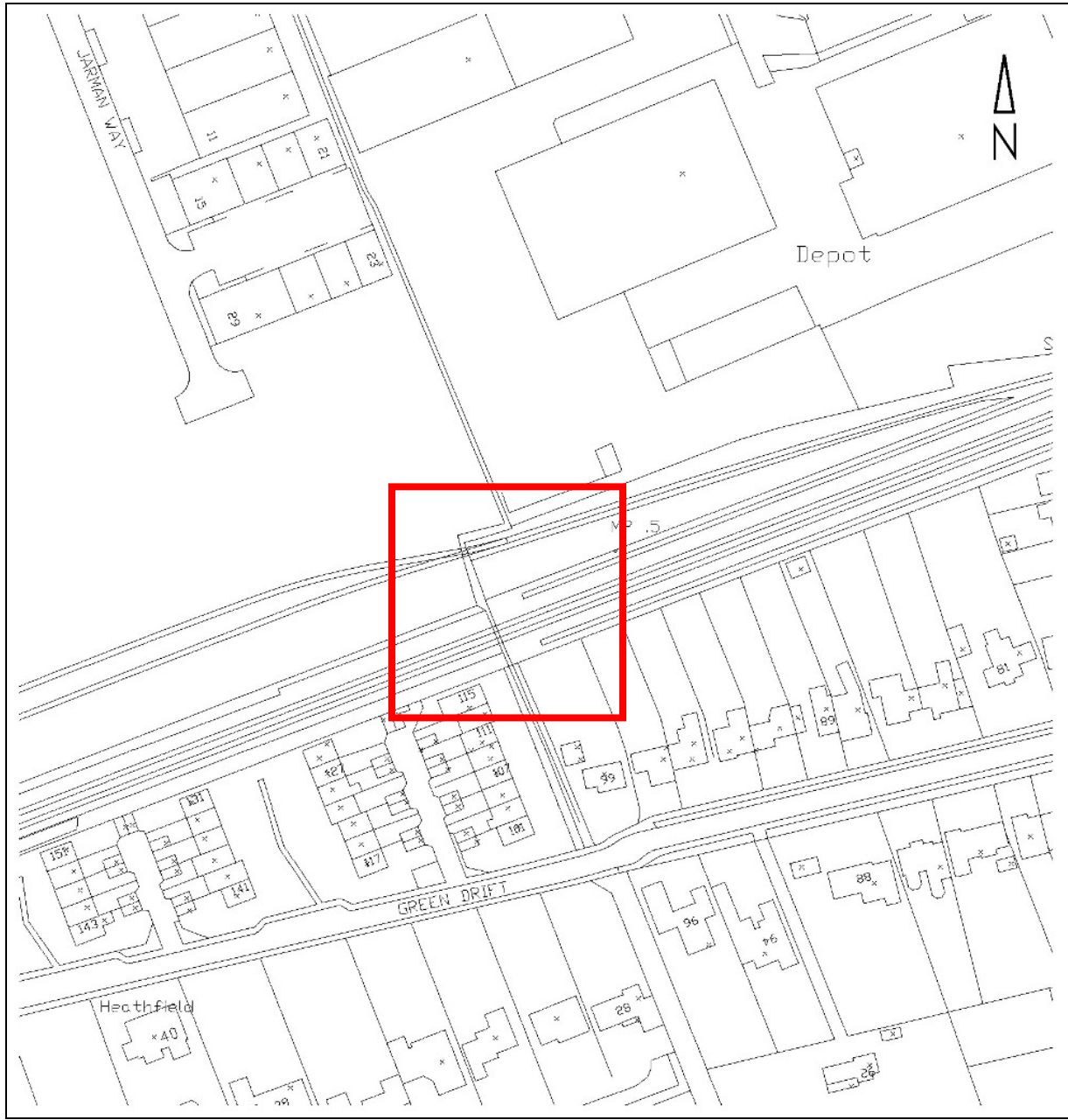
Outline Cost Analysis		
Works Element	Est. Cost	Notes
Project management, Walking audit, Before and after surveys	£12,000	
Footway improvements	£100,000	
Total Cost For Delivery	£112,000	

<i>Deliverability Assessment</i>	
Can the scheme be delivered within the highway boundary?	Yes/No
Can the scheme be delivered without third party involvement?	No
Do all elements of the scheme involve standard work processes?	Yes
Can the scheme be delivered in the medium term?	Yes
<p>Where 'N' details for overcoming deliverability risk: Footpath treatments will be within the highway boundary. Retailers are involved in the project through the specification of the shopping carriers and their procurement and access to their premises.</p>	

Scheme Name	Improvement of Rail Crossing from Green Drift to South Close/Orchard Road	
Scheme Reference	A10	
Problem Reference(s)	W6	Lack of footpaths is reducing the attractiveness of people to walk to schools, employment areas, and the town centre
	W9	There are no direct footpath links to the north
	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
	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
Scheme Status	This scheme is included in the UTP	

<p>Description</p> <p>The current crossing of the railway in this location is shown on the plan below and is illustrated in the photograph. The crossing provides a direct link for pedestrians from Baldock Road to the major employment area between the railway and the A505. The current provision necessitates pedestrians to negotiate two stile crossings and a narrow track over the running rails of the railway. There is evidence of cyclists using this facility although cyclists have to carry their bikes over the stiles. Two “kissing gates” are proposed large enough to accommodate cycles without them being carried to replace the stiles together with the provision of a 1.5 meter track flush with the top surface of the running rails. Flashing warning lights may need to be introduced possibly supplemented with an audible warning of oncoming trains, subject to further discussion with Network Rail.</p> <p>Network Rail have not yet been consulted on this proposal but are to be so at the next consultation stage. The proposal would require a detailed safety assessment by Network Rail, who would have the final say on whether this scheme goes ahead. The alternatives are:</p> <ul style="list-style-type: none"> • Leave the substandard crossing as it is • Remove the crossing entirely • Provide a footbridge in the same location (subject to feasibility)

Location Plan



Supporting Photographs



West Rail Crossing from the Town side of the track



West Rail Crossing from the Industrial Estate side of the track



West Rail Pedestrian Crossing footway



West Rail Pedestrian Crossing access

Design Considerations	Proposed Solutions	
Provision of pedestrian and cyclist friendly gates	The gates should be designed to a sufficient size to allow cyclists to negotiate them without having to carry their bikes. The gate design should prevent cyclists from cycling through them as they will be required to dismount to use the whole crossing facility.	
Safety	Oncoming train warning lights should be introduced. The provision of audible warnings should be made subject to the recommendations of Network Rail and consultation with occupiers of adjacent properties.	
Links to Other UTP Schemes	B2 - Completion of measures linking the proposed rail underpass and implementation of town-wide cycling network to improve connectivity and permeability for cyclists throughout the town	
Contribution to Objectives / Targets	UTP Objectives	3 - Improve connectivity and continuity of the cycle network 4 - Review pedestrian crossing locations and facilities to improve connectivity along key desire lines 7 - Improve accessibility of key employment and residential destinations for all transport modes 8 - Increase the proportion of sustainable travel trips
	LTP Indicator	<ul style="list-style-type: none"> • Accessibility • Rights of Way • Footway Condition • Cycling Trips

Outline Cost Analysis		
Works Element	Est. Cost	Notes
Materials	£10,000	
Labour	£7,500	
Total Cost For Delivery	£17,500	

Deliverability Assessment	
Can the scheme be delivered within the highway boundary?	No
Can the scheme be delivered without third party involvement?	No
Do all elements of the scheme involve standard work processes?	Yes
Can the scheme be delivered in the medium term?	Yes
Where 'N' details for overcoming deliverability risk: The scheme can be delivered within Network Rail's boundary. The scheme can be delivered by Network Rail.	

Definitive Statement of Public Rights of Way in Royston (2006)

No	Type	Description	Map Ref(s)
002	FP*	Commences from Baldock Road at western parish boundary thence NW along same over railway to Royston Bypass (A505) and into Cambridgeshire.	HCC 3
005	FP	Commences from Mackerel Hall at junction with Cedar Crescent thence SE to junction with Baldock Road.	HCC 4
006	FP	Commences from The Green at NW corner of "Acacia Cottage" thence NE to join Baldock Road opposite Electricity Sub Station.	HCC 4
007	FP	Commences from Briary Lane opposite Heath Avenue thence E, S and generally SE to join Sun Hill W of Mount Lodge.	HCC 4
008	FP	Commences from Newmarket Road at NE corner of Stile Plantation thence S and SE along eastern boundary of same to join Barkway Road at junction with The Drift Way.	HCC 4
009	FP	Commences from Barkway Road at east end of Kensit Terrace S and SE along western boundary of Green Walk Plantation to southern end of same thence SW along southern edge of wood to join London Road.	HCC 4 HCC 8
010	BR*	Commences from Grange Bottom thence SE to town boundary N of The Grange.	HCC 4 HCC 8
012	BBR	Commences from London Road N of Grange Lodge thence generally E along parish boundary and southern boundary of Seven Rides Plantation past BR10 thence NE along boundary to join Barkway Road approx. 390 yards SE of "Eagle" Tavern P.H.	HCC 8
013	BR	Commences from S end of Briary Lane thence generally S, for approx. 785 yards past Wicker Hall and BR14 thence W to parish boundary thence SW along same and into Therfield.	HCC 7 HCC 8
014	BR	Commences from London Road S of Royse Grove thence SW parallel to same past pumping station for approx 387 yards thence W to join BR13.	HCC 4 HCC 8
015	FP	Commences from A10 Melbourn Road along south side of Haywoods Lane, between bollards to Cherry Drive.	HCC 4
016	FP	Starts from Royston Road, Royston, approx. 200m south of Shaftesbury Way, at TL 3649 4002 then running approx. SE to cross Royston 12 at TL 3698 3920.	HCC 4 HCC 8
017	FP	Starts at the S boundary of the A505 Royston Bypass thence SE to stile in railway fence; crossing railway and another stile and over another arable field to its exit into the Royston-Baldock Road near Ivy Farm.	HCC 3

