

ROYSTON URBAN TRANSPORT PLAN

Draft Stage 2 Report

**APPENDIX 2C – PUBLIC TRANSPORT SCHEME
PROFORMAS**

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THE TRANSPORTATION CONSULTANCY

APPENDIX 2C – PUBLIC TRANSPORT SCHEMES

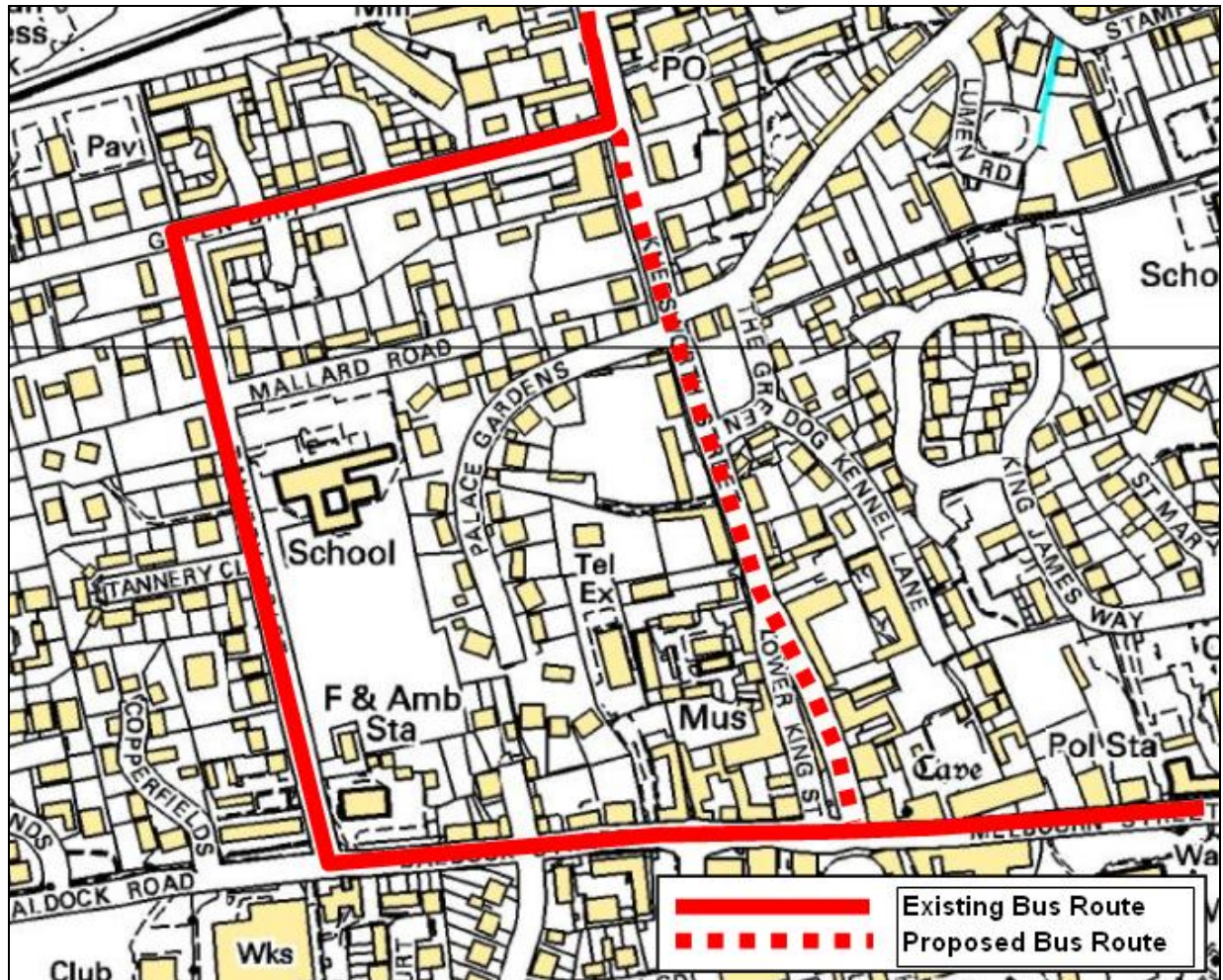
Reference	Description
	Short Term
C1	Re-introduction of bus service in Kneesworth Street
C2	Audit & improve locations and facilities for taxi ranks
C3	Establish a local Sustainable Transport Promotion Fund to advocate and promote public and other forms of sustainable transport and to disseminate related information
	Medium Term
C4	Extend and increase the frequency of the town bus service
C5	Improvements to bus infrastructure, accessibility and information systems
C6	Re-locate and or upgrade bus station to improve accessibility and interchange
C7	Introduction of single demand-responsive co-ordinated service between the villages and the town centre

Scheme Name	Re-introduction of bus service in Kneesworth Street	
Scheme Reference	C1	
Problem Reference(s)	P14	People park along Kneesworth Street and block the road
Scheme Status	This scheme is included in the UTP	

Description

Introduction of extended parking and loading restrictions along the eastern side of the southern section of Kneesworth Street to enable buses on the 331 service to pass and hence use the most direct route as originally followed.

Location Plans



Supporting Photographs



Parking removed from Kneesworth Street approach to The Cross, to allow buses room to pass through



Bus struggling to pass parked vehicle on Kneesworth Street.

Design Considerations	Proposed Solutions	
	Application of yellow lining And provision of new sign. Liaison with bus operators	
Links to Other UTP Schemes	E1 - Extend and increase the frequency of the town bus service	
Contribution to Objectives / Targets	UTP Objectives	
	LTP Indicator	<ul style="list-style-type: none"> • PT Patronage • Accessibility • PT User Satisfaction

Outline Cost Analysis		
Works Element	Est. Cost	Notes
Bus re-routeing	0	
Total Cost For Delivery	£0	

<i>Deliverability Assessment</i>	
Can the scheme be delivered within the highway boundary?	Yes
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 short term?	Yes
Where 'N' details for overcoming deliverability risk: The re-routeing of the bus service to be agreed with the bus operator	

Scheme Name	Audit & improve locations and facilities for taxi ranks	
Scheme Reference	C2	
Problem Reference(s)	O1	Taxi ranks in the town centre are few and poorly located
Scheme Status	This scheme is included in the UTP	

Description

Removal of taxi parking from disabled parking bays in Upper King Street and relocation of 4 taxi bays in Lower King Street immediately north of The Cross and adjacent to the public toilets. The revised location would permit taxis to stay throughout the day, be more visible to the public and to provide more direct access to the station. The proposal includes the provision of 4 taxi bays on Market Hill and 4 bays in the John Street car park.

<p>Supporting Photographs</p>  <p>Parking restrictions at the existing taxi rank on King Street, on the South side of The Cross</p>	 <p>Potential new taxi rank area on Lower King Street, on the North side of The Cross.</p>
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Design Considerations	Proposed Solutions	
Signing and lining	Standard materials and application	
Links to Other UTP Schemes	A4 - Pedestrian and Taxi improvements at The Cross	
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"> • PT Patronage • Accessibility • PT User Satisfaction • PT Information

Outline Cost Analysis		
Works Element	Est. Cost	Notes
Signing and lining	£2,500	
Total Cost For Delivery	£2,500	

Deliverability Assessment	
Can the scheme be delivered within the highway boundary?	Yes
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 short term?	Yes
Where 'N' details for overcoming deliverability risk:	
Liason is needed with the taxi operators	

Scheme Name	Establishment of a local Sustainable Transport Promotion Fund to focus resources to advocate and promote public transport and other sustainable transport modes and to disseminate related information	
Scheme Reference	C3 - Combining PTMs 05, 14, 31, 19, 05, 29, 31, 32, 09, 33, 34, 37, 38, 41 and 42	
Problem Reference(s)	PT2	Perceived cost of bus travel too expensive
	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
Scheme Status	This scheme is included in the UTP	

Description	
<p>As reflected in the UTP, Royston is likely to face a future of declining bus patronage despite its projected growth. Bus usage for journeys to work in Royston is presently only half that of the County average. Bus services continue to struggle in a climate of limited finance being available for subsidies. More needs to be done to improve the existing services and their integration, to promote increased bus use and to encourage other complementary services. Generally, more needs to be done to continually promote the use of other sustainable transport modes.</p> <p>This initiative is to establish and apply a new local revenue stream from a defined percentage of the costs of providing physical transport measures in the town including for example the cycle schemes. The target for the fund is to the implementation of a wide range of public transport and other sustainable transport initiatives. These initiatives will include but not be limited to the following;</p> <ol style="list-style-type: none"> 1. Work to improve bus, rail, taxi co-ordination – timetables & information (PTM05) 2. Promote a commercial taxibus service to improve access to and from Royston's outlying villages (PTM14, PTM38) 3. Promote the use of taxis to provide evening and weekend complementary services (PTM09, PTM33) 4. Promote the use of lower emission public transport vehicles (PTM19) 5. Encourage bus operators and retailers to offer fares discounts (PTM29) 6. Introduce punctuality partnerships (PTM31) 7. Promote taxi sharing (PTM32) 8. Promote the use of rail services to access retail and employment opportunities (PTM38) 9. Develop and promote improved public transport service information (PTM42) 10. To promote the wider Smarter Choices agenda in Royston 11. To provide publicity for the introduction of new sustainable transport projects including the new cycle / pedestrian underpass on the railway. 12. To promote existing car-share scheme www.hertsliftshare.org 	

Links to Other UTP Schemes	All Public Transport schemes	
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 7 - Increase the proportion of sustainable travel trips
	LTP Indicator	<ul style="list-style-type: none"> • PT Patronage • Accessibility • PT User Satisfaction • PT Information • Quality

Outline Cost Analysis		
Works Element	Est. Cost	Notes
Fees	£15,000 pa	
Materials	£5,000 pa	
Promotional Budget	£30,000 pa	
Total Cost For Delivery	£50,000 pa	

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
Where 'N' details for overcoming deliverability risk:	
The initiatives involved are not physical measures but inevitably require considerable liaison with third parties. This is to be reflected in the role specification for the champion	

Scheme Name	Extend and increase the frequency of the town bus service	
Scheme Reference	C4, (incorporating PTM03, PTM10, PTM11)	
Problem Reference(s)	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
	P3	The District has differential parking rates – different rates for different car parks – but Royston does not.
	D2	Future growth in and around Royston and issues on the M11 will result in more through traffic.
Scheme Status	This scheme is included in the UTP	

Description
<p>This proposal is to extend the current town bus service to reach Royston Heath South and the employment and residential areas in the north of the town. The proposal includes increasing the service frequency and the extension of service times into the evenings and on Sundays</p>

Design Considerations	Proposed Solutions	
Define route extensions and bus stop locations	Frontage consultation and patronage study required for subsidy	
Links to Other UTP Schemes	C5 – Enhancements to outlying bus infrastructure, accessibility, punctuality and co-ordination	
Contribution to Objectives / Targets	UTP Objectives	<p>4 - Improve local public transport accessibility, frequency, and information within and around Royston</p> <p>6 - Improve accessibility of key employment and residential destinations for all transport modes</p> <p>7 - Increase the proportion of sustainable travel trips</p>
	LTP Indicator	<ul style="list-style-type: none"> • PT Patronage • Accessibility • PT User Satisfaction • PT Information • Quality

Outline Cost Analysis		
Works Element	Est. Cost	Notes
Operations	£60-90,000 pa per bus	Actual cost dependent on service specification, duration and fares income
Bus stop infrastructure	£10,000	Bus stops only
Total Cost For Delivery		

Deliverability Assessment	
Can the scheme be delivered within the highway boundary?	Yes
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/No
Where 'N' details for overcoming deliverability risk:	
Liaison and negotiations with bus operators required. The proposal is capable of being introduced in stages in both the short and medium terms	

Scheme Name	Improvements to bus infrastructure, accessibility and information systems	
Scheme Reference	C5	
Problem Reference(s)	PT1	Concerns have been raised about the Bus station. Questions were raised about its location, local accessibility and facilities.
	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
Scheme Status	This scheme is included in the UTP	

Description
<p>This proposal is to provide additional bus stops and related facilities in Royston and in the outlying villages. Additional stops are proposed in Old North Road and in Kneesworth Street. Bus stops are to be provided with illuminated timetables and be sited where they can accommodate shelters and seating</p>

Design Considerations	Proposed Solutions	
New locations to be the subject of frontage assessment and planning application		
Links to Other UTP Schemes	C4 - Extend and increase the frequency of the town bus service	
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 7 - Increase the proportion of sustainable travel trips
	LTP Indicator	<ul style="list-style-type: none"> • PT Patronage • Accessibility • PT User Satisfaction • PT Information • Congestion

Outline Cost Analysis		
Works Element	Est. Cost	Notes
Bus Stops		Allows for four locations
Bus Shelters		Allows for two locations
Total Cost For Delivery	£15,000	

Deliverability Assessment	
Can the scheme be delivered within the highway boundary?	Yes
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:	
Consultation with frontages required together with planning approval	

Scheme Name	Re-locate and or upgrade bus station to improve accessibility and interchange	
Scheme Reference	C6	
Problem Reference(s)	PT1	Concerns have been raised about the Bus station. Questions were raised about its location, local accessibility and facilities.
	PT12	Lack of co-ordination between public transport modes
Scheme Status	This scheme is included in the UTP	

Description

This proposal is to implement both short and medium term improvements to the bus station to take into account the possible redevelopment of the Market Square and Warren car park sites as promoted in the Royston Town Centre Strategy. Accessibility to both these sites is compromised by the A10 which passes between them. Decisions made as to the preferred location for the bus station depend in part on the development briefs and emerging proposals for these sites. Although the Market Square sites may together accommodate a small bus station and provide marginally improved accessibility to the town centre, they would be more constrained for mixed use development. The existing site can be upgraded and access to it and the Island site can be improved with the introduction of WM06. The Warren site is significantly larger than the Market Square sites and should be able to accommodate additional parking (on two or three levels) together with a new bus station and mixed use development. Short term improvements at the bus station should go ahead whatever the outcomes of the development of the Warren. Subsequent improvements are dependent on the future of the whole site both in terms of their physical disposition and in terms of funding

The short term improvements should include;

- Provision of signing and lining for bus stops and lay-over bays
- Provision of separate bays for non-scheduled services (e.g. demand-responsive vehicles)
- Provision of additional sheltered seating
- Upgraded travel information displays



Design Considerations	Proposed Solutions	
Short Term	Minor measures as above	
Medium Term	Integrate design with site development brief	
Links to Other UTP Schemes	C5 - Improvements to bus infrastructure, accessibility and information systems	
Contribution to Objectives / Targets	UTP Objectives	4 - Improve local public transport accessibility, frequency, and information within and around Royston 6 - Improve accessibility of key employment and residential destinations for all transport modes 7 - Increase the proportion of sustainable travel trips
	LTP Indicator	<ul style="list-style-type: none"> • PT Patronage • Accessibility • PT User Satisfaction • PT Information • Quality

Outline Cost Analysis		
Works Element	Est. Cost	Notes
Design & Works	£100K – 150K	
Total Cost For Delivery	£100K – 150K	

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 medium term?	Yes/No
Where 'N' details for overcoming deliverability risk:	
The scheme lies on Council owned land.	
Liaison with bus operators will be needed	
Short term elements of the proposals are set out above.	

Scheme Name	Introduction of single demand-responsive co-ordinated service between the villages and the town centre	
Scheme Reference	C7	
Problem Reference(s)	PT5 PT11	Poor links from outside villages into Royston There is a lack of alternative public transport modes to buses to serve the villages and to accommodate Sunday and evening demands
Scheme Status	This scheme is included in the UTP	

<p>Description</p> <p>It is suggested that if the proposals to improve current conventional bus services from the surrounding villages and settlements into Royston do not prove sustainable then consideration should be given to establishing a single, many to many, demand responsive transport service to serve these areas. This would be achieved using the subsidy currently allocated to local, socially necessary, public bus services. Over time, it may also be possible to combine this subsidy with the resources made available for the provision of statutory (Adult care, education, SEN and health) and Community Transport services to provide an entirely integrated demand responsive service.</p> <p>It is envisaged that any single Demand Responsive Transport service would provide for the general public living in the area commencing at the boundary to the town and extend to within a 8/10 mile radius of its centre. This catchment area would, notionally, be divided into 4 with the North, South, East and West each being served, initially, by at least 1 accessible minibus size vehicle. These vehicles would focus on enabling passengers to access the town and settlements along the way (vertically), either directly or by linking to the town bus service. There would also be a further vehicle operated to enable journeys (horizontally) between settlements within the rural surrounds.</p> <p>A central call centre would be required to take bookings for the service. This could be bought in from an external supplier or possibly provided by the County Council internal fleet services section. There should also be funds set aside to enable some journeys to be bought in from local taxi, community transport or social car scheme providers where these would detract from achieving multiple occupancy on the buses. Where the service is combined with other statutory transport general public and statutory demands could be co-ordinated across the vehicle fleet and the statutory vehicles used in downtime to provide entirely for general public demand. Operating times could be up to a maximum of 12 hours a day; ie 07.00 to 19.00 5 or 6 days a week.</p> <p>Total costs (ie including all depreciation, call centre, vehicle running and staff costs) for such an operation can be expected to be around £35/45,000 per bus per annum.</p>

Links to Other UTP Schemes	C5 - Improvements to bus infrastructure, accessibility and information systems	
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 7 - Increase the proportion of sustainable travel trips
	LTP Indicator	<ul style="list-style-type: none"> • PT Patronage • Accessibility • PT User Satisfaction • PT Information • Quality

Outline Cost Analysis		
Works Element	Est. Cost	Notes
Implementation	£35K - £40K	
Total Cost For Delivery	£35K – 40K	

Deliverability Assessment	
Can the scheme be delivered within the highway boundary?	Yes
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 Medium term?	Yes
Where 'N' details for overcoming deliverability risk:	
Liason is needed with the taxi operators	

