

ROYSTON CROSS DEVELOPMENT BRIEF

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1.0 Introduction

- 1.1 This brief sets out North Hertfordshire District Council's planning requirements for the Royston Cross area of Royston, Hertfordshire.
- 1.2 The Royston Town Centre Strategy Supplementary Planning Document (SPD) was adopted in June 2008 and provides guidance on how development enhancement proposals should be carried out in Royston Town Centre as well as forming a creative vision for its future. It specifically identifies Opportunity Sites for future development and/or enhancement, of which the Royston Cross is identified as one such area.
- 1.3 This development brief, sets out guidance on the Council's preferred option for the future development of the Royston Cross site, providing an approach that ensures that any future development enhances the area. This brief does not set out a timescale for undertaking any enhancement works but provides the guidance for any development which the District Council or developers may undertake in the future.

The Site

- 1.4 Royston Cross is located at the junction of Baldock Street / Melbourn Street, Kneesworth Street, Lower Kings Street and between Upper Kings Street and the High Street as can be seen in Figure 1 below. This also identifies the two areas of open space either side of Baldock Street / Melbourn Street.

Fig 1: Location of Royston Cross



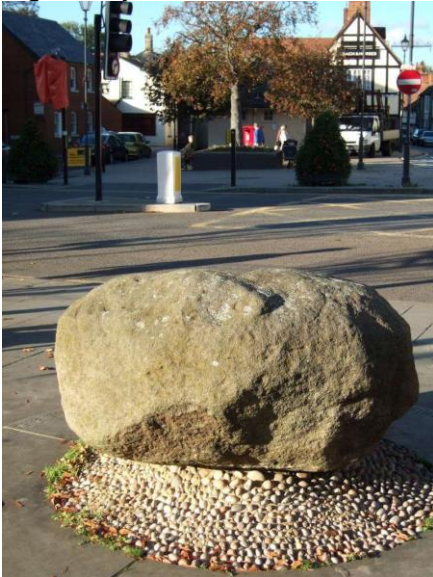
Source: NHDC

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Site History and Background

- 1.5 Historically, the Cross lies at the intersection of Ermine Street and Icknield Way, which date back approximately 2000 years.. Ermine Street provided a key historic link between London, Lincoln and York and as a result was viewed as one of the most important roads in the country. Icknield Way was also of great importance creating a link from Salisbury Plain to East Anglia along the chalk hills.
- 1.6 The name Royston originates from the Cross area as a result of its historical “Wayside Cross”. These structures were often placed at crossroads of major roads to mark the way for travellers. Royston’s wayside cross can be traced to Norman times, a Lady Roysia, was responsible for its creation at the crossroads. It was subsequently named “Roysia's Stone”, which became anglicised to the “Royse Stone” and hence Royston.
- 1.7 Evidence of the wayside cross remains in the form of a large stone, brought to the area in an ice age. This is thought to have been used as the base of the cross and remains mounted close to the crossroads, south of Baldock Street. However, the cross that is believed to have once sat on top has not survived and has perished over time.

Fig 2: Royston Stone



Source: NHDC

- 1.8 When “Royston” is typed into Google maps it identifies Royston Cross as what one would assume to be a town centre location. However, this is not the case and although the area is centrally located and historically it would appear to be central to the towns origins, it is an area dominated by the car rather than pedestrians and therefore is not what one would perceive to be representative of the town centre.
- 1.9 This is one of a number of issues in the Cross area. Interestingly many issues relate to the fact that the area has, and continues to be a busy junction where a number of roads converge and where rat-running and parking add to car dominance. Past improvements to the area have increased pedestrian importance and attempted to make the east - west route of Melbourn Street / Baldock Street less of a barrier. However, to really improve north / south pedestrian movements greater priority needs to be afforded to pedestrians.

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Purpose and Status of the brief

- 1.10 This brief provides guidance for the future enhancement of Royston Cross.
- 1.11 The preferred approach detailed in this brief has been derived from consultation that took place in November/ December 2010.
- 1.12 When adopted, it will be classified as Council **A**pproved **G**uidance. It will provide guidance in accordance with the North Hertfordshire Development Plan and has been prepared in accordance with the Planning and Compulsory Purchase Act 2004.
- 1.13 It will therefore guide any potential enhancement schemes and planning applications to ensure that what takes place on the Royston Cross is appropriate.
- 1.14 The brief also illustrates the Council's intention to enhance the district's town centres.

Site Issues and constraints

a) Car dominance

- 1.15 As detailed above, the area has a number of issues concerning parking and the movement of vehicles. Parking presents challenges across the whole of the site and on the majority of roads leading to and from the Cross area. Key points include:
- General dominance of the car in the area
 - Vehicles performing a U-turn around the roundabout opposite Morrison's in Baldock Street, then heading up Lower Kings Street to the Station
 - Royston Cave stretches underneath the road and there is a tendency for people to park on top of it, raising concerns about its protection
 - The bus route previously passed along Kneesworth Street, however it had to be redirected down Green Drift as a result of on-street parking in the southern area of Kneesworth Street
 - There is a narrow footpath on the eastern side of Kneesworth Street, creating perceived safety issues, as cars pass close to the footpath
 - Parking on Kneesworth Street, north of the Cross, creates difficulties for other vehicles especially bus route 331. This was the reason why it was redirected down Green Drift.
 - There is no pedestrian crossing across Lower Kings Street to the northern part of the Cross and cars aren't controlled by road signals turning northwards from Baldock Street, meaning this area is perceived as dangerous to cross.

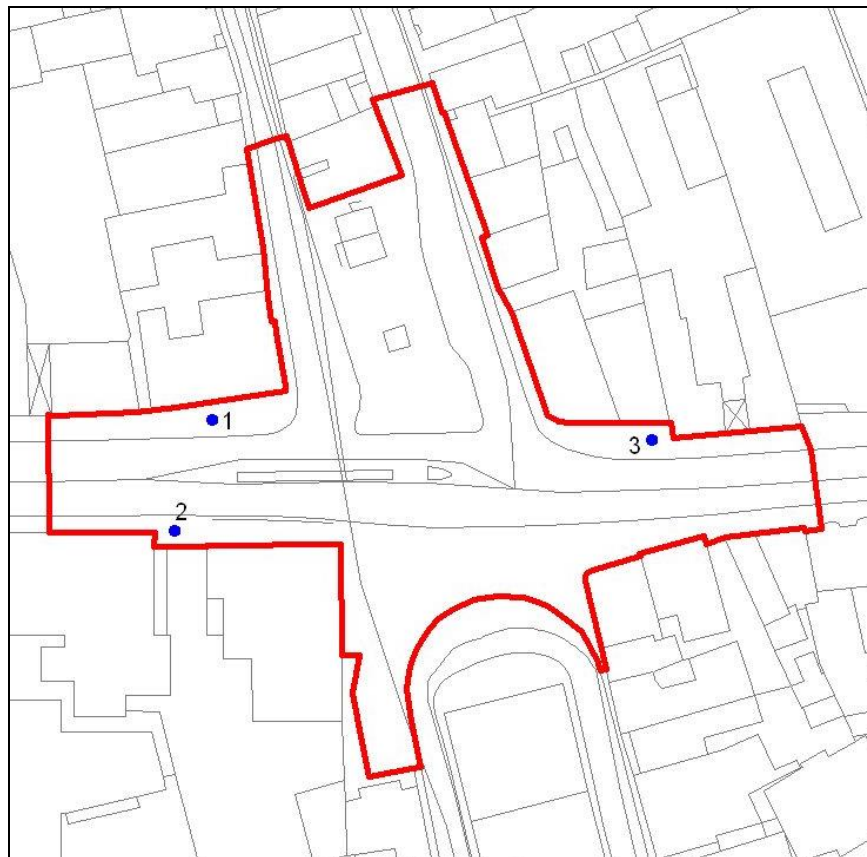
b) Barrier to pedestrian movement

- 1.16 Pedestrian movement is part of any healthy, sustainable community, however Baldock Street / Melbourn Street is a barrier to pedestrians heading north from the town centre and south from the station. There are also generally poor pedestrian links from the north with Morrison's located to the west.

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- 1.17 Figure 3 below shows a number of locations around the Cross, at which footfall counts have taken place. On the northern side of Baldock Street, near the junction of Lower King Street (location 1), the counts are significantly less than on the opposite side of the road to the south near Morrison's (location 2). In this latter location the counts are 5th highest of all locations in the town, however on the other side of the road they are 19th highest. Location 2 is also closer to the town centre and the Morrison's shop provides an obvious draw, but location 1 near the Lower King Street junction is not well used and this is probably the result of a number of reasons including the fact that the Lower King Street crossing is not signal controlled.
- 1.18 Interestingly to the east of this area, next to the Kneesworth Street junction with Melbourn Street (location 3), the pedestrian counts scored 10th highest of all locations in the town. The police station, the Royston Cave and car parks are located in this direction, which will create a draw, plus there is a controlled pedestrian crossing a little way along Melbourn Street. This provides a useful comparison that pedestrians tend not to use the area around the Lower King Street Junction.

Figure 3: Relevant footfall locations (source NHDC)



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c) Unrelated Open Space

- 1.19 The barrier of Melbourn Street / Baldock Street means that the two areas of open space either side do not really relate to each other. The street furniture, particularly on the southern side, is also numerous and although the area includes open space, it does not feel very functional, it feels quite cluttered as illustrated in Figure 4 below. There are a number of different features and signs that have been added over time and there are specific issues with some of the furniture, for instance the planters around the trees are slightly raised creating a trip hazard for pedestrians.

Fig 4: View of Southern area of open space



Source: Google (2010)

d) Through Route

- 1.20 Melbourn Street is considered a through route for the “abnormal loads route¹” (relating to height). This passes through the Cross from the north down the Old North Road into Kneesworth Street and left onto Melbourn Street and will need to be maintained. Also, if the bypass was to close for any reason, this route would become a major through route for traffic, delaying traffic too much could block the town completely, causing gridlock.

e) Historic environment

- 1.21 The area and surrounding buildings have great historic value. The Conservation Area Review for Royston identifies the Cross as an *improvement opportunity* (See Figure 5 below). Although the buildings flanking this site and which form corner buildings to Kneesworth Street and Lower King Street are neither listed nor Buildings of Local Interest, both Lloyds Bank and nos.1-5 Baldock Street are mentioned specifically in the adopted Royston Conservation Area Townscape Analysis (paras 3.69 and 3.75 respectively). In addition, to the east and north, stand nos.2 and 14 Kneesworth Street (both Grade II listed), the latter being The Coach and Horses Inn. Royston Cave is also located to the east of the Cross area. This all means the site needs to be handled with utmost care, and any development/scheme will need to be sensitive to these issues.

¹ As defined by Hertfordshire Highways

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Fig 5: Historic Built Environment in and around the Cross



Source: NHDC Royston Conservation Area Review (2007)

f) Other onsite constraints

- 1.22 Currently there are public conveniences located on the northern Cross area, therefore any scheme will either have to incorporate them or provision will have to be made elsewhere. The future of these facilities is currently being debated, therefore this may influence the need for future provision and would need to be the subject of further discussion with the Council.

Site Opportunities

a) Improvement of Public Realm

- 1.23 There are only a small number of trees in Royston Town Centre and Royston Cross provides a large proportion of them. The trees provide a noticeable difference driving along Baldock Street / Melbourn Street as they change the streetscene from terraced buildings fronting onto the street to one that that provides greenery and shade, something that is not a common occurrence in the rest of the town centre.

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1.24 The Cross contains two areas of urban open space. Although they are open they are underused, and so there is much potential for improvement. Encouraging people to use the space more will enhance the area as a whole. The site's historical origins should be more widely appreciated and the area should be an attraction in its own right, drawing people to it.

b) Extension of town centre

1.25 The site is located to the north of the town centre and provides a key opportunity to extend the retail area and create better north - south pedestrian linkages. There are shops north of the Cross, however they are cut off from the main town centre area by the road. Reducing the barrier and making this area more accessible will bring the area closer to the town centre.

c) Bringing the town centre closer to the station

1.26 Reducing the barrier of Baldock / Melbourn Street will not only increase the attractiveness of the area north of the road it will also increase links to and from the station to the town centre, potentially increasing the footfall and the overall attractiveness of the town. This could bring about a more vibrant town centre as commuters and passengers will view the town centre as not being so far away and would be more likely to visit the town centre.

2.0 Policy Assessment

National Policy

- 2.1 The Government's approach to planning is set out in PPS1: *Delivering Sustainable Development*. This seeks to ensure a better quality of life for everyone now and in the future. Planning for the historic built environment is contained in the recently published PPS5: *Planning for the Historic Environment*, which seeks to protect the historic built environment and utilise it to create sustainable places.
- 2.2 Policy on planning for town centres is contained in PPS4: *Planning for Sustainable Economic Growth*. This identifies a town centre first approach for main town centre uses and seeks to encourage development that is accessible by sustainable methods of transport.
- 2.3 Planning for Open Space is currently contained in PPG17 (although this was under a process of review under the previous government) which states that well maintained open spaces can help create environments that are attractive, clean and safe.

North Hertfordshire District Council Local Plan (1996)

- 2.4 Policy 21 of the Saved Local Plan seeks to protect private and public open space in the district's towns and seeks to ensure that any future development is acceptable by retaining the character, form and layout. The policy also encourages small-scale environmental improvements, where the pattern of open space is reinforced.
- 2.5 Royston Cross is located within the town centre boundary and within Royston Conservation Area. Primary Shopping Frontage is located to the south along the High Street as detailed in Policy 43 of the Saved Local Plan.

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North Hertfordshire Core Strategy and Development Policies (in preparation)

- 2.6 Core Policy M of the Core Strategy sets out the district's retail hierarchy for centres. Royston is identified as a "town centre" together with Hitchin, Letchworth Garden City and Baldock . It primarily serves the day-to-day shopping and service needs of local residents and is dominated by small independent shops.
- 2.7 Development Policy 5 sets requirements for design, safety and sustainability. These requirements seek to guide development and include issues such as responding positively to local context and enhancing public realm...etc.

Royston Town Centre Strategy SPD (2008)

- 2.8 As detailed in the introduction, the area is identified in the Royston Town Centre Strategy as an "opportunity area" (RTC2). It identifies the possibility for improvement of the area as it is an important gateway to the town centre from the north.
- 2.9 The possibility for development on the Cross area is recognised, although the need to fit with the surrounding character is a key consideration. Extension of the public realm and pathways in the area are recognised as creating a more pedestrian and cycle-friendly environment encouraging visitors and increasing pedestrian priority.

Royston Urban Transport Plan (UTP)

- 2.10 The Royston Urban Transport Plan (UTP) Stage 2 Report² was published in April 2010. The Plan seeks to promote more sustainable modes of transport in accordance with the Hertfordshire Local Transport Plan³. There is much cross over between the Royston UTP and the Town Centre Strategy and there are many common objectives seeking to improve pedestrian access and movement in the Town, as well as improving the pedestrian importance at the Cross.
- 2.11 The UTP identified a particular scheme (Scheme Reference A4) specifically for the Cross in which it proposed changes, the majority of which are being taken forward in this brief. These points include:
- Improving walking links
 - The need to pedestrianise the Cross
 - Widening the footpath and narrow road at Kneesworth Street heading south to the Cross
 - Double yellow lines both sides of Melbourn Street to prevent parking over the Cave

² Royston Urban Transport Plan (2010) Available from:
<http://www.hertsdirect.org/envroads/roadstrans/transplan/tcatp08/tcatp/roystonutp/>

³ Hertfordshire Urban Transport Plan 2006/7 – 2010/11 Available from:
<http://www.hertsdirect.org/envroads/roadstrans/transplan/tcatp08/>

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- 2.12 Elsewhere in the plan other potential projects that may affect this area include:
- The bus route being redirected down Kneesworth Street instead of Green Drift (Scheme C1)
 - Improvement of pedestrian crossing near Morrison's (Scheme A2)
 - Relocation of crossing along Melbourn Street near police station (Scheme A1)
 - Relocation of taxi rank from Upper Kings Street to Lower King Street (Scheme C2)
 - Imposing weight restrictions on Newmarket Road, Melbourn Street, Baldock Street and Baldock Road (D10)
- 2.13 All of the above would be subject to further consultation with Hertfordshire Highways and other interested parties.
- North Hertfordshire Partnership Sustainable Community Strategy**
- 2.14 The District's Sustainable Community Strategy⁴ (SCS) was published in 2009. This sets out 10 particular themes on a number of different priorities in North Hertfordshire. These include the environment, community safety, health, and economic prosperity. It also places an emphasis on town centres, specifically seeking "sensitive and appropriate regeneration". It also seeks to improve the economic performance of the district's towns, which this brief will also contribute towards through an enhanced environment.
- 2.15 The Council's Corporate plan has also been recently reviewed and identifies three priorities, they are:
- Town Centres
 - Sustainable Development
 - Green spaces
- 2.16 This development brief is seeking to enhance and improve Royston through enhancement of the town centre area and enabling greater pedestrian importance. It can therefore be viewed in accordance with what the Council is seeking to achieve as a whole. The district's town centres represent key drivers for development and change in the district and therefore, this type of project will be viewed as extremely important. There are also a number of other projects taking place in the district's town centres and particularly in Royston that this project will contribute to and work in combination with.

3.0 Site Strategy

Aim

- 3.1 Through enhancement of Royston Cross, we will make the area safer, more pedestrian friendly and create a more pleasant environment.

⁴ The SCS forms an overarching strategic plan for all that provide services in North Hertfordshire. The North Hertfordshire Partnership is the Local Strategic Partnership for North Hertfordshire. It brings together representatives of the public, private, voluntary and community sectors, including parish and town councils to work together to improve the area.

SCS Available from: http://www.north-herts.gov.uk/index/community_and_living/north_hertfordshire_local_strategic_partnership/sustainable_community_strategy.htm

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Objectives

3.2 This can be done by:

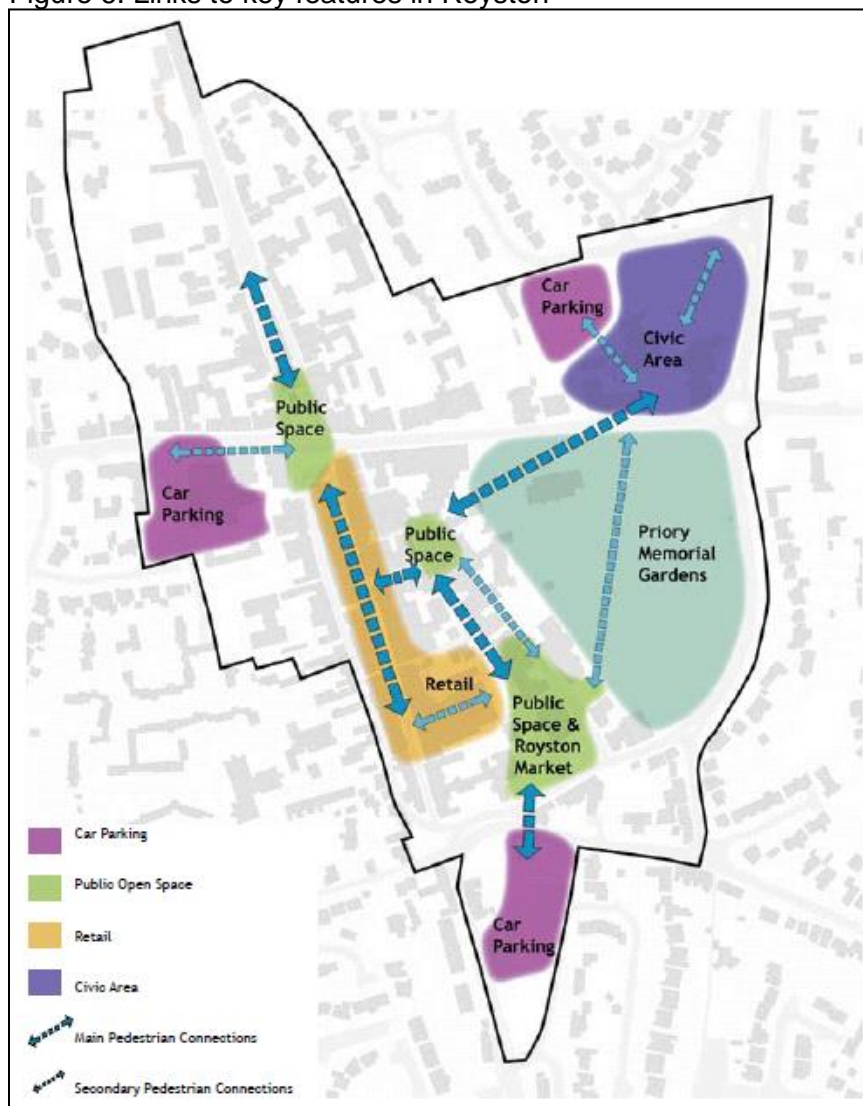
- improving the link and priority for pedestrians between the northern Cross area to the High Street area to the south
- rebalancing the needs of pedestrians and road users
- improving the usage and linkage of the open spaces
- standardising the street furniture and reducing street clutter
- including a flexible approach to enhancement that does not preclude appropriate development in the future

Preferred Option - Improvement of open space and pedestrian importance incorporating movement of Baldock Street stop line

- 3.3 The preferred option has been derived from public consultation that took place in November and December 2010. This consultation considered ideas from the Royston Town Centre Strategy (SPD) and the UTP to derive two different approaches that formed a number of different options for the development and enhancement of the Royston Cross area. This was in addition to a “do nothing” approach.
- 3.4 The preferred option takes forward key features of “Option 2a” from the draft consultation document. It was viewed as most popular by those that responded, particularly as it was seen as affording pedestrians most priority. Enhancement of the open space forms the major part of this option, but it does not preclude built development that would enhance the area.
- 3.5 Improving the linkages between the open spaces in the town is viewed as particularly important in the Town Centre Strategy and also the Royston UTP. Figure 6 below, shows a map from the Royston Town Centre Strategy linking the different open spaces in the town, particularly Royston Cross to Fish Hill and the Market Square. The approach taken will help facilitate a greater degree of movement around the town, reducing barriers and increasing vitality and viability.

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Figure 6: Links to key features in Royston



Source: Royston Town Centre Strategy (2008)

- 3.6 The preferred option seeks to improve the general environment of the Cross using various different methods and features that will be implemented in combination. The main features of this option include:
- i) Provide a raised pavement through the Cross area in the carriageway
 - ii) Widen footpath on Kneesworth Street but retain two lane turning at junction
 - iii) Move stop line on Baldock Street west to behind Lower King Street
 - iv) Expand width of pedestrian crossing areas.
 - v) Rationalise street furniture and make environmental improvements
 - vi) Implement double yellow lines throughout Cross
 - vii) Relocation of taxi rank to Lower King Street following audit, and
 - viii) Possible implementation of vehicle weight limit through the Cross.

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i) Raise pavement through the Cross Area in carriageway

- 3.7 Creating an obvious visual difference between the approaching routes and the Cross area should give further priority to pedestrians. This will encourage drivers to slow down, as they will understand that they are entering an area where they are more likely to encounter pedestrians.
- 3.8 The raised pavement effect should occur at all approaches to the junction, although it must be relatively gradual to allow HCVs and low loaders the appropriate gradient to pass over without damage. But at the same time it must provide enough of a change to make vehicles slow down. Highways Agency guidance will cover this.
- 3.9 The modified paving should also incorporate both areas of open space to give a feeling of continuity. The materials for the raised pavement in the carriageway will need to show a clear differentiation from the materials which are used elsewhere in the Cross area for highway safety reasons. At the same time they must be sensitive to the historic built environment in terms of character, colour, age...etc and could include block paving. Consultation with North Hertfordshire District Council Conservation Team and Hertfordshire Highways will be required to ensure that these requirements are met while ensuring that the historic feel of the area is not compromised.

ii) Widen footpath on Kneesworth Street but retain two lane turning at junction

- 3.10 As detailed in the Royston UTP, the footpath along Kneesworth Street is very narrow. Increasing the width to a minimum to 2m⁵ will afford greater pedestrian safety. The width of the road can be maintained by extending the road into the hatched parking area within the northern area of open space. This will reduce the area of open space available, but will afford greater pedestrian importance.
- 3.11 This approach may present issues for loading as the informal loading bay will essentially become part of the road. Loading restrictions may need to be implemented to prevent either of the lanes becoming blocked to correspond with any future bus routes. Alternatively consideration could be given to including provision for a loading bay within the area of open space to maintain the existing situation.

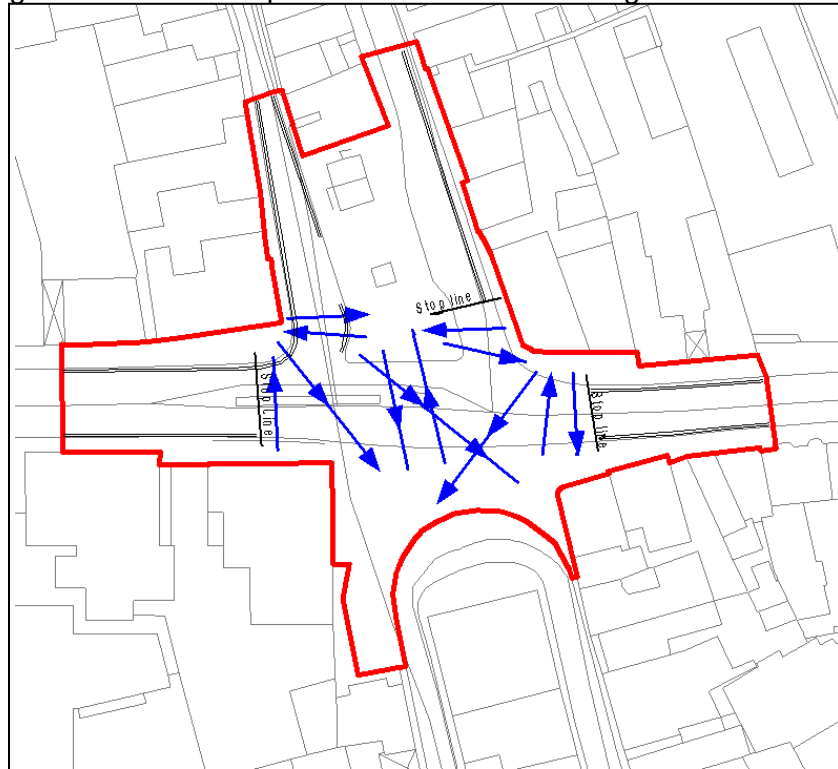
iii) Move the stop line on Baldock Street west to behind Lower King Street

- 3.12 Although this feature is not proposed in the UTP, it is considered that moving the existing stop line on Baldock Street westwards to behind the junction with Lower King Street could reduce the amount of vehicular movement that takes place at present to the station and would provide a safe pedestrian crossing at Lower King Street.
- 3.13 Implementing this feature will essentially enable pedestrians to cross in any direction, at any time if all traffic lights are on red as is visible in Figure 7 below. This would afford priority to pedestrians, which has not been the case in the past.

⁵ The Highways Agency recommends a minimum width of 2m in their 'Design Manual for Roads and Bridges'

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Figure 7: Freedom of pedestrian movement through the Cross



Source: NHDC

- 3.14 As part of any detailed design works this element of the scheme will require some form of transport modelling as there may be a negative impact on the roundabout near and also traffic diversion along Green Drift. There is a probability that if these restrictions were in place, drivers would divert their journey earlier along the A10, but that will need to be determined by a traffic assessment and agreement would need to be sought from Hertfordshire Highways (as Highway authority).
- 3.15 A fall back position of retaining traffic lights in their existing position would have to be taken if this feature is proved to have significant negative impacts on the local road network.
- 3.16 Along with this, consideration should be given to introducing parking along the northern side of Baldock Street. This would serve as a traffic calming effect, would afford greater freedom to pedestrians crossing Lower King Street and would be of benefit to businesses. Such an option would need to be considered in consultation with Hertfordshire Highways and the local police.
- 3.17 There is currently a large stone island preventing a right turn from Melbourn Street into Lower King Street. This also impedes pedestrian movement. Any detailed scheme would need to maintain a restriction on a right turn but allow greater degree of movement of pedestrians.

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iv) Expand Width of Pedestrian Crossing areas

- 3.18 The UTP proposes to extend the size of the main crossing area between Kneesworth Street and Lower King Street, however if number iii) above is implemented, the crossing area will be substantially bigger than it is now, allowing pedestrians the freedom to cross in any direction they wish. Widening the crossing may be relevant if, following a detailed traffic assessment, feature iii) is not appropriate.

v) Rationalise Street Furniture and make environmental improvements

- 3.19 Currently the street furniture includes bins, signs, trees, benches, railings, bushes, lampposts, security cameras, bollards and also the Royston Stone. These features all contribute toward reducing the openness of the area (especially to the south where the stone is located). The area should be freed from clutter and the stone should be made more visible.
- 3.20 The type of street furniture used should be regularised in this area. The trees, signage, seats, bins should be compatible with the standard style in Royston, should be simplified and where possible combined to reduce clutter. The trees and planting features should also be rationalised to improve pedestrian movement. The street furniture layout should be designed paying close attention to desire lines. There are many detailed elements to this particular feature, which could include:
- Making the Royston Stone more prominent and making it more of a feature. Potentially restoring the “Cross” on top of the stone
 - Making the area of open space more usable. This would add to the flexibility element and could make the area multi-functional
 - Providing multi-purpose furniture which will enable the space to be used as a meeting place. However maintaining free-flow of pedestrian movement and reducing clutter is important
 - Fewer but more interesting trees
 - Brighten the area using images that provide an historic element.

- 3.21 As mentioned above in feature “i)” the areas of open space would require improvement, matching the level of the raised carriageway and using appropriate materials to complement the local historic character.

vi) Double yellow lines throughout Cross area

- 3.22 Use of double yellow lines throughout the Cross area will reduce the potential for nuisance parking, that creates problems for buses and gives a feeling of car dominance. This will, however, have to be properly enforced. It also affords some additional protection to the cave. This feature is consistent with provisions of the UTP.

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vii) Relocation of taxi rank

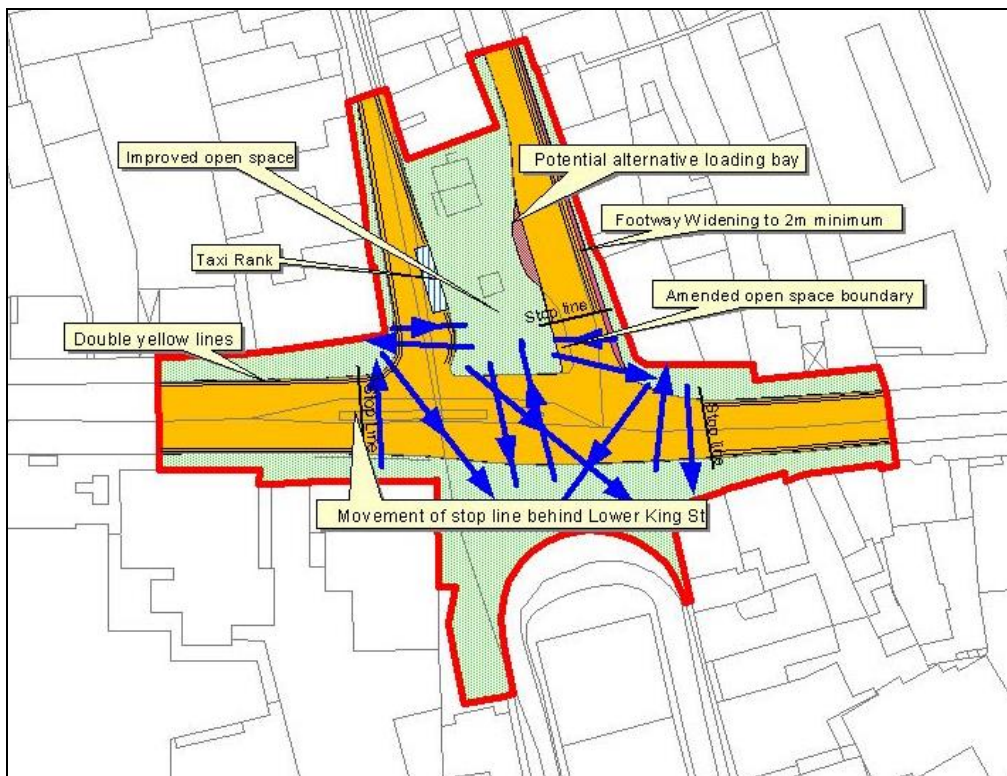
3.23 The taxi rank is currently located on the southern side of the Cross on Upper King St, however, the one-way system creates negative fares for the general public and so its relocation to an area on the Cross will make it more accessible and also create an additional draw for pedestrians. Consideration should be given to this possible location in line with the UTP following consultation with taxi firms.

viii) Weight limit through the Cross

3.24 Preventing large, heavy vehicles passing through the Cross would add to the perception of pedestrian importance. This was specifically detailed in Scheme D10 of the UTP and will need to be the subject of further consultation with Hertfordshire Highways, the police, HGV representatives and other interested parties.

3.25 The features listed above are represented in Figure 9 below.

Figure 9: Potential features of the preferred option



Source: NHDC

4.0 Next Steps / Delivery

Funding

4.1 The works is expected to be completed in the medium to long term as currently funding is a key determining factor.

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- 4.2 There are a number of mechanisms through which the enhancement works could be delivered. This could occur through pooling of Section 106 monies for appropriate contributions for improvements to open space and public realm. It could also occur through implementation of Scheme A4⁶ in the UTP. There is considerable overlap between this project and what is contained in the UTP, therefore if funding was available it would be sensible to implement the schemes together. This is however, dependent on Hertfordshire Highway budgets and priorities. The Highways project does not include funding for environmental improvements to the open space or the movement of the stop line west behind the turning into Lower King Street, which may have to be sourced separately.
- 4.3 The funding could also occur through some form of grant funding as has been the case for Angel Pavement.

Consultation

- 4.4 As the brief affects large amounts of Highways land, Hertfordshire Highways must be involved in both the detailed design and the implementation of the scheme. Other key organisations such as Royston First (Royston's BID company), Royston Town Council and Royston Chamber of Commerce should also be involved in both the detailed design and the implementation of the project as they provide representation of businesses and other local interests in the town. Consultation with the District Council's Conservation Officer will also be required to ensure that any scheme is acceptable.

Transport Implications

- 4.5 A detailed traffic assessment of the impacts of this preferred approach will be required to support any detailed scheme to ensure that there are no negative impacts on the road network.

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⁶ UTP Scheme A4 – Pedestrian, Road and Taxi Improvements at The Cross and on Kneesworth Street

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Appendix 1 : Relevant Documents

Document	Prepared by	Date	Available from
Royston Urban Transport Plan	Hertfordshire Highways	(2010)	http://www.hertsdirect.org/envroads/roadstrans/transplan/tcatp08/tcatp/roystonutp/
Fish Hill and Royston Cross Ground Penetration Survey	North Hertfordshire District Council	(2010)	NHDC Council Offices
Royston Town Centre Strategy	North Hertfordshire District Council	(June 2008)	http://www.north-herts.gov.uk/index/environment_and_planning/planning/planning_policy_and_projects/planning_for_town_centres/royston_town_centre_strategy.htm
Highways and Transport Speed Management Strategy	Hertfordshire Highways	November 2009	http://www.hertsdirect.org/envroads/roadstrans/transplan/ltp/ltp2/speedmanagement/
Royston Conservation Area Review	North Hertfordshire District Council	March 2007	http://www.north-herts.gov.uk/index/environment_and_planning/planning/conservation_and_heritage/conservation_areas/royston_conservation_area_review.htm