**Royston – Executive Summary**

**Introduction**

A series of town based evidence packs have been developed to support the emerging Growth and Transport plans. These include analysis of a range of socioeconomic, land use, demographic factors, and consideration of current transport provision and usage to identify issues and constraints in relation to travel to / from and within the towns. An assessment is also included of likely future transport pressures taking into account proposed growth and predictions from modelling work using the countywide transport model COMET. The key findings from the Royston evidence pack are outlined below.

There are two MSOA’s that cover the study area. One encompasses both the eastern side of the A10 and the western side of the A1198. The other MSOA sits centrally within these roads.

**Background**

The town of Royston is situated in the north east corner of the wider Hertfordshire region.

The study area is located less than 40 miles north of Central London, along the A10 and is part of the North Central GTP due to its interactions with the A1(M) and those towns nearby (e.g. Letchworth and Baldock). Royston is the 20th largest built up area within Hertfordshire, with a population of 16,800.

**Community Characteristics**

The study area of Royston has a number of identified employment centres and is served by one upper and one middle school.

There are a number of health, sport and recreation facilities within the study area that are mainly concentrated around the centre of Royston. Most retail facilities are distributed centrally or to the north east.

The outer MSOA is in line with the England average age (39-42 years) whilst the central MSOA is just above the average.

The outer MSOA is above national averages for life expectancy, general health and long term illness. The central MSOA is below national averages for long term illness, male and female life expectancy and obesity.

Unemployment levels are low across the whole study area, although there is a small pocket of deprivation in the north central part of the study area.

Car ownership is relatively high across the study area compared to the England average, with levels of car ownership particularly high in the outer MSOA.

There are no Air Quality Management Areas (AQMA), within the study area.

**Economic Portrait**

This section investigates the current economic climate in the study area drawing on information sources such as the East of England Forecasting Model, ONS Census 2011 and the Business Registrations and Employment Survey. North Hertfordshire district has around 132,000 inhabitants and around 59,000 jobs with key employment sectors identified as Wholesale and Retail, Manufac¬turing and Accommodation, food and services. Generally resident job skills appear to match the available employment sectors.

**Transport Network**

The study area is served by two Primary A Roads; the A505 that connects Luton to the A11 (that bypasses Royston to the north) and the A10 that connects London to Cambridge (and runs through the centre of the study area).

The A1198 (Old North Road) to the north runs parallel to the A10 but does not continue through the built up area of Royston.

There is one train station within the study area that is an approximate 10 minute walk northwards from the town centre. The train station is situated on the Cambridge Branch line that connects London Kings Cross and Cambridge.

Bus providers in the area service routes to Letchworth, Baldock and Cambridge that operate infrequently.

There are limited cycle routes in the study area. With a short section along the Old North Road and a couple of east / west routes, to the north and south along the B1039.

**Network Analysis**

The study area has a net out commute, with inbound commuting making up 31% and outbound commuting being 41%. Internal (17%), working from home (6%) and other (5%) make up the remainder of the journeys.

Inbound trips to the study area mainly originate from Cambridgeshire (45%) followed by Hertfordshire (30%). At a town level most of these inbound trips originate from Letchworth (5%), Cambridge (5%), Stevenage (4%), London (3%) and Hitchin (3%).

The vast majority of inbound trips are made via Private Car (83%) with only 11% of trips made using sustainable modes of transport.

Most outbound commuting trips from the study area travel to Cambridgeshire (45%) followed by other destinations in Hertfordshire (29%) and Greater London (14%). At a town level most of these outbound trips are to Cambridge (16%), Inner London (11%), Stevenage (5%), Letchworth (4%) and Outer London (3%).

A slightly lower percentage of outbound trips are made by private car than inbound trips (73%), whilst 17% of outbound trips are made by rail, which is made up of journeys to inner London, Greater London and Cambridge.

Just under half of all internal trips are made using a private vehicle (43%) and just under half are made on foot (44%). Cycle trips account for 6% of the mode share.

Through trips are trips that do not start or end in the study area. Based on analysis using the countywide model COMET 40% of trips on the A1198 and 18% of trips on the A10 (both in the am peak) were classified as through trips. Based on model these trips appear to be travelling from the Huntingdon, Peterborough and Cambourne area.

Bus services within the study area provide infrequent services to Letchworth, Baldock and Cambridge. Frequency of bus services may contribute to the low number of trips made.

There are three congestion hotspots within the study area; (1) A10 / A505 (2) A505 / A1198 / Old Road North and (3) the A10 / Baldock Road / Newmarket St.

Overall this information suggests there is a strong link from the study area to Cambridgeshire and vice versa and that a lot of motorised trips are travelling through the study area on the A1198 / Old North Road. Car trips dominate the movements with high proportions of trips travelling inbound, outbound internally and through the study area by car. This motorised activity culminates in key congestion hotspots and impacts on the place function of the town.

However the implementation of schemes such as the GoDutch Scenario and/ or Ebikes has the potential to increase cycling by around 15%-19%.

**Future Transport**

North Herts is set to experience a 14% growth in population over the next 15 years and a 9% growth in employment with the main growth seen in the construction, wholesale and retail and manufacturing.

Most future developments are planned in the east, west and north of the town, with approximately 1,200 dwellings being built by 2031.