

Royston Urban Transport Plan

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Volume 1

HERTFORDSHIRE COUNTY COUNCIL

ROYSTON URBAN TRANSPORT PLAN STAGE 2 REPORT

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HERTFORDSHIRE COUNTY COUNCIL
ROYSTON URBAN TRANSPORT PLAN

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GLOSSARY OF TERMS

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

EXECUTIVE SUMMARY

Introduction

Hertfordshire County Council and North Hertfordshire District Council have resolved to prepare an Urban Transport Plan (UTP) for Royston and have commissioned Transportation Planning International Ltd (TPI) for this purpose. The development of the UTP is being carried out in two stages. Stage 1 was completed in the Autumn of 2009 and is the subject of an earlier report. This was published on Hertfordshire County Council's website www.hertsdirect.org.uk following the links environment and roads, roads transport, transport plans and urban transport plans to Royston. The Stage 1 Report explained the relevant policy background, and presented a "Transport health Check" for the town. It also described the transport problems and issues raised by the Wider Stakeholder Group in the preliminary consultation. The Stage 2 report has now been prepared and can also be viewed on this website. The Stage 2 report describes the development of transport – related schemes and measures recommended for possible implementation in defined programme periods up to 2021. This report takes account of the more extensive and public consultation undertaken over a six week period in January and February 2010. This Executive Summary sets out the broad content of the Stage 2 report and provides a quick reference guide to its contents to assist readers.

The Stage 1 Report

Relevant Policy

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

Transport Health Check

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

Consultation

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

Conclusions

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

The Stage 2 Report – A Quick Reference Guide

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

Sections 1 - 3 Introduction, background to the area, overarching objectives and targets.

Section 4 Local problems and issues (raised by the Wider Stakeholder Group and the study team and subsequently during the public consultation period)

- Walking
- Cycling
- Passenger transport
- Parking
- The driving environment
- Other

Section 5 Local opportunities and future pressures (as assessed by the study team)

Section 6 Local objectives and targets.

Section 7 Programme of possible measures required (including reference to measures suggested but discounted during the assessment stage)

Section 8 5- year programme (the list of schemes or measures being recommended for possible implementation)

Section 9 Plan monitoring and review.

Appendix 1 Scheme Assessment Framework (providing information about how each scheme or measure being considered might perform).

Appendix 2 Scheme proformas (providing more detail about individual schemes and measures being recommended for possible implementation).

Appendix 3 Public Consultation (Setting out the detailed arrangements made for and the results of the public consultation. The public responses closely reflect the issues, concerns and priorities identified during Stage 1. The areas attracting most comment were regarding parking and traffic issues)

For readers with limited time to spare, attention is drawn particularly to Sections 4, 5 and 8 and to Appendices 2 and 3

1.0 INTRODUCTION

An Urban Transport Plan for Royston

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

Structure of the UTP Documentation

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

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

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

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

2.0 Background to the Urban Transport Plan Area

Current Characteristics

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

Population

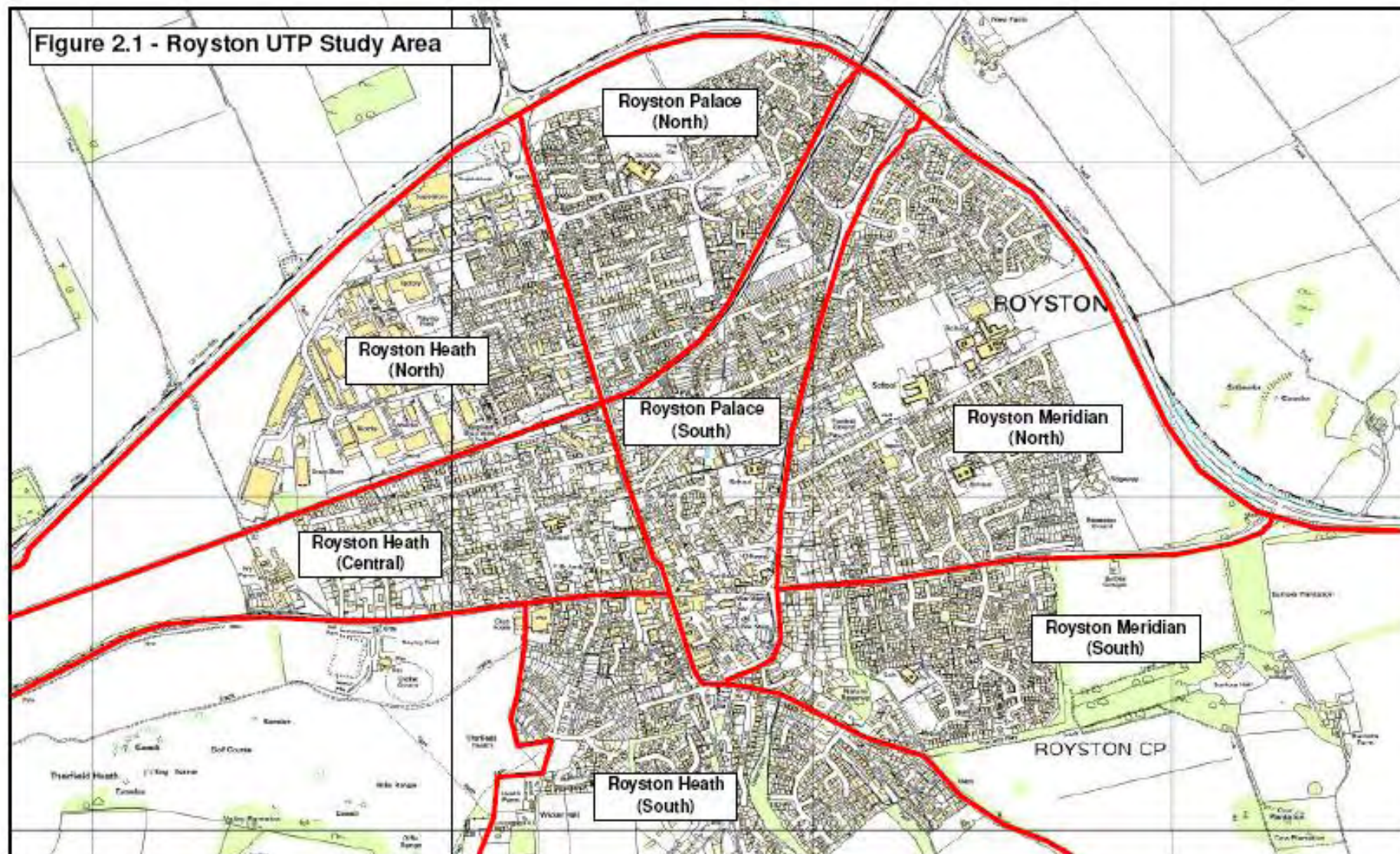
- 2.2 Royston is an historic market town with a population of approximately 15,000 (5780 households), located in North Hertfordshire on the border of Hertfordshire and Cambridgeshire at the junction of the A10 and A505. A further 15,000 people live within a 5 mile (8 kilometre) distance of the town centre.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

Employment

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

The Transport Network

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



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

Travel Characteristics

- 2.7 Car ownership levels in Royston are higher than those for the rest of Hertfordshire, with only 16% of households not owning a car, compared to 17.7% in Hertfordshire, and 26.8% for the rest of England and Wales. There are three or four areas within Royston where car ownership is significantly lower than average, with Sun Hill, Burns Road and Icknield Walk having over 30% of households not owning cars.
- 2.8 The mode split for journeys to work for Royston compared to North Hertfordshire, the East of England, and England are shown in Table 2.1. The proportion of trips made by car for Royston is typical for North Hertfordshire, but is slightly higher than that for the East of England, and more so for the country as a whole. The relatively high household income in Royston (affording high car ownership) and relatively low levels of bus service provision would appear to account for this. The relatively high walk mode share also helps account for the lower bus mode share. Against this, walking to work in Royston is relatively high as a result of the proximity of the employment areas to the housing stock.

Table 2.1 – Journey to Work Mode Share Comparison

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

Source: 2001 Census Data

Future Growth

- 2.9 In common with all the main settlements in the County, Royston is facing the prospect of significant housing growth as a result of market pressures and regional allocations set by Central Government. Over the period 2009 to 2031, the number of households is expected to increase by some 1100 representing an annual growth rate of just under 1% over 22 years if these allocations are broadly complied with. An increase in local employment in the order of 2000 jobs (28%) would be targeted over this period to support the increase in households. This development growth will need to be served largely by the town's existing transport infrastructure.

Summary

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

3.0 Overarching Targets and Objectives

Introduction

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

East of England Plan

- 3.2 Royston falls within the Cambridge sub-region in the East of England Plan, therefore the following Policies are applicable:
- CRS1 – Strategy for the Sub-Region (Government proposals for new housing growth and it's distribution in the wider Cambridge area)
 - CSR2 – Employment Generating Development (The scale and nature of employment growth needed to support the housing growth in the wider Cambridge area)
 - CSR3 – Green Belt (Policies aimed at safeguarding area as green belt where only limited development would be permitted)
 - CSR4 – Transport Infrastructure (Policies defining strategic transport proposals for the area by road and rail, and the means of ensuring better use of existing transport capacity)

Hertfordshire Local Transport Plan

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

Table 3.1 – Hertfordshire Local Transport Plan Targets

Indicator	Baseline (2003/04)	Progress (2008/09)	Target (2010/11)
Safety			
Number of people Killed or Seriously Injured on roads	1,084 (1994-98)	459	No more than 600
Number of Children (under 16) Killed or Seriously Injured	113 (1994-98)	37	No more than 56
Total Slight Injuries	5,509	3925	No more than 5,509
Compliance with 30mph Speed Limit	56% (2004/05)	64%	60%

Indicator	Baseline (2003/04)	Progress (2008/09)	Target (2010/11)
Congestion			
Projection of Change in Area-Wide Traffic Mileage (Vehicle km/day)	20.7 million	21.05 million	22.4 million
Congestion	To be Established		To Be Set
Air Quality	No Longer Required		To Be Set
Change in Peak Period Traffic Flows	Watford 22,553 St Albans/ Hatfield 16,415	21,943 14,623	23,284 17,289
Proportion of pupils who travel to school via Sustainable Modes	57.50%	5-10yrs: 61% by sustainable modes 11-16yrs : 76%	60% (by sustainable modes)
Percentage of Schools with School Travel Plans	14%	74%	83%
Accessibility			
Public Transport Patronage (Bus journeys per year)	31 Million	35 Million	31 Million
Percentage of bus users satisfied with the local provision of passenger transport services	55%	77%	60% (2009/10)
Proportion of buses keeping to schedule	80% (2004/05)	91%	80%
Percent of People Who Find it Difficult to Travel to Local Hospital (Accessibility)	29%	30%	24%
Cycling Trips (per day)*	2,397 (2004/ 05)	2,778	2,658 (11% Increase)
Percent of users satisfied with local provision of passenger transport information	39%	65%	50%
Length of Rights Of Way that are easy to use	61% (2004/05)	72%	80%
Other			
Non Principal Classified Road Condition	19.4% (2004/05)	9%	No More than 19.4%
Principal Road Condition	8% (2005/06)	6%	No More than 8%
Unclassified Road Condition	19.3% (2004/05)	13%	No More than 19.3%
Percentage of Footways in acceptable condition	52%	24%	No More than 52%
Abbey Line (No. Journeys)	375,000	463,193	750,000

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

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

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

North Hertfordshire Area Transport Plan

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

Table 3.2 – North Hertfordshire Area Transport Plan Objectives & Targets

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

Source: North Hertfordshire Area Transport Plan

4.0 Local Problems & Issues

Introduction

- 4.1 This chapter draws together the transport problems and issues identified in Stage 1. These problems and issues arise from the process of disseminating the data provided to the consultant's team, discussions with the client officers and elected Members and a wider stakeholder group and with the additional findings of the team from its desk top study and site visits. Issues raised during the public consultation period either repeated those issues raised here or related to the more generalized issues such as lack of maintenance e.g. road and footpath conditions. It should be noted that some of the problems and issues raised were already in the process of being resolved at the time. An example would be the extension of the rail station car park.

Walking Issues

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

terms of providing a means for physical activity and aiding a healthy lifestyle; and being used as part of the leisure and tourism industry. Hertfordshire County Council's Countyside Access officers have identified a number of problems and issues regarding RoW's in Hertfordshire in general, and specifically local to Royston. Appendix 1 shows the full list of public Rights of Way local to Royston as per the Definitive Statement published in 2006.

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

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

Ref	Issue
W1	Lack of formal Pedestrian crossings at appropriate locations
W2	Dangerous crossing of Melbourn Street close to the Police Station
W3	Narrowness of footpaths at busy and vulnerable locations
W4	Lack of footpath maintenance
W5	Lack of signage for visitors, to enable them to navigate the town centre
W6	Lack of footpaths is reducing the attractiveness of people to walk to schools, employment areas, and the town centre
W7	Pedestrian flow to the town is difficult, particularly at The Cross and by Morrison's
W8	RoW routes in all directions (except via Therfield Heath, to the west) out of the town are limited in number and many are dangerous
W9	There are no direct footpath links to the north
W10	Crossing the bypass at the A1198 and A10 roundabouts is hazardous for walkers and cyclists due to the speed of the traffic
W11	The link along the A10 between Royston and Buntingford requires resurfacing, as it is only adequate in some sections
W12	Severance of the town by the rail line and bypass in that, RoW Footpaths 2 and 17 to the northwest cross the rail line and the busy A505 bypass Northeast of Ivy Farm
W13	Development changes associated with the Opportunity Sites adjacent to the A10 The Warren and the Market Place will need to include improved pedestrian facilities and linkages to the Island Site
W14	The railway line forms a significant barrier for pedestrians (and cyclists) seeking to travel between the town centre and the main employment zone

Cycling Issues

- 4.7 In contrast to walking, Royston has a lower mode share of work trips made by cycle compared to North Hertfordshire, East of England, and England generally. Only 2.4% of work trips are made by cycle in Royston compared to 3.9% for East of England. Similar to walking, the vast majority of these cycle trips are internal trips, as almost 5% of internal trips are made by cycle as opposed to between 0.65% and 1.75% of commuters travelling into or out of Royston for work.
- 4.8 Royston currently has a limited cycle network of short sections of on and off-road cycle lanes and routes with little or no continuity between them. Similar to

pedestrian connectivity, the rail line creates an impermeable barrier through the town, with the only crossing via sub-standard narrow cycle lanes on Old North Road. The proposed rail underpass will greatly assist in permeating this barrier providing a much safer and direct alternative route between the Northern and Southern sections of the town.

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

Table 4.2 – Local Cycling Issues

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

Public Transport Issues

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

catchment area. This has led to increased parking pressures at the station and in some surrounding residential streets.

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

Table 4.3 – Local Public Transport Issues

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

Local Highways & Driving Environment Issues

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

convenient park and thereby creating additional congestion. There are a number of locations where on street parking creates very narrow available road space for accessing traffic, resulting in further congestion. The other main traffic-related concern raised by stakeholders is the issue of vehicles speeding through local residential areas, for example the streets leading to the leisure centre. Table 4.4 summarises the issues relating to the local highway and driving environment.

Table 4.4 – Local Highways/ Driving Environment Issues

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

Parking Issues

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

- 4.20 A number of the “Opportunity Sites” in the town centre include off street surface parking which could result in a reduction of parking capacity

Table 4.5 – Local Parking Issues

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

Local Development

- 4.21 Stakeholder feedback recognizes the strong link between new development and traffic growth as the dominance of the car particularly for shopping trips is likely to

continue. Particular concerns were expressed over the impact of additional traffic including through traffic on the town's roads likely to be caused by both new development and increased congestion on the strategic roads in the wider area.

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

Table 4.6 – Local Development Issues

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

Other Local Transport Issues

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

Table 4.7 – Other Local Transport Issues

Ref	Issue
O1	Taxi ranks in the town centre are few and poorly located
O2	Inappropriate freight access.

Local Issues Summary

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

- 4.26 The results of the public consultation are shown in Appendix 3. Within this, Annex A sets out the comments made again by transport theme and the way in which they have been addressed in drawing up the UTP

5.0 Local Opportunities and Future Pressures

Development Change

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

Table 5.1 – Local Opportunities / Future Pressures

<i>Issue</i>	<i>Time Scale</i>	<i>Possible New Problems Created</i>
Large professional office and employment uses between York Way and the A505 (Site Area of 11 Ha)	2011 – 2016+ (Medium Term)	Increased congestion at North end of town during peak periods
Residential development at Princes Mews (Approx 50 homes)	2010 – 2016+ (Short/ Medium Term)	Increased congestion along Melbourn / Baldock Streets during peak periods
Residential development on Former Ling Dynamics site Baldock Road (Approx 50 homes)	2010 – 2011 (Short Term)	Increased congestion along Melbourn / Baldock Streets during peak periods
Residential developments at Ivy Farm (Approx 70 homes)	2011 – 2016 (Within 5 years)	Increased congestion on Baldock Road
Residential development between A505 Bypass & Housman Ave / Burns Rd (Approx 140 homes)	2011 – 2016 (Within 5 years)	Increased congestion at North end of town during peak periods

Issue	Time Scale	Possible New Problems Created
Residential development between A505 Bypass & Garden Walk/ Hawthorn Way (Approx 200+ homes)	2021 – 2031 (Long Term)	Increased congestion accessing and on A10 and Newmarket Road

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

Future Travel Demand

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The Impact of "Smarter Choices Initiatives"

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

Town Centre Strategy and Off Street Parking Sites

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

Table 5.6 - Town Centre Opportunity Sites and Parking Space

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

Source : Royston Town Centre Strategy and TPI

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

- 5.15 This UTP study has identified a significant potential growth in travel demand fuelled by new housing and employment growth. The increase in housing could be up to 25% between 2009 and 2031 if Central Government's housing growth and distribution targets are realised. Future parking capacity should take account of this growth and include for further demand generated by non-residential development across the town (including the development of some of the Opportunity Sites and from increased visitation from Royston's hinterland. The approved private parking standards for town centre development permit a maximum of only 50% of the "unfettered" demand and this would clearly add to parking pressure in the available public car parks. Further, additional demand for space would derive from any increase in the proportion of parkers staying for longer periods. Taken together, these additional parking demands could easily amount to a requirement for a further 180 spaces by 2031. The way parking demand is likely to build up is shown in Table 5.7.

Table 5.7 – Future Parking Demand

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

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

6.0 Local Objectives and Targets

The Royston UTP Context Statement

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

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

Transport Objectives for Royston

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

Table 6.1 – Royston UTP Objectives

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

Mutually Supporting and Inter-dependent Objectives

- 6.3 The UTP must necessarily embrace a broad range of transport measures and initiatives and seek to avoid those that conflict with or substantially compromise one another. There are key inter-relationships between the objectives listed in Table 6.1. **Principal amongst these are the parking objectives (1 and 2) in that they support rather than weaken the sustainable transport objectives (3, 5 and 8)**

Smarter Choices

- 6.4 A key linkage between the LTP and the UTP objectives is the achievement of a more sustainable transport outcome. Increasing the use of non-car modes of transport requires the application of a range of measures and initiatives to influence travel choice. In addition to the ongoing Safer Routes to School initiatives, work based and residential Travel Plan production and the cycle network development work there is a need to give further emphasis to the promotion and improvement of existing public transport services and to pursue complementary forms of public transport. Further influences on travel choice need to be made by improving conditions for pedestrians, promoting walking and by adopting a more tightly managed parking regime.
- 6.5 Whereas reasonable progress is being made in taking forward the Smarter Choices for travel agenda, the resources for focusing increased effort locally continue to be limited. The importance of Smarter Choices for a growing town such as Royston should not be understated as more could be done to lessen the impact of future traffic growth. Many of the physical measures planned for Royston are aimed at encouraging the use of sustainable transport. The cycling schemes for example make up a substantial proportion of the resources planned to be allocated in the UTP. These and other schemes will require considerable effort to promote their use and advertise their availability. A new, non-physical measure is proposed within the UTP. This measure would deliver the ongoing **Integrated Promotion of Sustainable Transport Measures**. The resources for this initiative should ideally include an appropriate percentage of the overall cost of the physical schemes to provide effective promotion, information and publicity. In order to “lock in” the benefit of these schemes. Additional possible sources for this fund include developer contributions, the Intalink Partnership and any successful grant bids. These resources would be used to deliver a wide range of promotional initiatives supporting many of the measures listed under the public transport, cycling and walking schemes presented in the next Chapter.

Linking the UTP and LTP Objectives and Targets

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

7.0 Programme of Measures Required

Introduction

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

The Scheme Selection Process

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

Stage 1- Deliverability

- 7.3 The Long List of potential schemes is presented in the **Scheme Assessment Framework** (SAF) in Appendix 1. As this list contains some highly varied measures it is essential to judge how they would be likely to perform in addressing the identified problems, meeting the LTP and other objectives and satisfying other key criteria such as feasibility and deliverability. The assessment process adopts a similar methodology to that used for other UTPs in Hertfordshire. The process starts with a “**High Level**” **feasibility** score (**Stage 1**) whereby schemes are checked for their affordability, feasibility and deliverability. Schemes likely to face significant risks of delivery due to their order of cost or doubtful feasibility or those being taken forward outside the UTP are discounted at this stage.
- 7.4 A number of these potential schemes involve speed reduction measures that would be delivered by means of local speed limits and traffic calming. The County Council will be carrying out a speed limit review on all its A and B roads to assess if the limits are correct for the environment. This review will be carried out using the Hertfordshire Speed Limit Framework (adopted November 2009) and will be completed by 2011. The Speed Management Strategy contains a number of criteria which should be met when considering a speed management strategy. This Framework sets out the speed limits judged to be appropriate for each type of road and distinguishes between sites suitable for 20mph limits and 20mph zones. Valid speed reduction measures in the vicinity of schools are to be afforded priority where schools have completed a School transport Plan. The UTP will serve to inform the County Council where speed reduction measures should be considered for review.
- 7.5 The schemes discounted at Stage 1 are shown in Table 7.1 indicating the reasons why they are not to be included.

Figure 7.1 - UTP Scheme Selection Process

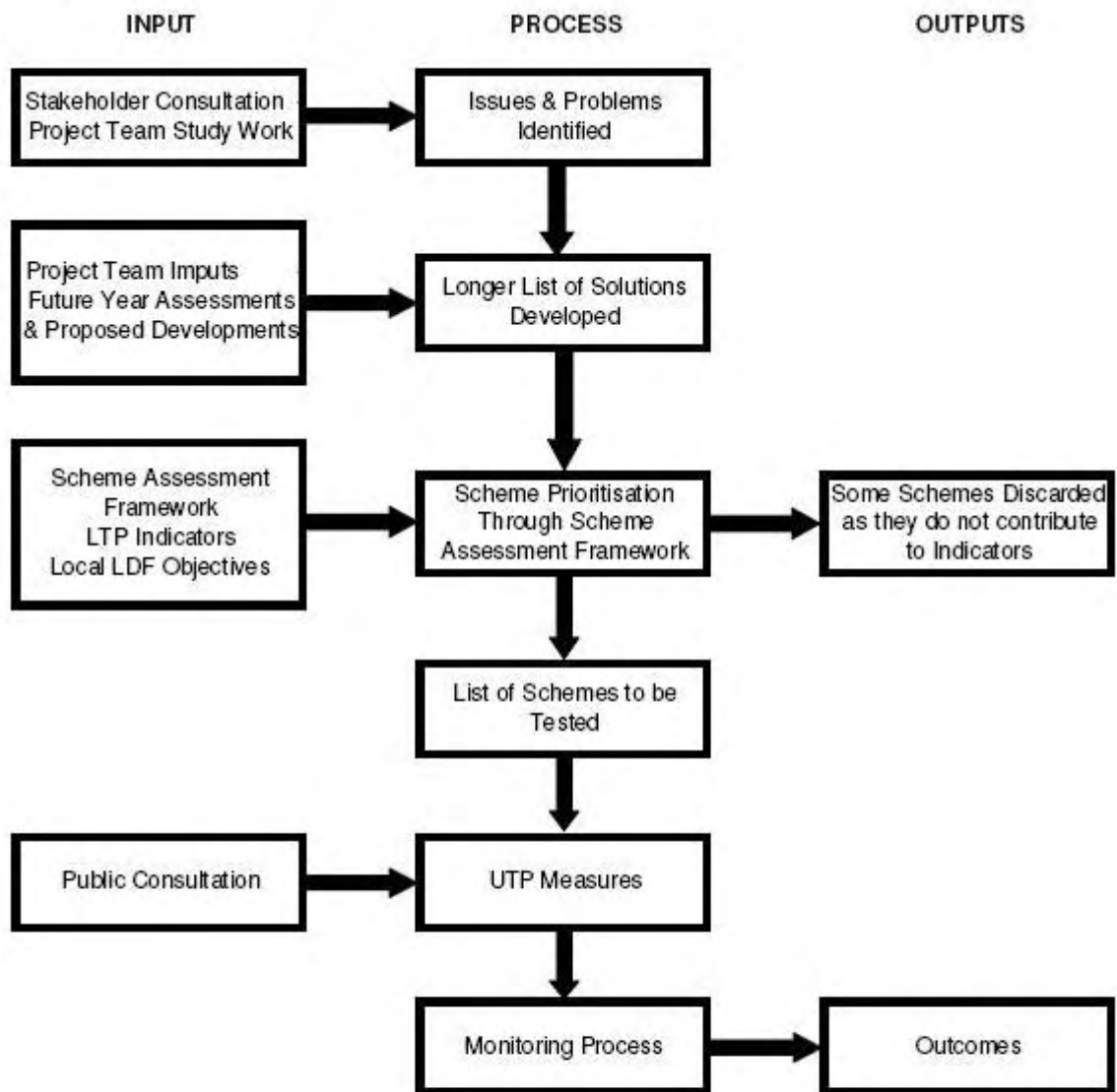


Table 7.1 - Schemes and Initiatives Discounted at Stage 1 on Grounds of Risk or being Included in Other Programmes

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

Stage 2 – LTP Indicators

- 7.6 The remaining schemes have been scored for their performance in relation to some 20 LTP indicators with the total scores demonstrating how the schemes contribute to the LTP. The scores are shown in the SAF in Appendix 1. Negative scores would normally result in schemes being discounted from the UTP. As none of the schemes result in a negative total, all the remaining schemes are considered further.

Stage 3 – Additional Considerations

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

Assessed Schemes

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

Short Term Schemes

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

Ref	Measure	Issues Addressed	Scheme Assessment Score - LTP	Contribution To Royston Visions
WM01	Introduction of new pedestrian crossing facilities at Market Hill, Melbourn Street, A10 Green Street, Baldock Street, Kneesworth Street and Burns Road	W1, W2	7	Good
WM02	Enhanced pedestrian facilities at The Cross	W1, W2	10	Good
WM03	Improvements to Angel Pavement	W3, W4	4	Medium

Ref	Measure	Issues Addressed	Scheme Assessment Score - LTP	Contribution To Royston Visions
WM04 WM08	Improved signage in town centre and for visitors from car parks and rail/bus stations	W5	7	Good
WM05	Pavement widening on Fish Hill Square and Kneesworth Street	W3, W4	7	Medium
WM15	Provide improved crossing to the rail station	W1, PT8	7	Low

Table 7.3 - Assessed Short Term Schemes – Cycling

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

Table 7.4 - Assessed Short Term Schemes – Public Transport

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

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

Ref	Measure	Issues Addressed	Scheme Assessment Score - LTP	Contribution To Royston Visions
HSM01	20mph zones in town centre, school environs and approach to leisure centre	H5	13	Good
HSM02	Improve road markings at Priory Cinema Roundabout	H4	1	Low
HSM03	Modifications to Old North Road from York Way roundabout to A505 roundabout to reduce speed and increase capacity	H8	4	Medium
HSM05	Reduction of circulating traffic around town centre looking for free on street parking	H6, H9, P2, P5, P11, P12	12	Good
HSM11	Measures introduced to ease "pinch points" in town centre (eg Kneesworth St parking)	P14	8	Medium
HSM15	Loading restrictions along Melbourn / Baldock Streets	H3, P16, O2	5	Medium
HSM13	Revise speed limits on A10 town centre approaches and ensure consistent signage on all approaches	H5	4	Medium
HSM16	Junction parking problems, Beldam Ave, Briary lane, Green St, York Way	H3	2	Medium
HSM10	Review of traffic circulation pattern in town centre	H3, H6, H9, P8, P15	0	Good
HSM12	Improve signposting to London via A10 and A505	H7, D2, O2	0	Medium
HSM18*	Impose weight restrictions on Newmarket Road. Melbourn Street, Baldock Street and Baldock Road	H3, H7, O2		Medium
HSM19*	Prohibit right turn to & from Sun Hill to A10	H7, D4		Low
* Additional measures arising from the public consultation process				

Table 7.6 - Assessed Short Term Schemes – Parking

Ref	Measure	Issues Addressed	Scheme Assessment Score - LTP	Contribution To Royston Visions
PM02	Adjustments to on street parking controls & make town centre waiting restrictions more consistent	P2, P3, P4, P9, P11, P12, O2	4	Good
PM03	Reassessment of off street parking needs in relation to redevelopment of strategic town centre sites	P2, D1	2	Good
PM04	Improve signage to car parks	P1, P5, H6	2	Medium
PM12	Greater price differentiation between short and long stay parking	P3, P5, P11	3	Medium
PM13	Balance of protection of residential streets from rail commuter parking	P2, P5, P9, H6	2	Medium
PM14	Extend loading restrictions on Melbourn Street	P8, P16	2	Medium
PM15	Greater parking enforcement, particularly on Market Days	P9, P14, P15	7	Good
PM16	Discourage parking around schools	P12, H9	4	Good

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

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

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

Table 7.8 - Assessed Medium Term Schemes – Cycling

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

Table 7.9 - Assessed Medium Term Schemes – Public Transport

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

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

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

Table 7.11 - Assessed Medium Term Schemes – Parking

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

Long Term Schemes

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

Table 7.12 - Assessed Long Term Schemes

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

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

Discounted Schemes at Stage 2

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

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

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

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

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

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

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

Key Public Consultation Outcomes

- 7.12 General feedback from the consultation process echoed concerns previously raised throughout the UTP development, a dominant response was that concerned with parking and in particular the desire to retain free parking in the town centre at least for an initial period. There is also a strong desire to limit traffic speeds in the centre and residential areas and to introduce more safe pedestrian crossing points. Strong feelings have been expressed both for and against the case for a North-South bypass. Many respondents expressed views both for and against the proposed rail underpass and had comments about the related cycle measures. Comments on cycle measures showed strongly held views on the relative merits of on-road and off-road cycle routes. The principal comments on public transport showed a desire for more evening and weekend bus and rail services.
- 7.13 A number of modifications were made to existing schemes proposed in the UTP to take into account for further concerns highlighted in the consultation process, including adding a zebra crossing on Princes Mews, between Somerfield and the car park. Two additional measures were identified, assessed, and recommended for inclusion in the UTP. These being the introduction of a weight limit along the old A505 east/west route, and further prevention of turning right into and out of Sun Hill from the A10.

8 The Five Year Programme

Timescales

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

Funding Sources

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

Schemes and Measures for the Five Year Period

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

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

Scheme Ref	Scheme Description	Measures	Period	Estimated Cost (£)	Funding Sources	LTP Indicator
A1	Relocate Pedestrian Crossing facilities on Melbourn St	WM01	Short	38,200	LTP	Rights of Way
A2	Introduce Pelican Crossing on Princes Mews & Improve Pedestrian Crossing facilities on Baldock St	WM01	Short	60,000		
A3	Introduce Pelican Crossing North of the Rail station	WM01/ WM15/ PTM18	Short	80,000		
A4	Enhancement of pedestrian facilities at The Cross and Kneesworth Street	WM02	Short	228,000	LTP	Footway Condition
A5	Improvements to Angel Pavement	WM03	Short		Business Improvement District (BID/ Receipts)	Footway Condition Rights of Way
A6	Improvements to Signage in town centre	WM04/ WM08/ PM04	Short	8,500	HCC	Rights of Way
A7	Pavement widening In Fish Hill and enhancements to Fish Hill Square	WM05	Short	55,000	LTP/ NHDC/ GAF	Footway Condition Rights of Way
A8	Improved access to bus station & A10 island site	WM06	Medium	80,000-120,000	LTP/ GAF	Rights of Way
A9	Improvements to pavement surfaces and Extending Walking Opportunities project to encourage walk to shops and other places of assembly	WM07/ WM09	Short and medium	120,000	NHDC/ Employers/ BID/ GAF	Footway Condition Rights of Way

Scheme Ref	Scheme Description	Measures	Period	Estimated Cost (£)	Funding Sources	LTP Indicator
A10	Improve rail crossing from Green Drift to South Close/ Orchard Rd	WM10/ CM/08	Medium	17,500	LTP/ Employers/ Network Rail	Rights of Way

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

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

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

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

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

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

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

Scheme Ref	Scheme Description	Measures	Period	Estimated Cost (£)	Funding Sources	LTP Indicator
D1	Introduction of measures to reduce speeding on approach to leisure centre	HSM01	Short	2,500	LTP	Cycle Trips
D2	Improvement of road markings at Town Hall roundabout	HSM02	Short	3,500	HCC	
D3	Modifications to and widening of Old North Road from York Way roundabout to A505 roundabout to reduce speed and increase capacity	HSM03	Short	90,000	HCC VMS Strategy	Unclassified Road Condition
D4	Improve signing to London via A10 and A505	HSM12	Short	5,000	HCC	
D5	Modification of A505/A10 roundabout	HSM04	Medium	67,500	HCC	Non Principal Classified Road Condition
D6	Consider the introduction of traffic calming measures in Green Drift, Tannery Drift and Newmarket Road	HSM06	Medium	60,000	LTP	
D10*	Impose weight restrictions on Newmarket Road. Melbourn Street, Baldock Street and Baldock Road	HSM15, HSM18	Short	5,000	NHDC/ HCC	Unclassified Road Condition
D11*	Extend A10 traffic island to prohibit right turn to & from Sun Hill to A10	HSM10, HSM19	Short	2,000	NHDC/ HCC	Non Principal Classified Road Condition

Scheme Ref	Scheme Description	Measures	Period	Estimated Cost (£)	Funding Sources	LTP Indicator
	Initiatives					
D7	Develop traffic incident operational plans for M11 and A505	HSM07	Medium	3,000	HCC/ VMS Strategy	
D8	Investigate the need for and potential route of SE Bypass	HSM08	Short/ Medium	25-40,000	HCC/ NHDC	
D9	Plan and safeguard access provision for new development	HSM17	Short And Medium	10,000	NHDC	Congestion

* Post Consultation Schemes. Measures assessed in Scheme Assessment Framework

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

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

Priorities for the UTP

- 8.5 It is recognized that limitations on budgets will inevitably lead to hard choices being taken on the inclusion or otherwise and timing of some schemes in the UTP. The overall process of scheme assessment and the outcomes of consultation are helpful in this respect. Given the regional growth projections and the overarching aims of encouraging the use of more sustainable modes of transport, it is considered that projects that manage demand and influence the choice of transport should be given priority. Accordingly the parking projects (E1 and E2) should be

progressed as soon as possible in order to support many of the cycling projects (particularly B1 and B2) and the public transport projects and initiatives (C1-C7)

Measures for Implementation Post Plan Period

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

Table 8.6 - Longer Term Schemes Recommended in the UTP

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

Introduction

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

Monitoring

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

Review Date

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

APPENDICES

Appendix 1 – Scheme Assessment Framework

- Scheme Assessment Summary Table

Appendix 2 – Scheme Proformas

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

Appendix 3 – Public Consultation Summary

APPENDIX 1 – SCHEME ASSESSMENT FRAMEWORK

ROYSTON URBAN TRANSPORT PLAN

Stage 2 Report

APPENDIX 1 - SCHEME ASSESSMENT FRAMEWORK



THE TRANSPORTATION CONSULTANCY

Technical Note

Job Number: 22257
Job Title: Royston Urban Transport Plan
Date: 11 March 2010
Subject: Scheme Assessment Framework Methodology

Introduction

This note outlines the method used to assess the large number of potential transport solutions arising from the issues and problems identified. The identification process involved input from stakeholders, Members and Officers of Hertfordshire County Council (HCC) and North Hertfordshire District Council (NHDC) and the Urban Transport Plan (UTP) study team.

The assessment process is based primarily on the judged performance of individual solutions in meeting the relevant policies and targets set by Government and HCC.

A long list of potential measures to cover the problems and issues is presented in the **Scheme Assessment Framework** (SAF). As this list contains some highly varied measures and initiatives, it is essential to judge how they would be likely to perform in addressing the identified problems, meeting the Local Transport Plan (LTP) Objectives and Indicators and other local objectives and satisfying other key criteria such as feasibility, affordability and deliverability.

Stage 1

The assessment process adopts a similar methodology to that used for the latest UTPs in Hertfordshire. The process starts with a “High Level” feasibility score (Stage 1) whereby schemes are checked for their affordability, feasibility, deliverability and risk. Schemes likely to face significant risks of delivery due to their order of cost or doubtful feasibility or those being taken forward outside the UTP are identified at this stage.

Affordable – is taken to mean that a scheme is not prohibitively costly

Feasible – a scheme that is physically and or procedurally possible to implement

Deliverable – a scheme without significant barriers for achievement (barriers such as a likely to lack any political support or a need for major land acquisition)

It should be noted that the assessment of certain schemes under these headings in Stage 1 is interdependent on certain other schemes going ahead.

These factors are combined to produce a Risk score.

Stage 2

The schemes have then been scored for their performance in relation to some 20 Hertfordshire LTP indicators with the total scores demonstrating how the schemes contribute to the LTP. The indicators are grouped under the Objective headings;

- **Safety**
- **Congestion**
- **Accessibility**
- **Air quality**
- **Quality of life**

The individual scores awarded are between +3 and -3, with + contributing (positively) to the indicator, and – detracting (negatively) to the indicator, and are shown in the SAF table. Equal weight is attributed to each of the indicators. Negative total scores would normally result in schemes being discounted from the LTP and UTP. As none of the schemes resulted in a negative total, all the remaining schemes are considered further in the UTP process.

Stage 3

In addition to the LTP indicator assessment outlined above, the schemes are considered against the local objectives or “Visions” as expressed in the Royston Town Centre Strategy and in relation to their potential timescale for delivery. With regard to timescales, a common time-frame is adopted for all UTPs. Short term deliverability is defined as 0-3 years, medium term as 3-5 years and long term as 5 + years. It should be noted that schemes that best support the town centre strategy are not guaranteed to be funded as funding will be based principally on their performance against LTP targets. The timing of schemes relates to the likely preparation and implementation times and takes no account of the scale of funding available for the short and medium terms.

Sheet 1 of 2

Sheet 1 of 2					Stage 1 - High Level Feasibility Score				Stage 2	Proposed Timescale - Short/ Medium/ Long
Issue / Problem Cross Reference	Mode	Transport Measure	Transport Measure Reference	Source	Scheme Cost	Feasibility	Deliverability	Show Stoppers	Total Indicator Score	
					Is the scheme affordable?	Is the scheme feasible?	Is the scheme deliverable?	0 = Low Risk 3 = High Risk		
H1, H2	Highway/Street	Traffic incident operational plans for M11 and A505	HSM07	TPi	Y*	Y	Y	1	14	MT
H6, H9, P2, P5, P11, P12	Highway/Street	Reduction of circulating traffic around town centre looking for free on street parking	HSM05	Consultation	Y	Y	Y	1	13	ST
H3, H5	Highway/Street	Introduction of further traffic calming measures, Green Drift, Ermine Close, Mill Road, Tannery Drift	HSM06	Consultation	Y	Y	Y	1	8	MT
H5	Highway/Street	20mph zones in town centre, school environs and approach to leisure centre	HSM01	Consultation	Y	Y	Y	2	8	ST
P14	Highway/Street	Measures introduced to ease "pinch points" in town centre (eg Kneesworth St parking)	HSM11	Consultation	Y	Y	Y	2	8	ST
D2, D3, D4	Highway/Street	Protect town from growth in through traffic	HSM14	Consultation	N	N	N	2	7	MT
H6, D3, O2	Highway/Street	Plan and safeguard access provision for new development	HSM17	TPi	Y*	Y	Y	2	7	MT
H3, P16, O2	Highway/Street	Loading restrictions along Melbourne / Baldock Streets	HSM15	TPi	Y	Y	Y	0	5	ST
O2, H4, H10, H3, P16	Highway/Street	Weight Restrictions on Baldock Street and Melbourne Street*	HSM18	Consultation	Y	Y	Y	1	5	ST
H2, C2, C5, C7	Highway/Street	Modification to A505/A10 Roundabout	HSM04	Consultation	Y	Y	Y	1	4	ST
H7	Highway/Street	Improve signposting to London via A10 and A505	HSM12	Consultation	Y	Y	Y	0	4	ST
H8	Highway/Street	Modification to Old North Rd / York Way Roundabout	HSM03	Consultation	Y	Y	Y	0	3	ST
H3	Highway/Street	Junction parking problems, Beldam Ave., Briary lane, Green St., York Way	HSM16	Consultation	Y	Y	Y	0	3	ST
D4, O2	Highway/Street	Provision of A10 SE Bypass	HSM09	TPi	N *	Y	N *	3	2	LT
H3, H6, H9, P8, P15	Highway/Street	Review of traffic circulation pattern in town centre	HSM10	Consultation	Y	Y	Y	0	2	ST
H5	Highway/Street	Revise speed limits on A10 town centre approaces and ensure consistent signage on all approaches	HSM13	Consultation	Y	Y	Y	0	1	ST
H5, D4	Highway/Street	Sun Hill/A10 Right Turn bans*	HSM19	Consultation	Y	Y	Y	0	1	ST
H4	Highway/Street	Improve road markings at Priory Cinema Roundabout	HSM02	Consultation	Y	Y	Y	0	0	ST
D4	Highway/Street	Define route for potential A10 SE Bypass	HSM08	TPi	Y	Y	Y	2	0	MT
PT1, PT6, PT7, PT12	Public Transport	Improvements to bus infrastructure, accessibility, punctuality and information systems	PTM07	Consultation	Y	Y	Y	2	14	ST
PT1	Public Transport	Upgrade and re-locate bus station to opposite side of A10	PTM16	Consultation	N*	Y	N*	2	13	MT
PT1	Public Transport	Enhance or re-locate bus station to provide a single, more accessible facility for interchange for all services	PTM17	TPi	Y*	Y	Y	1	13	MT
PT1, PT6, PT7, O1	Public Transport	Improve bus, bus/rail, bus/rail/taxi service co-ordination	PTM05	TPi	Y	Y	Y	1	12	ST
PT1, PT6, PT7	Public Transport	Enhancements to outlying bus infrastructure, accessibility, punctuality and coordination	PTM12	Consultation	Y	Y	Y	1	11	MT
PT7, PT11, D2	Public Transport	Increase frequency of town bus service	PTM02	Consultation	N*	Y	N*	2	10	ST
PT6, PT 11	Public Transport	Further frequency increase to town bus service and introduction of evening and Sunday services	PTM10	Consultation	N*	Y	N*	1	10	MT
PT4	Public Transport	Improving frequency of inter-urban services to Hertford and Bassingbourne, including linking later to Tesco superstore	PTM13	Consultation	N*	Y	N*	1	10	MT
PT3, PT5, D2	Public Transport	Extend town bus service to residential development at Royston Heath South	PTM03	Consultation	N*	Y	Y*	1	10	ST
PT2	Public Transport	Introduce Quality Partnership scheme on Royston to Cambridge corridor including access to Addenbrooke Hospital	PTM06	TPi	Y	Y	Y	1	9	ST
H6	Public Transport	Improve promotion and information provision for bus and rail services in wide range of public and private outlets via the champion	PTM42	TPi	Y	Y	Y	0	9	MT
PT3, PT5, D2	Public Transport	Extend town bus service to residential and commercial development in the North from the town centre	PTM11	Consultation	N*	Y	Y	1	9	MT
H6	Public Transport	Identify and engage voluntary public transport champion to advocate, promote and disseminate information on public transport services in the town	PTM41	TPi	Y	Y	Y	1	9	ST
PT3, PT5, PT9	Public Transport	Further increases in demand responsive and taxibus coverage	PTM22	TPi	Y	Y	Y	1	8	LT
PT5, PT7, PT11	Public Transport	Add to frequency of services from surrounding villages into Royston	PTM39	TPi	N	N	N	2	8	MT
PT1, O1	Public Transport	Audit taxi rank locations and improve waiting facilities	PTM27	TPi	Y	Y	Y	1	8	ST
H1, H2, D2	Public Transport	Seek inreased frequency and additional capacity in existing rail services through franchise renewal 2011/12	PTM36	TPi	Y*	Y	Y*	1	8	MT
PT5, PT6, PT7	Public Transport	Further increases in town, and inter-urban bus service frequencies	PTM21	TPi	N*	Y	N*	3	7	LT
PT6	Public Transport	Re-introduction of bus service in Kneesworth Street	PTM01	Consultation	N*	Y	N*	1	7	ST
W1, W5, PT1	Public Transport	Improve accessibility to the bus station	PTM24	Consultation	Y	Y	Y	1	7	ST
All PT	Public Transport	Seek increased Section 106 developer contributions to bus revenues and complementary capital investment	PTM08	TPi	Y*	Y	N*	1	7	ST
PT2, PT5, PT6, PT7	Public Transport	Introduce punctuality partnership	PTM31	TPi	Y	Y	Y	1	7	ST
PT3, PT4, PT5	Public Transport	Promote taxi sharing	PTM32	TPi	Y	Y	Y	1	7	ST
PT3, PT5	Public Transport	Promote the role of taxis in providing complementary evening and Sunday services	PTM33	TPi	Y	Y	Y	1	7	ST
D	Public Transport	Seek Enhanced Rail Service	PTM20	Consultation	Y*	Y	Y	2	6	LT
PT9	Public Transport	Seek introduction of a direct commercial service to Stansted airport also serving the towns en route	PTM35	Consultation	N*	Y	Y*	1	6	ST
PT5	Public Transport	Improve access from outlying villages, possibly using taxibus services	PTM14	TPi	Y	Y	Y	1	6	MT
PT3, PT5, PT6, O1	Public Transport	Promote role of taxis in providing complementary services (ie evening & Sunday services to outlying villages	PTM09	TPi	Y	Y	Y	1	6	ST
PT5	Public Transport	Introduce a single "demand responsive" service for the town and surrounding villages based on increased co-ordination of County DaR, statutory and local CT services	PTM15	TPi	Y	Y	Y*	2	6	MT
W1	Public Transport	Improve pedestrian access (new crossing) to rail station	PTM18	Consultation	Y	Y	Y	1	6	ST
PT2	Public Transport	Encourage bus operators and local retailers to promote fare discounts	PTM29	TPi	Y*	Y	Y*	1	6	ST
PT2, PT5	Public Transport	Seek to reallocate a proportion of concession across a wider range of passenger modes (community transport, demand responsive, and taxi bus)	PTM30	TPi	N	N	N	2	6	LT
H6, PT3, PT5	Public Transport	Encourage the provision of commercial taxibus (Hackney or PHV) services	PTM38	TPi	Y*	Y	Y*	1	6	ST
PT5, PT7	Public Transport	Introduce (or where necessary, replace existing conventional buses with) a single demand responsive bus service covering the rural surrounds of the town	PTM40	TPi	Y*	Y	Y*	1	6	LT
H6	Public Transport	Promote the use of rail services to access employment and retail opportunities within the town	PTM34	TPi	Y	Y	Y	0	6	ST
H1, H2	Public Transport	Introduce a Community Rail Partnership to promote and support rail service development and use	PTM37	TPi	N	Y	N	1	5	ST
P4	Public Transport	Increase and improve car parking at rail station	PTM04	Consultation	Y*	Y	Y	2	5	ST
P4, PT8, H6	Public Transport	Introduce park and ride to station and town centre from the Tesco car park	PTM28	TPi	N*	Y	N*	2	4	LT
PT9	Public Transport	Introduce direct Stansted service	PTM23	Consultation	N*	Y	N*	2	4	LT
W1, W2	Public Transport	Promote the use of lower emission public transport vehicles	PTM19	TPi	Y*	Y	Y*	1	4	MT
O1	Public Transport	Review the location of taxi ranks at The Cross	PTM26	Consultation	Y	Y	Y	0	4	ST

Sheet 2 of 2					Stage 1 - High Level Feasibility Score				Stage 2	Proposed Timescale - Short/ Medium/ Long
Issue / Problem Cross Reference	Mode	Transport Measure	Transport Measure Reference	Source	Scheme Cost	Feasibility	Deliverability	Show Stoppers	Total Indicator Score	
					Is the scheme affordable?	Is the scheme feasible?	Is the scheme deliverable?	0 = Low Risk 3 = High Risk		
C1, C4, C8, C9, W6	Cycle	Completion of new cycle measures linking the new rail crossing	CM02	TPi	Y	Y	Y	1	16	ST
C1, C4, C8, C9, W6	Cycle	Completion of new rail underpass	CM01	TPi	Y*	Y	Y	1	16	ST
C1-8, W6	Cycle	Implementation of town wide cycle network	CM03	Consultation	Y	Y	Y	1	16	ST
C1, C3, C7, C8, C11	Cycle	Improve permeability between housing estates for cyclists	CM11	Consultation	Y	Y	Y	1	10	MT
C1, C7, C8	Cycle	Improve connectivity between existing and proposed cycle links	CM10	Consultation	Y	Y	Y	1	9	MT
C4	Cycle	Additional cycle parking in Market Square & Rail Station	CM07	Consultation	Y	Y	Y	0	9	ST
C4, C3	Cycle	widening of existing cycle lanes	CM05	Consultation	Y	Y	Y	1	8	ST
C6	Cycle	Cycle facilities along and across A505 around the North side of town	CM09	Consultation	N*	Y	Y	1	8	MT
C7	Cycle	Further promotion of Safe Cycling to Schools schemes	CM13	Consultation	Y	Y	Y	0	8	ST
C1, C4	Cycle	Improved formalised rail crossing at Western side of town	CM08	Consultation	Y	Y	Y	1	7	MT
C6, C9	Cycle	Upgrade cycle link between Hitchin & Royston identified in Hertfordshire Strategic Cycle Network (Regional Route 69)	CM15	Consultation	Y	Y	Y	1	7	LT
C4, C11	Cycle	introduction of advance stop lines at signal junctions	CM04	Consultation	Y	Y	Y	0	6	ST
C1, C4, C8	Cycle	Introduce Toucan Crossing on Newmarket Road	CM14	TPi	Y	Y	Y	1	6	ST
C5, C7	Cycle	Improve conditions for cyclists at roundabouts	CM12	Consultation	Y	Y	Y	0	5	MT
C4, C9	Cycle	modification to existing speed cushions to assist cyclists	CM06	Consultation	Y	Y	Y	0	4	ST
P9, P14, P15	Parking	Greater parking enforcement, particularly on Market Days	PM15	TPi	Y	Y	Y	1	7	ST
PT5, PT7, H6, P5, P6, P13, D3	Parking	Provision of Park & Ride facility for the town centre	PM09	Consultation	N	Y	N	3	6	LT
P3, P5, P7, P9, P11, P19	Parking	Introduction of charges for on street parking with cashless payment option	PM06	Consultation	Y	Y	Y	3	6	MT
H9, P2, P3, P4, P5, P9, P11, P14, P15, P19	Parking	Introduction of on street parking charges in town centre	PM10	TPi	Y	Y	Y*	3	6	MT
H9, P12	Parking	Discourage parking around schools	PM16	Consultation	Y	Y	Y	0	6	ST
P6	Parking	Further car park capacity at rail station	PM05	Consultation	Y*	Y	Y	1	5	MT
P2, P3, P4, P11, P12	Parking	Adjustments to on street controls	PM02	TPi	Y	Y	Y	1	5	ST
PT5, PT7, H6, P5, P6, D3	Parking	Feasibility study for town centre car park and ride facility	PM07	Consultation	Y	Y	Y	0	5	MT
P2 P3, P5, P10 P14, P17, D1	Parking	Reassessment of off street parking needs in relation to redevelopment of strategic town centre sites	PM03	TPi	Y	Y	Y	1	5	MT
P15, P10, P13	Parking	Provision of new off street parking to replace development losses in town centre	PM08	TPi	N*	Y	N*	2	4	LT
H6, P1, P5	Parking	Improve signage to car parks	PM04	Consultation	Y	Y	Y	1	4	ST
P1, P2, P3, P11, P19	Parking	Adjustments to parking charges	PM01	Consultation	Y	Y	Y	2	3	MT
H6, P2, P5, P9	Parking	Balance of protection of residential streets from rail commuter parking	PM13	Consultation	Y	Y	Y	1	3	ST
P8, P16, P18	Parking	Extend loading restrictions on Melbourn Street	PM14	Consultation	Y	Y	Y	0	3	ST
P3, P5, P11, P19	Parking	Greater price differentiation between short and long stay parking	PM12	TPi	Y	Y	Y	2	2	LT
P3, P18, P19	Parking	Make town centre waiting restrictions more consistent	PM11	TPi	Y	Y	Y	1	2	ST
W1, W7, W13	Pedestrian	Improve pedestrian access to island site across the A10 at top of Market Hill	WM06	TPi	Y	Y	Y	2	10	MT
W1, W2	Pedestrian	Enhanced pedestrian facilities at The Cross	WM02	Consultation	Y	Y	Y	1	9	MT
W3, W4	Pedestrian	Improve pavement surfaces	WM07	Consultation	Y	Y	Y	1	8	MT
W3, W4	Pedestrian	Pavement widening on Fish Hill Square and Kneesworth Street	WM05	Consultation	Y*	Y	Y*	1	7	MT
All W	Pedestrian	Demonstration project to encourage walking to shops	WM09	TPi	Y	Y	Y	1	7	MT
W3, W14, C1, C4	Pedestrian	Improve pedestrian/cycle/rail crossing from Green Drift to South Close	WM10	TPi	Y	Y	Y	1	7	MT
PT8, W1	Pedestrian	Provide improved crossing to the rail station	WM15	TPi	Y	Y	Y	1	7	ST
W1, W2	Pedestrian	Introduction of new pedestrian crossing facilities at Market Hill, Melbourn Street, A10 Green Street, Baldock Street, Kneesworth Street and Burns Road	WM01	TPi	Y	Y	Y	1	6	ST
W5	Pedestrian	Improve ped signs for visitors from car parks and rail/bus stations	WM08	Consultation	Y	Y	Y	0	6	MT
W1, W3, W8, W9, W10, W12	Pedestrian	Segregate pedestrians and cyclists from the traffic at the A1104 and A10 roundabouts	WM11	TPi	Y	Y	Y	1	6	ST
W9, W8	Pedestrian	As the former farmland abutting the A505 is developed, preserve a 6m strip to provide a link to other paths, which the A505 effectively severs en route to Cambridgeshire. This link could potentially connect to the rail underpass and other links across Royston	WM13	HCC	Y	Y	Y	1	6	MT
W9, W12, W8	Pedestrian	Divert Footpaths 2 and 17 to share the farm bridge located approximately halfway between the two	WM14	HCC	Y	Y	Y	1	6	MT
W11	Pedestrian	Resurface the verge along the A10 between Buntingford and Royston, as well as the villages Chipping, Buckland and Reed, to provide a safe route to work / school / recreation facilities in Royston suitable for all non-motorised users	WM16	HCC	Y	Y	Y	1	6	MT
W11, W8	Pedestrian	The Icknield Way Regional Trail runs parallel to the A505 at Burloes and on farmland, under a 10-year permissive access agreement. This route could be upgraded to a permanent arrangement & upgrade to shared use	WM12	HCC	Y	Y	Y	1	6	MT
W5	Pedestrian	Improved Signage in town centre	WM04	Consultation	Y	Y	Y	0	5	ST
W3, W4	Pedestrian	Improvements along Angel Pavement	WM03	Consultation	Y*	Y	Y	1	4	ST

Notes
Short Term 0-3 years Scoring/ranking system
Medium Term 3-5 years 3 : contributes significantly to indicator
Long Term 5+ years minus 3 : detracts significantly from indicator
* Indicates s106 or external funding sources Objectives and Indicators based on HCC's LTP2

APPENDIX 3 – PUBLIC CONSULTATION SUMMARY

ROYSTON URBAN TRANSPORT PLAN

Stage 2 Report

APPENDIX 3 – PUBLIC CONSULTATION



THE TRANSPORTATION CONSULTANCY

APPENDIX 3 – PUBLIC CONSULTATION

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1.0 INTRODUCTION

- 1.1 This appendix describes the public consultation process undertaken for the Royston Urban Transport Plan (UTP) and sets out the responses received.
- 1.2 The first stage of the development of the UTP included consultation with the “Wider Stakeholder Group” (WSG). The outcomes from this initial consultation are set out in the Stage 1 Report of the Royston UTP published in July 2009 on Hertfordshire County Council’s website. This Public Consultation report does not include ongoing consultation with the Members via the Member Stakeholder Group. Member consultation has taken place throughout the UTP process and feedback has been incorporated into the report and proformas.
- 1.3 The public consultation for the UTP comprised the following;
- Publication of the draft Stage 2 Report in early January 2010 via Hertfordshire County Council’s website
 - Distribution of hard copies of the draft Stage 2 Report to Royston library, the leisure centre, the town hall, a local school and the “Crow” office in Royston
 - Press release issued by Hertfordshire County Council producing an article in the Crow
 - Letters sent to the Wider Stakeholder Group
 - Mini posters distributed in Royston advertising the consultation process
 - Distribution of the consultation leaflet and post-back questionnaire “Have Your Say on the Future of Royston” via the Crow newspaper to over 12,000 households in Royston and the surrounding villages
 - Two consultation “event” days held in Royston Town Hall with one extending to a weekday evening and the other being on a Saturday morning
 - The principal consultation period extended for Monday 11th January to Friday 19th February
 - Information about the Royston UTP has been posted on the County Council’s website since the summer of 2009 with an invitation to raise comments and queries.

2.0 CONSULTATION RESPONSES

- 2.1 The sources of the responses received are outlined below. There are different categories of response namely;

- Comments from the Wider Stakeholder Group
- Letters and emails received
- Comments made on the post-back questionnaires
- Outcomes of the two consultation event days

Comments from the Wider Stakeholder Group

- 2.2 These have been fully reported in the Stage 1 Report and where appropriate reflected in the draft Stage 2 Report. Comments received subsequently have in some cases duplicated earlier comments but otherwise have been incorporated with those received from the public.

Letters and Emails Received

- 2.3 These are summarized in Annex A. This Annex presents a composite response in a tabular format from both the questionnaires and the letters and emails received. The responses are grouped into the main transport themes. Annex A also sets out how each response is accommodated or otherwise in final amendments to the draft UTP. A total of 9 letters and emails were received during the public consultation period.

Comments Made on the Post-back Questionnaires

- 2.4 These comments are reproduced as accurately as possible in Annex A below. These comments are again grouped into the main transport themes and the treatment of them within the draft UTP is explained.

Analysis of the Questionnaires

- 2.5 A summary analysis of the respondents' answers to the questionnaire is presented in Annex B. Some 160 completed questionnaires had been returned by the 19th February.

Outcomes of the Two Consultation Event Days

- 2.6 The midweek event took place on Tuesday 19th January between 3.30 and 8pm. The weekend event took place on Saturday 23rd January between 10am and 1pm. A large room in the Town Hall was made available for both occasions and an exhibition displayed of the main proposals being considered for the Royston UTP. Copies of the draft

Stage 2 report were available and a comments box provided. Members of the UTP team and a representative of Hertfordshire County Council were present throughout the events to answer questions and to guide visitors through the exhibition. Approximately 35 people visited the Tuesday event and 40 the Saturday event.

- 2.7 Visitors were invited to put forward their “single most important” transport concern. This invitation was made to encourage a convenient and active means of engagement into the consultation process. It was observed that some people added more than one scheme to the board, however still illustrates the schemes or issues that the public deemed important. These issues and proposals are presented in Annex C of this appendix.
- 2.8 The two photos overleaf were taken during the public consultation events.



3.0 KEY OUTCOMES

- 3.1 Overall, the consultation undertaken for the Royston UTP has attracted significant and meaningful input from a wide range of contributors. Although the leaflet questionnaire was distributed to every household in the area, the response rate was rather low at around 1.2%. Nevertheless some 160 completed questionnaires were returned for analysis. The attendance level and participation at the two consultation events was encouraging however.
- 3.2 The questionnaire and other letter and email comments received indicate the degree of interest or concern shown in the different transport themes. The breakdown of the responses is shown in Table 3.1 below. The highways/traffic and parking themes significantly attract higher proportions of responses than the other themes.

Table 3.1 – Breakdown of Comments by Theme

<i>Transport Theme</i>	<i>% Comments Received</i>
Walking	16
Cycling	16
Public Transport	13
Highways and Traffic	21
Parking	23
Other	11

- 3.3 A dominant response was that concerned with parking and in particular the desire to retain free parking in the town centre at least for an initial period. There is also a strong desire to limit traffic speeds in the centre and residential areas and to introduce more safe pedestrian crossing points. Strong feelings have been expressed both for and against the case for a North-South bypass. Many respondents expressed views both for and against the proposed rail underpass and had comments about the related cycle measures. Comments on cycle measures showed strongly held views on the relative merits of on-road and off-road cycle routes. The principal comments on public transport showed a desire for more evening and weekend bus and rail services. Opinion is evenly divided on the merits of re-locating the bus station.
- 3.4 As a result of the public consultation, a number of modifications were made to existing schemes proposed in the UTP to take into account further concerns highlighted in the consultation process two additional schemes have been identified, assessed, and recommended for inclusion in the UTP. Both these schemes are Highways related and are shown with an * in Tables 7.5 and 8.4. These schemes are:

- D10 - Impose weight restrictions on Newmarket Rd, Melbourn Street, Baldock Street and Baldock Road, and
- D11 - Extend A10 traffic island to prohibit right turn into and out of Sun Hill to the A10

Full details of these schemes are shown in the proformas in Appendix B

ANNEX A – POST BACK COMMENTS

There was space provided on the back of the postal return questionnaire form where members of the public could write any further comments relating to the Royston Urban Transport Plan. The tables in this section summarises these comments, grouped by transport theme where possible, and shows where and how they have been taken into account in the UTP.

Annex A - Public Consultation Comments

This Table contains a full list of the summarised comments received throughout the public consultation. It shows how these comments have been or will be dealt with following further assessment within the formulation process of the UTP.

Originator & Means Key

- R Resident response
- TC Town Council response
- Clr Councillor response
- Co Company response
- L Letter or email
- Q Questionnaire
- CD Consultation Day

Proforma Appendices Key

- 2A = Walking Scheme Proformas
- 2B = Cycling Scheme Proformas
- 2C = Public Transport Scheme Proformas
- 2D = Highways Scheme Proformas
- 2E = Parking Scheme Proformas

Originator	Means	Walking Comments	UTP Document Scheme Reference	Proforma Appendix	Amendment Made
R	Q	Proposed pedestrian crossing on Old Nth Rd should be south of Orchard Rd, or include one on Orchard Rd as well	Addressed through A3	2A	Y - Wording revised to highlight improved pedestrian access across Orchard Road
R	Q	CPO 17 and 17a Lwr King St and widen footpath. Include pedestrian crossing on Orchard Rd near Old Nth Rd junction	Addressed through A3 & A4	2A	N
R	Q	Railings needed on Melbourn St to stop parking on Cave. Improved Crossings needed	Addressed through E1 and A1	2A & 2E	N
R	Q	Pedestrian Crossing between Morrisons and car park	Addressed through A2	2A	Y - Scheme now includes provision of a zebra crossing between Morrisons & car park
R	Q	I have lived here for 25 years waiting for the underpass and still not done	Addressed through B2	2B	N
R	Q	Move Ped crossing further east on Melbourn St	Addressed through A1	2A	N
R	Q	Footpath dangerously narrow on London Rd near Sun Hill Junction. Priory Rd Crossing too close to roundabut	Addressed through A9	2A	N
R	Q	80+ Yr Old buggy owner! Often have to take longer routes due to obstruction on dropped kerbs	Addressed through A9	2A	N
R	Q	Widen the pavements on Kneesworth Street as they are too narrow	Addressed through A4	2A	N
R	Q	An underpass connecting Burns Rd with Coomblands is vital with or without a fancy cycle path	Addressed through B2	2B	N
R	Q	Improvements to Angel Pavements should be an early priority	Addressed through A5	2A	N
R	Q	Need pedestrian crossing in Green Drift at end of Tannery Drift, for school children.	Addressed through D6	2D	N
R	L	Upgrade the foot crossing of the railway in south Royston	Addressed through A10	2A	N
R	L	Relocation of pedestrian crossing in Melbourn Street should not compromise the war memorial	Addressed through A1	2A	N
R	L	Crossing needed over Baldock Street near the fire station	Partially addressed through A2	2A	N
R	L	Upgrading the foot crossing of the railway in south Royston is low priority	Addressed through A10	2A	N
TC	L	Widen the footpath in Lower King Street	Considered not to be feasible	2A	N
TC	L	Include a crossing over the Old North Road near Orchard Road	Addressed through A3	2A	N
TC	L	Widen footpath at the bottom of Fish Hill near the bakery	Addressed through A7 and through E1	2A & 2E	N
R	L	Provide a pedestian crossing over Priory Road/Market Hill by the entrance to the Memorial Gardens	Adressed through A9, Stage 2	2A	N

Originator	Means	Cycling	UTP Document Scheme Reference	Proforma Appendix	Amendment Made
R	Q	I would cycle to work from Melbourn but A505 crossing at either roundabout makes this nearly impossible. Fixing that would be the single thing stopping me driving to work	Addressed through B5	2B	N
R	Q	Royston has very poor cycle accessto nearby villages and Cambridge. Needs CR's to Cambridge, Bassingbourn, Litlington etc	Addressed through B5. Cycle measures within and on the periphery of Royston will assist	2B	N
R	Q	A505 too dangerous to cycle to Letchworth	Partially addressed through B5	2B	N
R	Q	Rather have cycle routes on main roads rather than through estates.	Majority of proposed routes are on road, addressed through B2	2B	N
R	Q	Bassingbourn wants to develop a cycle path to Royston but cannot because of the A505.	Partially addressed through B5	2B	N
R	Q	We do not need an expensive underpass	The underpass provides important connections to B2 schemes	2B	N
R	Q	What about having a counter-traffic cycle path on Queens Rd (West to East)	Westbound cycle route addressed through B2 but parking and width constraints would prevent introduction of Eastbound route	2B	N
R	Q	Underpass and cycle path along A505 top priority	Addressed through B5	2B	N
R	L	Supportive of cycle measures			N
R	L	Supportive of cycle measures but noting high costs	Addressed through B2-B5	2B	N

Originator	Means	Cycling (Cont'd)	UTP Document Scheme Reference	Proforma Appendix	Amendment Made
R	L	Concerns over cost and large width of the rail underpass scheme and suggestions to change several parts of the cycle network proposals in the draft UTP	Addressed through B2 and B5	2B	N
R	L	Drop all on-road cycle tracks	This would significantly compromise the connectivity of the cycle networks proposed	2B	N
R	L	Develop off road cycle track on the by-pass and link in with housing developments near the railway	Addressed through B5	2B	N
R	L	Extend cycle track to leisure centre to Garden Walk	This would require school land	2B	N
R	L	Rail crossing scheme is low priority	This project is important for the delivery of a number of sustainable transport projects and initiatives	2B	N
R	L	Progress the rail underpass scheme		2B	N
R	L	Completion of cycle measures very noble but very expensive		2B	N
TC	L	Install crossing at Tesco to facilitate cycle route	Addressed through B2	2B	N

Originator	Means	Public Transport Comments	UTP Document Scheme Reference	Proforma Appendix	Amendment Made
R	Q	Why no bus to Saffron Walden on Tuesday?	Addressed through para 6.4, C3 and C7	2C	N
R	Q	If the buses were better we would need fewer cars from the surrounding villages	Addressed through para 6.4 and C3	2C	N
R	Q	Relocate bus station to near rail station	Improved bus rail interchange desirable subject to feasibility. Addressed through C5 and C6	2C	N
R	Q	Later running trains between Kings Cross and Cambridge are needed particularly for weekends	Addressed through para 6.4 and C3	2C	N
R	L	Sunday bus services needed particularly the 331 route	Addressed through para 6.4 and C3	2C	N
R	L	Housing growth often occurs without improving public transport	Addressed through para 6.4 and C3	2C	N
R	L	The bus station is badly located - advocates the old cattleyard site	Addressed through C6	2C	N
R	L	Taxi sharing is low priority	Addressed through C7	2C	N
R	L	The promotion of fare discounts is bureaucratic and costly	Addressed through C3	2C	N
R	L	Consider locating the taxi ranks adjacent to Morrisons rather than Lower King Street	Addressed through C2	2C	Y - Proposed locations extended to include Market Hill and Fish Hill Square
R	L	Reinstate No. 17 bus between Town hall and Coombeland estate linking Morrisons and Tesco	Addressed through C3	2C	N
R	L	Keep the bus station where it is	Addressed through C6	2C	N
Co	L	Best place for taxi ranks is by the library - central location, better for bus station, restaurants, pubs and nightclub. Minimum of 5 spaces needed	Addressed through C2	2C	Y - Proposed locations extended to include Market Hill and Fish Hill Square
R	L	Express bus service to Cambridge needed	Addressed through C3	2C	N
R	L	Supportive of sustainable transport promotion fund	Addressed through C3	2C	N

Originator	Means	Highways and Traffic Comments	UTP Document Scheme Reference	Proforma Appendix	Amendment Made
R	Q	Please consider sign on A10 on south approach to town, showing directions to town centre.	Addressed through D4	2D	Y - Directional signage to Town Centre and car parks added to scheme description
R	Q	Traffic calming in Burns Rd very important	Addressed through B2 and D9	2B & 2D	N
R	Q	Resurfacing of Briary Lane Rd as it is appalling			N
R	Q	Please do not use speed humps - two neighbours died in an ambulance due to these in Cheshunt	Addressed through D1, D3, D6 and design standards	2D	N
R	Q	Bypass for A10 needed	Addressed through D8	2D	N
R	Q	Extra funding for repair of potholes and gritting in winter	This will be undertaken by the maintenance teams		N
R	Q	Speed bump on Fish Hill needed	Addressed through A7	2A	N
R	Q	Ban HGV from Melbourn Rd to improve safety and protect Cave	Addressed through E1	2E	N
R	Q	Please mend potholes in Royston & Melbourn			N
R	Q	Most urgent - North South A10 Bypass.	Addressed through D8	2D	N
R	Q	Strongly opposed to any further by-pass construction	Addressed through D8	2D	N
R	CD	Double yellow lines on Melbourn Street and Baldock Road from Morrisons to Traffic Lights	Addressed through A4	2A	Y - Double yellow lines added to scheme description and Figure A1
R	CD	Longer double yellow lines on entrance to Green Drift	Addressed through D6	2D	Y - Scheme now includes extending the double yellow lines further from intersection
R	CD	Consider Right Hand Turn lane on A505 eastbound approach to A10 roundabout	Addressed through D5	2D	Y - Scheme amended to include painted lane turning arrows
R	L	Another by-pass around Royston is not needed.	Addressed through D8	2D	N
R	L	Assess the feasibility of a "single occupancy road tax"	Considered not to be feasible		N
R	L	Remove road hump at junction of Orchard Road and Old North Road to assist buses		2D	Y - Repositioning of roundabout will remove severity of hump
R	L	Reverse Market Hill and Fish Hill to ease traffic exiting from market area	Considered not to be necessary within short or medium term		N
R	L	Replace illuminated speed sign with rumble strips and turn off sign lighting to save money	Would give rise to visibility and noise concerns		N
R	L	Keep the parking bay at the southern end of Kneesworth Street (southbound) for visitors to the banks and the betting shop	Would permit parking in critical area and prevent pavement widening		N
TC	L	Introduce weight limit in Melbourn Street to improve safety and to protect the Cave	Addressed through D10	2D	Y - New Scheme Added
Clr	L	Traffic calming in Green and Tannery Drift not needed - Burns Road a priority	Addressed through B2	2B	N
Clr	L	Weight limit needed in Melbourn Street and Baldock Street to force HGVs to use A505 Bypass and A10	Addressed through D10	2D	Y - New Scheme Added
Clr	L	Eliminate the U turn at the roundabout by Morrisons	Satisfactory alternative does not exist	2A	N
Clr	L	Introduce 20mph limits around schools and in residential areas	Addressed through paragraph 7.4		N
R	L	Opposed to a north-south by-pass	Addressed through D8	2D	N
R	L	Support 20mph limits in town centre and residential areas	Addressed through paragraph 7.4		N

Originator	Means	Parking Comments	UTP Document Scheme Reference	Proforma Appendix	Amendment Made
R	Q	Resident Parking needs to be improved (Sun Hill/Normans Lane) No Parking near house and have to walk in dark	Addressed through E1	2E	N
R	Q	Reduce Traffic Speeds in Lower King St and increase pavement width. Added safety required at Morrisons crossing to car park	Addressed through A2, A9	2A	N
R	Q	The poor state of the pavements prevent some people from shopping in the town	Addressed through A9	2A	N
R	Q	Cycle route on Gower Rd would seriously affect residents who have no off street parking, on both sides of the road. The problems they would suffer in no way is reflected by the small number of cyclists using the road.	Addressed through C2	2B	N
R	Q	Make more 1-2 Hr free parking places	Addressed through E1 and E2	2E	Y - Addressed in the recommended parking review
R	Q	When Saffron Walden had free parking the town thrived, but it is losing custom now			N
R	Q	Increase free parking for high street and increase duration	Addressed through E1 and E2	2E	Y - Addressed in the recommended parking review
R	Q	Free parking is required to compete with the superstores. Convenience is everything to shoppers	Addressed through E1 and E2	2E	Y - Addressed in the recommended parking review
R	Q	Free parking is required to get more business into town centre - increase council tax by a few pounds if need be	Addressed through E1 and E2	2E	Y - Addressed in the recommended parking review
R	Q	Fish Hill Sq. to be improved with loss of 10 car park spaces. These could be made up by increasing no spaces on east side of Market Hill	Addressed through E1 and E2	2E	N
R	Q	Free 1 hr parking bays in town centre	Addressed through E1 and E2	2E	Y - Addressed in the recommended parking review
R	Q	Change grass verges on Old North Rd to car parking spaces	Addressed through E1 and E2	2E	N
R	Q	Further parking facilities will only work if they are affordable			N
R	Q	Keep the cost of parking down or you will kill the town centre	Addressed through E1 and E2	2E	Y - Addressed in the recommended parking review
R	Q	I only visit Royston once a week and this is directly related to parking charges. I would come more often if free or cheaper	Addressed through E1 and E2	2E	Y - Addressed in the recommended parking review
R	Q	Reduce parking fees for short stay to encourage shoppers	Addressed through E1 and E2	2E	Y - Addressed in the recommended parking review
R	Q	Increase parking but Reduce parking fees for short stay to encourage shoppers. Without extra parking there should be no more housing development	Addressed through E1 and E2	2E	Y - Addressed in the recommended parking review
R	Q	Do without Traffic Wardens.	Considered not to be feasible		N
R	Q	Provide cheaper and adequate parking in the town centre	Addressed through E1 and E2	2E	Y - Addressed in the recommended parking review
R	Q	Why does Royston pay so much for parking when local towns do not pay at all	Addressed through E1 and E2	2E	Y - Addressed in the recommended parking review
R	Q	Concerned about loss of free parking in Fish Hill due to pavement widening. Fish Hill is little used by pedestrians.	Addressed through E1 and E2	2E	N
R	Q	Make parking pay on exit	Addressed through E2	2E	N
R	Q	Leave Fish Hill Square as it is.	Addressed through E2	2E	N
R	L	Parking charges are a major issue for the prosperity of the town. Need to agree a pricing regime between NHDC, First Capital Connect	Addressed through E2	2E	Y - Addressed in the recommended parking review
R	L	Revise traffic circulation and layout of the Town Hall car park	Addressed through E2	2E	Y - Addressed in the recommended parking review
TC	L	No free parking to be lost in the town centre and no reduction of spaces in Fish Hill Square. 20 minutes free parking proposed	Addressed through E1 and E2	2E	Y - Addressed in the recommended parking review
Clr	L	No loss of free parking in Fish Hill	Addressed through E1	2E	N

Originator	Means	Other or Composite Comments	UTP Document Scheme Reference	Proforma Appendix	Amendment Made
R	Q	Protect Cave from further damage. No SE Bypass. House building should be limited to protect greenbelt	Melbourn Street addressed through E1	2E	N
R	Q	Overriding objective should be to improve the prosperity and attractiveness of the town centre	Addressed through E1 and E2	2E	Y - Addressed in the recommended parking review
R	Q	We need more industrial area to provide jobs and boost local economy	Addressed in paragraph 5.2		N
R	Q	Spend money on improving the town centre instead of digging a £3.7M hole under the rail line	The rail crossing is important for a number of sustainable transport projects and initiatives	2B	N
R	Q	While you have super stores there is little interest in the High Street	Addressed through E1 and E2	2E	Y - Addressed in the recommended parking review
R	Q	More shops needed	Addressed in paragraph 5.2		N
R	Q	The so-called cycle routes are a disgrace. Drains in general are dirty and even allocated parking spaces for vehicles			N
R	Q	Encourage local businesses to clean their gutters			N
R	Q	It's time money is spent on a north/south bypass. If you have more than 2 cars you pay for on street parking	Addressed through D8	2D	N
R	Q	The underpass is a waste of money - build a footpath next to the existing bypass	Addressed through B5	2B	N
R	Q	The success of Royston depend on more traders. High overheads is biggest problem			N
R	Q	Don't add any new roads until you can afford to maintain existing infrastructure. Parking is only useful if affordable	Addressed through E1 and E2	2E	Y - Addressed in the recommended parking review
R	Q	Traffic/Parking exacerbated by un-necessary mammoth growth in housing especially as developers get away with no parking/narrow roads. Cycling woefully dangerous on som roads	Addressed through B2 and B5	2B	N

ANNEX B – QUESTIONNAIRE ANALYSIS

This section shows a tabulated summary of the results of the short questionnaire sent out to all households in Royston at the beginning of the consultation period. This was a free postal reply, with almost 160 respondents by the end of the consultation period.

Tables B1 to B4 summarises the demographic breakdown of the respondents.

Table B1 shows the respondent gender split, compared with the ONS Census 2001 data. It shows that a slightly higher proportion of males replied.

Table B1 – Respondent Gender

	Male	Female	Not Given
Survey	51.6%	46.5%	1.9%
2001 Census	49.2%	50.8%	

Table B2 shows the respondent age breakdown, compared with the ONS Census 2001 data. It is shown that 65% of the respondents are 55 years or older, and 25% aged 35 to 54.

Table B2 – Breakdown of Respondent Age

	Survey		2001 Census
Under 16	0	0%	21%
16 - 24	0	0%	10%
25 - 34	12	8%	15%
35 - 44	19	12%	16%
45 - 54	21	13%	15%
55 - 64	42	26%	11%
65 & Over	62	39%	13%
Not Given	3	2%	
Total	159	100%	100%

Table B3 shows the responses by postcode area.

Table B3 – Breakdown of Responses by Postcode Area

Postcode	Number	Proportion
SG8 5	53	33%
SG8 6	14	9%
SG8 7	15	9%
SG8 8	11	7%
SG8 9	37	23%
SG8 0	9	6%
Not Given	20	13%
Total	159	100%

Table B4 summarises the respondents status, with 84% being local residents, and 8% local employees. Half of the employees were also local residents.

Table B4 – Breakdown of Respondents Status

Status	Number	Proportion
Local Resident	144	84%
Local Business Owner	8	5%
Local Employee	13	8%
Student	0	0%
Visitor	1	1%
Other	6	3%
Total	172	100%
Local Resident & BO	7	4%
Local Resident & Employee	6	3%

Table B5 illustrates the frequency of travel by mode. It is clear that car and walking is the most common for of travel.

Table B5 - Frequency of Travel by Mode

Mode	Number of Responses	5+ Times per Week	2-4 Times per Week	Once per Week	Once per Month	Less Often	Never	Total
Car/Van/HGV	158	37%	27%	20%	6%	2%	9%	100%
Motorcycle	158	0%	1%	1%	0%	0%	97%	100%
Bus	158	2%	6%	5%	8%	10%	69%	100%
Rail	158	6%	3%	8%	14%	18%	51%	100%
Cycling	158	4%	8%	3%	4%	8%	72%	100%
Walking	158	44%	16%	6%	4%	2%	28%	100%

Respondents were asked to rank their top 3 objectives by importance. Given that driving and walking were the most common form of transport in Royston, these ranks have been cross referenced with people that are regular drivers (Table B6) and regular walkers (Table B7).

Table B6 - Importance of Objectives by Regular Drivers

Objective	Total Ranks	% No.1	% No.2	% No.3	Weighted Score
Improve pedestrian facilities	56	14%	20%	22%	2
Complete proposed cycle underpass and extend the cycle network connections	28	16%	5%	7%	5
Improve bus frequency, network coverage and infrastructure	48	13%	15%	20%	4
Reduce traffic in the town centre	26	5%	7%	14%	6
Protect the town from growth in through traffic	49	17%	18%	14%	3
Provide adequate and convenient parking to accommodate growth	74	29%	33%	12%	1

Table B6 shows that drivers are most concerned about the adequacy and low cost of parking, with the improvement of pedestrian facilities and the protection of the town centre from through traffic also rating highly.

Importance of Objectives by Regular Pedestrians (2+ times per week)

Table B7 - Importance of Objectives by Regular Pedestrians

Objective	Total Ranks	% No.1	% No.2	% No.3	Weighted Score
Improve pedestrian facilities	58	20%	21%	20%	1
Complete proposed cycle underpass and extend the cycle network connections	32	18%	8%	7%	5
Improve bus frequency, network coverage and infrastructure	46	17%	14%	18%	4
Reduce traffic in the town centre	26	6%	9%	12%	6
Protect the town from growth in through traffic	48	16%	20%	15%	3
Provide adequate and convenient parking to accommodate growth	58	18%	24%	19%	2

Table B7 shows that pedestrians are most concerned about the improvement of pedestrian facilities, with the adequacy and low cost of parking and the protection of the town centre from through traffic also rating highly.

The overall importance of the objectives is also shown overleaf in Table B8. Providing adequate and convenient parking to accommodate growth was clearly the most important objective, with protecting the town centre from through traffic and improved pedestrian facilities also rating highly. The completion of the cycle underpass and the additional cycling measures are seen to be a less important objective.

Table B8 – Overall Importance of Objectives

Objective	Number of Respondents	Very Un-Important	Un-Important	Neither	Important	Very Important	Don't Know	Total
Improve pedestrian facilities	158	4%	8%	9%	37%	30%	12%	100%
Complete proposed cycle underpass and extend the cycle network connections	158	24%	10%	15%	13%	24%	14%	100%
Improve bus frequency, network coverage and infrastructure	158	6%	11%	13%	30%	25%	15%	100%
Reduce traffic in the town centre	158	9%	11%	20%	29%	20%	11%	100%
Protect the town from growth in through traffic	158	7%	8%	9%	31%	36%	9%	100%
Provide adequate and convenient parking to accommodate growth	158	4%	2%	7%	36%	43%	8%	100%

ANNEX C – SINGLE MOST IMPORTANT TRANSPORT CONCERN

Visitors to the two event days were invited to place “post-it” stickers on maps of Royston, with their single most important transport concern. The reality was that some people added more than 1 concern, both positive and negative. The posted comments are presented below by transport theme. Completely new issues arising from this exercise have been added into the UTP process, with the issue inserted into the relevant table in Chapter 4 of the Stage 2 report, and going through the assessment process to see if the issue can be resolved by introducing a new a scheme. Other issues mentioned here that have already been dealt with have been added to Annex A of this appendix if not already included.

Table C1 – Walking Concerns

Ref	Single Most Important Concern	Response, If Required
CW1	The moving of the pedestrian crossing in Melbourne Street nearer to the A10 Roundabout is a good move	
CW2	The widening of pavements in Kneesworth Street would be welcome to stop you having to step off when passing others	
CW3	Consideration of a right of way for pedestrians through The Ivy Farm development. The present footpath/bridleway all require one to cross busy bypass.	Covered under WM 14, in Section 7 of Stage 2 Report
CW4	Difficult crossing at Little Chef for bridleway	Covered under WM 14, in Section 7 of Stage 2 Report
CW5	Make centre of Royston pedestrianised. i.e. Fish Hill, Market Hill, High Street	Partially addressed by management of parking and consequent reduction of circulating vehicles in town centre
CW6	Pedestrian Crossing on Baldock Rd, connecting footpaths from Green Drift / Mackerel Hill to Therfield Heath	Existing fenced crossing outside fire station
CW7	Need pedestrian crossing in Green Drift at end of Tannery Drift, for school children.	Addressed in Scheme D6 with the consideration of traffic calming in this area

Ref	Single Most Important Concern	Response, If Required
CW8	Widen foot pavement on west side of Lower King Street	Contained within Annex A.
CW9	Purchase 17a and 17 Lower King Street to partially demolish to widen pedestrian footway	Contained within Annex A.
CW10	Pedestrian crossings on Melbourn Rd and Old North Rd and relocation of crossing on Melbourn street excellent idea!	
CW11	Pedestrian crossing across Orchard Road at junction with Old North Rd (to improve access to station and Tesco)	Contained within Annex A.
CW12	Footpath in Fish Hill – Not used: pedestrians can use Market Hill and cut through by library	Intended to create a safer and more consistent pedestrian environment, see Scheme A7
CW13	Should be a pedestrian crossing between Morrisons and the car park opposite.	Included as part of Scheme A2

Table C2 – Cycling Concerns

Ref	Single Most Important Concern	Response
CC1	Improve/ increase off road cycle paths. Cycle lanes such as on Old North Rd are useless	Included in Scheme B2
CC2	More cycle paths needed – only safe place at present is on pavements	Included in Scheme B2
CC3	Implement the proposed cycle network as planned looks good, especially off road cycle paths on Melbourne Rd and Newmarket Rd, and off road paths near Tesco.	
CC4	Fill in pot holes as they can break you bike and neck!	Road maintenance programme
CC5	Concern over the barriers being removed at the Cherry Drive end of the pedestrian/cycle link from Garden Walk. Cyclists will be able to come into Cherry Drive at speed which makes it less safe for children being picked up from school by cars waiting in Cherry Drive. The barriers were put there some years ago because of the danger of accidents, which did happen prior to them being installed. The danger is more prevalent now as there is more traffic. It was also suggested a drop kerb will be useful at this location.	To be addressed in the detailed design of the phase 1 of cycle scheme B2

Ref	Single Most Important Concern	Response
CC6	There was also concern that some residents may not have been consulted on the initial Cherry Drive proposal.	

Table C3 - Public Transport Concerns

Ref	Single Most Important Concern	Response
CPT1	Taxi Company – it does not see much point in moving the rank to the suggested location on the North side of The Cross, as it doesn't serve the town centre. Would prefer to see a rank of around 5 bays in the town centre, on Market Hill, between George Lane and Angel Pavement. They say it needs to be near the concentration of pubs to the South end of the town centre. There are also circulation issues – cabs reluctant to circulate from proposed location to pick people up from town centre. There are currently approx 25 Hackney Cab licences and 2 companies.	Addressed through scheme C2
CPT2	Any bus station in the vicinity of the Town Hall, will, inevitably, increase the traffic on Newmarket Rd.	Bus station not proposed near Town Hall
CPT3	Bus station should be left where it is now. Moving it will cost a lot of money with no advantage. Also there are toilets at the present site.	Bus station not proposed near Town Hall
CPT4	Suggestion of a "late train" from London Kings Cross to Cambridge (01:00), similarly from Cambridge.	Contained within Annex A.
CPT5	Suggestion of a Sunday am and evening 331 bus service, to accommodate ramblers.	Contained within Annex A.
CPT6	Suggestion of extending the 24 bus service beyond the A10 roundabout to the Leisure Centre, making it more accessible for non car users	Addressed in Scheme C3

Table C4 – Highways & Streets Concerns

Ref	Single Most Important Concern	Response
CH1	Issue with people turning right out of Sun Hill onto A10, holding traffic up, and posing safety risk. There is currently a No Right Turn Sign, but this is ignored. The central reservation should be extended to physically bar the right hand turn.	New scheme D11 added to prevent this turning movement
CH2	Do not like the idea of replacing pelican crossing on A10 at bus station with signals. It would hold traffic up too much during the peak hours, particularly with volume of heavy goods vehicles (HGV's)	The proposal takes into account the balance of needs of both pedestrians and vehicular traffic, including those wishing to turn right
CH3	Suggestion that HGVs should be banned on Melbourn Street and Baldock Rd/St, unless for deliveries or rerouting due to incidents on A10/A505.	New scheme D10 added to prevent HGV traffic on this route
CH4	At this present time we would like some flashing 30mph signs installed together with some conspicuous weight limit signs installed at either end of Newmarket Rd	New scheme D10 added to prevent HGV traffic on this route
CH5	Traffic Speed Restrictions on Newmarket Rd – Cars leave the roundabout and think they have left the 30mph limit	New scheme D10 added to prevent HGV traffic on this route
CH6	If the bus station is moved it will increase traffic in Newmarket Rd which already is seeing a big increase in HGV traffic. Traffic calming measures needed on Newmarket Rd as most traffic exceeds 30mph limit.	New scheme D10 added to prevent HGV traffic on this route. Bus station not proposed at this location
CH7	Double yellow lines on Melbourne St and Baldock Rd from Morrisons to traffic lights.	Added to Scheme A4
CH8	Longer double yellow lines at entrance to Green Drift	Added to Scheme D6
CH9	Agree with double yellow lines on Kneesworth Street and Melbourne Street	
CH10	Better road maintenance (by conscription)	
CH11	20mph speed limits on Redwing Rise, Woodcock Road and Fieldfare Way	Considered but no accident data to back these proposals up

Ref	Single Most Important Concern	Response
CH12	Traffic calming improvements on Burns Road, including 20mph limit	Traffic calming on Burns Rd included as part of the rail underpass and cycle network measures
CH13	Right turn from Melbourn Street westbound to Lower King Street	Considered but not feasible
CH14	Improvements to road surfaces	Road maintenance programme
CH15	Brick cobbling of main roads to change speed/perceptions	Partially addressed under Scheme A4
CH16	Traffic calming or speed cameras on Upper King Street, to stop people taking the corner too quickly (many near misses). Evening time brings a large increase of youth speeding around the corner and up Upper King Street repeatedly.	Considered but no accident data to back these proposals up
CH17	Traffic calming on Green Drift and Tannery Drift not needed – Burns Road should be a priority	Traffic calming on Burns Rd included as part of the rail underpass and cycle network measures
CH18	Weight limit in Melbourn St to increase pedestrian comfort at The Cross and limit damage to the cave	New scheme D10 added to prevent HGV traffic on this route. Bus station not proposed at this location
CH19	20mph limit outside schools and in residential areas	To be reviewed in the new HCC Speed Management Framework
CH20	Suggestion of allowing right hand turn from Melbourn St to Lwr King St at The Cross	Considered but not feasible
CH21	Suggestion of a sign directing traffic to the Town Centre on the A10 southern approach, before Market Hill, as it is not clear at present.	Included into Scheme D4
CH22	Consider right hand turn lane on A505 eastbound approach to A10 roundabout	Included into Scheme D5

Table C5 – Parking Concerns

Ref	Single Most Important Concern	Response
CP1	Concern that if a bus station is put on Town Hall site it will reduce the number of car parking spaces for the town	Bus station is not proposed to be relocated to this area
CP2	Requirement for long term car parking at reasonable cost to encourage small businesses	Contained within Annex A.
CP3	More free parking needed	Contained within Annex A.
CP4	If town hall site developed, where does everyone park?	Contained within Annex A.
CP5	Free off street parking for up to 2 hours to stimulate business	See Schemes E1 and E2
CP6	Free and easy parking needed	See Schemes E1 and E2
CP7	Railings in Melbourne Street to protect cave and stop parking hazard	See Scheme A4
CP8	Detrimental to lose free parking in Fish Hill	Very limited loss of parking in Fish Hill

Table C6 – Other Concerns

Ref	Single Most Important Concern	Response
CO1	Concern with the increase of very large commercial vehicles, and the speed at which cars use the Newmarket Road. (Also the subject of a recent petition to Councillors by local residents)	New scheme D10 added to prevent HGV traffic on this route.

ANNEX D – POSTAL LEAFLET & QUESTIONNAIRE



ROYSTON URBAN TRANSPORT PLAN PUBLIC CONSULTATION



HAVE YOUR SAY ON THE FUTURE FOR ROYSTON

Hertfordshire County Council (HCC) and North Hertfordshire District Council (NHDC) have commissioned a study to identify a range of possible improvements to transport provision for Royston to meet its present and future needs. Although the study focuses on the next 5 years it also takes into account what may be needed in the longer term to 2021 and 2031. So far, the study team has produced a draft report for consultation listing a number of possible schemes and measures to improve conditions for pedestrians, cyclists, public transport users and motorists in Royston. When completed, this report will form the basis of the Urban Transport Plan (UTP) for the town. The study is being carried out by consultants Transportation Planning (International) Ltd (TPI).



A copy of the full draft report and a summary can be found at Royston Public Library and on Hertfordshire County Council's website;

<http://www.hertsdirect.org/envroa ds/roadstrans/transplan/tcatp08/tcatp/roystonutp/>

The final report will take into account the results of public consultation.

Consultation Period Starts Monday 11th January 2010

Open Day Tuesday 19th January 3.30- 8pm
Heritage Hall, Royston Town Hall

Open Day Saturday 23rd January 10am- 1pm
Heritage Hall, Royston Town Hall

Consultation Period Ends Friday 19th February 2010

The Open Days will be attended by members of the study team who will be able to answer questions regarding the Urban Transport Plan and to note any comments you may have.

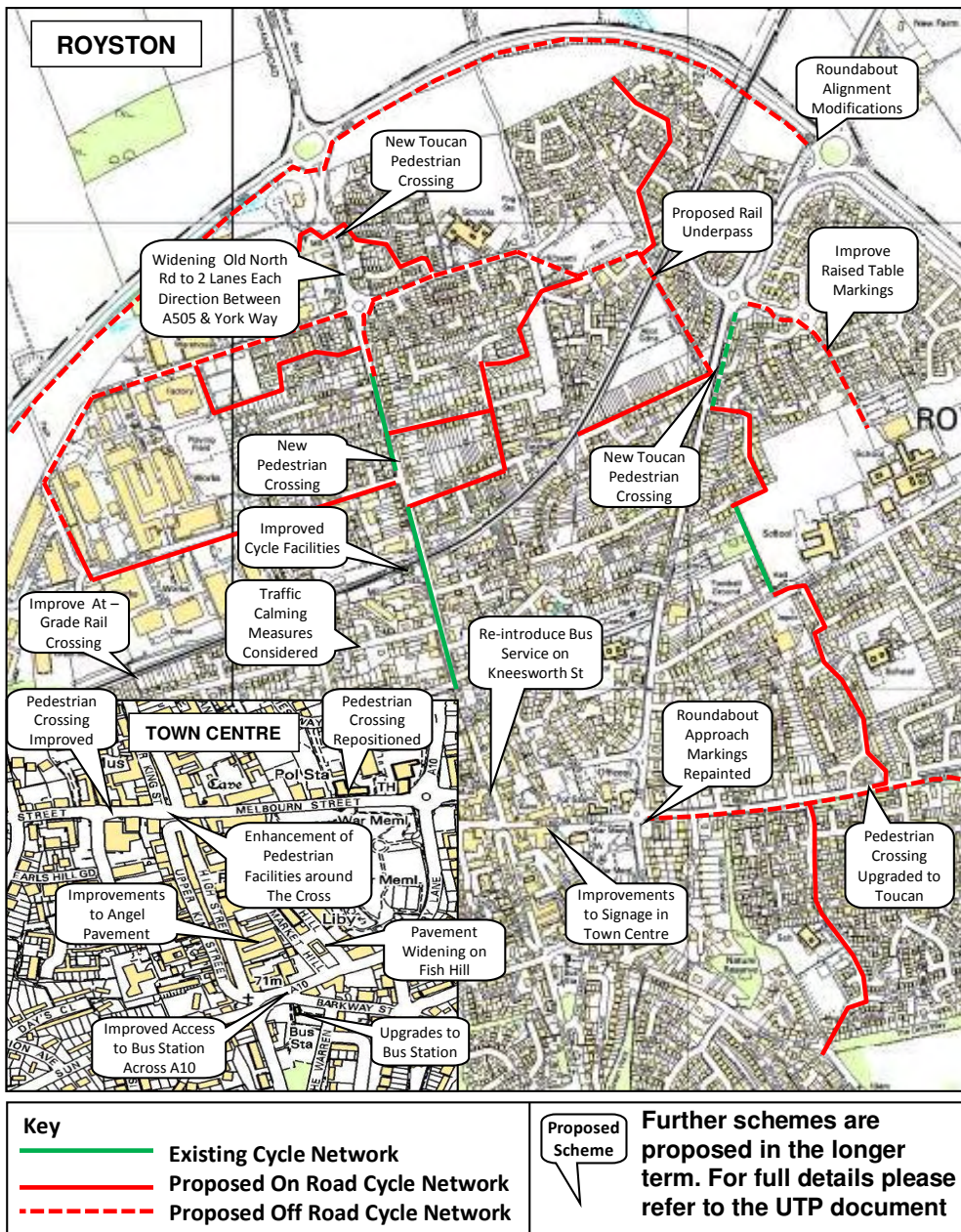
Alternatively you can return the attached questionnaire, or contact HCC on 0300 123 4047 or one of the study team at:

email: howard.potter@tpi-world.com

Phone: 0208 9489599



The plan below outlines the locations of physical schemes proposed in the UTP over the next 5 years



Other non-physical measures to be implemented over the next 5 years include:

Walking Schemes

- Improvements to Angel Pavement
- Improvements to signage to Town centre
- Demonstration project to encourage walking to shops

Highways & Streets Schemes

- Improve signing to London via A10 and A505

Parking Schemes

- **Adjustments to on-street parking controls**
- **Reassessment of Off Street parking needs in relation to redevelopment of town centre development sites**

Cycling Schemes

- **Promotion of cycling and cycle safety in schools**

Public Transport Schemes

- **Audit of taxi rank locations & improvement of facilities**
- **Establish Sustainable (i.e. non-car) Transport Promotion Fund for Royston**
- **Increase the frequency and network coverage of the town bus service**
- **Enhancements to bus infrastructure, accessibility, punctuality & coordination**
- **Introduction of a demand responsive service between villages & the Town Centre**

QUESTIONNAIRE

Q1 – How often do you travel by the following modes of transport in Royston?

[illegible]

Q2 – How important are the following objectives to you?

[illegible]

ANNEX E – POSTER



ROYSTON URBAN TRANSPORT PLAN PUBLIC CONSULTATION



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email: howard.potter@tpi-world.com

Phone: 0208 9489599



ANNEX F – STAKEHOLDER LETTER

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w: www.tpi-world.com

Ref: 22257/RUTP Public Consultation

15 January 2010

Dear Sir / Madam,

RE: Royston Urban Transport Plan (UTP) – Public Consultation

As invitees to the Stakeholder consultation event in the early stages of the development of the UTP for Royston in June last year, you will be aware that the development of the Urban Transport Plan (UTP) is underway. Development is now in the closing stages.

The UTP now takes into account the results of Stage 1 report, site visits, stakeholder consultation, and discussions with the local authorities. The UTP provides a framework for the resolution of these issues over the period to 2031.

A key element of the UTP process now is the public consultation stage, where members of the public will have the opportunity to view the proposals being put forward under this framework, and provide feedback. A Draft version of the UTP has been completed for viewing and comment as part of the consultation process.

We would like to invite you to attend one of the forthcoming public consultation days to discuss the proposals being considered. The public consultation period is between the 11th January and the 19th February 2010, with two open days on Tuesday 19th and Saturday 23rd January at Royston Town Hall. Members of the study team will be available to discuss the proposals being put forward under the UTP.

Full details are available on the enclosed leaflet, and the full consultation draft of the UTP is available on the Hertfordshire County Council website at:

<http://www.hertsdirect.org/envroads/roadstrans/transplan/tcatp08/tcatp/roystonutp/>

We look forward to seeing you at one of the open days or alternatively hearing from you via email with any issues.

Yours faithfully,



Howard S Potter

Director

Hertfordshire County Council - making Hertfordshire an even better place to live by providing:

Care for older people

Support for schools, pupils and parents

Support for carers

Fire and rescue

Fostering and adoption

Support for people with disabilities

Libraries

Admission to schools

Road maintenance and safety

Protection for adults and children at risk

Trading standards and consumer protection

Household waste recycling centres

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Every Hertfordshire library has internet access
for the public