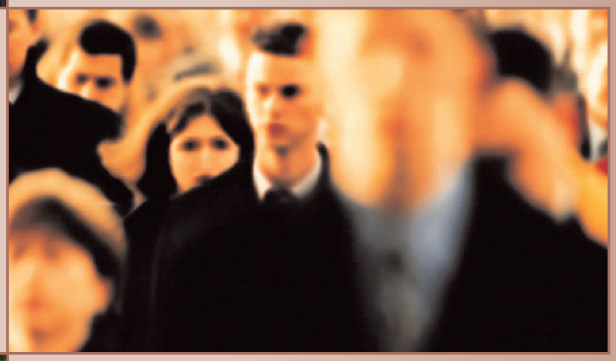
Royston Urban Transport Plan

August 2010



Volume 2

Royston Urban Transport Plan
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Hertfordshire

Contents

HERTFORDSHIRE COUNTY COUNCIL

ROYSTON URBAN TRANSPORT PLAN

Stage 2 Report

APPENDIX 2A – WALKING SCHEME PROFORMAS

APPENDIX 2A - WALKING SCHEMES

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

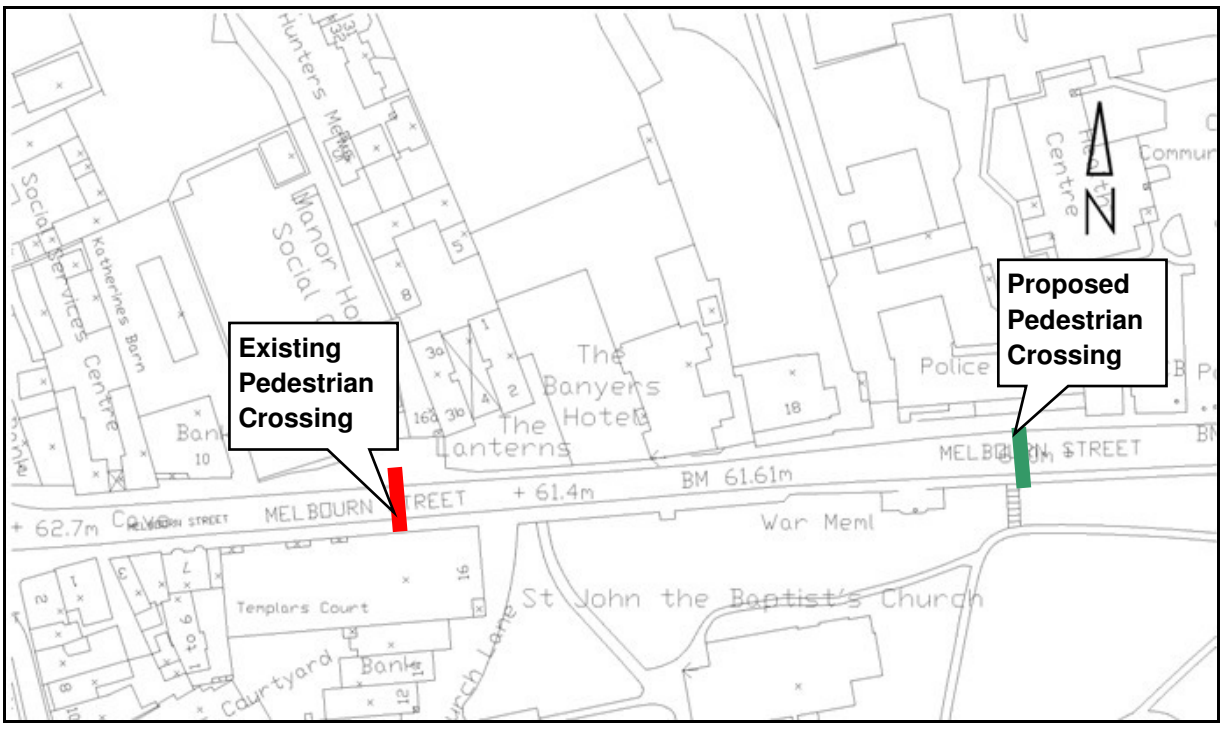
SHORT TERM WALKING SCHEMES

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

Description

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

Location Plan



Supporting Photographs	
	
This photo shows the existing site of the pedestrian crossing on Melbourn Street, in relation to the nearby Cross signals	This photo shows the proposed site of the relocated pedestrian crossing on Melbourn Street.

Design Considerations	***Proposed Solutions***	
Proximity to Park access on South side of Melbourn Street.	Metal fencing extending along the kerb either side of the crossing point on South side of Melbourn Street.	
Links to Other UTP Schemes	A9 Demonstration Project to encourage walking to shops	
Contribution to Objectives / Targets	UTP Objectives	4 – Review pedestrian crossing locations and facilities to improve connectivity along key desire lines
	LTP Indicator	• Rights of Way

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

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

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

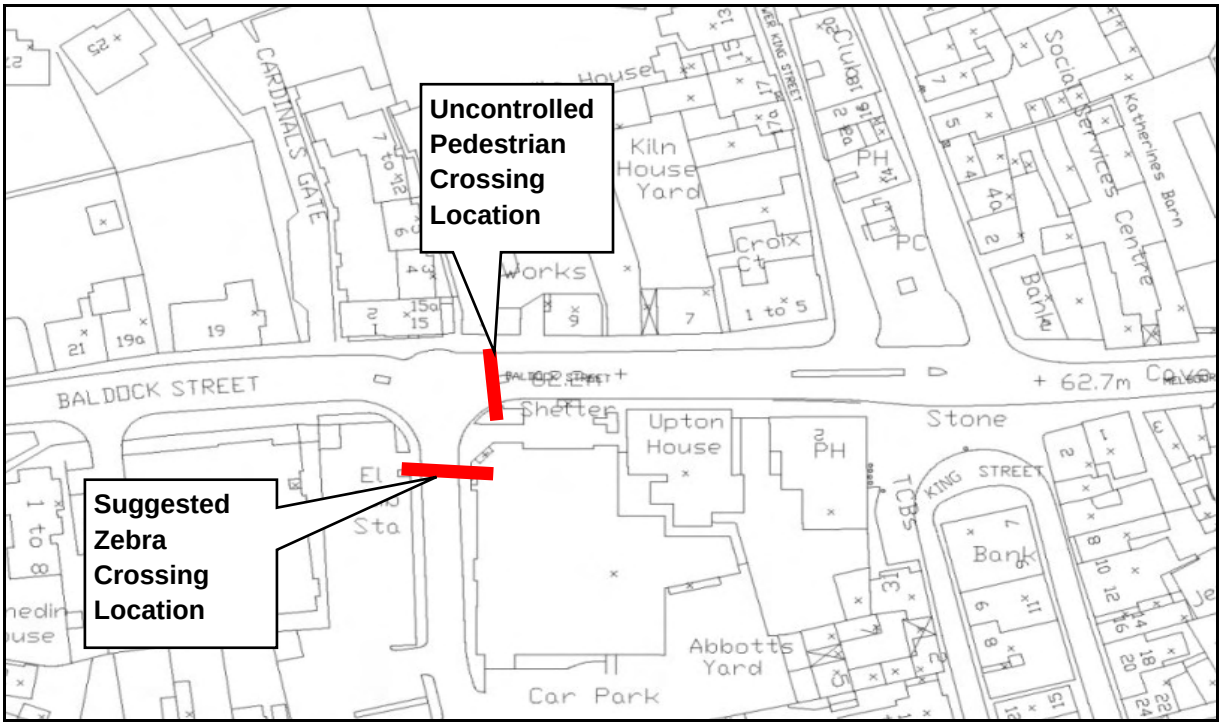
Description

This scheme involves introducing a zebra crossing between the car park and Morrisons on Princes Mews, whilst improving the indistinct pedestrian crossing immediately to the East of the Baldock Street / Princes Mews roundabout.

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

The Zebra crossing would be introduced on Princess Mews, at a safe distance back from the stop line for the roundabout, but to provide a reasonably direct desire line for shoppers from Morrisons to the pedestrian entrance to the car park. The crossing would be raised, to allow disabled access from the current disabled parking at the north end of the car park to the supermarket. The raised crossing would also encourage vehicles to slow down along this section of road.

Location Plan



Supporting Photographs

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

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

Design Considerations	***Proposed Solutions***	
Proximity to large brick planter box outside Morrisons.	The removal of the planter box will improve the pedestrian desire line from Morrisons and Princes Mews to the crossing point	
Links to Other UTP Schemes	A9 Extending Walking Opportunities & Improvements to Pavement Surfaces	
Contribution to Objectives / Targets	UTP Objectives	4 – Review pedestrian crossing locations and facilities to improve connectivity along key desire lines
	LTP Indicator	• Rights of Way • Footway Condition

Outline Cost Analysis		
Works Element	***Est. Cost***	***Notes***
New Raised Crossing	£15,000	
Design	£10,000	
Supervision	£5,000	
Installation & Civils	£10,000	
Misc	£20,000	
Total Cost For Delivery	£60,000	

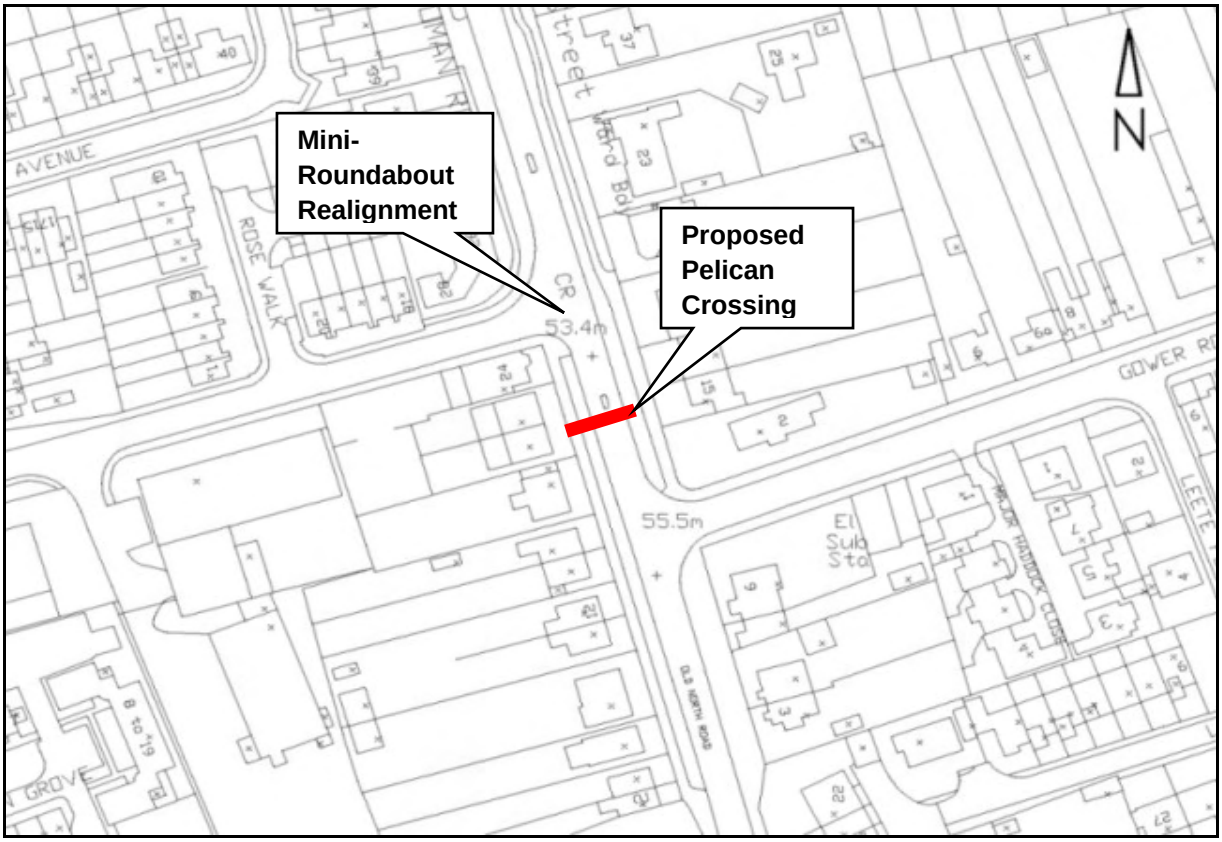
Deliverability Assessment	
Can the scheme be delivered within the highway boundary?	Yes
Can the scheme be delivered without third party involvement?	Yes
Do all elements of the scheme involve standard work processes?	Yes
Can the scheme be delivered in the short term?	Yes

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

Description

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

Location Plan



Supporting Photograph

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

Links to Other UTP Schemes	A9 Extending Walking Opportunities & Improvements to Pavement Surfaces	
Contribution to Objectives / Targets	UTP Objectives	4 – Review pedestrian crossing locations and facilities to improve connectivity along key desire lines
	LTP Indicator	• Accessibility • Rights of Way • Footway Condition

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

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

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

Description

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

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

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

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

Currently, the taxi rank is a mixed use parking area consisting of 4 spaces with very confusing taxi and disabled only parking restrictions, at the bottom of King Street, on the South side of The Cross. It is proposed to relocate the taxi parking bays to Lower

King Street, just to the north of Baldock Street, replacing existing un-metered on street parking.

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

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

Location Plan

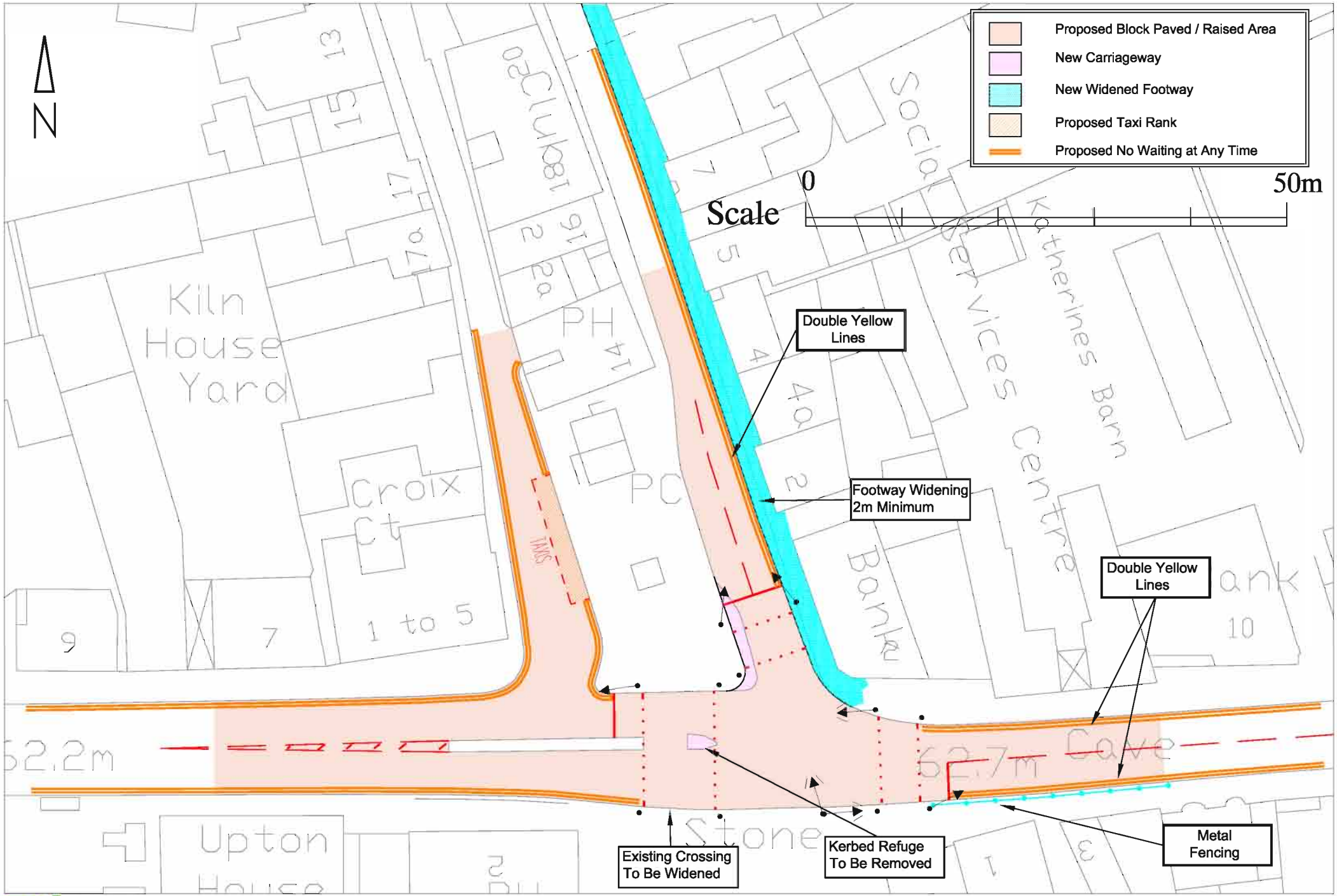
Supporting Photographs

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

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

The Cross, from the Baldock Street approach

Proposed Taxi rank location on Lower King Street



TPi 22257 Dec 2009

The Cross Junction - Melbourn Street / Lower King Street: Pedestrian Improvements

Figure A1

Links to Other UTP Schemes	A9 Extending Walking Opportunities & Improvements to Pavement Surfaces B3 Introduction of advance stop lines at signal junctions C2 Audit taxi rank locations and improve facilities	
Contribution to Objectives / Targets	UTP Objectives	4 – Review pedestrian crossing locations and facilities to improve connectivity along key desire lines 6 – Reduce excessive vehicle speeds at targeted hotspots throughout the urban network
	LTP Indicator	• Accessibility • Rights of Way • Footway Condition

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

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

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

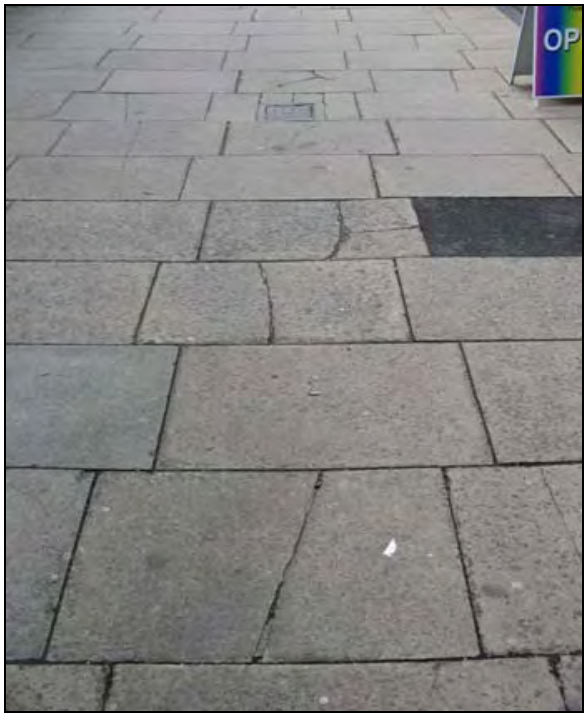
Description

Angel Pavement is an important pedestrian precinct and thoroughfare in the heart of the town centre linking the High Street with Fish Hill. There is potential to encourage further use of this precinct for sheltered and part-sheltered seating areas for café customers and the general public. The surfacing comprises concrete paving slabs many of which are cracked and beginning to deform resulting in an overall impression of neglect.

The proposal is to re-pave the entire precinct with an attractive stone paving material and design that reflects the treatments already applied in the High Street and around The Cross. Such treatment would be expected to enhance the appeal of the precinct to its users and the value of the frontage properties. The area proposed for treatment measures some 300 square metres (This is a scheme already committed by NHDC, and supported by this UTP)

Supporting Photograph

Existing unattractive Angel Pavement footway



The cracked and uneven Angel Pavement surface

Design Considerations	***Proposed Solutions***	
The area is reasonably level and evenly graded. No changes to levels and drainage are necessary.	Remove and dispose of all the existing concrete paving slabs and replace with new flags to specification agreed between the Town Council and the frontagers	
The new paving would need to be fitted round the considerable number of flush inspection covers to the services below.		
Links To Other UTP Schemes	A9 Extending Walking Opportunities & Improvements to Pavement Surfaces	
Contribution to Objectives / Targets	UTP Objectives	8. Increase the proportion of sustainable travel trips
	LTP Indicator	• Accessibility • Rights of Way • Footway Condition

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

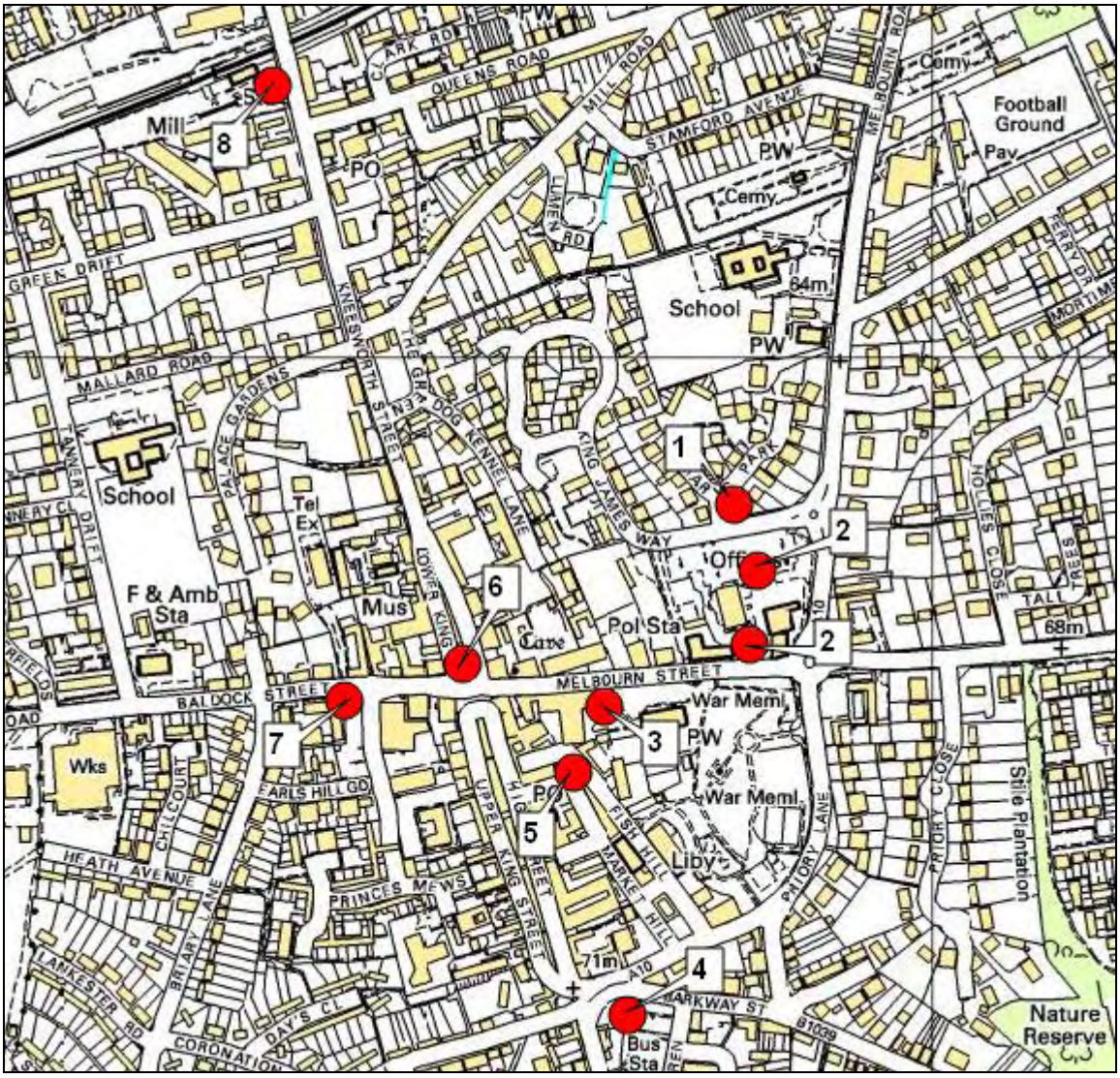
Scheme Name	Improvements to Pedestrian Signage in Town Centre	
Scheme Reference	A6	
Problem Reference(s)	W5	Lack of signage for visitors to enable them to navigate the town centre
Scheme Status	This scheme is included in the UTP	

Description

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

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

Pedestrian Sign Locations



Supporting Photograph	
	
Existing pedestrian sign at The Warren	Existing pedestrian sign at Church Lane

Design Considerations	***Proposed Solutions***	
All new posts and signs to match the designs already in place		
Links To Other UTP Schemes	A9 Extending Walking Opportunities & Improvements to Pavement Surfaces	
Contribution to Objectives / Targets	UTP Objectives	4 - Review pedestrian crossing locations and facilities to improve connectivity along key desire lines 8 - Increase the proportion of sustainable travel trips – including the use of public transport for the non resident work force
	LTP Indicator	• Accessibility • Rights of Way • Public transport information

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

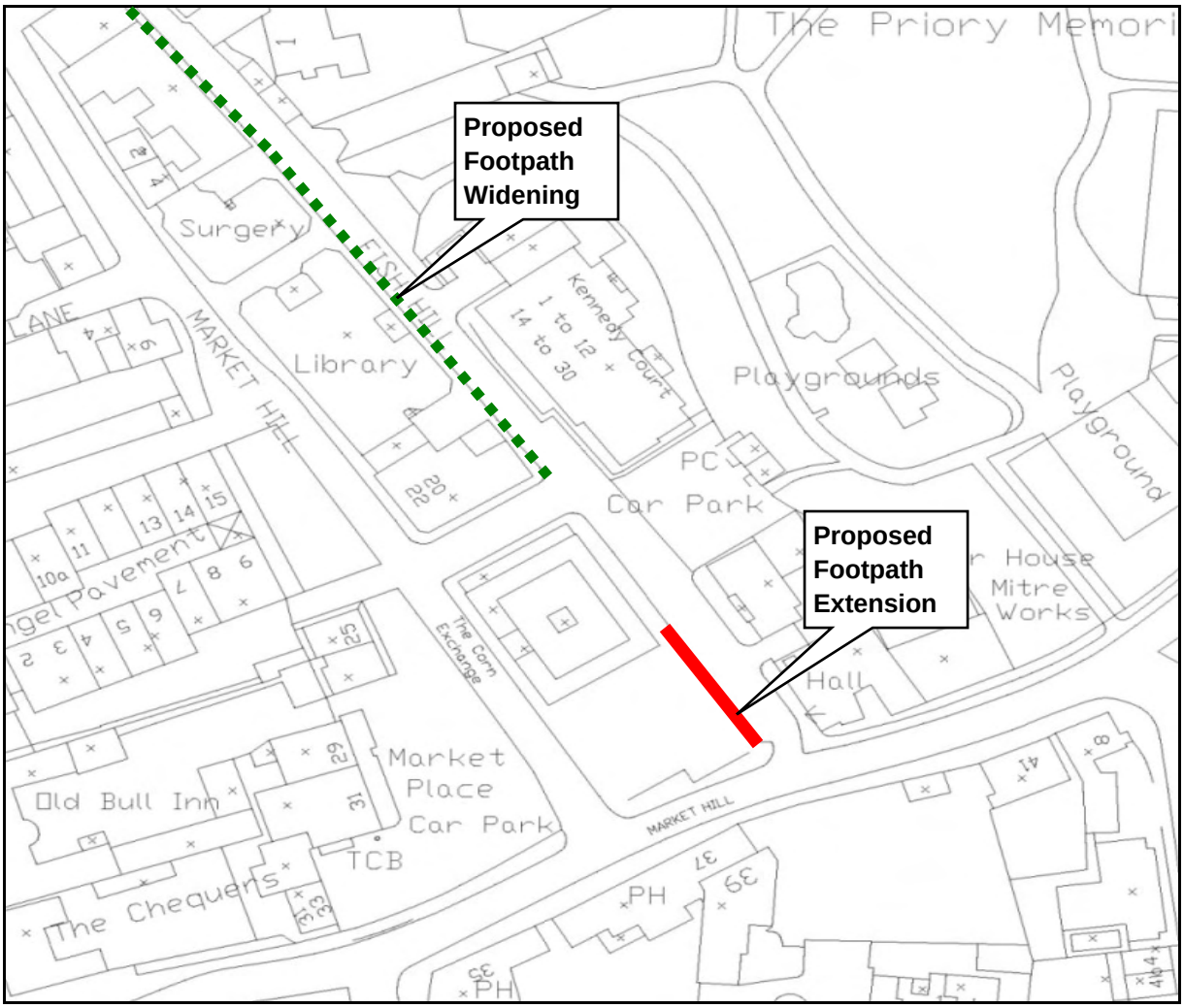
Deliverability Assessment	
Can the scheme be delivered within the highway boundary?	Yes
Can the scheme be delivered without third party involvement?	Yes
Do all elements of the scheme involve standard work processes?	Yes
Can the scheme be delivered in the short term?	Yes

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

Description

Extension of Westside foot path at the South end of Fish Hill from the corner of the private car park through to the A10 Market Hill footpath, to provide a continuous footpath along the West side of Fish Hill. It is also proposed to widen the footpath along the west side of the carriageway from Fish Hill Square up to the corner of the library. This will provide safety benefits, and will incur the loss of no more than 3 parking spaces, at the north end of the scheme.

Location Plan



Supporting Photographs	
	
Narrow footpath on Westside of Fish Hill. Removal of a small section of on street parking would provide the width required for widening the footpath	The footpath is proposed to be extended through this section of carriageway to connect to the A10 footpath.

Links to Other UTP Schemes	A9 Extending Walking Opportunities & Improvements to Pavement Surfaces E1 Adjustments to on-street controls	
Contribution to Objectives / Targets	UTP Objectives	4 – Review pedestrian crossing locations and facilities to improve connectivity along key desire lines
	LTP Indicator	• Accessibility • Rights of Way • Footway Condition

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

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

MEDIUM TERM WALKING SCHEMES

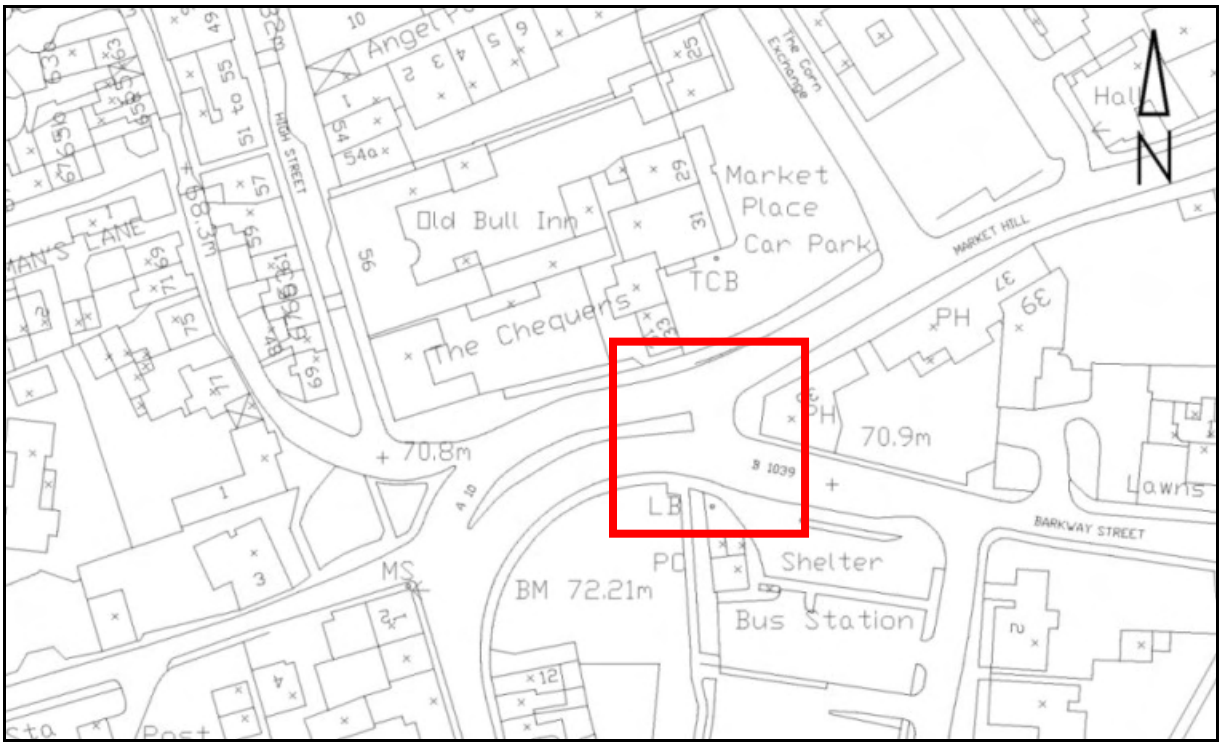
Scheme Name	Improved crossing facilities between Market Hill and Bus Station and A10 island site	
Scheme Reference	A8	
Problem Reference(s)	W1	Lack of formal pedestrian crossings at appropriate locations
	W7	Pedestrian Flow to the town is difficult, particularly at the cross and by Morrisons.
	W13	Development changes associated with the Opportunity Sites adjacent to the A10 The Warren and the Market Place will need to include improved pedestrian facilities and linkages to the Island Site
Scheme Status	This scheme is included in the UTP	

Description

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

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

Location Plan

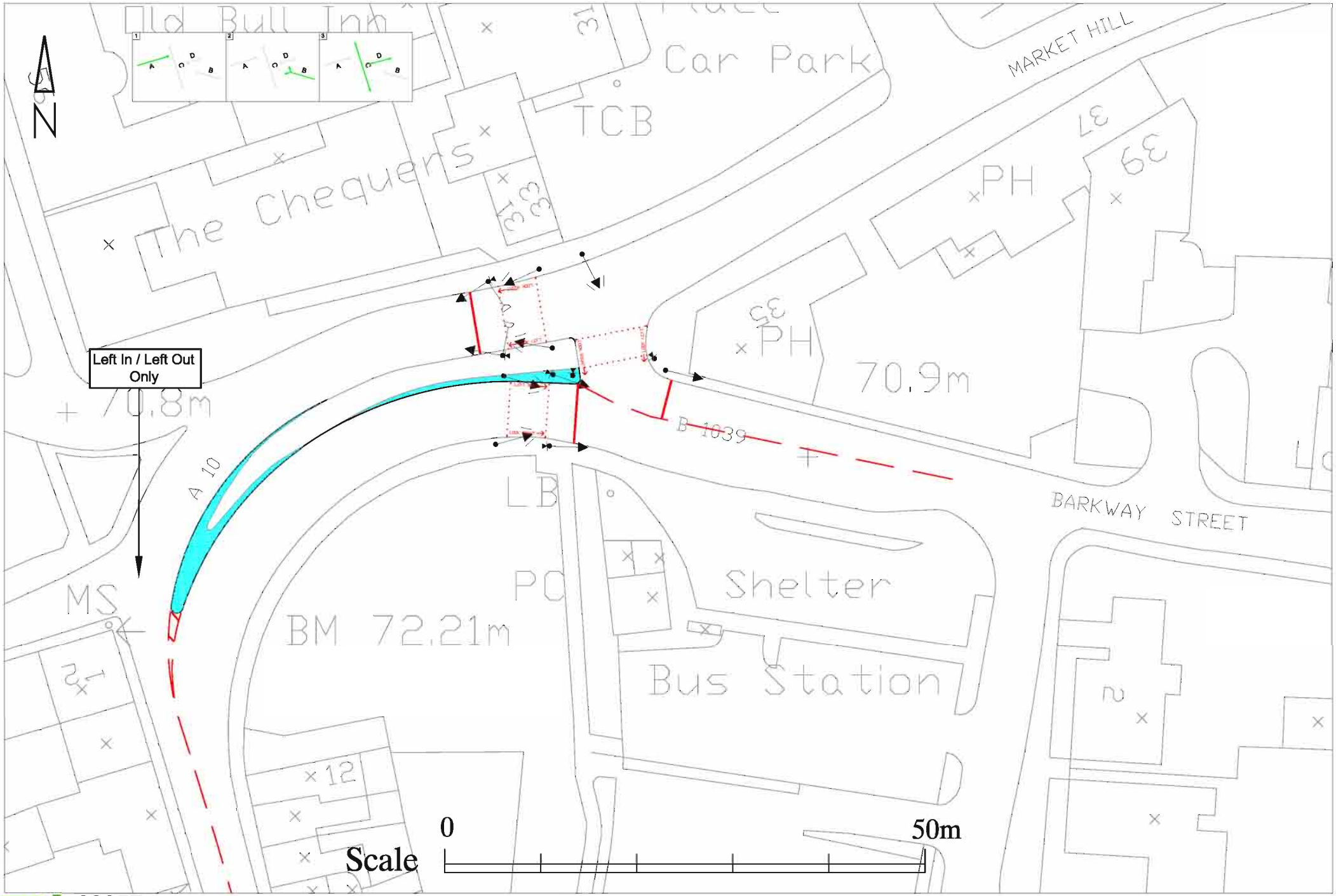


Supporting Photographs	
	
Photo of the existing zebra crossing from the top of Market hill to the bus station and The Warren car park site.	Photo of the give way line for right turning traffic around the A10 island site from the refuge mid way across the existing zebra crossing.

Links to Other UTP Schemes	A9 Extending Walking Opportunities & Improvements to Pavement Surfaces	
Contribution to Objectives / Targets	UTP Objectives	4 – Review pedestrian crossing locations and facilities to improve connectivity along key desire lines
	LTP Indicator	• Accessibility • Rights of Way • Footway Condition

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

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



TPi 22257 Feb 2010

Signalled Controlled Junction With 3 Pedestian Crossings

Figure A2

Scheme Name	Extending Walking Opportunities & Improvements to Pavement Surfaces	
Scheme Reference	A9	
Problem Reference(s)	W1	Lack of formal Pedestrian crossings at appropriate locations
	W2	Dangerous crossing close to the Police Station
	W3	Narrowness of footpaths at busy and vulnerable locations
	W4	Lack of footpath maintenance
	W5	Lack of signage for visitors, to enable them to navigate the town centre
	W6	Lack of footpaths is reducing the attractiveness of people to walk to schools, employment areas, and the town centre
	W7	Pedestrian flow to the town is difficult, particularly at The Cross and by Morrison's
Scheme Status	This scheme is included in the UTP	

Description

This project combines initiatives to be taken by HCC, NHDC and local retailers. The aim of the project is to increase the number and proportion of people walking to the town centre, other major retail opportunities and larger places of assembly from the residential areas of the town. The scheme would provide strong support to the rail underpass project, which significantly enhances local accessibility for walking and cycling. The scope of the project is outlined below.

Scope of the Walking Opportunities Project

1. Introduction

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

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

2. Potential Partners and Endorsements

Soundings have been taken with a number of retailers, trolley manufactures and designers, the DfT, EPSRC, universities and pedestrian interest groups and all have shown a positive disposition to the project. The structure of the project now needs to be further defined taking into account its planned scope, the potential partners and the funding arrangements.

3. Project Structure Outline

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

Stage 1
Confirmation of the project's partners, their roles and contributions
Confirmation of case study areas
Refining the project scope and programme
Application for project funding

Stage 2
Walking audits for town centre and major assembly locations
Town centre users' "before" surveys
Stakeholder workshops in each case study area
Design workshop – shopping trolleys
Design workshop – footpath treatments
Development of prototypes
Laboratory testing (possibly UCL's facility)
Stage 2 Report

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

Stage 4
Town centre users' "after" surveys
Project final report
Best practice guidance and full launch



Design Considerations	***Proposed Solutions***	
Definition of the principal walking routes to the town centre via a walking audit	Determine principal town centre feeder routes within the residential areas.	
Quality criteria needed for footpath finishes, kerbing and gradients	Set quality criteria	
Specification of new shopping carriers	Through workshop with retailers	
Specification of footpath materials and features needed	To meet quality criteria	
Links to Other UTP Schemes	A1 - Relocation of Pedestrian crossing on Melbourn Street further East to outside the Police Station A3 - Installation of Pedestrian crossing on Old North Road at Orchard Road, to provide improved access to the rail station from the North A7 - Continuation of foot pavement at South end of Fish Hill A8 - Improved crossing facilities between Market Hill and Bus Station and A10 island site	
Contribution to Objectives / Targets	UTP Objectives	4 - Review pedestrian crossing locations and facilities to improve connectivity along key desire lines 8 - Increase the proportion of sustainable travel trips
	LTP Indicator	• Accessibility • Rights of Way • Footway Condition

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

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

Scheme Name	Improvement of Rail Crossing from Green Drift to South Close/Orchard Road	
Scheme Reference	A10	
Problem Reference(s)	W6	Lack of footpaths is reducing the attractiveness of people to walk to schools, employment areas, and the town centre
	W9	There are no direct footpath links to the north
	C1	Significant barriers and discontinuity of cycle lanes/paths in network due to one way streets, housing estates, the rail line and the A505 bypass
	C8	Cycling is constrained due to the lack of cycle facilities between the town centre and the town's north-western employment zone due to the barrier of the railway
	C9	Cycling is constrained by the lack of cycle facilities in the south-east of the town and linkages to the north
Scheme Status	This scheme is included in the UTP	

Description

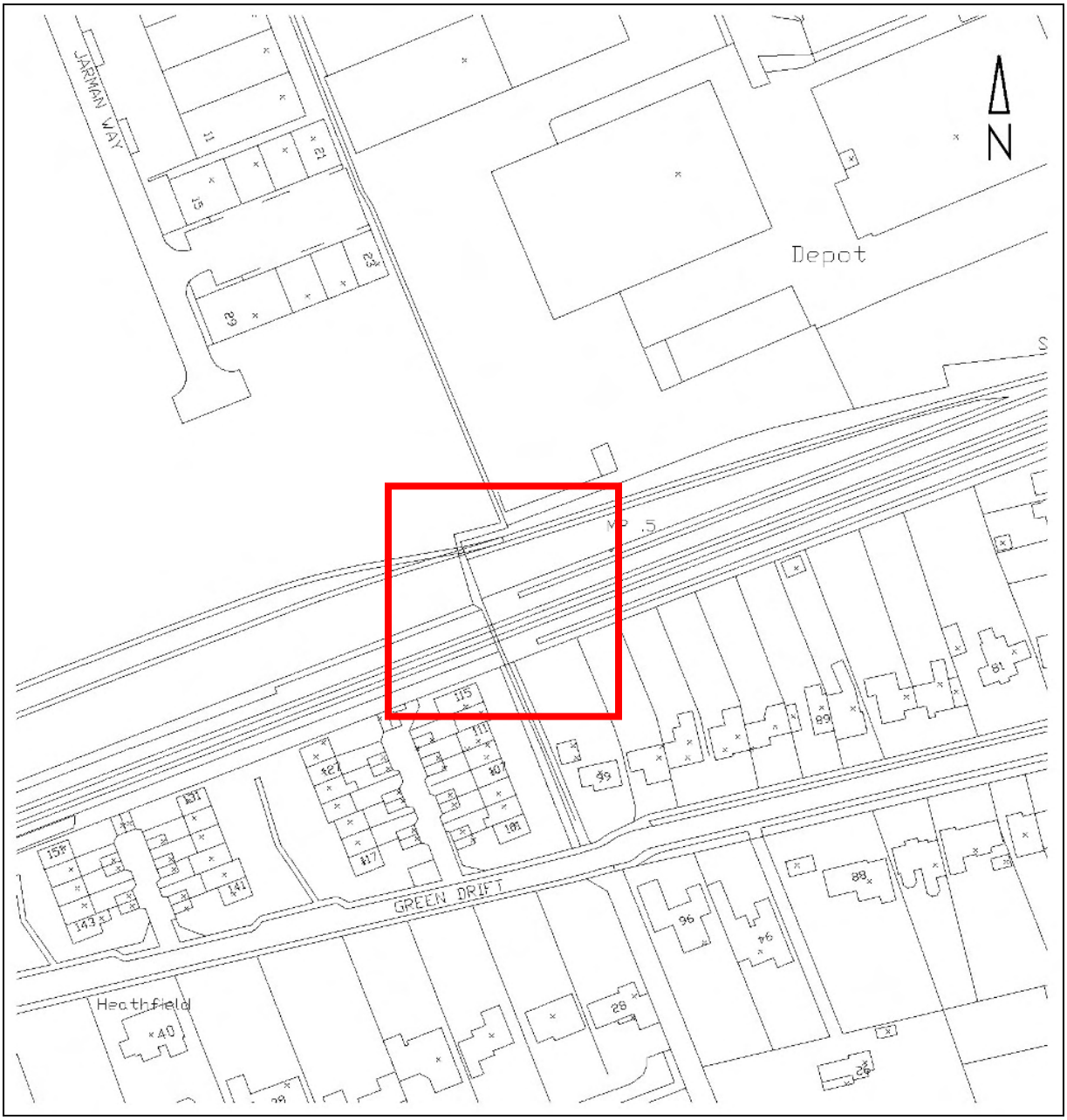
The railway creates a significant barrier to pedestrian and cycle movement in the western half of Royston. The current limited crossing facility in the western half of the town is shown on the plan below and is illustrated in the photograph. The crossing provides a direct link for pedestrians from Baldock Road to the major employment area between the railway and the A505. The current provision necessitates pedestrians and cyclists to negotiate two stile crossings and a narrow track over the running rails of the railway. The southern style is close to the running tracks. There is evidence of cyclists using this facility despite having to carry their bikes over the stiles.

Two self-closing "kissing gates" are proposed, large enough to accommodate cycles without them being carried to replace the stiles together with the provision of a 1.5 metre track flush with the top surface of the running rails. Flashing warning lights may need to be introduced possibly supplemented with an audible warning of oncoming trains, subject to further discussion with Network Rail. The scheme aims to improve both safety and convenience for pedestrians and cyclists.

Network Rail have not yet been fully consulted on this proposal but the initial indications are that the proposals are broadly acceptable. The proposal would require a detailed safety assessment by Network Rail, who would have the final say on whether this scheme goes ahead. The alternatives are:

- Leave the substandard crossing as it is
- Remove the crossing entirely
- Provide a footbridge in the same location (subject to feasibility and noting the proximity of the housing on the south side of the railway)

Location Plan



Supporting Photographs

West Rail Crossing from the Town side of the track

West Rail Crossing from the Industrial Estate side of the track

West Rail Pedestrian Crossing footway

West Rail Pedestrian Crossing access

Design Considerations	***Proposed Solutions***	
Provision of pedestrian and cyclist friendly gates	The gates should be designed to a sufficient size to allow cyclists to negotiate them without having to carry their bikes. The gate design should prevent cyclists from cycling through them as they will be required to dismount to use the whole crossing facility.	
Safety	Oncoming train warning lights should be introduced. The provision of audible warnings should be made subject to the recommendations of Network Rail and consultation with occupiers of adjacent properties.	
Links to Other UTP Schemes	B2 - Completion of measures linking the proposed rail underpass and implementation of town-wide cycling network to improve connectivity and permeability for cyclists throughout the town	
Contribution to Objectives / Targets	UTP Objectives	3 - Improve connectivity and continuity of the cycle network 4 - Review pedestrian crossing locations and facilities to improve connectivity along key desire lines 7 - Improve accessibility of key employment and residential destinations for all transport modes 8 - Increase the proportion of sustainable travel trips
	LTP Indicator	• Accessibility • Rights of Way • Footway Condition • Cycling Trips

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

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

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

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

HERTFORDSHIRE COUNTY COUNCIL

ROYSTON URBAN TRANSPORT PLAN

Stage 2 Report

APPENDIX 2B – CYCLING SCHEME PROFORMAS

APPENDIX 2B - CYCLING SCHEMES

Reference	*Description*
	Short Term
B1	Completion of new rail underpass (No proforma for this scheme)
B2	Completion of measures linking the proposed rail underpass and implementation of town-wide cycling network to improve connectivity and permeability for cyclists throughout the town
B3	Provision of Cycle Parking at Railway Station and in Market Square
B4	Replace existing Pelican crossing with a Toucan crossing on Newmarket Road
	Medium Term
B5	Provision of Cycle Facilities along and across the A505

SHORT TERM CYCLING SCHEMES

Scheme Name	Completion of measures linking the proposed rail underpass and implementation of town-wide cycling network to improve connectivity and permeability for cyclists throughout the town	
Scheme Reference	B2	
Problem Reference(s)	C1-C9	All Cycling issues
	W6	Lack of footpaths is reducing the attractiveness of people to walk to schools, employment areas, and the town centre
Scheme Status	This scheme is included in the UTP	

Description

This scheme brings together a number of cycling measures outlined in the Scheme Assessment Framework, to achieve a town-wide cycling network that builds upon the existing network, by connecting the proposed rail underpass with the scheme sections identified in the Royston Rail Underpass Cycle Links - Stage 1 Feasibility Report, and proposed cycle network links throughout the remainder of the town. The Scheme has been divided into 3 phases:

- Phase 1 – Committed Proposals (at time of writing)
- Phase 2 – Remainder of Rail Underpass Cycle Links Stage 1
- Phase 3 – Linking Phase 2 with Proposals for Southern half of Royston and the A505 (Amended from NHDC Proposed Royston Town Cycle Network)

Phase 1

Committed proposals at the time of writing this Draft UTP include the building of the rail underpass itself, along sections of Routes 1,2,3,4 and 6 identified in the Royston Rail Underpass Cycle Links - Stage 1 Feasibility Report. This section of cycle network includes the installation of a Toucan crossing point on Melbourn Road, to the North of Green Street and an off road cycle path through Newbolt. It is proposed for there to be two raised tables along Burns Road, to act as traffic calming measures and to allow cyclists and pedestrians to cross the road safely. These locations are at the entrance to the rail underpass, and at the end of Newbolt. The proposed Phase 1 section of this scheme also includes the reinstatement of a 'cycle calming' measure on Cherry Drive at the school. This phase is being funded by the Connect2 Big Lottery Fund and LTP funding and is proposed to be constructed in 2010, subject to the funding. These proposals are still under discussion.

Phase 2

This phase completes the construction of the remainder of the sections of the 7 routes outlined in the Royston Rail Underpass Cycle Links - Stage 1 Feasibility Report. This includes the construction of a Toucan crossing on Old North Road between the York Way roundabout and the Tesco Roundabout. The Phase 1 and 2 routes are marked up in Blue on Figure B1.

Phase 3

The Royston Rail Underpass Cycle Links - Stage 1 Feasibility Report primarily covers the northern half of Royston. Phase 3 identifies further cycle links throughout the

southern half of the town as generally defined in the NHDC Police & Community Development 'Proposed Royston Town Cycle Network', and connects these with the routes identified in Phases 1 and 2. These links are a combination of on road and off road routes, depending on the available space, and are shown in Red on Figure B1.

There is potential for overlap in the timing in the delivery of Phases 2 and 3, depending on funding becoming available, and the need for Cycle Tracks Orders and the ability to use Permissive Agreements (See Design Considerations below)

Supporting Photograph

Southern approach to proposed rail underpass, from Melbourn Road

Northern access to proposed rail underpass on Burns Road

There is adequate room along the east side of Melbourn Rd to continue the off-road cycle track from the Maple Way junction

Existing narrow cycle lanes along sections of Old North Road / Kneesworth Street

Design Considerations	***Proposed Solutions***	
Legal Agreements regarding access to private third party land for construction and ongoing use for cycle paths	Alternatives are to apply for a Cycle Track Order (CTO), where a footpath is to be used by cyclists, or the less onerous option of entering into a Permissive Agreement with the land owner to build a segregated cycle track adjacent to the footpath, avoiding the need for the CTO	
A significant proportion of off road sections of the network are considered to be substandard, ie they are 1.8 metres wide, vs 2 metres wide.	An option exists to sign a sub-standard network along the sections adjacent to a grass verge between the footway and carriageway, reducing cost, and when future use requires and funding becomes available, the required works be carried out.	
Links to Other UTP Schemes	All Cycling Schemes	
Contribution to Objectives / Targets	UTP Objectives	3 – Improve connectivity and continuity of the cycle network. 4 – Review pedestrian crossing locations and facilities to improve connectivity along key desire lines. 8 – Increase the proportion of sustainable travel trips.
	LTP Indicator	• Cycling Trips • Accessibility • Rights of Way

Outline Cost Analysis		
Works Element	***Est. Cost***	***Notes***
Phase 1	£295K - £350K	Substandard Option £246K-£287K
Phase 2	£250K - £305K	Substandard Option £114K-£150K
Phase 3	£326K - £400K	
Total Cost For Delivery	£871K - £1.05M	Substandard Option £686K-£737K

Deliverability Assessment	
Can the scheme be delivered within the highway boundary?	Yes
Can the scheme be delivered without third party involvement?	No
Do all elements of the scheme involve standard work processes?	Yes
Can the scheme be delivered in the Short to Medium term?	Yes*
* Some sections in all phases will be completed in the short term, and others in the medium term. Scheme sections subject to legal agreement and may take longer to implement than anticipated.	

Key:-

- Phase 1 & 2 proposed on - road cycling route
- Phase 1 & 2 proposed off - road cycling route
- Phase 3 proposed on - road cycling route
- Phase 3 proposed off - road cycling route
- Existing on - road cycling route
- Existing off - road cycling route

Proposed Toucan Crossing

Proposed Toucan Crossing

N

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February 2009

I:\Projects\...\22257 – Royston Urban Transport Plan\Drawings\Report Figures\ProposedCycleNetwork Fig B1.dwg

Proposed Cycle Network Phase 1 / 2 & 3

Figure B1

Scheme Name	Provision of Cycle Parking at Railway Station and in Market Place	
Scheme Reference	B3	
Problem Reference(s)	C4	Lack of cycle parking facilities at rail station and in the town
Scheme Status	This scheme is included in the UTP	

Description

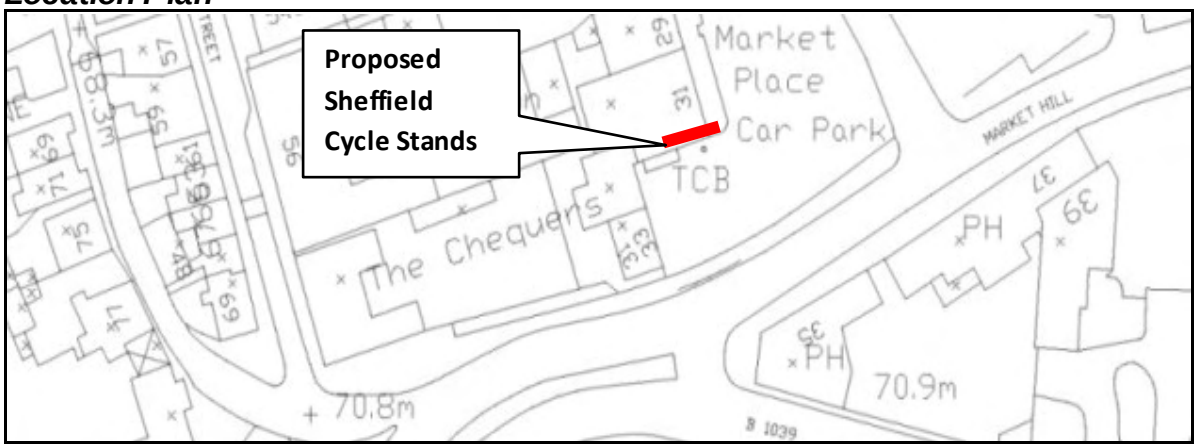
The current cycle parking provision at Royston Station is regularly fully used. Demand is expected to increase as a result of other measures being introduced to promote cycling and as a result of the growth of the town. The proposal for the station is to increase the capacity of the station cycle parking facility by approximately 50% to provide a total of some 75 covered spaces. For Market Place, the proposal is to introduce 6 Sheffield stands providing for 12 cycles, on the West side of the area as shown in red on the diagram below.

Supporting Photographs

Existing cycle parking facilities at The Cross.

Existing cycle parking facilities at the rail station used beyond capacity

Location Plan



Design Considerations	***Proposed Solutions***	
The station has a covered cycle park	Extend the existing cycle parking area and provide roof shelter.	
Land availability at the station	Sufficient space exists between the current provision and the platform fencing to the North	
Market Square	Use similar cycle stand design as adopted elsewhere e.g. Church Lane	
Contribution to Objectives / Targets	UTP Objectives	7 – Improve accessibility of key employment and residential destinations for all transport modes 8 – Increase the proportion of sustainable travel trips
	LTP Indicator	• Cycling Trips • Accessibility • Change in Area Wide Traffic Mileage
Links to other UTP Schemes	B2 - Completion of measures linking the proposed rail underpass and implementation of town-wide cycling network to improve connectivity and permeability for cyclists throughout the town.	

Outline Cost Analysis		
Works Element	***Est. Cost***	***Notes***
Design	£5,000	
Materials & Implementation	£2,500 - £5,000	
Misc	£2,000	
Total Cost For Delivery	**£10 - £12K**	

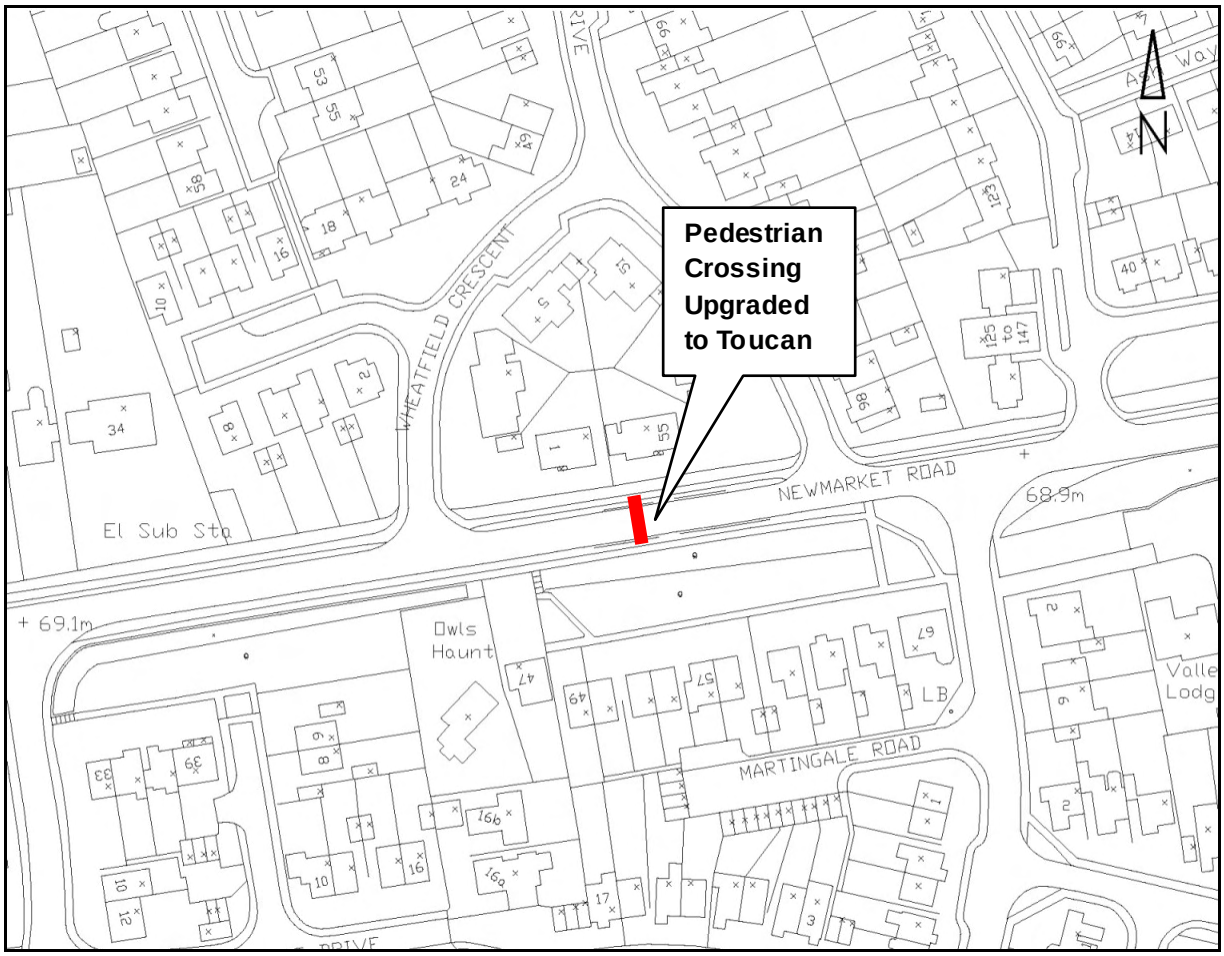
Deliverability Assessment	
Can the scheme be delivered within the highway boundary?	No
Can the scheme be delivered without third party involvement?	No*
Do all elements of the scheme involve standard work processes?	Yes
Can the scheme be delivered in the short term?	Yes
* Network Rail involvement for extension of rail station cycle parking	

Scheme Name	Replace existing Pelican crossing with a Toucan crossing on Newmarket Road	
Scheme Reference	B4	
Problem Reference(s)	C1	Significant barriers and discontinuity of cycle lanes and paths in the network due to one way streets, housing estates, the rail line and the A505 bypass
	C7	Safety concerns in cycling to school due to the lack of or poorly marked cycle routes near schools, and insufficient training in cycling safety
Scheme Status	This scheme is included in the UTP	

Description

This scheme is simply replacing the existing Pelican crossing on Newmarket Road with a Toucan crossing, to allow safer cycle access across Newmarket Rd, and connecting cycle routes to the North and South of Royston.

Location Plan



Supporting Photograph

Existing Newmarket Road pelican crossing.

Links to Other UTP Schemes	B2 - Completion of measures linking the proposed rail underpass and implementation of town-wide cycling network to improve connectivity and permeability for cyclists throughout the town	
Contribution to Objectives / Targets	UTP Objectives	3 – Improve connectivity and continuity of the cycle network 4 – Review pedestrian crossing locations and facilities to improve connectivity along key desire lines
	LTP Indicator	• Cycling Trips • Accessibility • Rights of Way • Footway Condition • Mode Share of Journeys to School

Outline Cost Analysis		
Works Element	***Est. Cost***	***Notes***
Design	£5,000	
Additional Signal Equipment	£3,000	
Implementation & Civils	£10,000	
Misc	£8,000	
Total Cost For Delivery	**£24,000**	

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

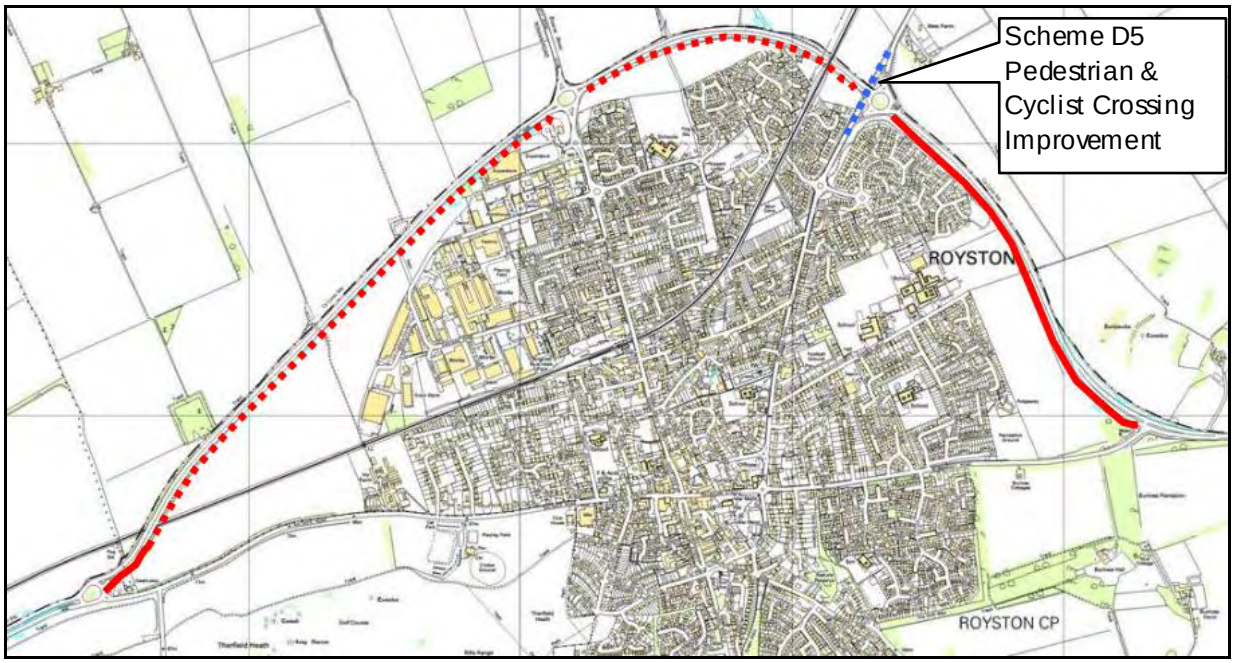
MEDIUM TERM CYCLING SCHEMES

Scheme Name	Provision of Cycle Facilities along and across the A505	
Scheme Reference	B5	
Problem Reference(s)	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
	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
Scheme Status	This scheme is included in the UTP	

Description

This proposal is to introduce an off carriageway, shared use, pedestrian and cycle facility within the wide southern green verge of the A505 between the Golf Course/Heathview roundabout and the A10 roundabout, a distance of some 1100 metres. Improved cycle connections to this facility are included at the A505/A10 and A505/Old North Road roundabouts and at the path leading to Orchard Road. Future connections to this facility from the development sites immediately to the south of the A505 are to be safeguarded through the development control process. The shared use path is to be 2 metres in width and be surfaced with compacted granular material.

Location Plan



Proposed Off Road Cycle Lane
Potential Off Road Cycle Lane Extension

Design Considerations	***Proposed Solutions***	
Shared facility specification	To HCC standard	
Safety at crossing points	Speed reduction measures at roundabouts	
Location of future development sites access points	Sufficient flexibility exists within site layouts	
Links to Other UTP Schemes	B2 - Completion of measures linking the proposed rail underpass and implementation of town-wide cycling network to improve connectivity and permeability for cyclists throughout the town D5 – Modifications to A505 / A10 roundabout to reduce speeds and improve pedestrian and cyclist safety	
Contribution to Objectives / Targets	UTP Objectives	3 - Improve connectivity and continuity of the cycle network 7 - Improve accessibility of key employment and residential destinations for all transport modes 8 - Increase the proportion of sustainable travel trips
	LTP Indicator	• Cycling Trips • Accessibility • Rights of Way

Outline Cost Analysis		
Works Element	***Est. Cost***	***Notes***
Design	£10,000	
Materials	£50,000	
Labour	£100 - 120,000	
Misc	£10,000	
Total Cost For Delivery	**£170K – £190K**	

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

Other Information / Additional Notes
An extension to this facility to the Newmarket Road could be introduced in the longer term

HERTFORDSHIRE COUNTY COUNCIL

ROYSTON URBAN TRANSPORT PLAN

Stage 2 Report

APPENDIX 2C – PUBLIC TRANSPORT SCHEME PROFORMAS

APPENDIX 2C – PUBLIC TRANSPORT SCHEMES

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

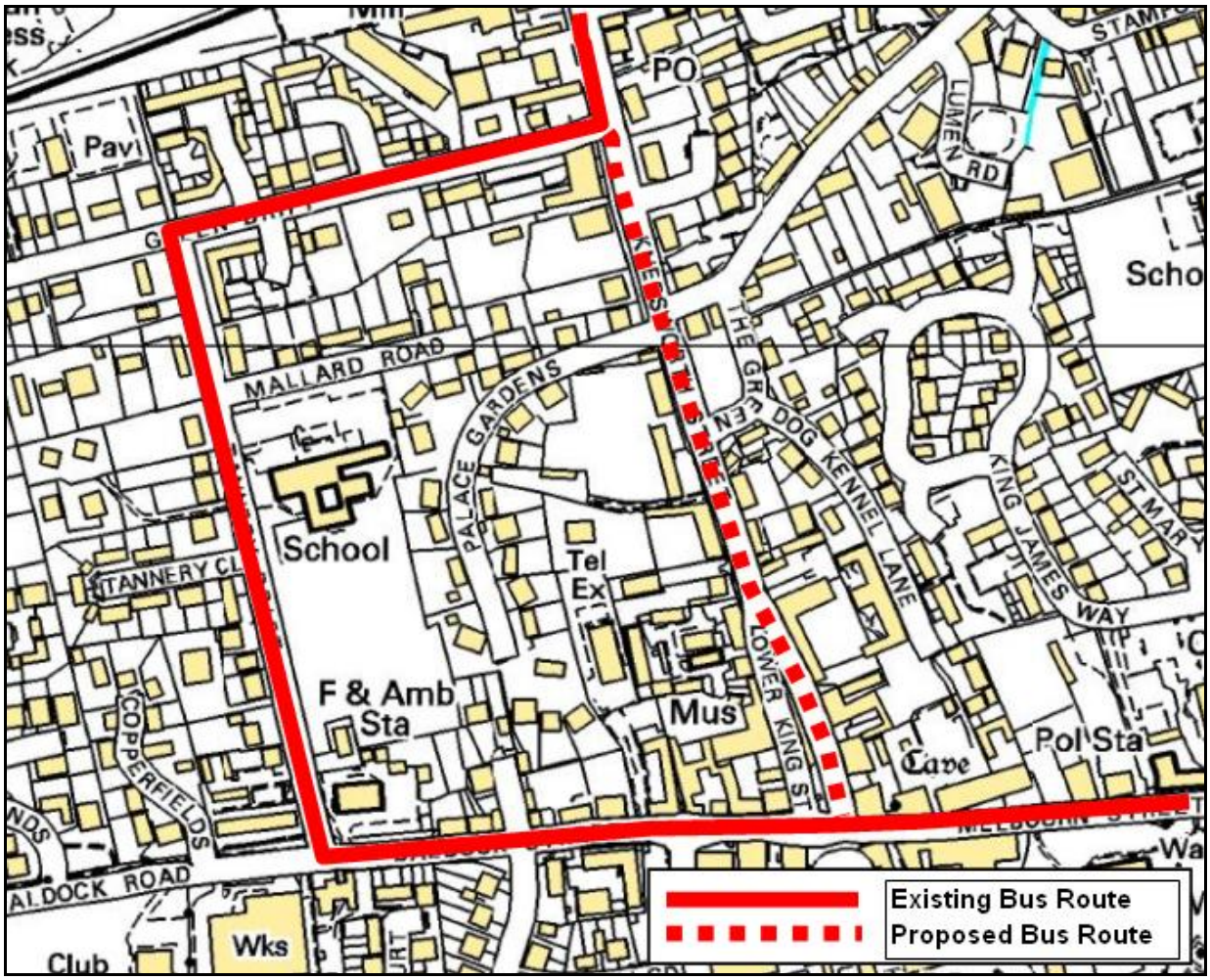
SHORT TERM PUBLIC TRANSPORT SCHEMES

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

Description

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

Location Plans



Supporting Photographs	
	
Parking removed from Kneesworth Street approach to The Cross, to allow buses room to pass through	Bus struggling to pass parked vehicle on Kneesworth Street.

Design Considerations	***Proposed Solutions***	
	Application of yellow lining And provision of new sign. Liaison with bus operators	
Links to Other UTP Schemes	E1 - Extend and increase the frequency of the town bus service	
Contribution to Objectives / Targets	UTP Objectives	
	LTP Indicator	• PT Patronage • Accessibility • PT User Satisfaction

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

Deliverability Assessment	
Can the scheme be delivered within the highway boundary?	Yes
Can the scheme be delivered without third party involvement?	No
Do all elements of the scheme involve standard work processes?	Yes
Can the scheme be delivered in the short term?	Yes
Where 'N' details for overcoming deliverability risk: The re-routeing of the bus service to be agreed with the bus operator	

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

Description

Removal of the time-limited taxi parking from disabled parking bays in Upper King Street and relocation for up to 2 taxi bays in Lower King Street immediately north of The Cross and adjacent to the public toilets. The revised location would permit taxis to wait at any time of the day, be more visible to the public and to provide more direct access to the station and the north side of the town. The proposal also includes the provision of 4 taxi bays on Market Hill (adjacent to the library) and 2 bays in the John Street car park (Fish Hill Square).

Supporting Photographs

Parking restrictions at the existing taxi rank on King Street, on the South side of The Cross

Potential new taxi rank area on Lower King Street, on the North side of The Cross.

Design Considerations	***Proposed Solutions***	
Signing and lining	Standard materials and application	
Links to Other UTP Schemes	A4 - Pedestrian and Taxi improvements at The Cross	
Contribution to Objectives / Targets	UTP Objectives	4 – Review pedestrian crossing locations and facilities to improve connectivity along key desire lines 6 – Reduce excessive vehicle speeds at targeted hotspots throughout the urban network
	LTP Indicator	• PT Patronage • Accessibility • PT User Satisfaction • PT Information

Outline Cost Analysis		
Works Element	***Est. Cost***	***Notes***
Signing and lining	£4,000	
Total Cost For Delivery	**£4,000**	

Deliverability Assessment	
Can the scheme be delivered within the highway boundary?	Yes
Can the scheme be delivered without third party involvement?	No
Do all elements of the scheme involve standard work processes?	Yes
Can the scheme be delivered in the short term?	Yes
Where 'N' details for overcoming deliverability risk: Liaison is needed with the taxi operators	

Scheme Name	Integrated Promotion of Sustainable Transport Measures	
Scheme Reference	C3 - Combining PTMs 05, 14, 31, 19, 05, 29, 31, 32, 09, 33, 34, 37, 38, 41 and 42	
Problem Reference(s)	PT2	Perceived cost of bus travel too expensive
	PT5	Poor links from outside villages into Royston
	PT6	The town bus service now takes longer on a less frequent service
	PT7	Bus frequency/availability is not adequate for people travelling to work
Scheme Status	This scheme is included in the UTP	

Description

As reflected in the UTP, Royston is likely to face a future of declining bus patronage despite its projected growth. Bus usage for journeys to work in Royston is presently only half that of the County average. Bus services continue to struggle in a climate of limited finance being available for subsidies. More needs to be done to improve the existing services and their integration, to promote increased bus use and to encourage other complementary services. Generally, more needs to be done to continually promote the use of other sustainable transport modes.

Related initiatives including the Intalink partnership and HCC's Smarter Choices programmes need to be more closely integrated to maximise their benefits and be applied at the local (town cluster) level and additional local partners included.

This measure is to establish and apply a new localised initiative bringing together resources to deliver an Integrated Promotion of Sustainable Transport (ISPT) measures. Measures would be captured from a variety of sources including section 106 developer contributions (and a CIL if established), physical transport project promotion budgets, Intalink, BI and other existing related resources and any successful grant bids.

The target for the measure is the implementation of a wide range of public transport and other sustainable transport initiatives. These initiatives will include but not be limited to the following;

1. Work to improve bus, rail, taxi co-ordination – timetables & information (PTM05)
2. Promote a commercial taxibus service to improve access to and from Royston's outlying villages (PTM14, PTM38)
3. Promote the use of taxis to provide evening and weekend complementary services (PTM09, PTM33)
4. Promote the use of lower emission public transport vehicles (PTM19)
5. Encourage bus operators and retailers to offer fares discounts (PTM29)
6. Introduce punctuality partnerships (PTM31)
7. Promote taxi sharing (PTM32)
8. Promote the use of rail services to access retail and employment opportunities (PTM38)
9. Develop and promote improved public transport service information (PTM42)
10. To promote the wider Smarter Choices agenda in Royston

11. To provide publicity for the introduction of new sustainable transport projects including the new cycle / pedestrian underpass on the railway.
12. To promote existing car-share scheme www.hertsliftshare.org
13. To prepare and oversee the implementation of a station travel plan

Links to Other UTP Schemes	All Public Transport schemes	
Contribution to Objectives / Targets	UTP Objectives	4 – Review pedestrian crossing locations and facilities to improve connectivity along key desire lines 6 – Reduce excessive vehicle speeds at targeted hotspots throughout the urban network 7 - Increase the proportion of sustainable travel trips
	LTP Indicator	• PT Patronage • Accessibility • PT User Satisfaction • PT Information • Quality

Outline Cost Analysis		
Works Element	***Est. Cost***	***Notes***
Materials		
Promotional Budget		
Total Cost For Delivery	**£50,000 pa**	

Deliverability Assessment	
Can the scheme be delivered within the highway boundary?	No
Can the scheme be delivered without third party involvement?	No
Do all elements of the scheme involve standard work processes?	No
Can the scheme be delivered in the Short term?	Yes
Where 'N' details for overcoming deliverability risk: The measures involved are mostly promotional initiatives and delivery. Their preparation will inevitably require considerable liaison with third parties. This is to be reflected in the criteria for access to the new funding mechanism.	

MEDIUM TERM PUBLIC TRANSPORT SCHEMES

Scheme Name	Extend and increase the frequency of the town bus service	
Scheme Reference	C4, (incorporating PTM03, PTM10, PTM11)	
Problem Reference(s)	PT5	Poor links from outside villages into Royston
	PT6	The town bus service now takes longer on a less frequent service
	PT7	Bus frequency/availability is not adequate for people travelling to work
	P3	The District has differential parking rates – different rates for different car parks – but Royston does not.
	D2	Future growth in and around Royston and issues on the M11 will result in more through traffic.
Scheme Status	This scheme is included in the UTP	

Description

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

Design Considerations	***Proposed Solutions***	
Define route extensions and bus stop locations	Frontage consultation and patronage study required for subsidy	
Links to Other UTP Schemes	C5 – Enhancements to outlying bus infrastructure, accessibility, punctuality and co-ordination	
Contribution to Objectives / Targets	UTP Objectives	4 - Improve local public transport accessibility, frequency, and information within and around Royston 6 - Improve accessibility of key employment and residential destinations for all transport modes 7 - Increase the proportion of sustainable travel trips
	LTP Indicator	• PT Patronage • Accessibility • PT User Satisfaction • PT Information • Quality

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

Deliverability Assessment	
Can the scheme be delivered within the highway boundary?	Yes
Can the scheme be delivered without third party involvement?	No
Do all elements of the scheme involve standard work processes?	Yes
Can the scheme be delivered in the medium term?	Yes/No
Where 'N' details for overcoming deliverability risk: Liaison and negotiations with bus operators required. The proposal is capable of being introduced in stages in both the short and medium terms	

Scheme Name	Improvements to bus infrastructure, accessibility and information systems	
Scheme Reference	C5	
Problem Reference(s)	PT1	Concerns have been raised about the Bus station. Questions were raised about its location, local accessibility and facilities.
	PT6	The town bus service now takes longer on a less frequent service
	PT7	Bus frequency/availability is not adequate for people travelling to work
Scheme Status	This scheme is included in the UTP	

Description

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

Design Considerations	***Proposed Solutions***	
New locations to be the subject of frontage assessment and planning application		
Links to Other UTP Schemes	C4 - Extend and increase the frequency of the town bus service	
Contribution to Objectives / Targets	UTP Objectives	4 – Review pedestrian crossing locations and facilities to improve connectivity along key desire lines 6 – Reduce excessive vehicle speeds at targeted hotspots throughout the urban network 7 - Increase the proportion of sustainable travel trips
	LTP Indicator	• PT Patronage • Accessibility • PT User Satisfaction • PT Information • Congestion

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

Deliverability Assessment	
Can the scheme be delivered within the highway boundary?	Yes
Can the scheme be delivered without third party involvement?	No
Do all elements of the scheme involve standard work processes?	Yes
Can the scheme be delivered in the medium term?	Yes
Where 'N' details for overcoming deliverability risk: Consultation with frontages required together with planning approval	

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

Description

This proposal is to implement both short and medium term improvements to the bus station to take into account the possible redevelopment of the Market Square and Warren car park sites as promoted in the Royston Town Centre Strategy. Accessibility to both these sites is compromised by the A10 which passes between them.

Decisions made as to the preferred location for the bus station depend in part on the development briefs and emerging proposals for these sites. Although the Market Square sites may together accommodate a small bus station and provide marginally improved accessibility to the town centre, they would be more constrained for mixed use development. The existing site can be upgraded and access to it and the Island site can be improved with the introduction of WM06. The Warren site is significantly larger than the Market Square sites and should be able to accommodate additional parking (on two or three levels) together with a newly upgraded bus station and mixed use development.

Short term improvements at the bus station should go ahead whatever the outcomes of the development of the Warren. Subsequent improvements are dependent on the future of the whole site both in terms of their physical disposition and in terms of funding. Further interchange improvements should be introduced at the railway station by re-locating the northbound bus stop closer to the station. The short term improvements should include;

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

Design Considerations	***Proposed Solutions***	
Short Term	Minor measures as above	
Medium Term	Integrate design with site development brief	
Links to Other UTP Schemes	C5 - Improvements to bus infrastructure, accessibility and information systems	
Contribution to Objectives / Targets	UTP Objectives	4 - Improve local public transport accessibility, frequency, and information within and around Royston 6 - Improve accessibility of key employment and residential destinations for all transport modes 7 - Increase the proportion of sustainable travel trips
	LTP Indicator	• PT Patronage • Accessibility • PT User Satisfaction • PT Information • Quality

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

Deliverability Assessment	
Can the scheme be delivered within the highway boundary?	No
Can the scheme be delivered without third party involvement?	No
Do all elements of the scheme involve standard work processes?	No
Can the scheme be delivered in the medium term?	Yes/No
Where 'N' details for overcoming deliverability risk: The scheme lies on Council owned land. Liaison with bus operators will be needed Short term elements of the proposals are set out above.	

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

Description

It is suggested that if the proposals to improve current conventional bus services from the surrounding villages and settlements into Royston do not prove sustainable then consideration should be given to establishing a single, many to many, demand responsive transport service to serve these areas. This would be achieved using the subsidy currently allocated to local, socially necessary, public bus services. Over time, it may also be possible to combine this subsidy with the resources made available for the provision of statutory (Adult care, education, SEN and health) and Community Transport services to provide an entirely integrated demand responsive service.

It is envisaged that any single Demand Responsive Transport service would provide for the general public living in the area commencing at the boundary to the town and extend to within a 8/10 mile radius of its centre. This catchment area would, notionally, be divided into 4 with the North, South, East and West each being served, initially, by at least 1 accessible minibus size vehicle. These vehicles would focus on enabling passengers to access the town and settlements along the way (vertically), either directly or by linking to the town bus service. There would also be a further vehicle operated to enable journeys (horizontally) between settlements within the rural surrounds.

A central call centre would be required to take bookings for the service. This could be bought in from an external supplier or possibly provided by the County Council internal fleet services section. There should also be funds set aside to enable some journeys to be bought in from local taxi, community transport or social car scheme providers where these would detract from achieving multiple occupancy on the buses. Where the service is combined with other statutory transport general public and statutory demands could be co-ordinated across the vehicle fleet and the statutory vehicles used in downtime to provide entirely for general public demand. Operating times could be up to a maximum of 12 hours a day; ie 07.00 to 19.00 5 or 6 days a week.

Total costs (ie including all depreciation, call centre, vehicle running and staff costs) for such an operation can be expected to be around £35/45,000 per bus per annum.

Links to Other UTP Schemes	C5 - Improvements to bus infrastructure, accessibility and information systems	
Contribution to Objectives / Targets	UTP Objectives	4 – Review pedestrian crossing locations and facilities to improve connectivity along key desire lines 6 – Reduce excessive vehicle speeds at targeted hotspots throughout the urban network 7 - Increase the proportion of sustainable travel trips
	LTP Indicator	• PT Patronage • Accessibility • PT User Satisfaction • PT Information • Quality

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

Deliverability Assessment	
Can the scheme be delivered within the highway boundary?	Yes
Can the scheme be delivered without third party involvement?	No
Do all elements of the scheme involve standard work processes?	No
Can the scheme be delivered in the Medium term?	Yes
Where 'N' details for overcoming deliverability risk: Liason is needed with the taxi operators	

HERTFORDSHIRE COUNTY COUNCIL

ROYSTON URBAN TRANSPORT PLAN

Stage 2 Report

APPENDIX 2D – HIGHWAYS & STREETS SCHEME PROFORMAS

APPENDIX 2D – HIGHWAYS & STREETS SCHEMES

Reference	*Description*
	Short Term
D1	Refurbishment of traffic calming measures on Woodcock Road approaching the leisure centre
D2	Improvement of road markings at the Town Hall roundabout
D3	Modifications to Old North Road from York Way roundabout to A505 roundabout to reduce speed and increase capacity
D4	Improve signing to London via the A10 and the A505
D10*	Impose weight restrictions on Newmarket Rd, Melbourn Street, Baldock Street and Baldock Road
D11*	Extend A10 traffic island to prohibit right turn into and out of Sun Hill to the A10
	Medium Term
D5	Modifications to A505 / A10 roundabout to reduce speeds and improve pedestrian and cyclist safety
D6	Introduce traffic calming measures on Green Drift and Tannery Drift
D7	Traffic incident operational plans for M11 and A505
D8	Investigation of need for and possible route of a SE Bypass
D9	Plan and safeguard access provision for new development
	* *Schemes added since public consultation process*

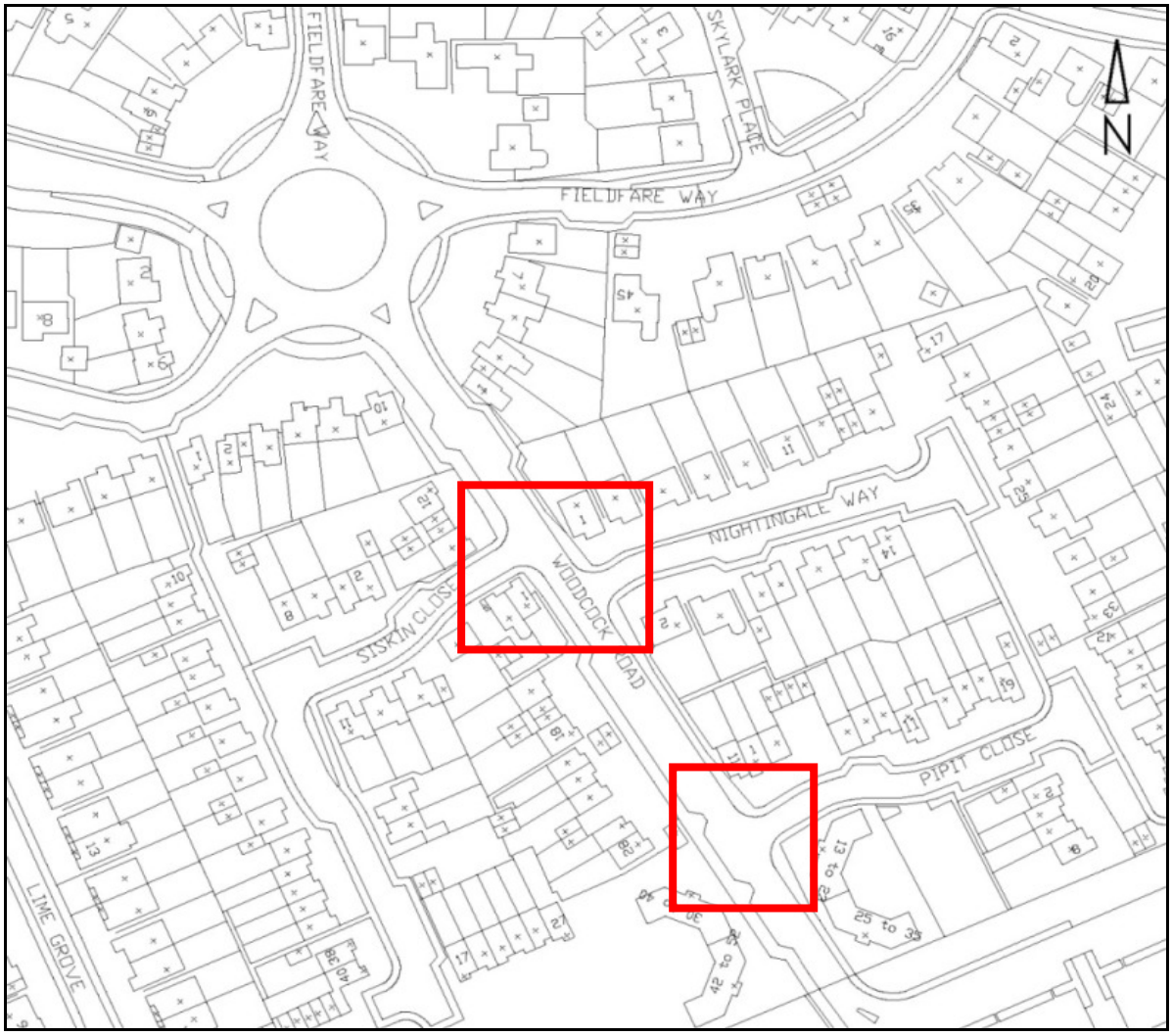
SHORT TERM HIGHWAYS & STREETS SCHEMES

Scheme Name	Refurbishment of traffic calming measures on Woodcock Road approaching the leisure centre	
Scheme Reference	D1	
Problem Reference(s)	H5	Speeding is seen to be a major problem in residential areas, particularly en route to the leisure centre
Scheme Status	This scheme is included in the UTP	

Description

Painting of approach lines and 'Saw Tooth' triangles on the two speed tables on Woodcock Road, approaching the leisure centre. Speed tables are at Siskin Close/Nightingale Way, and Pipit Close.

Location Plan



Supporting Photograph	
	
Speed Table on Woodcock Rd and Siskin Close with lack of road markings	Speed Table on Woodcock Road and Nightingale Close with lack of road markings

Contribution to Objectives / Targets	UTP Objectives	6 – Reduce excessive vehicle speeds at targeted hotspots throughout the urban network
	LTP Indicator	• Cycle Trips

Outline Cost Analysis		
Works Element	***Est. Cost***	***Notes***
Pavement Marking	£2,500	Including Scheme Drawings
Total Cost For Delivery	**£2,500**	

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

Scheme Name	Improvement of road markings at the Town Hall roundabout	
Scheme Reference	D2	
Problem Reference(s)	H4	Problems at the Town Hall roundabout – markings for two lanes but only used as one lane
Scheme Status	This scheme is included in the UTP	

Description

Inappropriate and worn line marking on the approaches to this roundabout creating potentially unsafe conditions therefore it is intended to repaint the line marking and introduce hatching to provide clearer single lane alignment on the approaches to the stop lines at the roundabout.

Location Plan

Supporting Photograph	
	
Town Hall Roundabout, with Melbourn Street approach in the foreground, and A10 Melbourn Road approach in the background.	Town Hall Roundabout, with A10 Priory Lane approach in the foreground, and Newmarket Road approach in the background.

Outline Cost Analysis		
Works Element	***Est. Cost***	***Notes***
Pavement Marking	£3,500	Including Scheme Drawings
Total Cost For Delivery	**£3,500**	

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

Scheme Name	Modifications to and widening of Old North Road from York Way roundabout to A505 roundabout to reduce speed and increase capacity	
Scheme Reference	D3	
Problem Reference(s)	H8	Old North Rd / York Way roundabout is too offset in one direction
Scheme Status	This scheme is included in the UTP	

Description

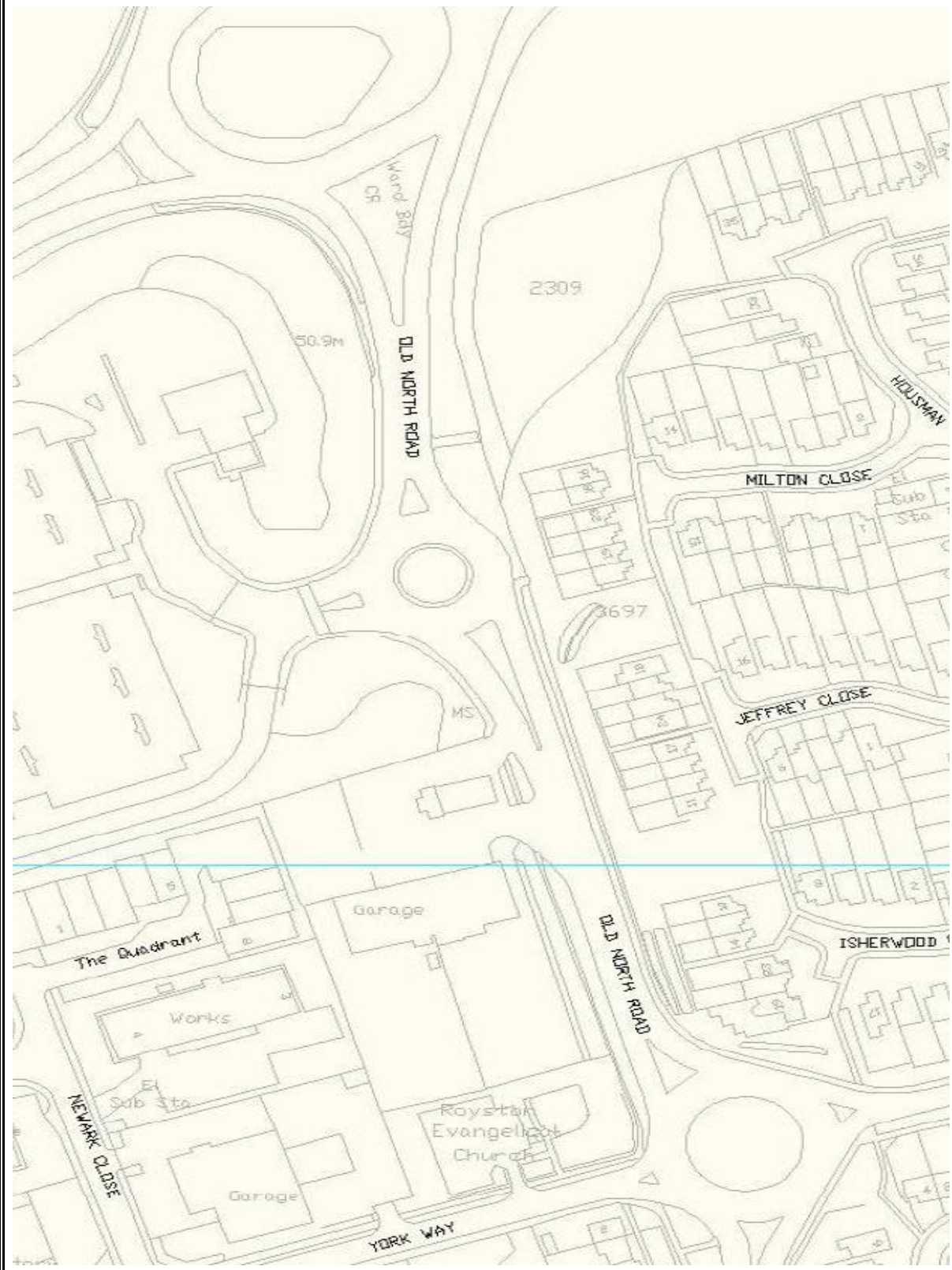
The Old North Road / York Way / Burns Road roundabout is currently offset to the Burns Road side, allowing vehicles travelling Northbound on Old North Road to pass through the roundabout at higher than preferred speeds. Additionally, considerable development is proposed in the Northwest sector of Royston, that will add considerable amounts of traffic to the roundabout, particularly the York Way arm.

It is proposed to extend the Northbound cycle lane to the existing footpath crossing the South arm of the roundabout, creating an additional offset for the traffic approaching from this direction. Additionally, it is proposed to widen this approach slightly to create 2 lanes approaching the stop line. A section of the central splitter island will be taken to create further deflection for the traffic on this approach. The North arm approach will also be widened to accommodate 2 lanes approaching the stop line to help increase the capacity of the junction.

Currently, on street parking is permitted on York Way, up to approximately 42 metres from the stop line. This effectively narrows York Way to 1 lane when the South kerb is lined with parked vehicles, and during busier periods, vehicles exiting the roundabout have to queue to allow eastbound vehicles to pass before being able to proceed westbound. This queue potentially extends beck through the roundabout, reducing the capacity. It is proposed to extend the double yellow lines on York Way further west by a further 40 metres. Figure D1 shows the proposed improvements to the Old North Road / York Way roundabout.

It is also proposed to widen the section of Old North Road between the York Way roundabout, through the Tesco roundabout to the A505 roundabout to 2 lanes in each direction. This will provide continuity through this section rather than shifting between 1 lane and two between the roundabout approaches, whilst catering for the expected increase in traffic in this area due to dew commercial development off York Way in the future. Sections of reserve between the carriageway and footpath will reduced to cater for the wider carriageway. Figure D1 shows the concept of this element of the scheme. A new Toucan crossing will also be installed on Old North Road between York Way and Tesco roundabouts, under the Cycling network improvement scheme.

Location Plan



Supporting Photographs

Old North Rd South approach with cycle lane to be extended and traffic lane to be widened to 2 lanes

Old North Rd North approach to be widened to 2 lanes on the approach

York Way approach, with insufficient space to allow widening to 2 lane approach

York Way approach, with double yellow lines to be extended to remove on street parking close to the roundabout

Links to Other UTP Schemes	B2 – Completions of measures linking the new rail underpass and the implementation of the town-wide cycling network	
Contribution to Objectives / Targets	UTP Objectives	3 – Improve connectivity and continuity of the cycle network 6 – Reduce excessive vehicle speeds at targeted hotspots throughout the urban network 7 – Improve accessibility of key employment and residential destinations for all transport modes
	LTP Indicator	• Cycling Trips • Unclassified Road Condition

Outline Cost Analysis		
Works Element	***Est. Cost***	***Notes***
Design	£20,000	
Extension of Cycle Lane	£2,000	
Civil Works	£10,000	North & South approaches
Civil Works	£40,000	Widening to 2 lanes
Pavement Marking	£3,000	
Supervision	£5,000	
Misc	£10,000	
Total Cost For Delivery	£90,000	

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

New Carriageway
New Widened Footway
Proposed / Realigned Footway

Proposed Toucan Crossing under Cycling Scheme B2

OLD NORTH ROAD
Ward Bdy
CR
50.9m
2309
2697
MILTON CLOSE
HOUSMAN AVENUE
JEFFREY CLOSE
ISHERWOOD CLOSE
DONNE CLOSE
YORK WAY
NEWARK CLOSE
The Quadrant
Works
Garage
Garage
Factory
Mint House
Royston Evangelical Church
El Sub Sta
MS

Scheme Name	Improve signing to London via the A10 and the A505	
Scheme Reference	D4	
Problem Reference(s)	D2	Future growth in and around Royston and issues on the M11 will result in more through traffic.
	H7	Signing for London is unclear.
	O2	Inappropriate freight access
Scheme Status	This initiative is included in the UTP	

Description

This initiative is to conduct a brief review of the primary route (Green-backed signing) strategy in and around the town. Traffic on the A505 bound for London is directed southwards through Royston on the A10. Traffic using Melbourn Street and seeking the London direction is also directed south down the A10. Reaching London on this route takes traffic alongside extensive housing frontages, a school, the Town Hall, Market Square and the bus station and then southwards via long sections of single carriageway through villages to Hertford and beyond.

As London can be reached from the Royston section of the A505 via the more strategic and faster routes of the M11 and the A1(M), there is a case for amending the strategic route signing to London at least along and across the A505. Signage directing traffic to the town centre is needed on the southern approach to Royston on the A10. This should include directions to parking.

Design Considerations	***Proposed Solutions***	
Standard signing practice		
Links to Other UTP Schemes	D7 - Traffic incident operational plans for M11 and A505 D10 - Impose weight restrictions on Newmarket Rd, Melbourn Street, Baldock Street and Baldock Road	
Contribution to Objectives / Targets	UTP Objectives	6 - Reduce excessive vehicle speeds at targeted "hot spots" throughout the urban network

Outline Cost Analysis		
Works Element	***Est. Cost***	***Notes***
Revise strategy	£1500	
Implementation	£3500	
Total Cost For Delivery	£5,000	

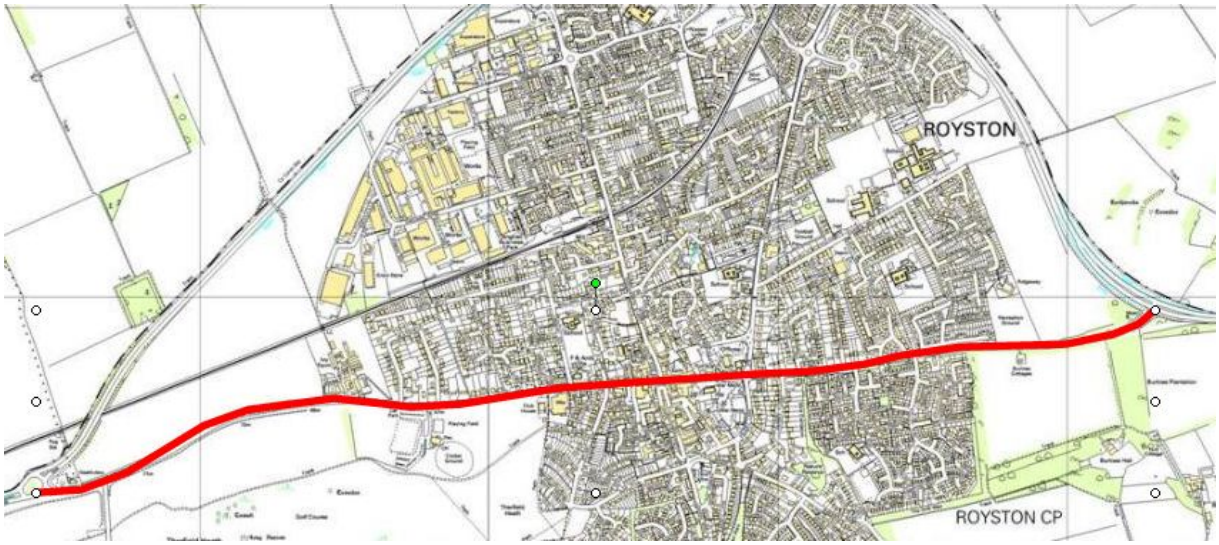
Deliverability Assessment	
Can the scheme be delivered within the highway boundary?	Y
Can the scheme be delivered without third party involvement?	Y
Do all elements of the scheme involve standard work processes?	Y
Can the scheme be delivered in the short term?	Y
Where 'N' details for overcoming deliverability risk:	

Scheme Name	Impose weight restrictions on Newmarket Rd, Melbourn Street, Baldock Street and Baldock Road	
Scheme Reference	D10 *(Added after Public Consultation Process)	
Problem Reference(s)	H3	Safety issues with HGVs on Melbourn Street / Baldock Street (East/West).
	H7	Signing for London is unclear.
	O2	Inappropriate freight access
Scheme Status	This initiative is included in the UTP	

Description

This scheme is intended to ban heavy good vehicles (over 7.5 Tonne) from the east west route through the town centre. This route extends from the A505 in the east, along the existing restricted area of Newmarket Road, then through Melbourne Street over the historic Royston Cave, into Baldock Street and Baldock Road, before rejoining the A505 Bypass at the Little Chef roundabout to the west. This weight limit would allow the majority of delivery vehicles for the town centre through. The restrictions would be flexible to the point where loading would be possible during off peak hours as appropriate, by entering and leaving from the west, to avoid Melbourn Street and the Cave. The route could also be used as an alternative during incident management on other nearby trunk roads. This scheme would need to be supported by adequate information, signage and enforcement.

Location



Design Considerations	***Proposed Solutions***	
Links to Other UTP Schemes	D4 - Improve signing to London via the A10 and the A505 D7 - Traffic incident operational plans for M11 and A505	
Contribution to Objectives / Targets	UTP Objectives	
	LTP Indicators	• Unclassified Road Condition

Outline Cost Analysis		
Works Element	***Est. Cost***	***Notes***
Signage	£5,000	
Total Cost For Delivery	£5,000	

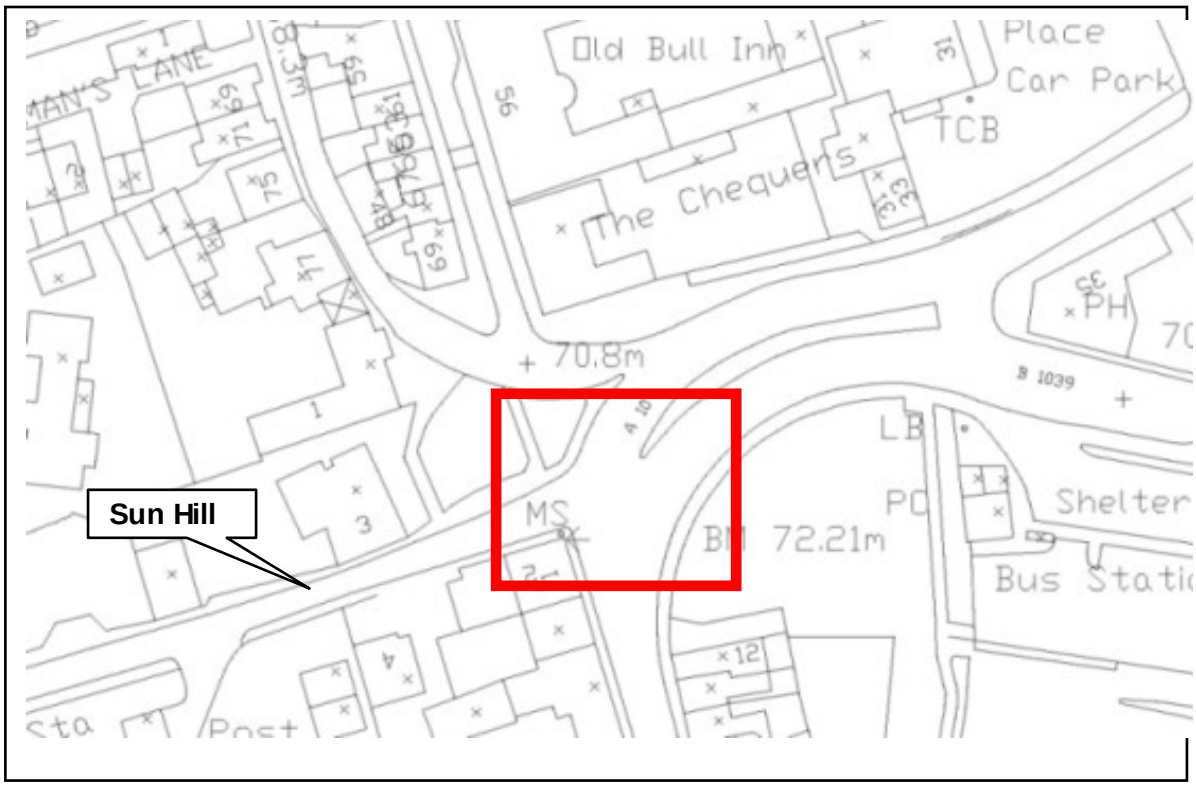
Deliverability Assessment	
Can the scheme be delivered within the highway boundary?	Y
Can the scheme be delivered without third party involvement?	Y
Do all elements of the scheme involve standard work processes?	Y
Can the scheme be delivered in the short term?	Y
Where 'N' details for overcoming deliverability risk:	

Scheme Name	Extend A10 traffic island to prohibit right turn into and out of Sun Hill to the A10	
Scheme Reference	D11 *(Added after Public Consultation Process)	
Problem Reference(s)	H7 D4	Signing for London is unclear. Concerns over the subject of a possible North/South A10 bypass
Scheme Status	This initiative is included in the UTP	

Description

This scheme is intended to prevent vehicles from turning right into and out of Sun Hill onto the A10, south of the pedestrian crossing. Currently, 'No Right Turn' signs are not being heeded, and turning vehicles conflict with the through northbound traffic to get into the southbound lane, causing further delays during the peak periods. Similarly southbound vehicles trying to turn right into Sun Hill hold up southbound traffic whilst waiting for a gap in the northbound traffic to make the turning movement. This scheme involves the extension of the existing central island further south to physically prevent these turning movements. Figure A2, in Scheme A8 in Appendix A1, shows the proposed layout of this scheme.

Location



Design Considerations	***Proposed Solutions***	
Links to Other UTP Schemes	A8 - Improved access to bus station & A10 island site (Construction could be at the same time)	
Contribution to Objectives / Targets	UTP Objectives	
	LTP Indicators	• Non Principal Classified Road Condition

Outline Cost Analysis		
Works Element	***Est. Cost***	***Notes***
Design & Construction	£10,000	
Total Cost For Delivery	£10,000	

Deliverability Assessment	
Can the scheme be delivered within the highway boundary?	Y
Can the scheme be delivered without third party involvement?	Y
Do all elements of the scheme involve standard work processes?	Y
Can the scheme be delivered in the short term?	Y
Where 'N' details for overcoming deliverability risk:	

MEDIUM TERM HIGHWAYS & STREETS SCHEMES

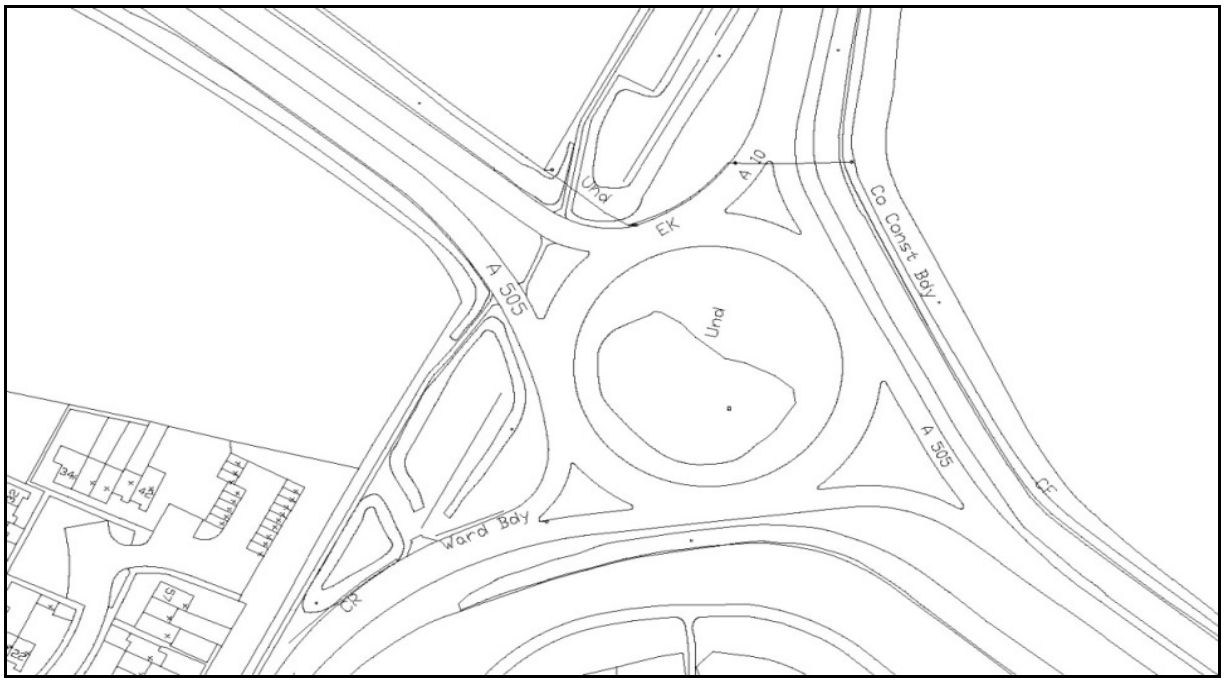
Scheme Name	Modifications to A505 / A10 roundabout to reduce speeds and improve pedestrian and cyclist safety	
Scheme Reference	D5	
Problem Reference(s)	H2	Incidents on the A505 cause traffic to completely block the local road system
	C5	Roundabouts are very difficult to negotiate on Old North Road and the A505 Bypass
	W10	Crossing the A505 Bypass at the A1104 and A10 roundabouts is dangerous for walkers and cyclists due to the speed of the traffic
Scheme Status	This scheme is included in the UTP	

Description

Currently, there is a sub standard pedestrian crossing point across the West arm of the A10 roundabout on the A505 bypass. This path provides a link between Royston and Cambridge for both walkers and cyclists. Apart from the poorly marked crossing point, the alignment of the exit from the roundabout allows vehicles to accelerate at speed out of the roundabout Westbound through the crossing point. Proposed development in this area will increase pedestrian activity at this location also. It is proposed to realign the A505 Westbound exit lanes on this arm of the roundabout as shown in Figure D2, to help reduce the speeds at which vehicles leave the roundabout, and to provide a safer, more visible pedestrian and cyclist crossing point.

Lane markings on the western approach to this roundabout will be included to direct through and left turning traffic into the left lane, and right turning traffic into the A10, into the right hand lane. It is also proposed to realign the Eastern A505 approach to the roundabout to create a larger deflection into the roundabout with the aim of slowing traffic on this approach. This realignment is illustrated on Figure D3.

Location Plan

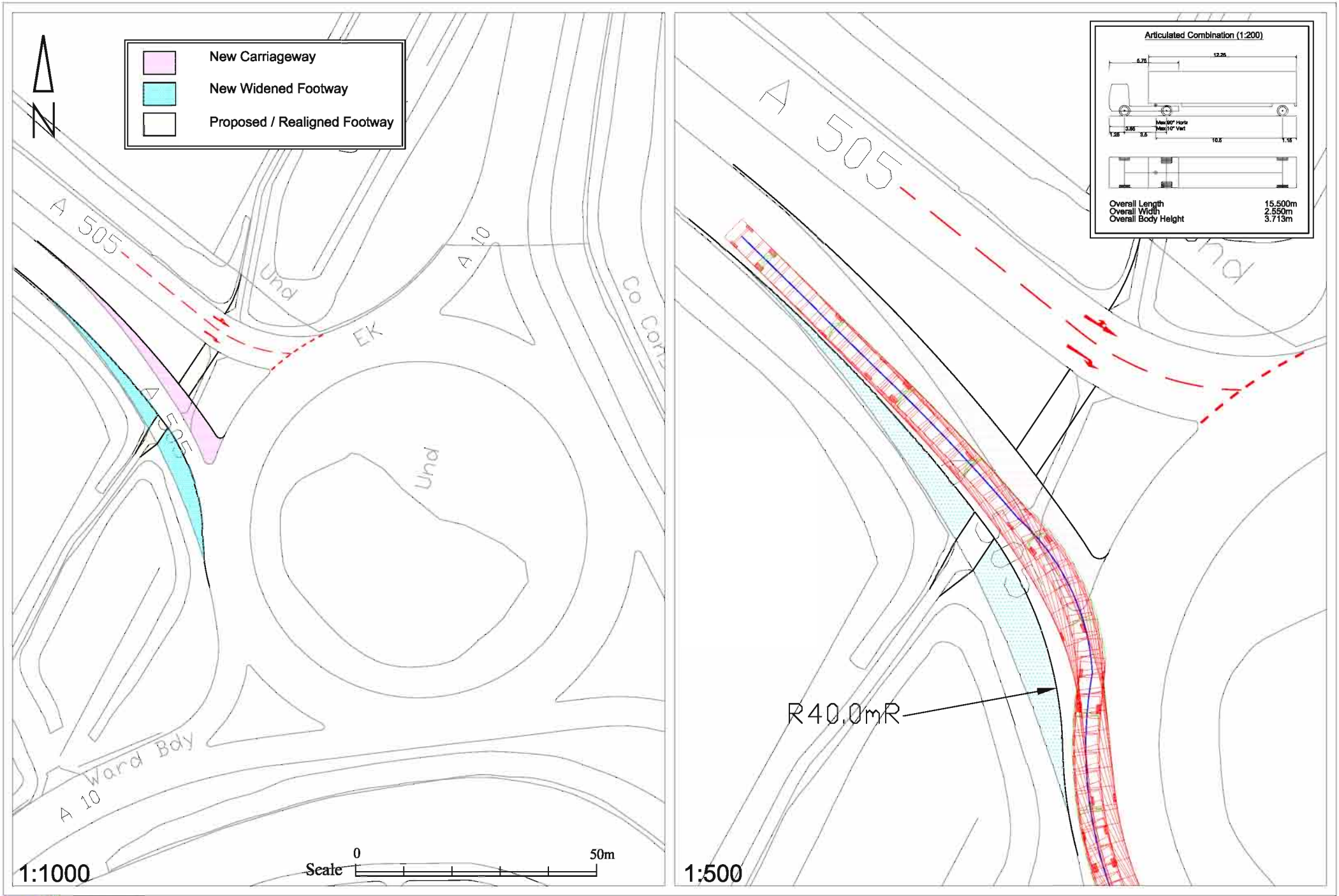


Supporting Photographs	
	
Poor visibility on the pedestrian approach to the A505 crossing point from the South	A505 Westbound exit alignment and pedestrian crossing point

Links to Other UTP Schemes	B6 – Provision of cycle facilities along and across the A505	
Contribution to Objectives / Targets	UTP Objectives	3 – Improve connectivity and continuity of the cycle network 6 – Reduce excessive vehicle speeds at targeted hotspots throughout the urban network
	LTP Indicator	• Cycle Trips • Rights of Way

Outline Cost Analysis		
Works Element	***Est. Cost***	***Notes***
Design	£15,000	
Materials	£5,000	
Civils	£20,000	
Supervision	£7,500	
Misc	£20,000	
Total Cost For Delivery	**£67,500**	

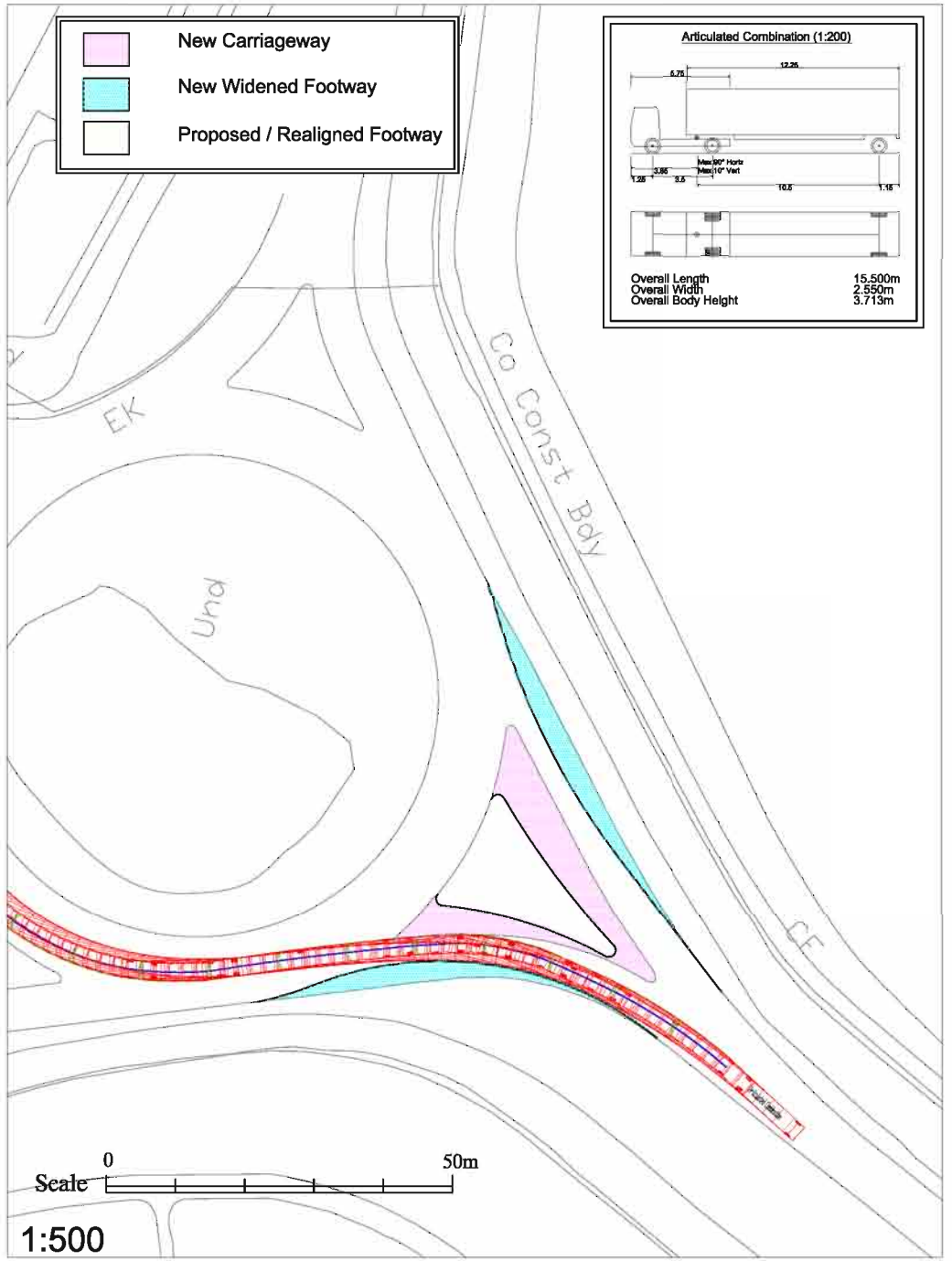
Deliverability Assessment	
Can the scheme be delivered within the highway boundary?	Yes
Can the scheme be delivered without third party involvement?	Yes
Do all elements of the scheme involve standard work processes?	Yes
Can the scheme be delivered in the medium term?	Yes



TPi 22257 Feb 2010

The Eastern A505 Roundabout - West Exit Arm Improvements

Figure D2



TPi 22257
Dec 2009

The Eastern A505 Roundabout - East Exit Arm Improvements

Figure D3

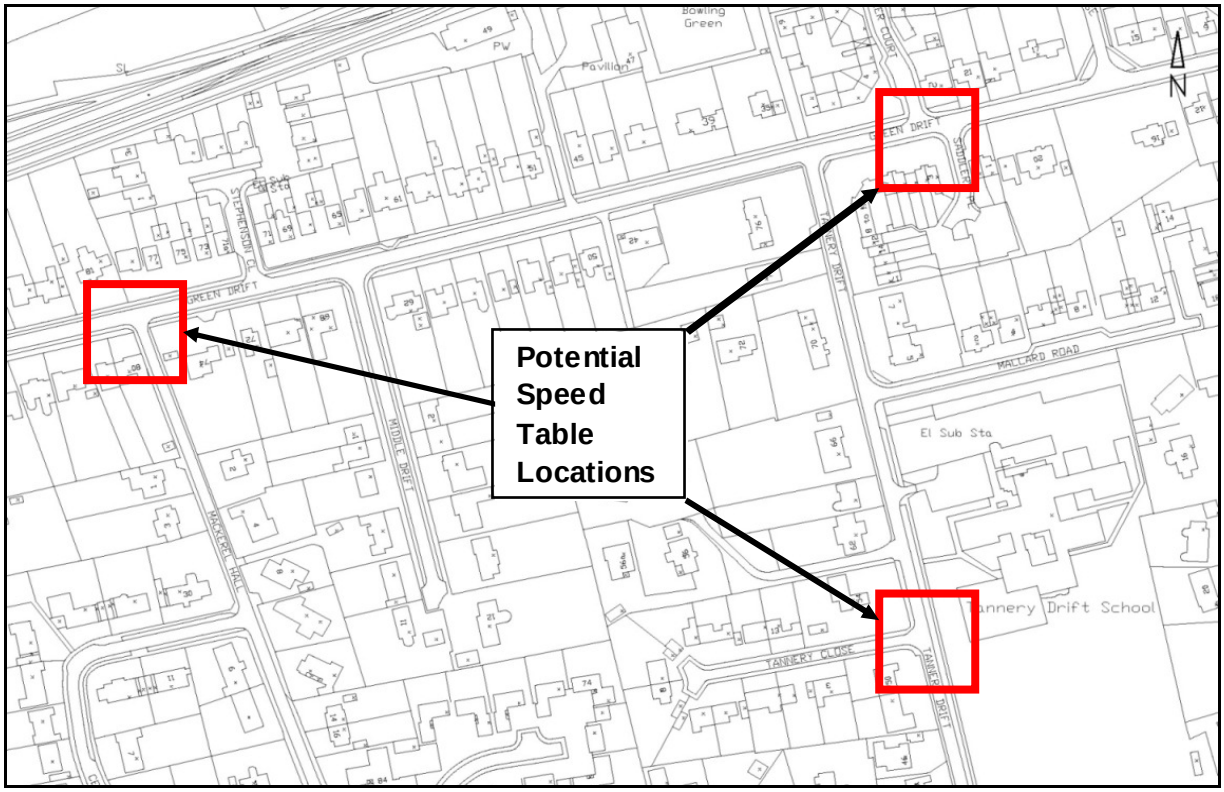
Scheme Name	Consider the Introduction of traffic calming measures on Green Drift, Tannery Drift and Newmarket Road	
Scheme Reference	D6	
Problem Reference(s)	H5	Speeding is seen to be a major problem in residential areas, particularly en route to the leisure centre
Scheme Status	This scheme is included in the UTP	

Description

Depending on results from a required speed survey on Green Drift and Tannery Drift, it is proposed to install 2 speed tables on Green Drift, and 1 speed table on Tannery Drift, to reduce speeds on these residential streets where there is a large pedestrian movement due to the school on Tannery Drift. If the average speeds are greater than 30mph on these streets, the locations of the two speed tables on Green Drift are proposed to be at the intersections with Middle Drift and Farriers Court / Saddlers Place. The location of the speed table on Tannery Drift is proposed to be at the Tannery Close junction. It is also proposed to extend the double yellow lines on Green Drift from the junction with Kneesworth Street, to increase visibility.

Local residents in the Newmarket Road area have reported excessive speeds in the approach to and inside the 30 mph zone, and have suggested the introduction of physical traffic calming measures. It is recommended that speed surveys be carried out along this section to determine the scale of the problem and the potential need for any traffic calming measures.

Location Plan



Supporting Photograph	
	
Farriers Court / Saddlers Place intersection on Green Drift	Tannery Drift and Tannery Close intersection

Links to Other UTP Schemes	A9 Demonstration Project to encourage walking to shops	
Contribution to Objectives / Targets	UTP Objectives	6 – Reduce excessive vehicle speeds at targeted hotspots throughout the urban network
	LTP Indicator	• Speed Limit Compliance (dependant of speed survey results)

Outline Cost Analysis		
Works Element	***Est. Cost***	***Notes***
Speed Surveys & Analysis	£5,000	
Design	£10,000	
Materials	£10,000	
Civils	£15,000	
Misc	£20,000	
Total Cost For Delivery	**£60,000**	

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

Scheme Name	Traffic incident operational plans for M11 and A505	
Scheme Reference	D7	
Problem Reference(s)	H1	M11 issues (capacity problems or accidents) create congestion in Royston.
	H2	Accidents on the A505 cause traffic to completely block the local road system.
Scheme Status	This scheme is included in the UTP	

Description

A protocol is to be drawn up to minimise the traffic impacts in Royston caused by occasional incidents on the local sections of the A505 and the M11 (between Junctions 8 and 11). The protocol would be prepared by HCC with inputs from the Highways Agency and NHDC. The protocol would include an operational strategy embracing the following

- Diversion routes for A505 traffic
- Diversion routes for M11 traffic
- Diversion routes when a blockage might occur affecting both routes e.g. at Junction 10 on the M11
- HA/HCC mobile patrol presence in Royston during any incident e.g. to man traffic signal and other junctions
- Enforcement presence in Royston during any incident to clear local obstructions e.g. vehicles parked or loading
- Local routes for emergency services

Design Considerations	***Proposed Solutions***	
Possible supply of diversion signing and storage for signing		
Contribution to Objectives / Targets	UTP Objectives	7. improve accessibility of key employment and residential destinations for all transport modes
	LTP Indicators	• Accessibility
Links to other UTP Schemes	B2 - Completion of measures linking the proposed rail underpass and implementation of town-wide cycling network to improve connectivity and permeability for cyclists throughout the town. D10 - Impose weight restrictions on Newmarket Rd, Melbourn Street, Baldock Street and Baldock Road	

Outline Cost Analysis		
Works Element	***Est. Cost***	***Notes***
Staff time only	£3,000	Time also required from HA and police personnel
Diversion signing	0	Assumed to be available already
Total Cost For Delivery	£3,000	

Deliverability Assessment	
Can the scheme be delivered within the highway boundary?	Y
Can the scheme be delivered without third party involvement?	N
Do all elements of the scheme involve standard work processes?	N
Can the scheme be delivered in the medium term?	Y
Where 'N' details for overcoming deliverability risk: The HA, HCC and NHDC are all involved in drawing up the protocol and in executing the traffic management plan and parking/loading enforcement	

Scheme Name	Investigation of need for and possible route of a SE Bypass	
Scheme Reference	D8	
Problem Reference(s)	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
	H1	M11 issues (capacity problems or accidents) create congestion in Royston
	O2	Inappropriate freight access
Scheme Status	This initiative is included in the UTP	

Description

The concept of a SE Bypass derives both from the possible longer term development of sites yet to be identified beyond the present limits of urbanisation at the south eastern edge of the town and the traffic relief afforded by such a scheme to the A10. A SE Bypass would serve to provide a clear boundary to the town as does the A505 to the North. The A10 passes through the town skirting the town centre at Market Hill resulting in the relative isolation of the island site between Barkway Street and Priory Lane and the separation of the bus station from the centre. The A10 on Melbourn Road takes north-south through traffic past the Town Hall and St Mary's school and between substantial residential areas.

Traffic levels on the A10 are likely to continue to increase as the town grows together with its wider sub-region, with the latter adding to through traffic volumes. The proposed investigation would seek to demonstrate the need or otherwise for a SE Bypass in the longer term and to investigate possible alignments. The strength or weakness of the case for such a scheme would be tested via an enhanced traffic model or possibly the potential to do a model run using the East of England Regional Model to assess the likely amount of traffic diverting onto a bypass, and the results used to safeguard a route or to abandon it entirely. With the latter outcome there would be the benefit of the removal of any planning blight. It would be proposed that local enhancement of the EERM strategic SATURN traffic model would be undertaken for option testing and assessment of the likely diversion to this route.

The funding and hence timescale for the delivery of any scheme would be dependent on any major development proposals being agreed to the SE of the present built-up area. The cost of the proposed investigation would depend on the availability of traffic models at the time.

Design Considerations	***Proposed Solutions***	
Traffic demand forecasting and modelling of impacts on the town's roads	Use of enhanced traffic forecasting model for Royston	
Treatment of any relieved sections of the A10 in Royston	Traffic reduction and environmental management scheme drawn up	
Links to Other UTP Schemes	D9 - Plan and safeguard access provision for new development	
Contribution to Objectives / Targets	UTP Objectives	6 - Reduce excessive speeds at targeted "hot spots" throughout the urban network 7 - Improve accessibility of key employment and residential destinations for all transport modes

Outline Cost Analysis		
Works Element	***Est. Cost***	***Notes***
Study	£25-40,000	Subject to the availability of suitable traffic models
Total Cost For Delivery	£25-40,000	

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

Where 'N' details for overcoming deliverability risk:
The study may require the determination of land ownership boundaries
The assessment of the scheme would need to address costs and funding sources from third parties.
The assessment can be carried out in the short or medium terms. Any scheme, if progressed, could only be delivered in the longer term

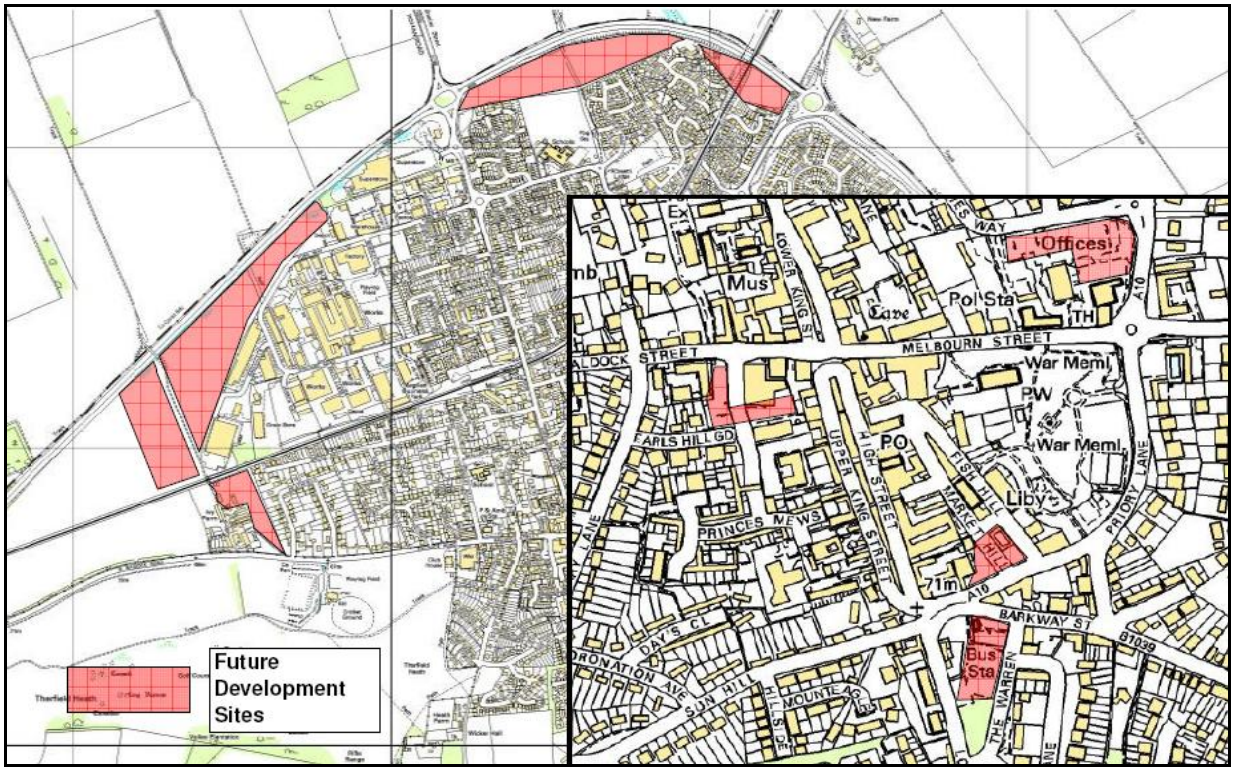
Scheme Name	Plan and safeguard access provision for new development	
Scheme Reference	D9	
Problem Reference(s)	D2	Future growth in and around Royston and issues on the M11 will result in more through traffic.
	D3	Limits on highway capacity and physical development will restrict growth.
	H11	There are 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
Scheme Status	This initiative is included in the UTP	

Description

This initiative is to enable the planning authority to identify and, as may be necessary, to safeguard access to sites ear-marked for new development. Access solutions for the larger peripheral sites and for the Opportunity Sites in the town centre are needed for all modes of transport. Solutions are needed that minimise traffic impacts on environmentally sensitive roads. The minimum requirement would be for HCC and NHDC to scope development briefs for these sites in consultation with their owners

Analysis carried out in preparing the UTP has identified the broad traffic impacts of the development of these sites. An example of significant traffic impact would be the additional flows generated by an expansion of the employment area using York Way and the development of further housing just inside the A505 on York Way and the Old North Road. The provision of new slip roads on and off the A505 to serve such developments would reduce the traffic impacts on the town's roads

Location



Design Considerations	***Proposed Solutions***	
Land uses and development densities to be assumed for outline transport assessments and traffic impacts	Access options to minimise impacts on the town's roads and to encompass all transport modes	
Links to Other UTP Schemes	D8 - Investigation of need for and possible route of a SE Bypass	
Contribution to Objectives / Targets	UTP Objectives	3 - Improve connectivity and continuity of the cycle network 7 - Improve accessibility of key employment and residential destinations for all transport modes
	LTP Indicators	• Accessibility

Outline Cost Analysis		
Works Element	***Est. Cost***	***Notes***
Consultant Study	£10,000	
Total Cost For Delivery	£10,000	

Deliverability Assessment	
Can the scheme be delivered within the highway boundary?	N
Can the scheme be delivered without third party involvement?	N
Do all elements of the scheme involve standard work processes?	Y
Can the scheme be delivered in the medium term?	Y
Where 'N' details for overcoming deliverability risk: Access solutions will cross the highway boundaries. Sites are owned by NHDC and by private individuals and companies	

HERTFORDSHIRE COUNTY COUNCIL

ROYSTON URBAN TRANSPORT PLAN

Stage 2 Report

APPENDIX 2E – PARKING SCHEME PROFORMAS

APPENDIX 2E – PARKING SCHEMES

Reference	*Description*
Short Term Parking Schemes	
E1	Review and Adjustments to On-Street Parking Regulations
E2	Assessment of off-street parking needs and provision in relation to the redevelopment of town centre opportunity sites

SHORT TERM PARKING SCHEMES

Scheme Name	Review and Adjustments to On-Street Parking Regulations	
Scheme Reference	E1	
Problem Reference(s)	P2	Royston town centre is all controlled. People park in residential areas to avoid rates, which upsets the residents
	P5	Commuter parking is a problem. People circle the town looking for a parking space
	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.
	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
	P14	People park along Kneesworth Street and block the road
	P15	On Market days vendors arrive in their white vans and block the roads
	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
	H6	Vehicles circulating in the town centre core searching for free space
	PT2	Cost of bus travel
	PT5	Poor bus links with villages
	PT13	Increasing car use
Scheme Status	This scheme is included in the UTP	

Description

This project relates very closely to project E2. The majority of the sustainable transport projects and initiatives would be underpinned and encouraged by the adoption of a more effective and better enforced on street parking regime, and would compliment the North Hertfordshire District Council's Area Wide Parking Strategy.

This proposal is to review the effectiveness of the current town centre on-street parking control regime and to develop detailed changes to address the identified problems and issues. The review should include an evidence base of current on-street parking characteristics on weekdays (including market days) and Saturdays focusing on the extent of illegal and overstay parking. An assessment of the impacts of introducing charging for town centre on-street parking would be undertaken together with the option of removing or reducing the free parking currently available there.

Spare off street parking is normally available in the town where charges are applicable. Best practice in parking management advocates that central area on-street

time-based parking should be priced at or above the price of off street parking. Pricing set in this manner usually results in a lower occupancy of on-street parking (with the consequent benefit of reducing "searching" for vacant spaces) and better use of the off street facilities. Parking revenues would increase if on-street charging were to be introduced. Within the overall review, the subject of charging will be considered for possible introduction in the longer term.

The project should also examine the impacts of an option providing a period of free parking in selected public off street car parks in the town centre.. It has been suggested that 10p parking be bought forward to 15:30 and revenue to be offset by Area Committee and HCC locality budget. This proposal is currently under NHDC review and also discussions are being held with Royston First.

The project includes a number of minor specific changes to the regulations applying in the town centre - Melbourn Street, Kneesworth Street, Upper King Street, Lower King Street and Fish Hill. Residential streets within very close proximity to the Town Centre such as King James Way and Princes Mews are currently un-restricted, and will come under review. Changes following a review involve extending yellow lining, making permitting parking time limits more consistent (20, 60 and 120 minutes free parking are all currently set in the centre) and re-locating taxi bays. The ending time of the town centre controls varies with both 5.30 and 6.30 pm applying and a simpler, consistent end time of 5.30pm is considered to be more appropriate.

Specific parking issues identified outside the town centre such as Newmarket Road and Studlands Rise will be picked up in the NHDC strategy.

Supporting Photographs

Current Fish Hill Parking Restrictions.

Current Kneesworth Street Parking Restrictions

Design Considerations	***Proposed Solutions***	
Standard signing and lining		
Details of changes to be confirmed after the review stage		
Contribution to Objectives / Targets	UTP Objectives	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 town centre Opportunity Sites
Links to other UTP Schemes	E2 - Assessment of off street parking needs D9 - Plan and safeguard access provision for new development	

Outline Cost Analysis		
Works Element	***Est. Cost***	***Notes***
Surveys & Review	£5,000	
Implementation	£5,000	
Total Cost For Delivery	**£10,000**	

Deliverability Assessment	
Can the scheme be delivered within the highway boundary?	Yes
Can the scheme be delivered without third party involvement?	No
Do all elements of the scheme involve standard work processes?	Yes
Can the scheme be delivered in the short term?	Yes/No
Where 'N' details for overcoming deliverability risk: Consultation required for changes in regulations The review can be delivered in the short term but the full implementation would be deliverable in the medium term	

Scheme Name	Assessment of off-street parking needs and provision in relation to the redevelopment of town centre opportunity sites, including assessment of price differentiation between short and long stay parking	
Scheme Reference	E2	
Problem Reference(s)	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 does not
	P5	Commuter parking is a problem. People circle the town looking for a parking space
	P14	People park along Kneesworth Street and block the road
	P17	Adequacy of public parking supply threatened by development of Opportunity Sites combined with development growth
	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
Scheme Status	This scheme is included in the UTP	

Description

This project relates very closely to project E1. The majority of the sustainable transport projects and initiatives would be underpinned and encouraged by the adoption of a more effective off street parking regime and one which will be resilient in circumstances of change brought about by town centre redevelopments.

This initiative is to prepare a detailed strategy and preferred set of site - specific proposals for the future supply and distribution of public off street parking to serve the town centre in the future. The assessment will build on previous studies including those carried out for Royston Town Centre Strategy and for this UTP. The assessment should ideally be carried out in parallel with or immediately after the on-street parking review under E1.

The principal steps of the assessment are;

1. Preparation of current and forecast parking demands for the town centre taking into account possible changes to town centre on-street and surface parking provision and pricing together with growth factors derived from envisaged developments in the town as a whole.
2. Review of status of the town centre Opportunity Sites development concepts
3. Preparation of future parking supply needs on consolidated sites on the town centre periphery.
4. Parking, access and traffic impact inputs into the Opportunity Site development briefs
5. Preparation of future car park allocations and access arrangements
6. Car park asset management plan and business case to deliver the parking strategy

Design Considerations	***Proposed Solutions***	
Development briefs for the Opportunity Sites	Study Output	
Traffic impacts of increased concentrations of parking	Study Output	
Contribution to Objectives / Targets	UTP Objectives	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 town centre Opportunity Sites
	LTP Indicator	• Congestion / Mileage • Accessibility
Links to other UTP Schemes	D9 - Plan and safeguard access provision for new development. E1 Adjustments to on-street parking regulations	

Outline Cost Analysis		
Works Element	***Est. Cost***	***Notes***
Main study	£7,500	
Parking asset management plan and business case	£2,500	
Total Cost For Delivery	**£10,000**	

Deliverability Assessment	
Can the scheme be delivered within the highway boundary?	No
Can the scheme be delivered without third party involvement?	No
Do all elements of the scheme involve standard work processes?	No
Can the scheme be delivered in the short term?	Yes
Where 'N' details for overcoming deliverability risk: Each site to be considered borders the highway boundary and will probably require modified access to the highway. Two of the larger sites are entirely owned by NHDC but the smaller site may need to be extended or exchanged for a larger site.	

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