

ROYSTON TOWN CENTRE STRATEGY: NOTES FROM WORKSHOP 3
Tuesday 6th March 2007: Royston Town Hall

Transport & Access Issues
Possible Development Opportunities

Group 1:

Q1. Alternative Measures to encourage people to travel to the town Centre.

	Encourage - How?
Walk	Better selection of shops would be a reason for coming into the town centre Improve pedestrian crossings – especially across A10 Island on A10 with no pedestrian crossing (Green Man Inn) Fish Hill - no pedestrian link across to bakers shop – John St - Fish Hill - Slow traffic down in 20mph zone Crossing required by Police Station Kneesworth Street – improve quality of footpath – pavements too narrow Extend 20mph zone to include most of town centre Baldock St – Lower King St – needs better crossing Consider using flashing speed signs Make areas appear to be a pedestrian zone – slow car down Somerfield roundabout dangerous and crossing there dangerous
Cycle	Improve cycle track especially down Baldock Road A10 through town is dangerous – re-route the traffic Melbourn Road – cycle track to get to leisure centre Town Cycling Strategy – designated/safer routes and secure cycle tracks
Bus	Improve services Use low-loaders so buggies can get on easily – higher quality buses Smart service – better timetable knowledge
Train	Link bus station with train station – more frequent trips from station to town centre

Q2. Better and More appropriate Use of Parking within the Town Centre

	Off-Street	On-Street
Type	Increase cost in town centre Encourage people to not drive into centre Free parking till 10am/after 4pm Free half hour parking Pay on exit from car parks – no pressure to rush back from shops Demand driven not revenue driven – should charge in relation to supply & demand not NHDC revenue. Tailor made parking strategy for Royston	1hr long free parking bays Decrease cost out of town centre
Usage	Loading bays turned into parking bays Cheap/free parking in 2 major car parks –more expensive in centre Parking should be seen as means as reducing traffic in centre	Loading bays turned into parking bays in High Street

	Off-Street	On-Street
Quality	Introduce parking token system	
Location	Enhance traffic warden patrols in town centre and reduce on outskirts	
Disabled		

Q3. Conflicts between Travel Modes

Conflicts?	Suggested Improvements
High Street – appears as pavement and road Cycling on pavement Parking wardens High price jump for parking - people park on road	Pedestrianise town centre streets. Create pedestrian friendly streets Provide cycle routes More tolerance – more time after ticket has expired Focus on town centre – not parking areas outside Hand parking over to Town Council Shuttle/park & Ride system

Q4. Bus Station Vs Specific stops in the Town Centre?

	Positive	Negative
Bus Station	Yes – needed No bus stops up high Street Enhance bus station – Fish Hill Parking for drop offs Taxi rank to get across town Good place for town centre	3 informal bus stations – should be a more formal one. (Tesco, Somerfield, Fish Hill) Better disabled friendly buses Double decker buses - good
Other Stops	Need stops at hospital	

Q5. other Issues?

No Comments

Q6 & Q7. Possible Opportunity Sites including appropriate Land Use activities, Transport and access Implications

	Land Use Activities	Traffic/Parking/Access Implications
Angel Pavement	Glassed over Could be improved – nice building Nice Arcade – focus Not affected by weather Improved/enhanced – not redeveloped Enhance paving through it Enhance not redevelop Space for café tables	Owned by many owners – who would need to spend money on it Need to be gated Night café Should not be developed too far i.e. flats above and high rises Ensure retailers get prime location in redevelopment Rents can't be too high

	Land Use Activities	Traffic/Parking/Access Implications
Town Hall Site	Not demolished – gateway to town centre Public use Renovated – used as museum linked to Police Station Theatre, public rooms, Council rooms Youth, bowling alley, cinema Civic centre Tourist office Multi-use cinema – amateur dramatics Waste of land at back Youth facility – social interaction Not residential Linked to Royston Cave	Do not want to lose parking Office redevelopment – 2/3 storeys Underground parking – 2 levels down Sloping site – offices on top and parking underneath centre
South of Corn Exchange	Shops – 6 small shops Covered market Small businesses Sympathetic development Nice studio area Old fashioned covered market – open sides Artist studios	Next to Corn Exchange – single storey listed structure – difficult for design of this
End of Upper King Street	Paint mural on wall Disgrace in centre of town Roundabout, paving, seats Slow traffic down Ger café life	Stop traffic through there – Make people want to stay there
Telephone Exchange	NHDC should talk to BT! Bowling Alley	Couldn't have high rises – high quality housing adjacent
Land adjacent Richard Cox House, Dog Kennel Lane	Extend Richard Cox House – Nursing home developed Residential	Private Road – won't take extra traffic
Warren Car Park	Enhance bus station Sunk/covered car park	Must not lose public car parking
Others?	More positive approach to planning Shop shutters – painted for use of the shop! Enhance the town centre	

Other notes:

- If sites are developed – car parking is a bigger issue.
- Development must be family orientated – civic uses.
- Town centre too overdeveloped with flats – needs community facilities
- Keep housing out of dedicated town centre
- Strategy needs to be specifically tailored to Royston.

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Group 2:

Q1. Alternative Measures to encourage people to travel to the town Centre.

	Encourage - How?
Walk	<p>Good links from Priory gardens Variety of routes to town centre Rear of Somerfield route blocked to Upper Kings Street – alternatives less pleasant (consider pedestrian access as part of Heath House development) Hard to cross A10 other than zebras – additional crossings needed at:</p> <ul style="list-style-type: none"> • Market Hill to Fish Hill • Melbourn Street outside Police Station • London road towards the Warren car park. <p>Hazard crossing by playground entrance at Priory Lane Lack of pedestrian route from Civic car park to Kneesworth Street, consider open route through Manor House yard/ Puddles and poor drainage in Melbourn Street, outside Somerfield, and in Green Drift.</p>
Cycle	<p>Some cycle racks in church Lane Too hilly for much cycle use Hazard of cyclist on pavement Kneesworth Street too narrow for cycle route? Other routes may also be too narrow? No cycling through Priory Memorial Gardens</p>
Bus	<p>Bus Station at railway station? Taxi rank at bottom end of High Street – is ridiculous, inappropriate therefore not used Better for Taxis to be located at the Cross? (i.e. Lower King St)</p>
Train	<p>Improve linkage – bus station at railway station Extra shop near station Stations far from villages – could promote longer distance tourism for Royston Royston has large catchments (see Royston Leisure Centre study) Commuters from Cambourne use Royston</p>

Q2. Better and More appropriate Use of Parking within the Town Centre

	Off-Street	On-Street
Type	Civic centre usage falling	Change High St designation and duration in existing loading bays Foot of Fish Hill better as pedestrian space? But has high turnover (possible enhancement opportunity)
Usage		
Quality		

	Off-Street	On-Street
Location	Consider Warren as multi-storey car park – but Capital cost may be an obstacle	
Disabled		

Q3. Conflicts between Travel Modes

Conflicts?	Suggested Improvements
Disabled buggies Cars & Pedestrians in High Street Narrow pavements (North end) Kneesworth Street – Lorry unloading Noise issue with Somerfield lorries and new residents	Pedestrianise High Street. Sat am? Move market? Move bus station but role is transit only as a rule St Mary's park re-instate

Q4. Bus Station Vs Specific stops in the Town Centre?

	Positive	Negative
Bus Station		As above
Other Stops		

Q5. other Issues?

Need attractions to bring people in, like M&S or Waitrose

Q6 & Q7. Possible Opportunity Sites including appropriate Land Use activities, Transport and access Implications

	Land Use Activities	Traffic/Parking/Access Implications
Angel Pavement	Encourage big footfall stores At presenting multi- ownership Maintain through route If not redevelop, then enhance Compulsory purchase may be a possibility to drive it to let it happen Increase height to flats Visually impoverished, depressing, un-attractive end of town.	Multi-storey car park at the Warren would provide stimulus for development/enhancement to happen
Town Hall Site	Good focal point to assemble facilities such as: <ul style="list-style-type: none"> Youth facilities/conference facilities Cinema, theatre etc. 	

	Land Use Activities	Traffic/Parking/Access Implications
South of Corn Exchange	Small franchises Small retail Little demand for office space	
End of Upper King Street	OK but needs some feature? Better opportunity on toilet site at Cross for shops with offices at upper level.	
Telephone Exchange	Good site Bowling alley/night club Landlocked site, would probably be only valid as residential	Access is difficult to Baldock Street
Land adjacent Richard Cox House, Dog Kennel Lane	HCC owned Lots of knock-ons, across whole site Concern for state of listed Manor House	
Warren Car Park	If developed as a Multi-storey, could be a draw for a major retailer	
Others?	More positive approach to planning Shop shutters – painted for use of the shop! Pedestrianise High Street Enhance the town centre Short of land Need to develop Periphery Need attractions in centre	

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Group 3:

Q1. Alternative Measures to encourage people to travel to the town Centre.

	Encourage - How?
Walk	Butchers Baulk Path – very good footpath linking the Green giving access on foot, but currently derelict, neglected, dark, and secluded due to lack of lighting. This is an area of anti-social behaviour, which the police trying to tackle. Cycling is forbidden along path. Opportunity to improve path to possibly dual footpath/cycle way. Not enough footpaths/shortcuts – those that exist need to be maintained Poor street cleaning – cut backs by NHDC Cause young people for congregate e.g. off Queensway & Mill Road
Cycle	Take cyclists out of main flow of traffic.
Bus	More buses? Lack of users especially within town Mainly used Sat & Weds (Market day) from outside. More targeted buses – like dial-a-ride – book a bus Re-route buses. Nearest town for some villages.
Train	More trains? Not that long walk into town centre. Helpful with taxi rank at station – not expensive for run into town centre

Q2. Better and More appropriate Use of Parking within the Town Centre

	Off-Street	On-Street
Type	Cost of parking for employers Free parking like Stevenage. NHDC losing money by putting up prices. Wouldn't be a problem if budget devolved – funding formula – central govt. Parking is killing Royston	
Usage	Overcrowded on market days as market cuts out 2 parking areas. Long-stay further out Short stay in town. Suggestion – Free parking on car parks further out on market days (Weds & Sat) takes away time pressures.	Problem areas on-street at: <ul style="list-style-type: none"> • King James Way • Newmarket Road
Quality	Facility to pay on exit would be preferable – shops could offer a rebate on their parking – this could	

	Off-Street	On-Street
	be an incentive. Suggest use tokens for parking as cash machines have been broken into.	
Location	Park & Ride – on industrial area for people to travel on train for work – idea put forward by local group following research – never implemented. Is station going to expand?	
Disabled	Parking where?	

Other Issues:

Problem areas are where people (workers) park all day for town centre and station.

Q3. Conflicts between Travel Modes

Conflicts?	Suggested Improvements
<p>One way system along High Street & Upper King Street – conflicts between:</p> <ul style="list-style-type: none"> • Delivery vehicles/cars • Invalid carriages/pedestrians • People with prams. <p>Baldock Road at Somerfield round-about - pedestrians/traffic conflict over blind hill</p> <p>Priory Lane pedestrian crossing in bad position (just after roundabout) should be further up – as cars back up.</p> <p>Around schools such as:</p> <ul style="list-style-type: none"> • Garden Walk – cars dropping off children, dangerous for school children <p>Melbourn Street/Lower King Street - Heavy lorries (deliveries or get lost)</p> <p>Market Hill side of market – conflicts between cars/vans/children</p> <p>High Street - walk in the road – lack of kerb</p>	<p>Pedestrianised. Early morning deliveries only exception for invalid carriages and disabled people.</p> <p>Need pedestrian crossing</p> <p>Relocate if further away from roundabout and relocate nearer exit from Priory Gardens</p> <p>Speed checks planned</p> <p>Ban size of lorries – designate alternative route. Improve signage on by-pass. Complete by-pass – take lorries off A10</p> <p>One way system</p> <p>Pedestrianise town centre, but is parking too far. Free parking for further away on Wed/Sat</p>

Q4. Bus Station Vs Specific stops in the Town Centre?

	Positive	Negative
Bus Station	<p>Would like to see bus station maintained</p> <p>Would like long distance providers to stop there (e.g. Oxford/Cambridge) people would go into Royston too.</p> <p>Accessible from town centre</p> <p>Shelters get damaged.</p> <p>Can only go round town can't get buses to other towns, Lister Hospital etc...Letchworth, Hitchin, Stevenage</p>	<p>No longer recognised by long distance buses.</p> <p>No longer even stops at Tesco.</p>
Other Stops		

Q5. other Issues?

- 3 main issues –
1. Parking
 2. Walkways – esp. Butchers Baulk – biggest opportunity
 3. Buses

Q6 & Q7. Possible Opportunity Sites including appropriate Land Use activities, Transport and access Implications

	Land Use Activities	Traffic/Parking/Access Implications
Angel Pavement	<p>Knock down 1960's eyesore.</p> <p>Difficult to stay in business there – high rents</p> <p>Suggest – Smaller independent shops in keeping with town centre</p> <p>Attract 1 or 2 bigger names (e.g. M&S or Waitrose)</p> <p>Need high calibre with smaller number of larger units.</p> <p>Could allow big unit to split into two.</p> <p>Generally too many take-aways & poor quality cafes</p>	<p>Good location as high footfall, but don't stop</p> <p>Not enough parking near the shops</p>
Town Hall Site	<p>Plans have been drawn up – PCT held it up – one complex.</p> <p>Redevelopment opportunity with:</p> <ul style="list-style-type: none"> • Civic Hall, meeting rooms, conference centre, films shows. • Could approach local big businesses to support this. Provide them with conference facilities. • Amalgamate facilities • Move Royston Museum there. 	<p>Loss of parking, but could have underground parking especially for conferences.</p> <p>This may result in more parking in nearby residential streets, which would impact on views.</p> <p>Impact on traffic prohibit heavy lorries on A10.</p>

	Land Use Activities	Traffic/Parking/Access Implications
	<p>No more residential on the site only if necessary</p> <p>Should be a beacon of modern architecture</p>	
South of Corn Exchange	<p>Retail outlets</p> <p>Covered market</p> <p>Not parking</p> <p>Entrance into town</p>	
End of Upper King Street	<p>Café seating area?</p> <p>Quite like that corner - the stone focal point.</p> <p>Suggest improvements</p> <p>enhancements not redevelop</p>	Dangerous area
Telephone Exchange	<p>Don't redevelop for flats need more infrastructure population growing, but if have to be housing not high density may be best solution as surrounded by residential.</p> <p>No need for nursery</p>	Concern would be distance to Cardinal's Gate
Land adjacent Richard Cox House, Dog Kennel Lane	<p>Include Social Club – neglected</p> <p>Use listed building for hotel with its own parking.</p> <p>In poor state of repair.</p> <p>Current problem of graffiti – anti-social behaviour in this area.</p>	
Warren Car Park	<p>Well used, especially people who work in the town. Need allocated short stay parking</p>	
Others?	<p>Bottom of Fish Hill remove parking and enhance with cafes and outside seating</p>	