

rappor



Royston Leisure Centre

Willmott Dixon Construction Limited

Transport Statement

April 2025





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1 Introduction

General

- 1.1 Rappor Consultants Ltd. (Rappor) has been instructed by Willmott Dixon Construction Limited to prepare a Transport Statement (TS) in support of a planning application for the decarbonisation of Royston Leisure Centre. The proposals include installation of solar panels and installation of external rendering. A small extension is also proposed to the existing building to create additional floor space for the leisure centre.
- 1.2 The existing Leisure Centre currently has a GEA of 2,993m² and the facilities provided include a swimming pool, sports hall and fitness suite. The extension of the site will include an extended fitness suite including the addition of a new studio and cycle studio. The proposed extension will provide an additional 300m² of floorspace.
- 1.3 As a result of the proposed extension, the existing cycle parking at the site will be relocated and additional cycle parking provided as a result of the uplift in floorspace. In addition, new secure, covered cycle parking will be provided at the rear of the site for staff use. No changes are proposed to the existing access and car parking arrangements at the site.
- 1.4 This Transport Statement (TS) is submitted as a supporting document to the planning application to set out the transport implications of the proposed development.

Scope of Report

- 1.5 A TS is an appropriate form of assessment for the scale and type of development proposed and following this introduction, the TS is set out as follows:
 - a) **Section 2** sets out details of the application site and local highway network including a review of highway safety;
 - b) **Section 3** provides details of the accessibility of the site and opportunities for sustainable travel;
 - c) **Section 4** describes the proposed development;
 - d) **Section 5** sets out the forecast trip attraction for both the existing and proposed uses and the predicted impact;
 - e) **Section 6** sets out the results of the parking surveys and provides an assessment of the suitability of the existing parking provision to accommodate the proposed change of use; and
 - f) **Section 7** provides a summary and conclusion.
- 1.6 This TS concludes that the development proposals are acceptable in highway and transportation terms, and there are no reasons that should prevent approval of the planning application.

2 The Application Site & Local Highway Network

Site Context

- 2.1 The application site is located at Royston Leisure Centre, which is located 1.8km northeast of Royston town centre. The site is bound by school playing fields to the east and west, a residential housing estate to the north and the King James Academy Royston to the south. The site location is shown in **Figure 2.1** below.

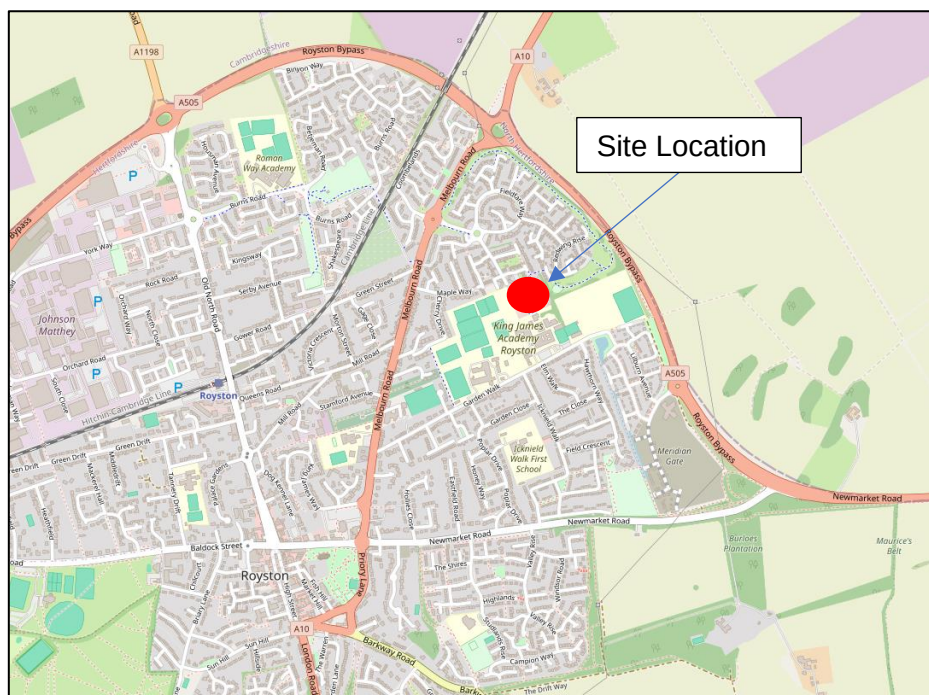


Figure 2.1: Site Location Plan

- 2.2 Access to the site is provided from Woodcock Road which is to the north of the site. Woodcock Road is accessed via a roundabout junction with Fieldfare Way.
- 2.3 There are a total of 144 car parking spaces at Royston Leisure Centre, inclusive of 10 disabled spaces and 6 parent and child spaces. The car park is solely for the use of the Leisure Centre and there are barriers at the access and exit of the car park. A drop-off / pick-up layby is also provided to the front of the building.
- 2.4 Royston Leisure Centre is operated by Everyone Active, on behalf of North Hertfordshire District Council. Its facilities include: a swimming pool, fitness suite and sports hall. The centre offers a number of activities including group fitness classes and swimming lessons.

Local Highway Network

Woodcock Road

- 2.5 Woodcock Road is a residential road that runs from the Fieldfare Way Roundabout and to Royston Leisure Centre at its southern end. Woodcock Road has a general carriageway width of 6.75m and is subject to a 30mph speed limit.



- 2.6 There are traffic calming measures in place on Woodstock Road in the form of raised tables at side road junctions, the road is illuminated and has footpaths of approximately 2m in width on both sides of the road. On street parking laybys are also provided. Tactile paving is provided at all dropped kerb crossing points.

Fieldfare Way

- 2.7 Fieldfare Way is a residential estate road that provides access to Woodcock Road from the A10.
- 2.8 Approximately 115m to the east of the junction with the A10, Fieldfare Way forms a five arm roundabout from which Woodcock Road is accessed.
- 2.9 The road is approximately 7.3m wide and subject to a 30mph speed limit. On the northern side of Fieldfare Way, a 2m footpath is provided, whilst on the southern side, a 3m shared footway / cycleway is provided.

A10

- 2.10 The A10 runs from The City of London to Kings Lynn, Norfolk. It runs north - south directly through the centre of Royston. Within Royston, the A10 is a single carriageway road and is subject to a 30mph speed limit. In the vicinity of the Fieldfare Way roundabout, a segregated footway / cycleway is provided on the eastern side of the A10. A footway is provided on the western side of the A10.
- 2.11 At the northern extent of Royston the A10 meets the A505 at a roundabout junction, where the speed limit changes to 60mph. The road is not illuminated but does have a narrow footpath to the west of the carriageway.

Local Highway Safety

- 2.12 For the purpose of this assessment, Personal Injury Collision (PIC) data has been extracted from the CrashMap database which has been reviewed for the most recent five-year period, within the vicinity of the application site between 2018 and 2022.

The study area for analysis is shown in **Figure 2.2**. The study area for analysis includes the A10 in the immediate vicinity of the Fieldfare Way roundabout, Fieldfare Way, Woodcock Road and surrounding residential roads. The extract from the CrashMap website shows that there were six PIC's within the vicinity of the site, four of which were classified as slight, one serious and one where a fatality occurred.

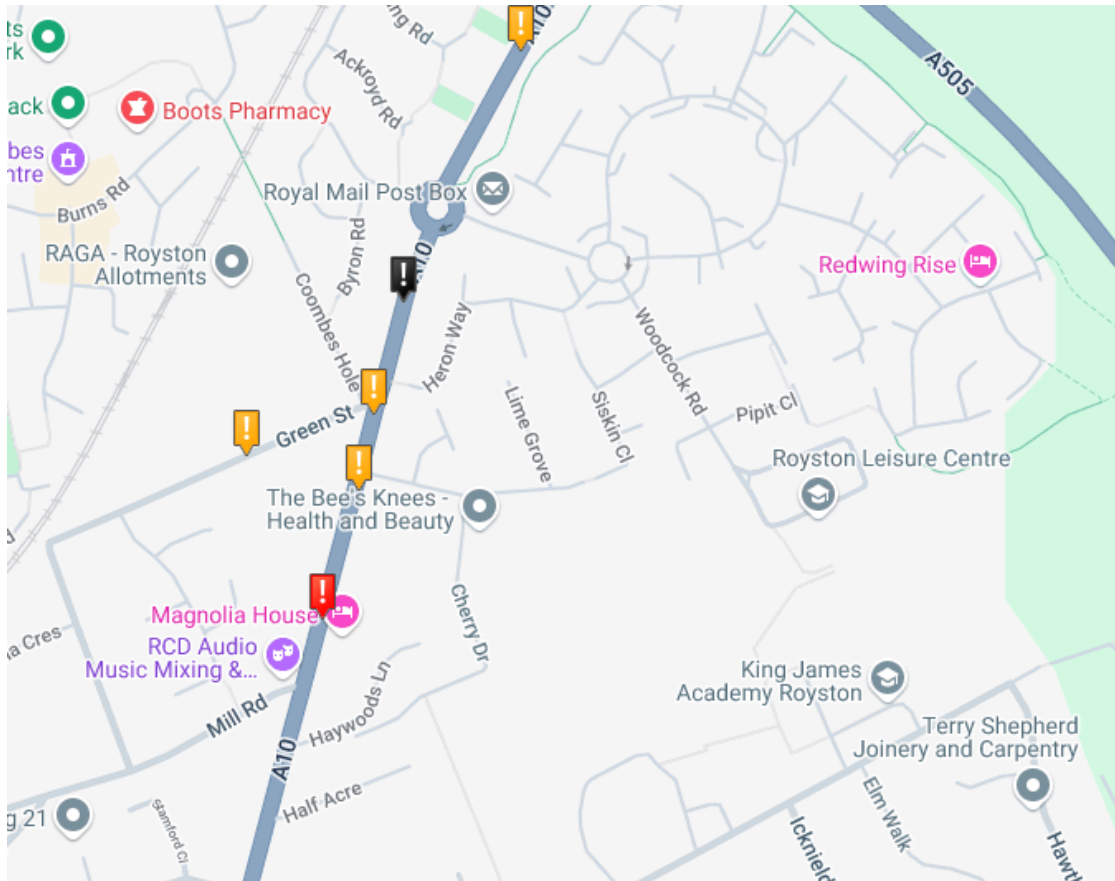


Figure 2.2: CrashMap Extract

- 2.13 The collision which resulted in a fatality occurred on the A10, south of the roundabout with Fieldfare Way. It involved a goods vehicle passing another moving vehicle which collided with 2 pedal cyclists, one of which was slightly injured, whilst the other was fatally injured. (CrashMap reference: 2021411107998)
- 2.14 The serious collision which occurred was between a motorised vehicle and pedal cyclist, it occurred in daylight and in fine weather conditions (Crash Map reference: 2021411028011). The motorised vehicle was passing the pedal cyclist which resulted in a collision between them.
- 2.15 Three collisions, all classified as slight, occurred on the A10, to the west of the site. All included 2 vehicles.
- 2.16 A further collision occurred which was classified as slight occurred on Green Street, west of the site which included 4 vehicles and 1 slightly severe casualty.
- 2.17 No collisions were recorded at the A10 / Fieldfare Way roundabout or on Fieldfare Way and Woodcock Road.

3 Site Accessibility

- 3.1 In order to ensure that the application site can operate sustainably in terms of minimising the overall level of daily vehicular trips to and from the application site, particularly single-occupancy vehicle trips, it is essential to consider what alternative sustainable travel opportunities are present to enable future employees and visitors to choose to travel by non-car modes, as well as identifying what local services and amenities are located in proximity of the application site, which may assist in promoting linked trips.

Proximity to Local Services and Amenities

- 3.2 The application site benefits from being in proximity to a range of services the majority of which are located to the south of the site in Royston town centre.
- 3.3 A range of existing services and amenities are located within 2km of the application site. These various services and amenities, which staff and visitors may require on a day-to-day basis include a Costcutter convenience store, Costa Coffee, Boots Pharmacy and Royston Train Station.
- 3.4 In addition to the above, it should be noted that there are a number of residential areas within proximity to the application site; therefore, the location of the application site affords an opportunity for future staff and visitors to travel to the application site by modes other than private car.

Walking & Cycling

Guidance

- 3.5 The Institution of Highways and Transportation (now the: Chartered Institution of Highways and Transportation) guidance document 'Providing for Journeys on Foot' (published 2000) suggests an acceptable walking distance of 1km for commuting purposes and a preferred maximum walking distance of 2km.
- 3.6 Paragraph 4.4.1 of Manual for Streets (MfS) states that walkable neighbourhoods are typically characterised as having a range of facilities within a 10 minute walking distance (around 800m). However, it states that this is not an upper limit, and that walking offers the greatest potential to replace short car trips, particularly those under 2km.
- 3.7 This guidance is supported by the Department for Transport (DfT) National Travel Survey (NTS) which found that over the past five years 80% (2019), 82% (2020), 82% (2021), 83% (2022) and 81% (2023) of trips under a mile (1.6km) are undertaken on foot (NTS0308). It should be noted that the NTS for 2020 which was undertaken during the COVID-19 pandemic had less than half the response rate and experienced substantial missing data, the highway conditions could not be classed as 'normal' which is likely to have impacted on how people travel. However, the 2020 NTS journeys on foot under a mile is validated by the 2021 – 2023 NTS.
- 3.8 The quality of the pedestrian facilities in the vicinity of the site mean that walking will be a viable mode for future employees of the site either as the primary mode between home and work or as part of a multi modal journey involving a train or a bus journey.

- 3.9 The Local Transport Note (LTN) 1/20: Cycle Infrastructure Design, produced by the DfT, states the following at paragraph 2.2.2:

'Two out of every three personal trips are less than five miles in length – an achievable distance to cycle for most people.'

- 3.10 It is therefore considered, and substantiated by DfT findings, that facilities, amenities and residential areas within five miles, or 8km, of the application site are considered within acceptable cycling distance.

Existing Infrastructure

- 3.11 The existing site benefits from a good level of permeability to the surrounding pedestrian footway network, with various well illuminated footways linking Royston Leisure Centre with the A10 and footpaths connecting it to other residential areas.
- 3.12 The existing site access roundabout with Fieldfare Way benefits from a good network of footways with dropped kerbs and tactile paving provided at all crossing points. Fieldfare Way also benefits from a having a shared footway / cycleway on the southern side of the carriageway. Cycle route signage is also provided on Fieldfare Way and Woodcock Road to inform cyclists of the route to the Leisure Centre. This signage also directs cyclists to the Town Centre and Railway Station.
- 3.13 At the A10 / Fieldfare Way roundabout, there are uncontrolled pedestrian crossings across all arms of the junction, with dropped kerbs and tactile paving provided
- 3.1 All of Royston is located within a 20 minute cycle to the site, therefore it is anticipated that both employees and visitors will be able to cycle to and from the application site.

Public Transport

Bus

- 3.2 The closest bus stop to the site is on Fieldfare Way and is approximately 400m north of the site. The bus stop is a pole only but does provide timetable information. The bus stop is located on the southern side of Fieldfare Way, with buses operating on a loop from the A10. The bus stop is served by Route 24 which is operated privately by Richmond's Coaches and only operates on Mondays and Wednesdays and has 2 services throughout the day: 11:00 and 13:00
- 3.3 The closest bus stops with more frequent services are the Green Street bus stops on the A10 which are located 750m from the site. Both the southbound and northbound stops provide a shelter along with seating and timetable information. These bus stops are served by Route 26 which operates between Cambridge and Royston. Between Monday to Friday northbound services start at 06:47 and are approximately every two hours, with the last bus being at 16:50 and on Saturdays services begin at 06:55 and finish at 16:50. The first Southbound service Monday-Friday is at 09:11 and the last one at 19:18 and on Saturday the first service is at 10:02 and the last at 19:20. Southbound services also operate on an approximately two hourly frequency.



Train Services

- 3.4 The closest railway station to the site is Royston railway station which is approximately 1.5km to the west of site. Off peak there is typically 1 train per hour to London Kings Cross, 2 per hour to Brighton – via London and 3 per hour to Cambridge. In peak times the frequency of trains to London Kings cross is increased to 2 per hour. On Sundays the services to Brighton are decreased to 1 per hour.

Summary

- 3.5 The application site is sustainably located with accessibility to a wide range of local services and amenities to promote linked trips, supported by local public transport services. There is also a significant local population within walking and cycling distance of the site. Visitors and staff have a range of sustainable travel options to access the site.

4 Development Proposals

- 4.1 Planning permission is sought for the decarbonisation of Royston Leisure Centre. The proposals include installation of solar panels and installation of external rendering. A small extension is also proposed to the existing building to create additional floor space for the leisure centre.
- 4.2 The existing Leisure Centre currently has a GEA of 2,993m² and the facilities provided include a swimming pool, gym and fitness suite. The extension of the leisure centre will result in the creation of new multipurpose studio with storage space and additional gym floorspace. The proposed extension will provide an additional 300m² of floorspace.
- 4.3 As a result of the proposed extension, the existing cycle parking at the site will be relocated and additional cycle parking provided as a result of the uplift in floorspace. In addition, new secure, covered cycle parking will be provided at the rear of the site for staff use. No changes are proposed to the existing access and car parking arrangements at the site.
- 4.4 The proposed site layout plan is provided at **Appendix A**.

Access Strategy

Vehicles

- 4.5 Vehicular access to the application site will continue to be provided via the existing barrier controlled access from Woodstock Road.
- 4.6 Woodstock Road already serves the leisure centre, and the design and layout of the road is considered appropriate for the speed limit and operates satisfactorily with no immediate road safety concerns on Woodstock Road as confirmed on the review of the CrashMap data. As the number of trips to and from the site is not expected to increase significantly as a result of the proposed development, it is considered that the existing access arrangements will continue to operate satisfactorily to accommodate the development.

Pedestrians & Cyclists

- 4.7 Pedestrians are able to access the leisure centre via Woodcock Road where there are footways on both sides of the access road together with a number of uncontrolled crossing points. The footways leading to the site are generally flat and there are traffic calming measures present along the road in the form of raised tables at junctions that assist pedestrian crossing movements and reduce vehicle speeds. Cycle access is also provided via Woodcock Road.
- 4.8 Cycle facilities are provided on Fieldfare Way and the A10 that allow cyclists to travel off-carriageway. Signage is provided for cyclists to highlight the route to the Leisure Centre. All of Royston is considered to be within cycling distance of the site.

Car Parking

- 4.9 As detailed in Section 2, Royston Leisure Centre benefits from a total of 144 car parking spaces, inclusive of 10 disabled spaces and 6 parent and child spaces. No changes to the

existing car parking provision are proposed as part of the planning application. A drop-off / pick-up layby is also provided to the front of the building.

- 4.10 A parking accumulation assessment has been undertaken to establish current usage and determine if there is sufficient spare capacity within the existing leisure centre car park to accommodate the small additional floorspace proposed. The results of the parking survey are set out in **Section 6** of this report.

Cycle Parking

- 4.11 There are currently 30 Sheffield stands adjacent to the main entrance of the building that provide 60 cycle parking spaces. In addition, a further 12 cycle parking spaces are provided in a covered two-tier cycle shelter further to the west of the main entrance. There is currently no secure cycle parking for staff.
- 4.12 As set out above, the proposed extension to the existing building will require relocation of this existing cycle parking. It is proposed to re-provide the existing number of spaces in a new location to the west of the building.
- 4.13 An additional six Sheffield stands (equating to 12 cycle parking spaces) are also proposed in response to the uplift of floorspace generated by the proposed extension (300sqm). This provision is based on NHDC parking standards which require provision of 1 space per 25sqm GFA for short stay (visitor use) plus 1 space per 10 f/t staff and therefore requires the development to provide an addition 12 short stay cycle parking spaces. As such, a total of 84 cycle parking spaces will be provided at the site.
- 4.14 Whilst the proposed extension will not generate any additional full-time staff, it is proposed to provide secure, covered cycle parking for staff, in the form of a secure shelter for 10 cycles at the rear of the site adjacent to the staff entrance – this would form part of the overall cycle parking provision with the remaining 74 spaces provided to the west of the building. This would represent a significant benefit of the proposals by further encouraging travel by bicycle as they will have access to secure cycle parking facilities which they do not a present.

Summary

- 4.15 In summary, the access arrangements will be retained as per the existing arrangements and are considered to be safe and suitable to serve the application site. The internal layout is suitable to accommodate vehicles associated with the development. Therefore the car parking area will remain in its current form with no changes to the layout or number of spaces proposed.
- 4.16 Short stay cycle parking is to be relocated to the west of the building close to its current location. Additional short stay cycle parking will be provided to meet NHDC parking standards for the proposed extension. In addition, secure, covered long stay cycle parking will be provided for staff. This represents a significant benefit of the scheme that would encourage greater staff travel by sustainable travel.
- 4.17 It is considered that the site will continue to operate in a safe and suitable manner with adequate car and cycle parking for all users.

5 Forecast Trip Attraction & Traffic Impact Assessment

- 5.1 This section considers the trip attraction associated with the existing site along with the proposed extension of the site. This is based on a traffic and parking survey which was undertaken by Paul Castle Associates Ltd on Thursday 7th November between 15:00 – 20:00 and Saturday 9th November between 07:00-19:00. The full traffic survey results are provided at **Appendix B**.
- 5.2 This traffic survey provides an overview as to how the proposed extension of the leisure centre could potentially impact the local highway network.
- 5.3 The traffic survey concluded that on Thursday, the peak hour was 17:00-18:00 and on Saturday the peak was 10:00-11:00.

Existing Use

- 5.4 As detailed in **Section 4**, the planning application includes a small extension to the existing building. This will increase the floor area of the building by 300sqm from 2,993sqm to 3,293sqm.
- 5.5 A summary of the current vehicle trips which occur at the site during peak hours and the resulting trip rates calculated based on the existing floor area is shown below at **Table 5.1**

Time Period	Trip Rate per 100sq.m			Trip Attraction –Leisure Centre (2993sqm ²)		
	Arr.	Dep.	Total	Arr.	Dep.	Total
Thursday peak (17:00-18:00)	3.27	3.31	6.58	98	99	196
Saturday peak (10:00-11:00)	3.24	3.68	6.92	97	110	207

Table 5.1 Trip Rates and Trip Attraction – Existing Use

- 5.6 Based on the trip rates calculated above, the forecast trips from the proposed extension of the building are set out in **Table 5.2**.

Time Period	Trip Attraction –Leisure Centre (300sqm ²)		
	Arr.	Dep.	Total
Thursday peak (17:00-18:00)	10	10	20
Saturday peak (10:00-11:00)	10	11	21

Table 5.2 Forecast Trip Attraction – Proposed Extension

- 5.7 Table 5.2 indicates that the proposed extension of the site could potentially attract 20 two-way vehicle movements at the site during the Thursday peak hour and 21 trips during the Saturday peak hour. When averaged across these hourly periods, this would equate to one additional vehicle movement every three minutes during these peak periods. This level of

additional traffic would have no adverse impact on the operation of the local highway network.

- 5.8 **Table 5.3** summarises the total number of trips which can be expected at the site during peak periods with the proposed extension in place.

Time Period	Existing Trips			Forecast Additional Trips			Total Trips		
	Arr.	Dep.	Total	Arr.	Dep.	Total	Arr.	Dep.	Total
Thursday peak (17:00-18:00)	98	99	196	10	10	20	108	109	216
Saturday peak (10:00-11:00)	97	110	207	10	11	21	107	121	228

Table 5.3: Forecast Total Trips at Site Following Extension

- 5.9 Table 5.3 demonstrates that there will be a total of 216 two-way vehicle movements at the site during the Thursday peak hour and 228 trips during the Saturday peak hour. As set out above, the additional trips as a result of the proposed extension will result in no adverse impact on the highway network.

Summary

- 5.10 In view of the potential trip attraction at the application site, it is predicted that the development proposals would not have a detrimental traffic impact on the surrounding highway network. This is the case during the busiest hour on a weekday and a Saturday.

6 Assessment of Parking Provision

- 6.1 This section considers the number of parking spaces which would be required to meet the anticipated parking demands arising from the proposed extension of Royston Leisure Centre without resulting in any potential parking overspill onto the local highway network.
- 6.2 As detailed previously, Royston Leisure Centre has a private car park with barrier-controlled entry and exit. The car park consists of:
- a) 128 standard spaces
 - b) 10 disabled spaces
 - c) 6 parent and child spaces.
- 6.3 A parking accumulation calculation has been undertaken based on the existing use together with the forecast trip attraction for the proposed extension as set out in the previous section.

Car Parking Survey

- 6.4 The survey of the existing car parking usage was undertaken on Thursday 7th November between 15:00-21:00 and on Saturday 9th November between 7:00 – 21:00.
- 6.5 The full results of the parking survey are presented in **Appendix B** and a summary is provided below in **Table 6.1** for a summary of Thursday and **Table 6.2** for a summary of Sunday.

Car Park Zone	Parking Capacity	Level of Occupancy					
		16:00	17:00	18:00	19:00	20:00	21:00
Total	144	62	104	103	91	77	54
Parking Stress %	-	43%	72%	72%	63%	53%	38%

Table 6.1: Summary of Thursday Parking Survey

Car Park Zone	Level of Occupancy											
	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00
Total	34	74	108	95	61	32	36	25	9	18	8	10
Parking Stress %	24%	51%	75%	66%	42%	22%	25%	17%	6%	13%	6%	7%

Table 6.2: Summary of Saturday Parking Survey

- 6.6 The tables above indicates that the car park was operating well within its capacity on both survey days, with a maximum occupancy of 72% on Thursday at 17:00 and 18:00 and with a maximum occupancy of 75% on Saturday at 10:00.

Forecast Car Parking Demand

- 6.7 To establish if the current car parking provision would be able to accommodate the additional vehicle movements generated by the proposed extension of the leisure centre, a parking accumulation calculation has been undertaken.

- 6.8 The net increase in vehicle trips from the proposed extension has been added to the observed demand recorded within the survey to confirm whether or not the current car park can accommodate the proposed extension.
- 6.9 The full results of the parking accumulation assessment are provided in **Appendix C**, while a summary of the assessment is presented below in **Table 6.3 – Thursday** and **Table 6.4 – Saturday**.

Time Period	Observed Parking Demand	Net Accumulation	Total Parking Demand	Parking Stress %
15:00-16:00	62	4	66	46%
16:00-17:00	104	7	111	77%
17:00-18:00	103	7	110	76%
18:00-19:00	91	6	97	67%
19:00-20:00	77	4	81	56%
20:00-21:00	54	2	56	39%

Table 6.3: Thursday Parking Accumulation and Forecast Parking Stress

Time Period	Observed Parking Demand	Net Accumulation	Total Parking Demand	Parking Stress %
07:00-08:00	34	3	37	26%
08:00-09:00	74	6	80	56%
09:00-10:00	108	9	117	81%
10:00-11:00	95	8	103	72%
11:00-12:00	61	6	67	47%
12:00-13:00	32	4	36	25%
13:00-14:00	36	3	39	27%
14:00-15:00	25	2	27	19%
15:00-16:00	9	0	9	6%
16:00-17:00	18	1	19	13%
17:00-18:00	8	1	9	6%
18:00-19:00	10	0	10	7%

Table 6.4: Saturday Parking Accumulation and Forecast Parking Stress

- 6.10 **Table 6.3** highlights that on a Thursday, the maximum increase in demand due to the proposed extension of the leisure centre will be between 16:00-17:00 when the total demand for parking spaces will reach 1113, which will equate to 77% capacity of the car park.



- 6.11 **Table 6.4** indicates that on a Saturday, the maximum increase in demand following the proposed extension will be between 09:00-10:00 where the total demand for parking is expected to reach 117, which equates to 81% of the total car park capacity.
- 6.12 Both tables suggest that the forecast additional trips will be satisfactorily accommodated by the existing parking provision. With a maximum occupancy of 117 (81%) this would still leave 27 spare spaces.

Summary

- 6.13 In summary, the forecast parking demand is comfortably within the 144 space capacity of the car park and therefore is considered appropriate to serve the development proposal without resulting in any operational issues within the car park or overspill parking on the local highway network or nearby residential areas.

7 Summary and Conclusions

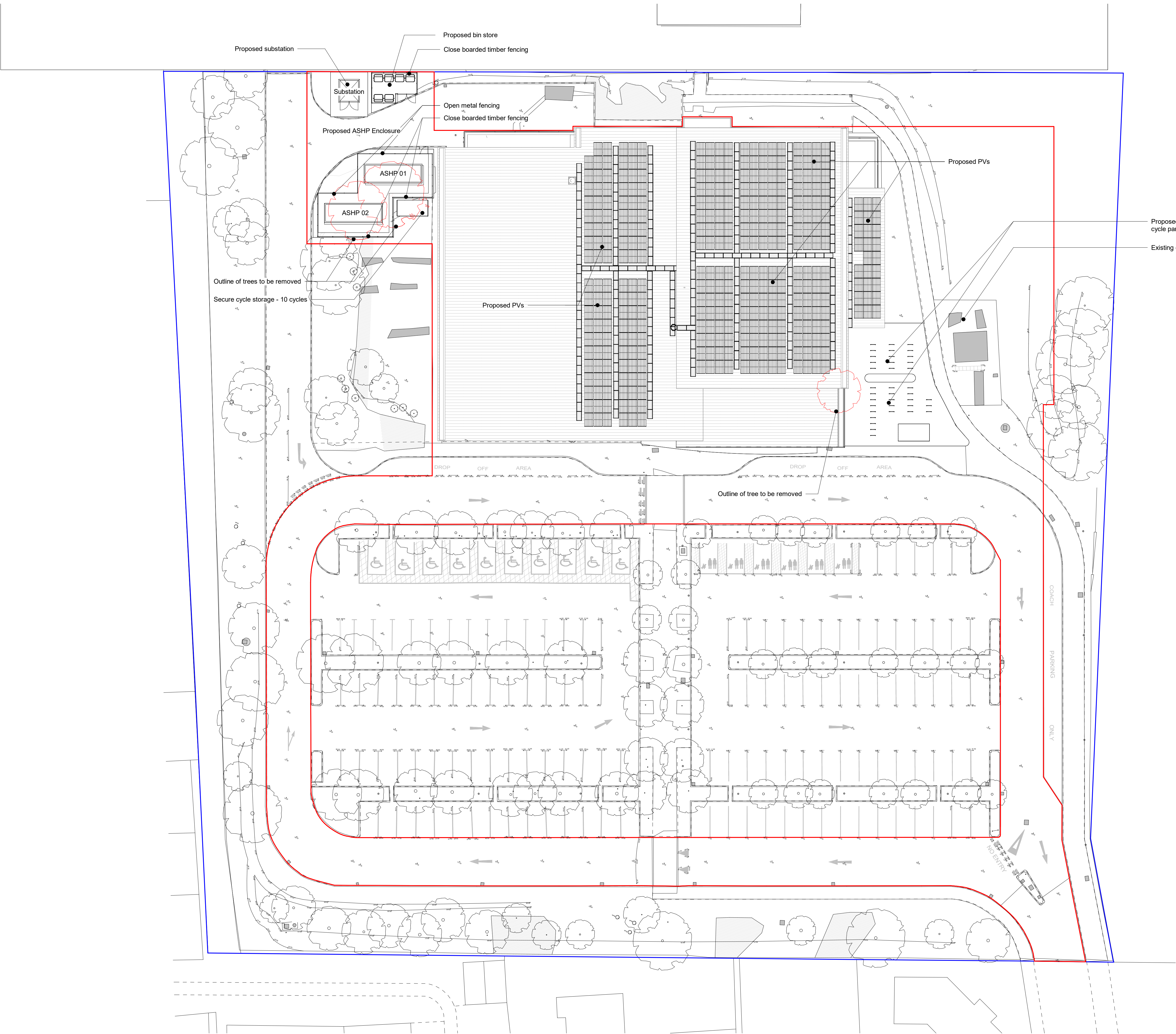
Summary

- 7.1 Rappor Consultants Ltd. (Rappor) has been instructed by Willmott Dixon Construction Limited to prepare a Transport Statement (TS) in support of a planning application planning application for the decarbonisation of Royston Leisure Centre. The proposals include installation of solar panels and installation of external rendering. As small extension is also proposed to the existing building to create additional floor space for the leisure centre.
- 7.2 The existing Leisure Centre current has a GEA of 2,993m² and the facilities provided include a swimming pool, gym and fitness suite. The extension of the site to provide the extending the fitness suite will also include the addition of a new multipurpose studio and additional gym space. The proposed extension will provide an additional 300m² of floorspace.
- 7.3 This TS has demonstrated the following:
- a) The site is sustainably located and accessible to a range of services and amenities in addition to public transport, cycle and pedestrian linkages;
 - b) Access to the site will be retained via the existing access arrangements. The access is currently operating without any issues and is considered safe and suitable to serve all users of the future development;
 - c) The existing short stay cycle parking will be relocated to the west of the building and additional cycle parking is proposed in accordance with relevant policy standards. Secure, covered long-stay cycle parking will also be provided for staff and represents a benefit associated with the proposed development.
 - d) The net trip impact indicates that the development will result in only a minor increase in vehicle trips at the site such that there will be no adverse impact on the local road network and;
 - e) The results of the parking accumulation assessment demonstrates that the proposed car park is suitable to serve the development and will not result in any operational issues within the car park or overspill onto the adjacent highway/residential area.

Conclusions

- 7.4 In conclusion, the proposed extension of Royston Leisure Centre will have no adverse impact on the operation of the local highway network , the existing car parking is suitable to serve the proposed development and adequate cycle parking will be provided. The new proposed long-stay parking represents a planning benefit that would encourage greater travel by bicycle for staff at the site.
- 7.5 There are no highways and transportation reasons that should preclude the Local Planning Authority from approving this planning application.

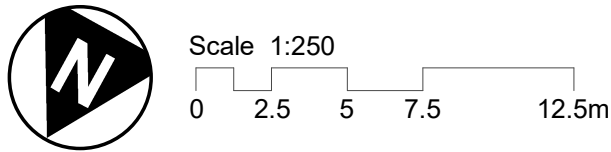
Appendix A – Site Layout Plan



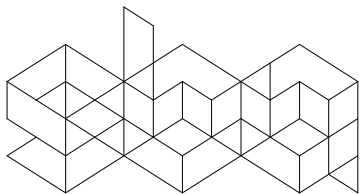
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| 4 | This drawing and related specifications are for use only in the stated location. |
| 5 | This drawing is to be read in conjunction with all other Consultants drawings and specifications. |
| 6 | Drainage has not been surveyed and any/all pipe locations and below ground drainage runs are indicative. |
| 7 | It is assumed that all works will be carried out by a competent contractor who will be working, where appropriate, to an approved method statement. |

Legend

- Site Development Boundary
- Site Ownership Boundary



P07	Revised substation location	27.03.25	MM	CSM
P06	Planning Issue	07.03.25	KP	CSM
P05	Stage 4 Issue	17.01.25	KP	CSM
P04	Draft Planning Issue	27.11.24	KP	CSM
P03	Site Development Boundary & BNG area added	21.11.24	KP	CSM
P02	Stage 3 Issue	01.11.24	KP	CSM
P01	First Issue	16.10.24	KP	CSM
No.	Revision	Date	CHK	Auth



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NHDC DECARBONISATION

SBA Project Code	Drawn	CSM	Date	27/09/24
2090	Checked	KP		

Client
Willmott Dixon

Job
Royston Leisure Centre

Drawing
Proposed Site Plan

Scale	Revision
1 : 250 @A1	P07
project	originator zone level type role number
RLC-SBA-XX-XX-DR-A-00503	

Appendix B – Parking Survey

Royston Leisure Centre CP - Thursday 7th November 2024
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		Inbound			Outbound			
Day	Time	Car	Other	TOTAL	Car	Other	TOTAL	
Thursday 7th November 2024	1500 - 1515	13	0	13	13	0	13	
	1515 - 1530	6	0	6	12	0	12	
	1530 - 1545	10	0	10	9	0	9	
	1545 - 1600	35	0	35	2	0	2	
	Hourly Total	64	0	64	36	0	36	
	1600 - 1615	23	0	23	7	0	7	
	1615 - 1630	14	0	14	6	0	6	
	1630 - 1645	8	0	8	10	0	10	
	1645 - 1700	35	0	35	15	0	15	
	Hourly Total	80	0	80	38	0	38	
	1700 - 1715	22	0	22	45	0	45	
	1715 - 1730	12	0	12	13	0	13	
	1730 - 1745	19	0	19	22	0	22	
	1745 - 1800	45	0	45	19	0	19	
	Hourly Total	98	0	98	99	0	99	
	1800 - 1815	7	0	7	36	0	36	
	1815 - 1830	17	0	17	11	0	11	
	1830 - 1845	10	0	10	10	0	10	
	1845 - 1900	32	0	32	21	0	21	
	Hourly Total	66	0	66	78	0	78	
	1900 - 1915	12	0	12	28	0	28	
	1915 - 1930	9	0	9	20	0	20	
	1930 - 1945	9	0	9	12	0	12	
	1945 - 2000	24	0	24	8	0	8	
	Hourly Total	54	0	54	68	0	68	
	2000 - 2015	7	0	7	20	0	20	
	2015 - 2030	4	0	4	13	0	13	
	2030 - 2045	3	0	3	4	0	4	
	2045 - 2100	3	0	3	3	0	3	
	Hourly Total	17	0	17	40	0	40	
	TOTALS	Car 379	Other 0	TOTAL 379	Car 359	Other 0	TOTAL 359	

Start	Spaces
34	144

Accum	TIME
34	1515
28	1530
29	1545
62	1600
78	1615
86	1630
84	1645
104	1700
81	1715
80	1730
77	1745
103	1800
74	1815
80	1830
80	1845
91	1900
75	1915
64	1930
61	1945
77	2000
64	2015
55	2030
54	2045
54	2100



PLEASE NOTE LEISURE CENTRE IS OPEN 0600 - 2200

128 Standard Spaces

10 Disabled Spaces

6 Parent & Child Spaces

Royston Leisure Centre CP - Saturday 9th November 2024



Day	Time	Inbound			Outbound		
		Car	Other	TOTAL	Car	Other	TOTAL
Saturday 9th November 2024	0700 - 0715	5	0	5	0	0	0
	0715 - 0730	2	0	2	0	0	0
	0730 - 0745	8	0	8	3	0	3
	0745 - 0800	23	0	23	7	0	7
	Hourly Total	38	0	38	10	0	10
	0800 - 0815	15	0	15	7	0	7
	0815 - 0830	24	0	24	8	0	8
	0830 - 0845	9	0	9	6	0	6
	0845 - 0900	31	0	31	18	0	18
	Hourly Total	79	0	79	39	0	39
	0900 - 0915	43	0	43	23	0	23
	0915 - 0930	21	0	21	19	0	19
	0930 - 0945	8	0	8	10	0	10
	0945 - 1000	32	0	32	18	0	18
	Hourly Total	104	0	104	70	0	70
	1000 - 1015	22	0	22	38	0	38
	1015 - 1030	48	0	48	30	0	30
	1030 - 1045	10	0	10	21	0	21
	1045 - 1100	17	0	17	21	0	21
	Hourly Total	97	0	97	110	0	110
	1100 - 1115	8	0	8	23	0	23
	1115 - 1130	17	0	17	13	0	13
	1130 - 1145	6	0	6	19	0	19
	1145 - 1200	20	0	20	30	0	30
	Hourly Total	51	0	51	85	0	85
	1200 - 1215	7	0	7	25	0	25
	1215 - 1230	7	0	7	13	0	13
	1230 - 1245	6	0	6	12	0	12
	1245 - 1300	6	0	6	5	0	5
	Hourly Total	26	0	26	55	0	55
	1300 - 1315	10	0	10	14	0	14
	1315 - 1330	15	0	15	11	0	11
	1330 - 1345	7	0	7	4	0	4
	1345 - 1400	7	0	7	6	0	6
	Hourly Total	39	0	39	35	0	35
	1400 - 1415	5	0	5	7	0	7
	1415 - 1430	5	0	5	8	0	8
	1430 - 1445	1	0	1	7	0	7
	1445 - 1500	5	0	5	5	0	5
	Hourly Total	16	0	16	27	0	27
	1500 - 1515	3	0	3	2	0	2
	1515 - 1530	2	0	2	6	0	6
	1530 - 1545	3	0	3	13	0	13
	1545 - 1600	5	0	5	8	0	8
	Hourly Total	13	0	13	29	0	29
	1600 - 1615	10	0	10	5	0	5
	1615 - 1630	9	0	9	4	0	4
	1630 - 1645	7	0	7	3	0	3
	1645 - 1700	3	0	3	8	0	8
	Hourly Total	29	0	29	20	0	20
	1700 - 1715	1	0	1	8	0	8
	1715 - 1730	2	0	2	6	0	6
	1730 - 1745	0	0	0	3	0	3
	1745 - 1800	7	0	7	3	0	3
	Hourly Total	10	0	10	20	0	20
	1800 - 1815	11	0	11	5	0	5
	1815 - 1830	11	0	11	11	0	11
	1830 - 1845	3	0	3	7	0	7
	1845 - 1900	1	0	1	1	0	1
	Hourly Total	26	0	26	24	0	24
TOTALS		Inbound			Outbound		
		Car	Other	TOTAL	Car	Other	TOTAL
		528	0	528	524	0	524

Start	Spaces
6	144

Accum	TIME
11	715
13	730
18	745
34	800
42	815
58	830
61	845
74	900
94	915
96	930
94	945
108	1000
92	1015
110	1030
99	1045
95	1100
80	1115
84	1130
71	1145
61	1200
43	1215
37	1230
31	1245
32	1300
28	1315
32	1330
35	1345
36	1400
34	1415
31	1430
25	1445
25	1500
26	1515
22	1530
12	1545
9	1600
14	1615
19	1630
23	1645
18	1700
11	1715
7	1730
4	1745
8	1800
14	1815
14	1830
10	1845
10	1900



PLEASE NOTE LEISURE CENTRE OPEN 0700 - 1800

- 128 Standard Spaces
- 10 Disabled Spaces
- 6 Parent & Child Spaces

Appendix C – Parking Accumulation Calculation

Royston Leisure Centre CP - Thursday 7th November 2024

Existing Floor area		2993							
Proposed floor area		300							
		Trips		Trip rates		Proposed Trips		Total Trips	
Day	Time	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Thursday 7th November 2024	1500 - 1515	13	13	0.43	0.43	1	1	14	14
	1515 - 1530	6	12	0.20	0.40	1	1	7	13
	1530 - 1545	10	9	0.33	0.30	1	1	11	10
	1545 - 1600	35	2	1.17	0.07	4	0	39	2
	Hourly Total	64	36	2.14	1.20	6	4	70	40
	1600 - 1615	23	7	0.77	0.23	2	1	25	8
	1615 - 1630	14	6	0.47	0.20	1	1	15	7
	1630 - 1645	8	10	0.27	0.33	1	1	9	11
	1645 - 1700	35	15	1.17	0.50	4	2	39	17
	Hourly Total	80	38	2.67	1.27	8	4	88	42
	1700 - 1715	22	45	0.74	1.50	2	5	24	50
	1715 - 1730	12	13	0.40	0.43	1	1	13	14
	1730 - 1745	19	22	0.63	0.74	2	2	21	24
	1745 - 1800	45	19	1.50	0.63	5	2	50	21
	Hourly Total	98	99	3.27	3.31	10	10	108	109
	1800 - 1815	7	36	0.23	1.20	1	4	8	40
	1815 - 1830	17	11	0.57	0.37	2	1	19	12
	1830 - 1845	10	10	0.33	0.33	1	1	11	11
	1845 - 1900	32	21	1.07	0.70	3	2	35	23
	Hourly Total	66	78	2.21	2.61	7	8	73	86
	1900 - 1915	12	28	0.40	0.94	1	3	13	31
	1915 - 1930	9	20	0.30	0.67	1	2	10	22
	1930 - 1945	9	12	0.30	0.40	1	1	10	13
	1945 - 2000	24	8	0.80	0.27	2	1	26	9
	Hourly Total	54	68	1.80	2.27	5	7	59	75
	2000 - 2015	7	20	0.23	0.67	1	2	8	22
	2015 - 2030	4	13	0.13	0.43	0	1	4	14
	2030 - 2045	3	4	0.10	0.13	0	0	3	4
	2045 - 2100	3	3	0.10	0.10	0	0	3	3
	Hourly Total	17	40	0.57	1.34	2	4	19	44

Start	Spaces
34	144

Proposed Accumulation						
Existing Accumulation	%	Arrivals	Departures	Accum	Total Accumulation	%
34	24%	1	1	0	34	24%
28	19%	1	1	0	28	19%
29	20%	1	1	0	29	20%
62	43%	4	0	4	66	46%
		6	4			
78	54%	2	1	5	83	58%
86	60%	1	1	5	91	63%
84	58%	1	1	5	89	62%
104	72%	4	2	7	111	77%
		8	4			
81	56%	2	5	4	85	59%
80	56%	1	1	4	84	58%
77	53%	2	2	4	81	56%
103	72%	5	2	7	110	76%
		10	10			
74	51%	1	4	4	78	54%
80	56%	2	1	5	85	59%
80	56%	1	1	5	85	59%
91	63%	3	2	6	97	67%
		7	8			
75	52%	1	3	4	79	55%
64	44%	1	2	3	67	47%
61	42%	1	1	3	64	44%
77	53%	2	1	4	81	56%
		5	7			
64	44%	1	2	3	67	47%
55	38%	0	1	2	57	40%
54	38%	0	0	2	56	39%
54	38%	0	0	2	56	39%
		2	4			

Royston Leisure Centre CP - Saturday 9th November 2024

g Floor area 2993
posed floor a 300

Start	Spaces
6	144

Day	Time	Trips		Trip rates		Proposed Trips		Total Trips	
		Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Saturday 9th November 2024	0700 - 0715	5	0	0.17	0.00	1	0	6	0
	0715 - 0730	2	0	0.07	0.00	0	0	2	0
	0730 - 0745	8	3	0.27	0.10	1	0	9	3
	0745 - 0800	23	7	0.77	0.23	2	1	25	8
	Hourly Total	38	10	1.27	0.33	4	1	42	11
	0800 - 0815	15	7	0.50	0.23	2	1	17	8
	0815 - 0830	24	8	0.80	0.27	2	1	26	9
	0830 - 0845	9	6	0.30	0.20	1	1	10	7
	0845 - 0900	31	18	1.04	0.60	3	2	34	20
	Hourly Total	79	39	2.64	1.30	8	4	87	43
	0900 - 0915	43	23	1.44	0.77	4	2	47	25
	0915 - 0930	21	19	0.70	0.63	2	2	23	21
	0930 - 0945	8	10	0.27	0.33	1	1	9	11
	0945 - 1000	32	18	1.07	0.60	3	2	35	20
	Hourly Total	104	70	3.47	2.34	10	7	114	77
	1000 - 1015	22	38	0.74	1.27	2	4	24	42
	1015 - 1030	48	30	1.60	1.00	5	3	53	33
	1030 - 1045	10	21	0.33	0.70	1	2	11	23
	1045 - 1100	17	21	0.57	0.70	2	2	19	23
	Hourly Total	97	110	3.24	3.68	10	11	107	121
	1100 - 1115	8	23	0.27	0.77	1	2	9	25
	1115 - 1130	17	13	0.57	0.43	2	1	19	14
	1130 - 1145	6	19	0.20	0.63	1	2	7	21
	1145 - 1200	20	30	0.67	1.00	2	3	22	33
	Hourly Total	51	85	1.70	2.84	5	9	56	94
	1200 - 1215	7	25	0.23	0.84	1	3	8	28
	1215 - 1230	7	13	0.23	0.43	1	1	8	14
	1230 - 1245	6	12	0.20	0.40	1	1	7	13
	1245 - 1300	6	5	0.20	0.17	1	1	7	6
	Hourly Total	26	55	0.87	1.84	3	6	29	61
	1300 - 1315	10	14	0.33	0.47	1	1	11	15
	1315 - 1330	15	11	0.50	0.37	2	1	17	12
	1330 - 1345	7	4	0.23	0.13	1	0	8	4
	1345 - 1400	7	6	0.23	0.20	1	1	8	7
	Hourly Total	39	35	1.30	1.17	4	4	43	39
	1400 - 1415	5	7	0.17	0.23	1	1	6	8
	1415 - 1430	5	8	0.17	0.27	1	1	6	9
	1430 - 1445	1	7	0.03	0.23	0	1	1	8
	1445 - 1500	5	5	0.17	0.17	1	1	6	6
	Hourly Total	16	27	0.53	0.90	2	3	18	30
	1500 - 1515	3	2	0.10	0.07	0	0	3	2
	1515 - 1530	2	6	0.07	0.20	0	1	2	7
	1530 - 1545	3	13	0.10	0.43	0	1	3	14
	1545 - 1600	5	8	0.17	0.27	1	1	6	9
	Hourly Total	13	29	0.43	0.97	1	3	14	32
	1600 - 1615	10	5	0.33	0.17	1	1	11	6
	1615 - 1630	9	4	0.30	0.13	1	0	10	4
	1630 - 1645	7	3	0.23	0.10	1	0	8	3
	1645 - 1700	3	8	0.10	0.27	0	1	3	9
	Hourly Total	29	20	0.97	0.67	3	2	32	22
	1700 - 1715	1	8	0.03	0.27	0	1	1	9
	1715 - 1730	2	6	0.07	0.20	0	1	2	7
	1730 - 1745	0	3	0.00	0.10	0	0	0	3
	1745 - 1800	7	3	0.23	0.10	1	0	8	3
	Hourly Total	10	20	0.33	0.67	1	2	11	22
	1800 - 1815	11	5	0.37	0.17	1	1	12	6
	1815 - 1830	11	11	0.37	0.37	1	1	12	12
	1830 - 1845	3	7	0.10	0.23	0	1	3	8
	1845 - 1900	1	1	0.03	0.03	0	0	1	1
	Hourly Total	26	24	0.87	0.80	3	2	29	26

Existing Accumulation	%	Arrivals	Departures	Accum
11	8%	1	0	1
13	9%	0	0	1
18	13%	1	0	2
34	24%	2	1	3
42	29%	2	1	4
58	40%	2	1	5
61	42%	1	1	5
74	51%	3	2	6
94	65%	4	2	8
96	67%	2	2	8
94	65%	1	1	8
108	75%	3	2	9
92	64%	2	4	7
110	76%	5	3	9
99	69%	1	2	8
95	66%	2	2	8
80	56%	1	2	7
84	58%	2	1	8
71	49%	1	2	7
61	42%	2	3	6
43	30%	1	3	4
37	26%	1	1	4
31	22%	1	1	4
32	22%	1	1	4
28	19%	1	1	1
32	22%	2	1	2
35	24%	1	0	3
36	25%	1	1	3
34	24%	1	1	3
31	22%	1	1	3
25	17%	0	1	2
25	17%	1	1	2
26	18%	0	0	2
22	15%	0	1	1
12	8%	0	1	0
9	6%	1	1	0
14	10%	1	1	0
19	13%	1	0	1
23	16%	1	0	2
18	13%	0	1	1
11	8%	0	1	0
7	5%	0	1	0
4	3%	0	0	0
8	6%	1	0	1
14	10%	1	1	1
10	7%	0	1	0
10	7%	0	0	0
10	7%	3	2	

Total Accumulation	%
12	8%
14	10%
20	14%
37	26%
46	32%
63	44%
66	46%
80	56%
102	71%
104	72%
102	71%
117	81%
99	69%
119	83%
107	74%
103	72%
87	60%
92	64%
78	54%
67	47%
47	33%
41	28%
35	24%
36	25%
29	20%
34	24%
38	26%
39	27%
37	26%
34	24%
27	19%
27	19%
28	19%
23	16%
12	8%
9	6%
14	10%
20	14%
25	17%
19	13%
11	8%
7	5%
4	3%
9	6%
15	10%
15	10%
10	7%
10	7%
10	

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