

RESIDENTIAL TRAVEL PLAN

Land North of Newmarket Road, Royston, Hertfordshire

PROJECT REF: 65210480

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EC2M 7LS

FINAL

Prepared for: Vistry Homes

15 November 2024

Status / Revisions

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1. Introduction

- 1.1.1. Sweco UK has been appointed by Vistry Homes to prepare this Residential Travel Plan for Land North of Newmarket Road in Royston, Hertfordshire. The site location is shown below in **Figure 1.1**.

Figure 1.1 – Site Location



An interim residential travel plan was produced by MLM Group in 2017 for this development. Reference may be made to the interim travel plan and updates on the previous presented content are featured within this full travel plan.

- 1.1.2. The development was granted conditional planning consent by North Hertfordshire District Council on 7th December 2016 (planning application ref: 14/02485/1). Condition 10 associated with that consent relates to the Travel Plan for the site and Part A of the condition has been

previously discharged. This Travel Plan has been prepared to discharge Part B of condition 10 of the planning consent which is set out below.

A) *Prior to the commencement of the construction of the first dwelling hereby permitted an Interim Travel Plan shall be submitted and approved in writing by the Local Planning Authority in consultation with the Highway Authority, the Travel Plan shall accord with Hertfordshire County Council document 'Hertfordshire's Travel Plan Guidance for Business and Residential Development'*

B) *No part of the development hereby permitted shall be occupied prior to implementation of the Interim Travel Plan referred to in Part A of this condition above. Within 6 months of first occupation a Full Travel Plan based on the Interim Travel Plan referred to in Part A of this condition shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. The approved Full Travel Plan shall be implemented in accordance with the timetable and targets contained therein and shall continue to be implemented as long as any part of the development is occupied subject to approved modifications agreed by the Local Planning Authority in consultation with the Highway Authority as part of the annual review.*

1.1.3. The Travel Plan identifies methods and measures that will be implemented to influence travel behaviour, with the objective to reduce single occupancy car trips and promote sustainable transport modes. It has been developed in accordance with the Department for Transport's 'Good Practice Guidelines: Delivering Travel Plans through the Planning Process' and Hertfordshire's Travel Plan Guidance for Business and Residential Development.

1.1.4. The remainder of this Travel Plan is structured as follows:

- Chapter 2 describes the adjacent transport network and reviews existing transport conditions and infrastructure within the study area – with a particular focus on sustainable transport infrastructure.
- Chapter 3 provides the results of the baseline travel survey undertaken to identify the modal split of trips associated with the development.
- Chapter 4 outlines the objectives of the Travel Plan.
- Chapter 5 identifies Travel Plan targets for modal shift.
- Chapter 6 details the management arrangements for the Travel Plan and establishes the role and responsibility of the Travel Plan Coordinator who will have overall responsibility for project management of the Travel Plan and its implementation.
- Chapter 7 describes the specific Travel Plan measures that will be implemented to achieve the modal shift targets that have been set.
- Chapter 8 sets out a mechanism for the regular monitoring and review of the Travel Plan to determine the extent to which its objectives and targets are being achieved.
- Chapter 9 contains a summary of the Action Plan for implementation of the Travel Plan and its measures.

2. Background Information

2.1. Policy Context

2.1.1. The National Planning Policy Framework (NPPF) December 2023 requires under paragraph 108 that transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- “a) the potential impacts of development on transport networks can be addressed;*
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;*
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality”*

2.1.2. The NPPF recognises the role of Travel Plans in promoting sustainable travel. Paragraph 117 states: *“All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed”*.

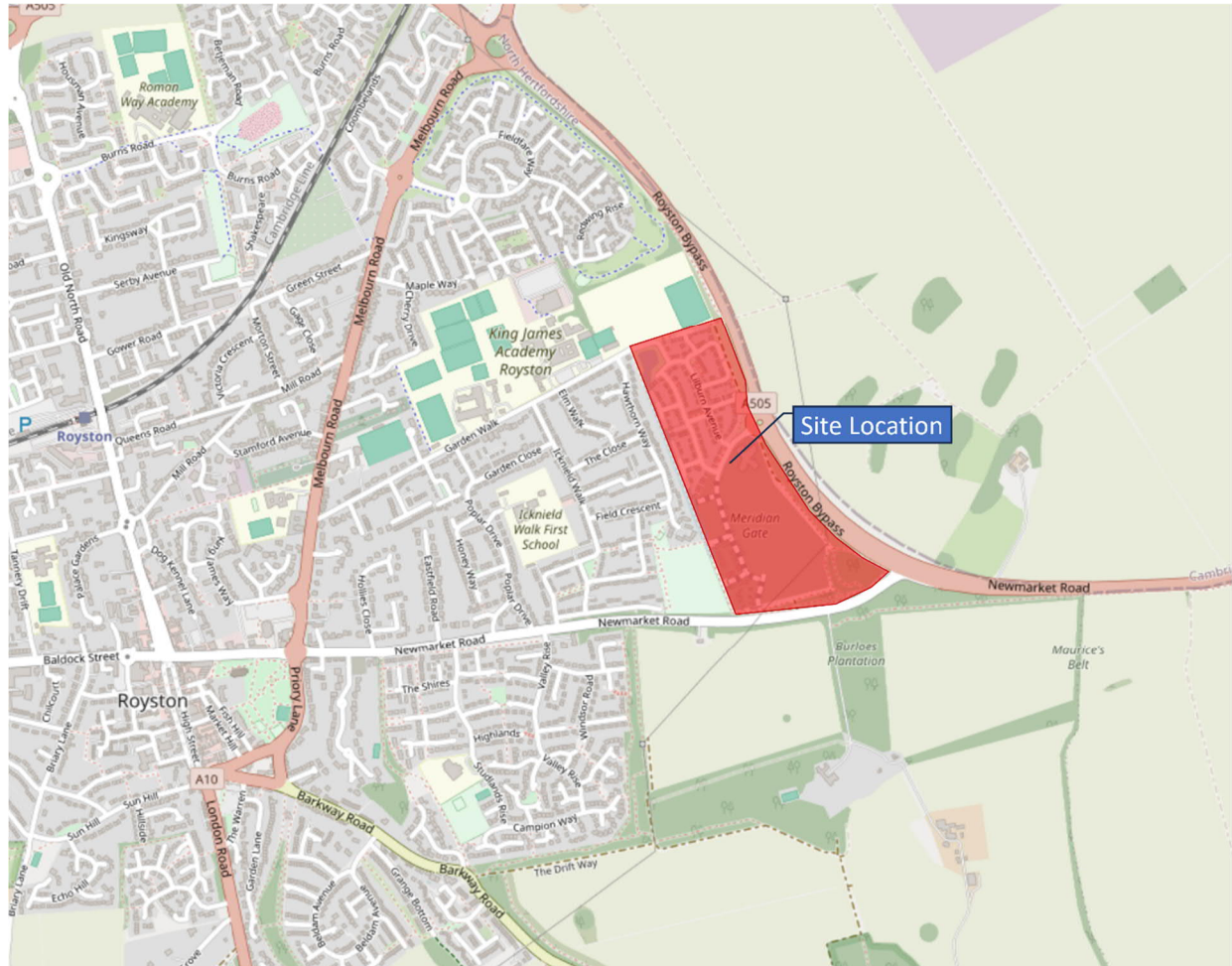
2.1.3. National policy is reflected in local policies which require the provision of sustainable transport planning and the provision of Travel Plans. Reference to Travel Planning is contained within the Hertfordshire Local Transport Plan 4 (2018 - 2031) and the North Hertfordshire District Council Transport Strategy (Oct 2017).

2.2. Site and Surrounding Area

2.2.1. Royston is a traditional market town located approximately 40 miles from London and 15 miles from Cambridge. The site is located to the east of the town and measures around 17 hectares (ha).

2.2.2. The A505 borders the site to the east. Newmarket Road borders the site to the south. A residential area is located to the west of the site. School playing fields are located to the north. The site location on the local highway network is shown in **Figure 2.1**.

Figure 2.1 – Site Location on Local Highway Network



2.3. Local Highway Network

- 2.3.1. Newmarket Road forms the southern boundary of the site and provides a link between the A505 and Royston town centre. At its western end, Newmarket Road forms a four-arm roundabout with the A10 and Melbourn Street. At its eastern end it forms a priority junction with the A505.
- 2.3.2. The A505 provides a bypass to the north of the town and links Royston to the M11 in the east and the A1(M) in the west. It also provides connections to Cambridge and Huntingdon via roundabouts with the A10 and the A1198 respectively.
- 2.3.3. Newmarket Road has a 7.0m wide carriageway and is approximately 1.4km in length. The section between the A505 and the western edge of the site boundary is subject to the national speed limit. From here to Icknield Walk there is a 40mph restriction and from Icknield Walk to the A10 there is a 30mph restriction.

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- 2.3.4. The A10 runs north-south between London and Cambridge, between the parallel routes of the M11 and the A1(M).
- 2.3.5. Approximately 300 metres north of Newmarket Road, Garden Walk forms a priority junction with the A10. Garden Walk is primarily a residential road but also provides access to three schools and Royston Town Football Club. The area to the south is also primarily residential and there are vehicular connections from Garden Walk onto Newmarket Road via Poplar Drive and Icknield Walk.
- 2.3.6. Garden Walk follows a straight alignment and has a carriageway width of 5.5m with 1.5m footways on both sides. It is subject to a 30mph speed limit and has traffic calming features in the form of priority narrowing and surface treatments outside the King James Academy Royston sites, which are situated to the north of Garden Walk. There are parking restrictions outside both school sites in the form of school 'keep clear' markings. These prohibit vehicles from stopping between 8am and 5pm, Monday to Friday.
- 2.3.7. At the western end of Garden Walk there is 7.5 tonne weight restriction except for loading. Buses are also prohibited from entering Garden Walk from the A10. Buses do however operate on the section of Garden Walk between Poplar Drive and Icknield Way and there are bus stops outside the King James Academy Royston.
- 2.3.8. With the exception of pedal cyclists there is no right turn out of Garden Walk onto the A10. There is a dedicated right turn lane allowing pedal cyclists to wait safely at the junction.
- 2.3.9. At its eastern end, Garden Walk is a cul-de-sac and the road terminates at the boundary of the site.

2.4. Pedestrian and Cycle Network

- 2.4.1. There is a footway on the northern side of Newmarket Road. The footway begins approximately 200m from the junction with the A505 and runs along most of the site frontage. It provides a continuous pedestrian link to the town centre. The width of the footway generally varies between 1.2m and 1.8m.
- 2.4.2. On the southern side of Newmarket Road there is a 1.5m wide footway between Valley Rise and the A10. There is a signalised pedestrian crossing on Newmarket Road to the west of Poplar Drive and on the A10 to the south of the Newmarket Road/Melbourn Street roundabout. The site benefits from connections to existing footways and signal-controlled crossing facilities that provide convenient pedestrian links to the town centre.
- 2.4.3. Garden Walk has 1.5m footways on both sides and at its western end. There is a signalised pedestrian crossing on the A10 just to the north of Garden Walk which provides a connection between areas located east and west of the A10.

2.5. Cycle Facilities

- 2.5.1. Royston railway underpass connects Green Street with the Burns Road estate in the north of the town and provides a connection to the new development areas east and west of the railway.

- 2.5.2. The residential area to the west of the site is generally flat and subject to low levels of traffic flow - and is therefore conducive to cycling.
- 2.5.3. There is a shared cycleway/footway in the northbound direction from Garden Walk adjacent to King James Academy 'Junior Site'. This provides a link to Royston Leisure Centre. It is part of a signed route that also includes directions to a BMX park, the football club and the King James Academy sites.
- 2.5.4. Where dwellings have communal entrance ways, visitor cycle parking will be provided in the form of Sheffield stands. For dwellings without access to a garage, secure covered cycle parking facilities will be provided at the rate of at least 1 space per dwelling.

2.6. Public Transport Network

Travel By Bus

- 2.6.1. Route 16 operates close to the site and serves bus stops on Garden Walk, Icknield Walk and Poplar Drive. It operates Monday to Saturday and provides two services per hour between 7am and 6pm. There is no Sunday service.
- 2.6.2. Route 16, which is a circular town service, connects large parts of Royston including the existing residential area immediately west of the site, the town centre, the railway station, Tesco and the Orchard Road Industrial Estate. The closest bus stops are adjacent to King James Academy 'Junior Site' on Garden Walk.
- 2.6.3. There are also bus stops on Icknield Walk, Poplar Drive and Valley Rise. The closest to the site is on Icknield Walk just to the north of Newmarket Road.
- 2.6.4. A map showing Route 16 and all other bus services available in Royston is provided at **Appendix A** of this report.

Travel by Train

- 2.6.5. Royston Railway Station is located off Kneesworth Street, immediately west of the A1198. It is approximately 2.2km from the centre of the site. Trains serving the station are operated by First Capital Connect.
- 2.6.6. The station is on the London Kings Cross to Cambridge line. Trains to London Kings Cross depart at approximately 30-minute time intervals. Slow services call at all major stations to Kings Cross taking just over an hour to arrive in London. Semi-fast services call at Baldock, Letchworth, Hitchin, Stevenage and Finsbury Park. During the early morning peak there are some fast services running non-stop or stopping only at Letchworth, reaching London in less than 40 minutes. During the week the first train departs from Royston at 5.15am and the last train departs at 11.35pm. There is a similar level of service at the weekend.
- 2.6.7. Two trains per hour also operate towards Cambridge. Slow trains call at all stations and take 26 minutes to arrive in Cambridge. Fast trains run non-stop to Cambridge with a journey time of 17 minutes. Some Cambridge-bound services continue to Ely and King's Lynn. During the week

the first train departs Royston at 6.29am and the last departs at 1.00am. There is a similar level of service at the weekend.

2.7. Local Facilities

- 2.7.1. The existing residential area to the west of the site provides a range of amenities that are all within easy walking and cycling distance. King James Academy Royston, Primary Site (ages 9 to 13) and Secondary Site (ages 13 to 18) are situated to the north of Garden Walk.
- 2.7.2. Royston Leisure Centre is situated just to the north of the King James Academy Royston, Secondary Site on Woodcock Road and towards the western end of Garden Walk there is Royston Town Football Club. Adjoining the site's south-west corner is a recreation ground.
- 2.7.3. Icknield Walk First School (ages 4 to 9) is located centrally in the existing residential area to the south of Garden Walk. There is also a children's nursery located at the school. The main entrance to the school is off Poplar Close but there is a pedestrian only entrance from Icknield Walk.
- 2.7.4. St. Mary's Catholic Primary School (ages 3 to 11) is located on the western side of the A10 just to the north of Garden Walk. Roman Way Academy (ages 4 to 9) is located approximately 2.5km to the north-west of the site and Tannery Drift First School is located on Tannery Drift around 2.5km to the west of the site.
- 2.7.5. There is a Tesco and Morrisons foodstore in the town. A local convenience store is located on Icknield Walk.
- 2.7.6. The town centre is approximately 1.8km from the centre of the site. The town centre provides a variety of shops and services and many of the town's social and cultural facilities. Activity in the town centre is focused on High Street, Market Hill and Melbourn Street where many of the shops and financial institutions are located.

2.8. Development Parking Provision

- 2.8.1. Parking provision on the site will be in accordance with North Hertfordshire District Council guidance as set out within its Supplementary Planning Document "Vehicle Parking at New Development". **Table 2.1** provides details of the relevant parking standards from this document.

Table 2.1 – North Hertfordshire Vehicle Standards for Class Use C3

Class Use C3	Car Parking Standard	Minimum Cycle Parking Standard
1 Bedroom	1 space per dwelling minimum	1 secure covered space per dwelling. None if garage or secure area provided within the curtilage of the dwelling
2+ Bedrooms	2 spaces per dwelling minimum	

Source: Table 4.1 Residential Parking Standards. Supplementary Planning Document. Vehicle Parking at New Developments. North Hertfordshire District Council. September 2011

3. Baseline TRICS SAM Survey Results

- 3.1.1. Although the relevant planning condition for the site states that the Full Travel Plan including baseline travel survey results should be submitted within 6 months of first occupation, the effect of the Covid-19 pandemic meant that this could not be achieved. Following advice from HCC travel planning team, the baseline travel surveys were undertaken in November 2023. In accordance with HCC requirements, a TRICS compliant multi-modal SAM survey was completed. This survey recorded the arrivals and departures of all people to/from the site by all modes of travel.
- 3.1.2. **Table 3.1** below presents modal split of all trips associated with the development as recorded in the baseline travel survey. The full TRICS survey outputs are attached at **Appendix B** of this report.

Table 3.1 – Baseline Travel Survey Results – Mode Split (%)

Mode of Travel	Mode Share (%)
Single Vehicle Occupants	34%
Multi-Vehicle Occupants	31.3%
Bus/Tram Users	7.4%
Pedestrians	25.7%
Cyclists	1.7%

4. Travel Plan Objectives

4.1.1. The high-level objectives of the Travel Plan are summarised below:

- Minimise the number of car-based trips generated by the development – particularly single occupancy car trips during the weekday morning and evening peak periods on the surrounding highway network.
- Increase the number of trips made to and from the site by sustainable transport modes.
- Address the access needs of residents and visitors by supporting walking, cycling and use of public transport.
- Reduce the environmental impact of the trips that will be generated by the development.
- Address the needs of mobility impaired users through the provision of disabled car parking spaces.
- Contribute towards the creation of a sustainable development.
- Raise awareness of the implications of all forms of travel on the environment, and the safety, well-being and health of residents and visitors.

5. Travel Plan Targets

5.1. Introduction

- 5.1.1. This section sets targets for modal shift that are linked to the objectives established in Section 3. Targets are measurable goals by which the progress of the Travel Plan will be assessed. Targets should be 'SMART' – Specific, Measurable, Achievable, Realistic and Time-bound. The targets within the Travel Plan are SMART compliant.

5.2. Targets

- 5.2.1. Targets have been set to cover a five-year period but will be monitored on an annual basis. Targets have also been set for year 3 to help given an interim indication of progress towards final targets at this key stage. More detail on monitoring of the Travel Plan is provided in Section 9.
- 5.2.2. The interim residential travel plan targets have been superseded by the results of the 2023 TRICS SAM survey of the partially occupied site. **Table 5.1** details the updated, surveyed baseline modal split percentages as well as setting out the targets for years 3 and 5.

Table 5.1 – Baseline Modal Split and Targets

Mode of Travel	Surveyed Baseline Modal Split*	Year 3 Target Modal Split	Year 5 Target Modal Split
Single Vehicle Occupants	34%	32%	30%
Multi Vehicle Occupants	31.3%	31%	30%
Pedestrians (walking)	25.7%	26.5%	27%
Bus/Tram Users	7.4%	8%	9%
Cyclists	1.7%	2.5%	4%

*Total percentage may be subject to rounding error

- 5.2.3. As shown, the target is to reduce the proportion of residents travelling by private vehicle by approx. 5.3% in total and achieve a corresponding increase in the proportion of residents walking, cycling and using public transport.

6. Management of the Travel Plan

- 6.1.1. Sweco UK have been appointed as Travel Plan coordinator (TPC). The TPC is responsible for the project management of the Travel Plan and its full implementation in liaison with associated parties. A breakdown of the TPC directive is provided below:

Travel Plan Co-Ordinator

- 6.1.2. The TPC will be responsible for implementing, monitoring and maintaining the Travel Plan as well as managing the budget that is provided. The TPC is furthermore required to:
- To act as a point of contact for residents and visitors with regard to relevant travel issues and questions.
 - To act as a point of contact for transport operators, and Officers of Hertfordshire County Council and, where necessary, facilitate meetings with interested parties.
 - To implement the marketing strategy for the development – in the interests of promoting sustainable travel opportunities.
 - To keep abreast of any changes in relevant national or local transport policies and programmes so as to ensure that the Travel Plan remains up-to-date and appropriate to serve the needs of the development.
 - To maintain current public transport timetable and fare information and ensure that this information is made readily available to users of the site.
 - To share information relating to any local car clubs/car share schemes and sustainable transport groups/events with users of the site.
 - To make users of the site aware of the range of services, amenities and facilities accessible within an acceptable walk or cycle from the site.
 - To set targets for modal shift towards sustainable transport modes.
 - To monitor the effectiveness of the Travel Plan and to track progress towards the modal share targets that have been set through monitoring reviews.
 - To take action if surveys of travel behaviour demonstrate that modal share targets are not being met.

Travel Plan Co-Ordinator & Developer Contact Details

- 6.1.3. The overall management and responsibility for implementing the Travel Plan will remain with the Developer but Vistry Homes have appointed Sweco UK to undertake the role of TPC. Contact details for the TPC are set out below:
- Jose Marrero
meridiangate-sustainabletravel@sweco.co.uk
 - Sweco UK
Eldon House, 2-3 Eldon Street (via Wilson St. entrance)
London
EC2M 7LS

6.1.4. The TPC role will be fulfilled remotely with approximately 1.5 days of professional time allocated to the role per month. The TPC will report directly to the Developer, contacts details for whom are provided below:

- Luke Taylor (Technical Manager)
Luke.Taylor@vistry.co.uk
- Vistry Central Home Counties
Turnford Place
Great Cambridge Road
Turnford | Broxbourne
Hertfordshire
EN10 6NH

6.1.5. The Developer is fully committed to the implementation and success of this Travel Plan stating that; *'The Full Travel Plan is a condition on the planning governing the site and therefore as a responsible developer, we are committed to implementing the Plan to reduce car movements within development and wider area'*.

7. Travel Plan Measures

7.1. Introduction

- 7.1.1. This section describes the Travel Plan measures that will be implemented to achieve the modal shift targets that are set out within Section 5. Measures to encourage walking, cycling, the use of public transport and car sharing have been included.
- 7.1.2. It is recognised that measures to increase sustainable travel will differ between residents that commute locally within Royston and those that commute to destinations further afield. The package of measures that has been identified includes active travel measures to encourage more walking and cycling journeys for local journeys as well as measures to encourage public transport and car sharing for longer distance journeys.
- 7.1.3. Costs associated with implementing the package of measures will be met by the Developer.

7.2. Provision of Sustainable Travel Infrastructure

Cycle Parking

- 7.2.1. Covered and secure cycle parking is provided on the site in accordance with Hertfordshire County Council's parking standards.

Walking and Cycling Infrastructure

- 7.2.2. A pedestrian and cycle route connection is provided to Garden Walk at the north-west corner of the site.
- 7.2.3. A pedestrian route connection will be provided to Newman Avenue at the south-western corner of the site upon completion of construction.

7.3. Financial Incentives

- 7.3.1. The Developer will make available to each household a voucher up to a value of £100 per household for use on local bus services. It is intended that this will encourage the use of local bus services over the private car.

7.4. Marketing and Promotion Strategy

Provision of Sustainable Travel Information

- 7.4.1. A Travel Information Pack has been prepared and will be provided to all new residents - including details of the Travel Plan as well as information on the Travel Plan measures. A copy of the Travel Information Pack is included at **Appendix C** of this report and includes the following:
 - Walking information – including safe and convenient walking routes to local services and amenities.
 - Cycling information – including local cycling infrastructure and routes.
 - Details of bus stop locations.

- Bus and train timetables and maps.
- Website links and contact details for local bus operators, national rail, Intalink and community transport providers.
- Details of how to claim a voucher up to a value of £100 per household for use on local bus services.
- Details of local car clubs and car sharing schemes.
- Details of local cycle hire or cycle training schemes.
- Information on the potential cost savings of using sustainable transport.
- Information on the location of local facilities and amenities with associated walking and cycling times.

7.4.2. The Travel Information Pack also includes contact details of the Travel Plan Coordinator.

Car Sharing

7.4.3. Car sharing allows people to benefit from the convenience of a car, whilst also reducing congestion, pollution, the need for parking spaces and the cost of travel. Residents of the development will be encouraged to car share through the promotion of local car sharing schemes.

7.4.4. There are two car sharing schemes operating in Hertfordshire:

- Hertsiftshare, <https://hertsiftshare.org/>, is a free car sharing website operated by Liftshare, the UK's largest car sharing website with over 600,000 members nationwide.
- Hertfordshire Carshare, <http://shareacar.com/hertfordshire>, provides an alternative to Liftshare although there is a £5 subscription fee to join this scheme.

7.4.5. Both schemes will help residents to identify opportunities for car sharing with existing residents of Royston who are already members of these schemes.

Sustainable Transport Events

7.4.6. Sustainable transport events that encourage a healthy lifestyle and a shift towards sustainable transport modes will be promoted annually including Bike Week, Walk to Work Week, National Liftshare Week and public health campaigns.

8. Monitoring & Review

8.1. Introduction

- 8.1.1. The effectiveness of the Travel Plan will be monitored and reviewed on an annual basis to determine the extent to which the objectives and targets of the Travel Plan are being achieved.

8.2. Monitoring

- 8.2.1. The TPC is responsible for monitoring the Travel Plan.
- 8.2.2. The Travel Plan will be monitored on an annual basis against the agreed modal shift targets. After 5 annual travel surveys have taken place the need for any further surveys, monitoring and review will be agreed with Hertfordshire County Council.
- 8.2.3. The TPC will develop the annual travel survey and agree its format with Hertfordshire County Council. The results of the survey will be included in the Annual Monitoring Report, which will be produced and submitted to Hertfordshire County Council within 1 month of the annual travel surveys being undertaken. The Annual Monitoring Report will include:
- Details of how the travel survey was undertaken.
 - The raw survey data.
 - Analysis of the travel survey results.
 - Any proposed revisions to the Travel Plan.
 - Any proposed revisions to the Action Plan for the following 12-month period.
- 8.2.4. Costs associated with monitoring the Travel Plan will be met by the Developer.

8.3. Review

- 8.3.1. At each anniversary following the opening of the development, the Travel Plan will be reviewed by the TPC in conjunction with relevant officers at Hertfordshire County Council. Following this review an Action Plan for the year ahead must be prepared and agreed.
- 8.3.2. Changes will be made to the Travel Plan in the event that the monitoring and review process shows that objectives and targets are not being met. If monitoring reports show that modal share targets are not being met, then this will trigger a need for a possible alternative Travel Plan measure strategy to be implemented. The alternative measures to be implemented will be first agreed with Hertfordshire County Council.

9. Action Plan

- 9.1.1. This section provides an action plan for delivering the Travel Plan measures that have been identified. **Table 9.1** sets out the action, the organisation responsible for delivering the action and the deadline by which the action should have been completed.

Table 9.1 – Summary of Action Plan

Action	Responsibility	Deadline
<i>Provision of Sustainable Transport Infrastructure</i>		
Provide covered and secure cycle parking	Developer	Some completed. Remainder to be installed prior to occupation of each new dwelling
Provide pedestrian and cycle route connection to Garden Walk	Developer	Completed.
Provide pedestrian route connection to Newman Avenue	Developer	Prior to completion of Phase 3 of development.
<i>Financial Incentives</i>		
Voucher for use on local bus services	Developer / TPC	Ongoing
<i>Marketing and Promotion Strategy</i>		
Provide a complimentary Travel Information Pack to every household	Developer / TPC	On occupation of each dwelling
<i>Sustainable Transport Groups / Events</i>		
Promote Car Sharing	TPC	Based on Demand
Promote National Liftshare Week	TPC	Based on Demand
Promote membership of a car club	TPC	Based on Demand
Promote sustainable transport events	TPC	Based on Demand

Appendix A – Royston Area Bus Route Map

Royston

16

Buses run generally at least hourly between 0800 and 1800, Mondays to Fridays

24

Buses run less often than above

16 *

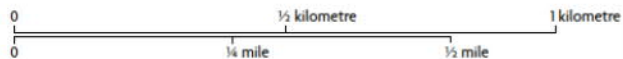
Route terminus



Direction of travel



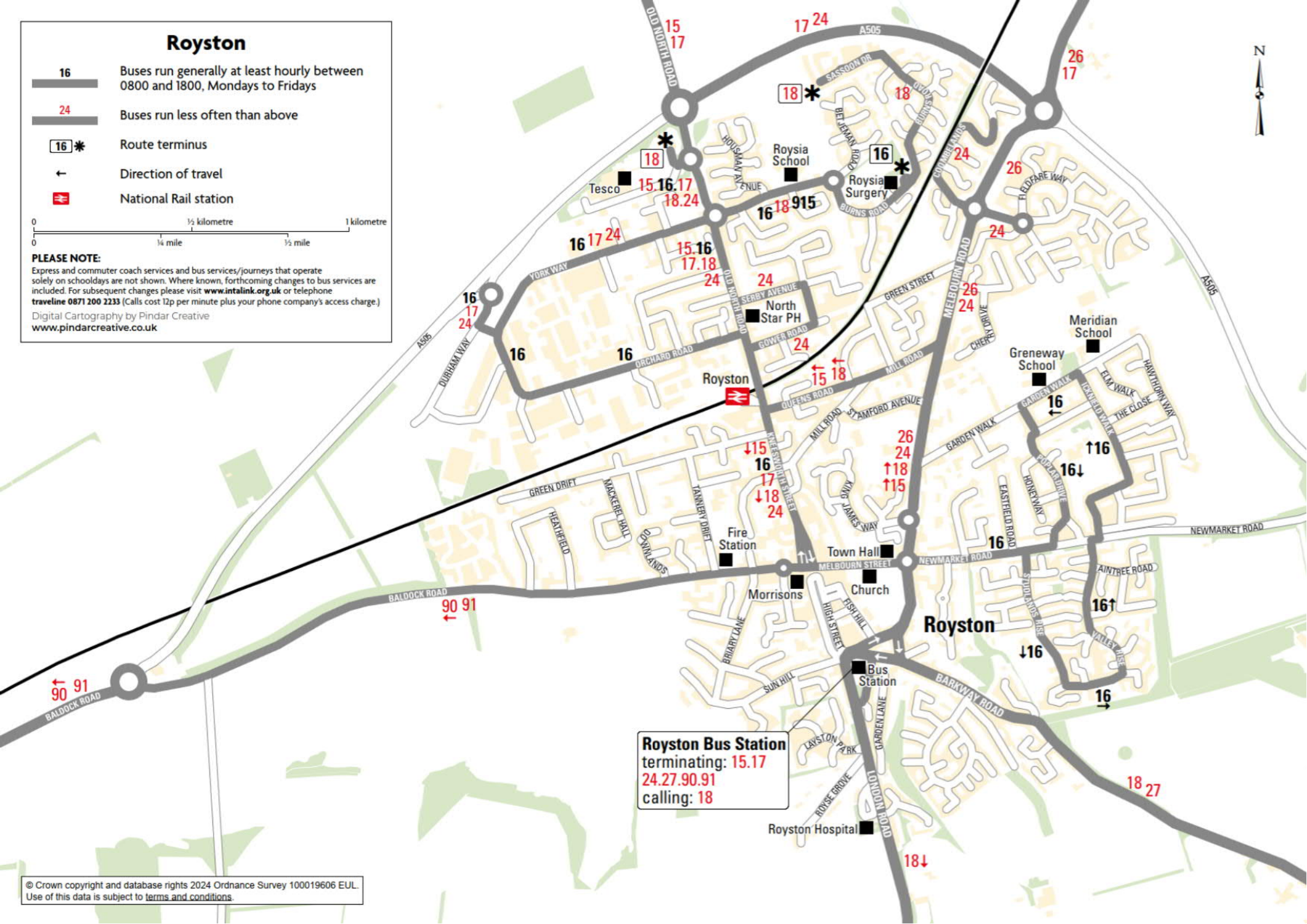
National Rail station



PLEASE NOTE:

Express and commuter coach services and bus services/journeys that operate solely on schooldays are not shown. Where known, forthcoming changes to bus services are included. For subsequent changes please visit www.intalink.org.uk or telephone traveline 0871 200 2233 (Calls cost 12p per minute plus your phone company's access charge.)

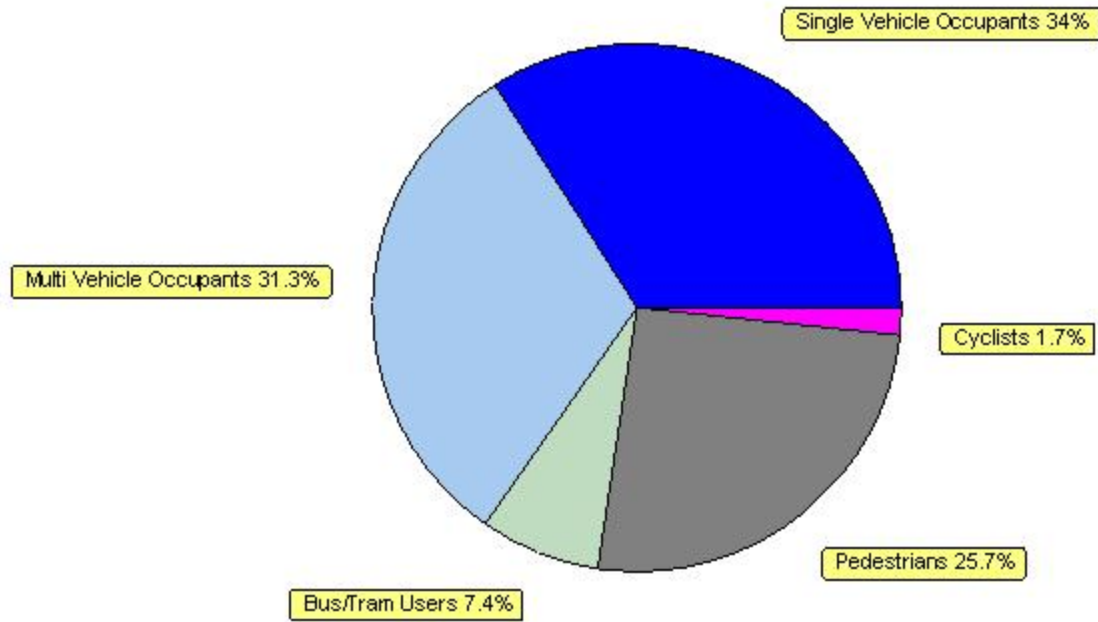
Digital Cartography by Pindar Creative
www.pindarcreative.co.uk



Royston Bus Station
terminating: 15.17
24.27.90.91
calling: 18

Appendix B – TRICS Survey Results (Full Outputs)

Modal Split Percentages for HF-03-A-06 Surveyed: 28/11/23 Tuesday



Site Reference: HF-03-A-06 Multi-Modal Site
 Created: Version: 7.11.3 14/02/24
 Latitude/Longitude: 52.05372, -0.00610
 Land Use Type: 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 Region/Area: SOUTH EAST/HERTFORDSHIRE

Description: MIXED HOUSES & FLATS
 Street: A505
 District:
 Town: ROYSTON
 Post Code: SG8 7FJ
 Planning Authority: N. HERTS DISTRICT C.

Location: Edge of Town
 Location Sub Category: Residential Zone
 Use Class: C3

Population within 500m: 2457
 Population within 1 Mile: 10,001 to 15,000
 Population within 5 Miles: 25,001 to 50,000
 Car ownership within 5 Miles: 0.6 to 1.0

Public Transport Provision Summary

Day	Period	Total buses/trams within 400m	Total Trains within 1000m	Total Services
Monday-Friday	0700-1900	30		30
Monday-Friday	0700-1000	8		8
Monday-Friday	1600-1900	6		6
Saturday	0700-1900	26		26
Sunday	0700-1900			

Is site associated with a travel plan: No
 If not, are there any plans to implement
 a Travel Plan in the future? Yes
 Is survey data available before the
 implementation of the Travel Plan?
 Is the location of the site hilly or flat: Flat
 Urban Regeneration: No

Covid-19 Restrictions: No

Local Traffic Calming Features

Speed limit (mph) 70
 Speed bumps No
 Speed cameras No
 Give way restrictions No
 Stopping restrictions Yes
 Bus lanes No
 20 mph roads No

Site area 8.00 hect
 No of Dwellings 180
 Housing Density 25.71

No. of developments for this Site: 1
 No. of survey Days for this Site: 1

Comments

This site is located at the eastern edge of Royston and is accessed directly from the A505. The A505 is the northern bypass of Royston and heads south-west towards Letchworth Garden City and north-east towards Duxford. Other local routes head towards various parts of the local area.

The site has a couple of vehicle accesses for all modes.

There is another residential development adjacent to the western boundary of the site and a large secondary school immediately to the north. There is an area of farmland to the south of the site and further expanses of farmland can be found to the east of the site, across the other side of the A505.

Bus (or tram) site accessibility

3. Is there at least 1 bus (or tram) stop within the site frontage or within 400m of the site frontage? : Yes
 4. If yes to question 3, where it is necessary to cross a road between the development and the stop, is there a conveniently placed crossing facility? : Yes

11. Please enter general comments/views about the relevance, quality and importance of public transport services relating to this development.

There is an infrequent bus service available, which will be rerouted through the site in the near future.
 The nearest railway station is Royston, which is 1.3 kilometres from the site.

Design features encouraging non-car modes

12. Pedestrians

The roads in the residential development to the west of the site have wide and well lit pavements.

13. Pedal cycles

None

14. Public transport

There is a bus stop on Garden Walk just to the west of the site and the local bus service will be rerouted through the site in the near future.

Design features encouraging non-car modes

Road Network Distance to Local Developments	
Year of Analysis	2023
Nearest Primary School	2.5 kilometres
Nearest Secondary School	3.3 kilometres
Nearest Local Shop/Corner Shop	2.7 kilometres
Nearest Main Supermarket	3.2 kilometres
Nearest Doctors Surgery	3.0 kilometres
Nearest Hospital with Minor Injuries/A & E	19.7 kilometres
Nearest Sports/Leisure Centre	2.3 kilometres

Census Data	
Year of Census	2021
Census Output Area/Data Zone	E00120145
Number of people employed within Census Output Area	239
Number of households within Census Output Area	203
Number of people living within Census Output Area	521
Area of Census Output Area (hectares)	168.60
Population density within Census Output Area (per hectare)	3.09

Site reference:	HF-03-A-06	Multi-Modal survey site
Trade name:	MERIDIAN GATE	
Site area (h/a):	8.00	
Site Area Excluding Publicly Accessible Features (hectares):	7.00	
Open since	2018	
Occupied dwellings	180	
Unoccupied dwellings	12	
Total dwellings	192	
Housing Density	25.71	
Privately owned units	180	
Non-Privately owned units	0	
Name of nearest site	HEDERA GARDENS	
Distance to nearest similar site	4.4 Km	
Average Bedrooms Per Unit	3.12222222222222	
No of units with 1 bedroom	20	
No of units with 2 bedrooms	18	
No of units with 3 bedrooms	62	
No of units with 4+ bedrooms	80	
Total bedrooms	562	
Unit Density	22.5	

Residential unit types

	Private	Non-Private	Total
Detached houses	80	0	80
Semi-detached houses	54	0	54
Terraced houses	26	0	26
Bungalows	0	0	0
Flats (in houses)	0	0	0
Flats (in blocks)	20	0	20
Town Houses	0	0	0
Other (specify below)			

Other:

Comments

At the time of this survey the site was still under construction. All construction trips have been identified and excluded from the survey counts, and all elements of this survey apply only to the fully constructed and occupied parts of the site.

Multi-Modal survey site

On-Site parking

Total no. of parking spaces	366
Parking Spaces Per Hectare	45.750
Parking Spaces Per Dwelling	2.033
Arrivals Per Parking Space	0.61

Number of spaces

On-Street	13
Driveway	294
Garages	43
Communal parking spaces	0
Allocated spaces	16
Electric Vehicle Charging Bays	0
Is this site associated with a Car Club?	No

General Comments on Parking

All local off-site off-street parking is private.

Types of servicing vehicle parking taking place

on-site (internal, within specified bays or otherwise)	Yes
off-site (on-street, in designated loading/servicing bays)	No
off-site (in restricted areas e.g. double yellow lines)	No

Off-Site parking details

Is there off-site parking available	Yes
Off-Site parking included in the counts	Yes
Free On-Street parking available nearby	Yes
If yes, considered easy to find a space	Yes
If prepared to pay, easy to find somewhere to park off-site all day	Yes

Parking restrictions

Area subject to parking restrictions (controlled parking zone - CPZ)	No
--	----

Off-Street parking

Off-Street parking available	NO
------------------------------	----

Park & Ride

Park & Ride Type Facility providing relevant means of accessing the site	No
--	----

Site reference: HF-03-A-06 Survey date: 28/11/23 Day of week: Tuesday
 Multi-Modal survey site
 Vehicles surveyed: Total vehicles
 Survey type: Manual Count
 AM weather: Cold and Clear
 PM weather: Cold and Clear

Initial car park occupancy: Final car park occupancy:
 Total People to Total Vehicles ratio (all time periods and directions): 2.05

BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Parking Capacity

Data proportions in %

Motor cars	88	Motor cycles	3	Public service	0
Light goods	4	OGV (1)	1	OGV (2)	1
				Taxis	3

Servicing Vehicles count recorded No

Time	Arr 223	Dep 220	Totals 443	Parking Accum
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00	8	23	31	(-15)
08:00-09:00	19	55	74	(-51)
09:00-10:00	20	26	46	(-57)
10:00-11:00	13	17	30	(-61)
11:00-12:00	12	12	24	(-61)
12:00-13:00	26	13	39	(-48)
13:00-14:00	17	12	29	(-43)
14:00-15:00	18	15	33	(-40)
15:00-16:00	38	16	54	(-18)
16:00-17:00	36	19	55	(-1)
17:00-18:00	11	7	18	(3)
18:00-19:00	5	5	10	(3)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Comments

No PSVs or scooters visited the site during this survey.

Initial and final car park occupancy figures are unavailable due to the presence of on-site garages.

Day of week: Tuesday

[illegible]

Site reference: HF-03-A-06 Survey date: 28/11/23 Day of week: Tuesday
 Multi-Modal survey site
 Vehicles surveyed: Taxis

Time	Arr 7	Dep 7	Totals 14	Accumulation
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00	1	1	2	(0)
08:00-09:00	2	2	4	(0)
09:00-10:00	1	1	2	(0)
10:00-11:00	0	0	0	(0)
11:00-12:00	0	0	0	(0)
12:00-13:00	1	1	2	(0)
13:00-14:00	0	0	0	(0)
14:00-15:00	0	0	0	(0)
15:00-16:00	1	1	2	(0)
16:00-17:00	1	1	2	(0)
17:00-18:00	0	0	0	(0)
18:00-19:00	0	0	0	(0)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: HF-03-A-06 Survey date: 28/11/23 Day of week: Tuesday
Multi-Modal survey site
Vehicles surveyed: Cars

Time	Arr 197	Dep 194	Totals 391	Accumulation
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00	6	22	28	(-16)
08:00-09:00	14	52	66	(-54)
09:00-10:00	15	22	37	(-61)
10:00-11:00	12	14	26	(-63)
11:00-12:00	11	10	21	(-62)
12:00-13:00	22	11	33	(-51)
13:00-14:00	15	9	24	(-45)
14:00-15:00	17	13	30	(-41)
15:00-16:00	36	14	50	(-19)
16:00-17:00	35	17	52	(-1)
17:00-18:00	9	6	15	(2)
18:00-19:00	5	4	9	(3)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: HF-03-A-06 Survey date: 28/11/23 Day of week: Tuesday
 Multi-Modal survey site
 Vehicles surveyed: LGV

Time	Arr 9	Dep 9	Totals 18	Accumulation
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00	1	0	1	(1)
08:00-09:00	1	1	2	(1)
09:00-10:00	2	1	3	(2)
10:00-11:00	1	1	2	(2)
11:00-12:00	1	2	3	(1)
12:00-13:00	1	1	2	(1)
13:00-14:00	1	1	2	(1)
14:00-15:00	1	1	2	(1)
15:00-16:00	0	1	1	(0)
16:00-17:00	0	0	0	(0)
17:00-18:00	0	0	0	(0)
18:00-19:00	0	0	0	(0)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: HF-03-A-06 Survey date: 28/11/23 Day of week: Tuesday
 Multi-Modal survey site
 Vehicles surveyed: Motor Cycles

Time	Arr 6	Dep 6	Totals 12	Accumulation
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00	0	0	0	(0)
08:00-09:00	1	0	1	(1)
09:00-10:00	1	1	2	(1)
10:00-11:00	0	1	1	(0)
11:00-12:00	0	0	0	(0)
12:00-13:00	1	0	1	(1)
13:00-14:00	0	1	1	(0)
14:00-15:00	0	0	0	(0)
15:00-16:00	1	0	1	(1)
16:00-17:00	0	1	1	(0)
17:00-18:00	2	1	3	(1)
18:00-19:00	0	1	1	(0)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: HF-03-A-06 Survey date: 28/11/23 Day of week: Tuesday
 Multi-Modal survey site
 Vehicles surveyed: Cycles

Time	Arr 7	Dep 8	Totals 15	Accumulation
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00	0	0	0	(0)
08:00-09:00	1	3	4	(-2)
09:00-10:00	0	0	0	(-2)
10:00-11:00	0	0	0	(-2)
11:00-12:00	0	0	0	(-2)
12:00-13:00	0	0	0	(-2)
13:00-14:00	0	0	0	(-2)
14:00-15:00	0	1	1	(-3)
15:00-16:00	2	1	3	(-2)
16:00-17:00	2	1	3	(-1)
17:00-18:00	2	2	4	(-1)
18:00-19:00	0	0	0	(-1)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: HF-03-A-06

Survey date: 28/11/23

Day of week: Tuesday

Multi-Modal survey site

People Surveyed: Car/LGV/Motorcycle occupants/OGV occupants

This count consists of car occupants, light goods vehicle occupants, motorcycle riders and OGV occupants

Taxi drivers and drivers of private vehicles picking up/dropping off passengers at the site are excluded from the count

Time	1	2	3	4	5	6	7	Arr 307	Avg Per Veh 1.4	1	2	3	4	5	6	7	Dep 285	Avg Per Veh 1.3	Totals 592	Avg Per Veh 1.4	Accum
00:00-01:00																					
01:00-02:00																					
02:00-03:00																					
03:00-04:00																					
04:00-05:00																					
05:00-06:00																					
06:00-07:00																					
07:00-08:00	6	1	0	0	0	0	0	8	1.1	12	8	3	0	0	0	0	37	1.6	45	1.5	(-29)
08:00-09:00	14	3	0	0	0	0	0	20	1.2	29	19	7	0	0	0	0	88	1.6	108	1.5	(-97)
09:00-10:00	15	5	0	0	0	0	0	25	1.3	22	2	0	1	0	0	0	30	1.2	55	1.2	(-102)
10:00-11:00	12	1	0	0	0	0	0	14	1.1	14	3	0	0	0	0	0	20	1.2	34	1.1	(-108)
11:00-12:00	9	3	0	0	0	0	0	15	1.3	11	1	0	0	0	0	0	13	1.1	28	1.2	(-106)
12:00-13:00	18	6	2	0	0	0	0	36	1.4	11	1	0	0	0	0	0	13	1.1	49	1.3	(-83)
13:00-14:00	11	4	1	0	0	0	0	22	1.4	11	1	0	0	0	0	0	13	1.1	35	1.3	(-74)
14:00-15:00	13	4	1	0	0	0	0	24	1.3	13	2	0	0	0	0	0	17	1.1	41	1.2	(-67)
15:00-16:00	18	13	7	0	0	0	0	65	1.7	11	3	1	0	0	0	0	20	1.3	85	1.6	(-22)
16:00-17:00	19	11	6	0	0	0	0	59	1.6	15	3	0	0	0	0	0	21	1.2	80	1.5	(16)
17:00-18:00	8	3	0	0	0	0	0	14	1.3	6	1	0	0	0	0	0	8	1.1	22	1.2	(22)
18:00-19:00	5	0	0	0	0	0	0	5	1.0	5	0	0	0	0	0	0	5	1.0	10	1.0	(22)
19:00-20:00																					
20:00-21:00																					
21:00-22:00																					
22:00-23:00																					
23:00-24:00																					
Total	148	54	17	0	0	0	0			160	44	11	1	0	0	0					

Site reference: HF-03-A-06 Survey date: 28/11/23 Day of week: Tuesday
 Multi-Modal survey site
 People Surveyed: Pedestrians

Time	Arr 124	Dep 109	Totals 233	Accumulation
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00	5	4	9	(1)
08:00-09:00	16	41	57	(-24)
09:00-10:00	7	2	9	(-19)
10:00-11:00	6	8	14	(-21)
11:00-12:00	4	7	11	(-24)
12:00-13:00	7	7	14	(-24)
13:00-14:00	12	7	19	(-19)
14:00-15:00	3	7	10	(-23)
15:00-16:00	48	12	60	(13)
16:00-17:00	8	4	12	(17)
17:00-18:00	4	6	10	(15)
18:00-19:00	4	4	8	(15)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: HF-03-A-06 Survey date: 28/11/23 Day of week: Tuesday
 Multi-Modal survey site
 People Surveyed: Public transport Users

Time	Arr 30	Dep 37	Totals 67	Accumulation
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00	1	3	4	(-2)
08:00-09:00	3	26	29	(-25)
09:00-10:00	0	2	2	(-27)
10:00-11:00	0	2	2	(-29)
11:00-12:00	1	2	3	(-30)
12:00-13:00	1	1	2	(-30)
13:00-14:00	2	0	2	(-28)
14:00-15:00	1	0	1	(-27)
15:00-16:00	18	1	19	(-10)
16:00-17:00	3	0	3	(-7)
17:00-18:00	0	0	0	(-7)
18:00-19:00	0	0	0	(-7)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: HF-03-A-06 Survey date: 28/11/23 Day of week: Tuesday
 Multi-Modal survey site
 People Surveyed: Bus/Tram Passengers

Time	Arr 30	Dep 37	Totals 67	Accumulation
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00	1	3	4	(-2)
08:00-09:00	3	26	29	(-25)
09:00-10:00	0	2	2	(-27)
10:00-11:00	0	2	2	(-29)
11:00-12:00	1	2	3	(-30)
12:00-13:00	1	1	2	(-30)
13:00-14:00	2	0	2	(-28)
14:00-15:00	1	0	1	(-27)
15:00-16:00	18	1	19	(-10)
16:00-17:00	3	0	3	(-7)
17:00-18:00	0	0	0	(-7)
18:00-19:00	0	0	0	(-7)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: HF-03-A-06 Survey date: 28/11/23 Day of week: Tuesday
 Multi-Modal survey site
 People Surveyed: Total people

Time	Arr 468	Dep 439	Totals 907	Accumulation
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00	14	44	58	(-30)
08:00-09:00	40	158	198	(-148)
09:00-10:00	32	34	66	(-150)
10:00-11:00	20	30	50	(-160)
11:00-12:00	20	22	42	(-162)
12:00-13:00	44	21	65	(-139)
13:00-14:00	36	20	56	(-123)
14:00-15:00	28	25	53	(-120)
15:00-16:00	133	34	167	(-21)
16:00-17:00	72	26	98	(25)
17:00-18:00	20	16	36	(29)
18:00-19:00	9	9	18	(29)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Appendix C – Sustainable Travel Information Pack

Welcome to your New Home!

Meridian Gate, Royston

Land North of Newmarket Road, Royston, Hertfordshire



Linden
HOMES

**Sustainable Travel
Information Pack**

Your guide to local amenities and walking, cycling and public transport in your area

WELCOME TO YOUR NEW HOME!

This Travel Information Guide provides information about your local amenities and how you can make local journeys on foot and by bicycle, together with information about bus and rail travel, car sharing, tips on more environmentally friendly car use and tips for homeworking.

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Introduction

What is a Sustainable Travel Information Pack (STIP)?

This STIP has been prepared by Sweco on behalf of Linden Homes as part of their ongoing commitment to encourage journeys by sustainable transport modes.

Sweco will be working with residents at Meridian Gate (Land North of Newmarket Road) to encourage more sustainable travel. A Travel Plan has been approved by the Council for the development – which includes a range of measures that will be implemented to influence travel behaviour - in particular to reduce single occupancy car trips and promote car sharing, walking, cycling and public transport.

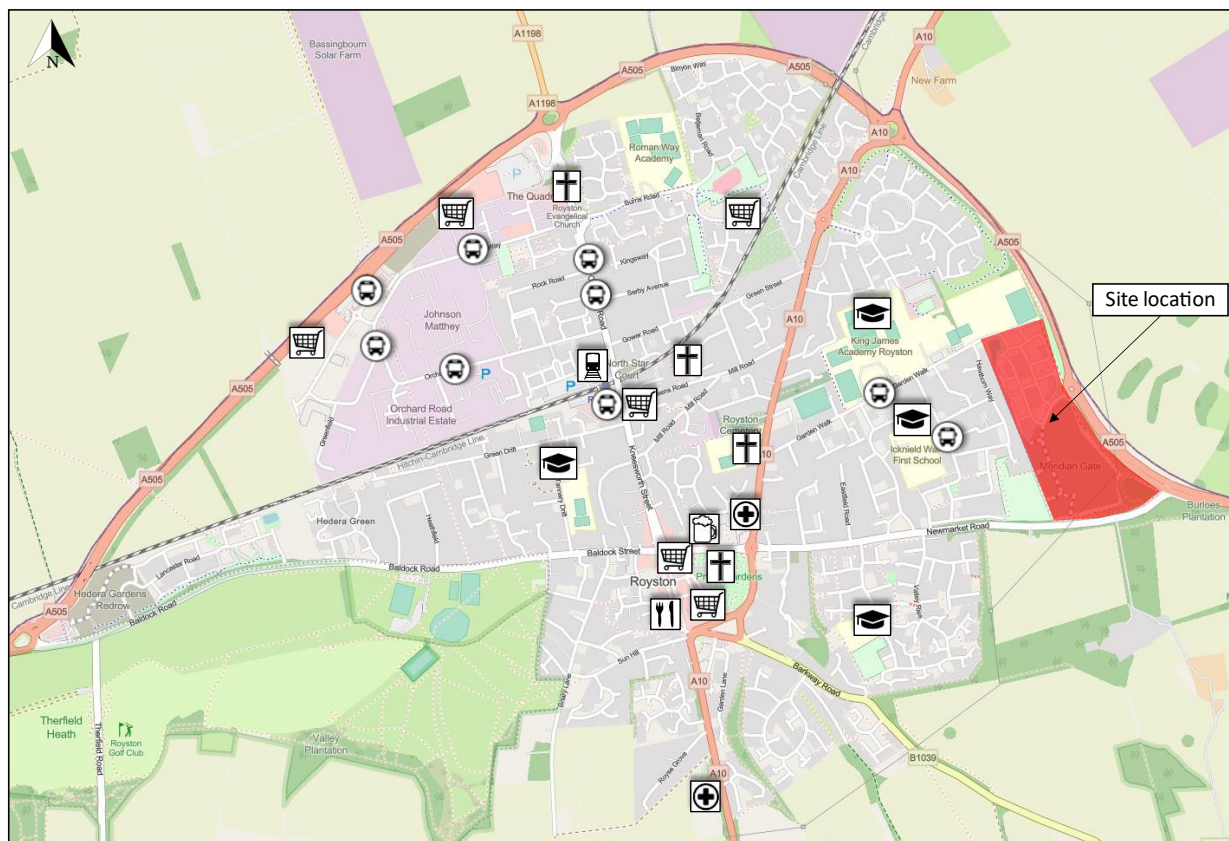
This STIP provides information about your local amenities and how you can make local journeys on foot and by bicycle, together with information about bus and rail travel, car sharing, tips on more environmentally friendly car use and information about travel to your local schools, and promotion of national and local “active” events.

We are committed to promoting sustainable travel options and reducing the reliance on single-occupancy car trips. As part of this initiative, each household is able to apply for a voucher worth £100 towards the cost of travel on local bus services. This incentive is designed to encourage the use of public transport, contributing to a healthier and more sustainable community.

This STIP will also discuss personal travel & journey planning and how it can be accessed.

Your Local Area

Map



Approximate Walk and Cycle Access Times

Key	Name	Walk	Cycle
	Bus Stop King James Academy	11 mins	2 mins
	Bus Stop The Close	13 mins	3 mins
	Royston Health Centre	23 mins	6 mins
	King James Academy Royston	9 mins	2 mins
	Icknield Walk First School	17 mins	3 mins
	Tesco Express, Market Hill	28 mins	8 mins
	Banyers House	25 mins	7 mins
	St Thomas Of Canterbury & The English Martyrs	18 mins	4 mins
	The Manor House	26 mins	7 mins

Based on a walking speed of 5km per hour and cycling speed of 16km per hour.

Health Benefits of Walking

Walking is not only sustainable and eco-friendly but can also benefit your whole family's personal health and wellbeing. Government guidelines advise that:

Children (5-18) - Children should do at least 60 minutes (1 hour) of physical activity every day, which should range between moderate-intensity activity, such as cycling, walking and playground activities and vigorous-intensity activity, such as fast running and tennis. On three days a week, these activities should involve muscle-strengthening activities, such as gymnastics or swimming, and bone-strengthening activities, such as running.

Adults (19-64) - To stay fit and healthy, adults are advised to do at least 150 minutes (2.5 hours) of moderate-intensity aerobic activity such as cycling or fast walking every week, and muscle-strengthening activities on two or more days a week that work major muscle groups (legs, hips, back, abdomen, chest, shoulders and arms).

More info at: www.nhs.uk/live-well/exercise/free-fitness-ideas/

These Guidelines can be hard to reach in a busy lifestyle, but one way you can stay fit and incorporate exercise into your daily routine is by walking or cycling instead of travelling by car.

In addition to being good for your physical health, walking can also be great for your mental health. Charity 'Mind' suggests that physical activity can:

- Help you sleep better as you feel more tired at the end of the day.
- Improve your mood as physical activity releases hormones that can make you feel better in yourself and give you more energy.
- Be a way to manage stress, anxiety or intrusive and racing thoughts as being physically active gives your brain something to focus on and releases cortisol which helps us manage stress.

Find out more at: www.mind.org.uk

Local Walking Groups

One excellent way to discover great walking routes, stay fit, and connect with fellow walking enthusiasts is by joining a local walking group. The Ramblers, a well-established walking organisation, offers a fantastic opportunity for this. Try visiting:

<https://www.ramblers.org.uk/go-walking/ramblers-groups/royston-group>.

The Ramblers is dedicated to promoting walking for health, pleasure, and as a means of transportation. They organise a variety of walks catering to different fitness levels and interests, ensuring that there is something for everyone.

Cycling

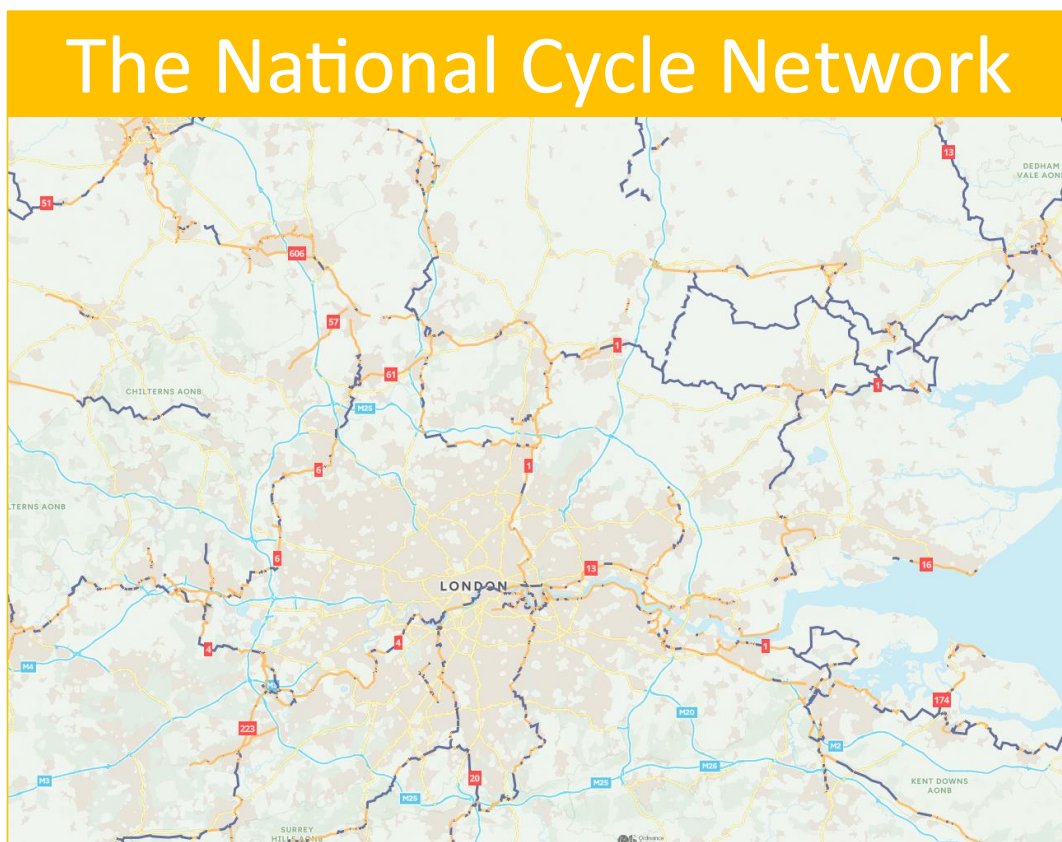
Cycling is a great way to combine travel and exercise. It's also economical and convenient – there are cycle storage spaces available in your building, and most likely your destination will feature cycle parking spaces too at the other end of your journey!

Where Can I Cycle?

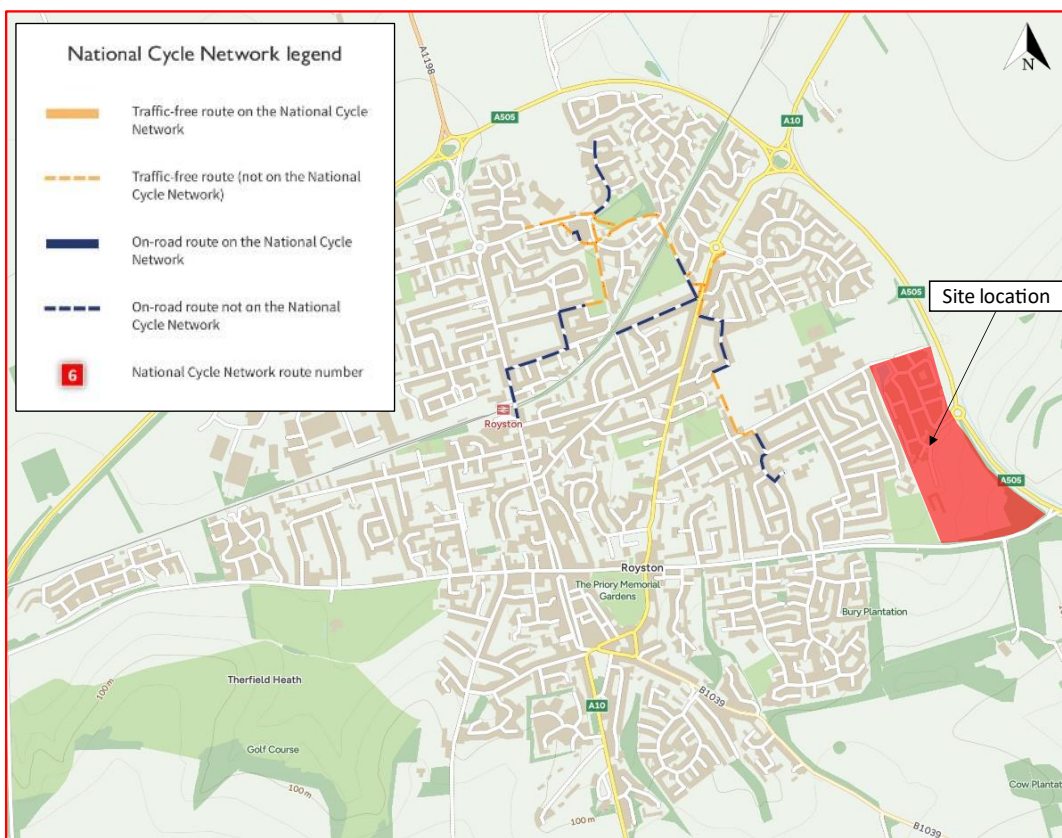
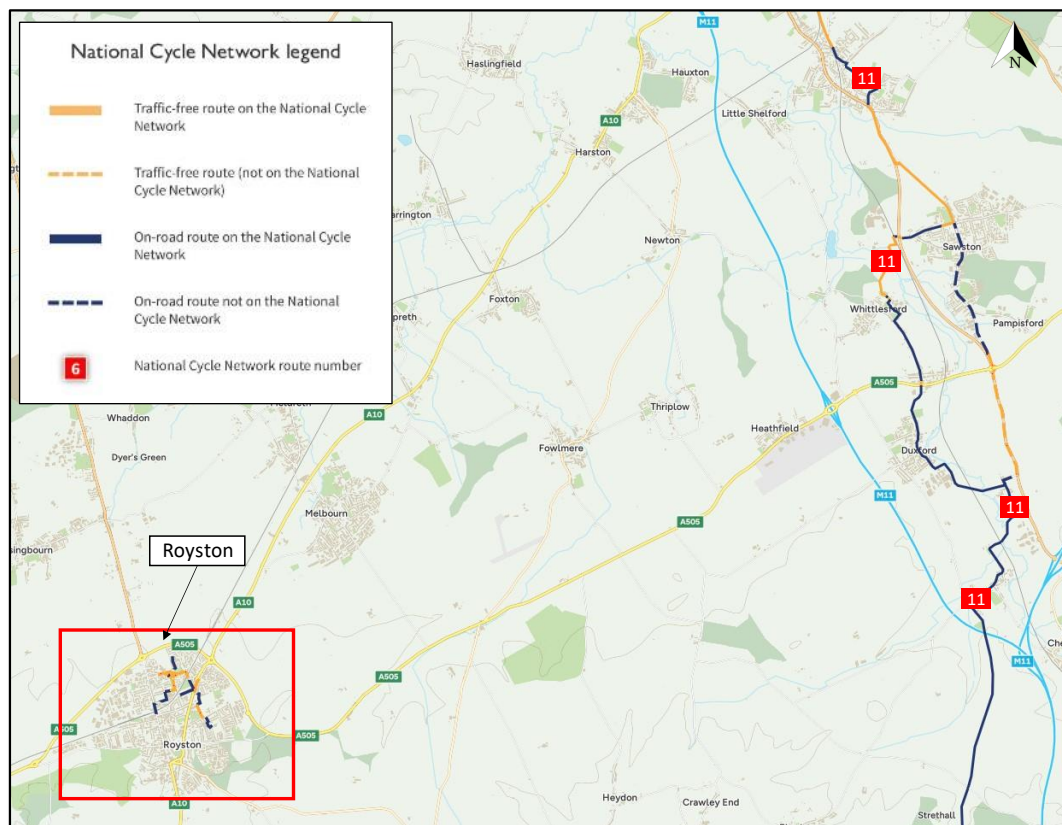
You can generally cycle anywhere on the road (excluding motorways) but look out for circular signs with a red border showing a bike – these are roads where cycling is prohibited.

You can also only cycle on the pavement if it's been designated for cyclists – look out for a blue circular sign showing a bike.

The National Cycle Network is a network of signed paths and routes across the UK. The closest National Cycle Network (NCN) route to Meridian Gates is NCN Route 11, located to the east. This route passes through the villages of Duxford and Whittlesford, offering a scenic and enjoyable cycling experience. NCN Route 11 is part of a larger network of signed paths and routes across the UK, providing both on-road and off-road sections that are perfect for exercise or leisurely rides.



For more information visit: www.sustrans.org.uk/national-cycle-network.



Cycling Safely

- Wear a helmet. It can also be a good idea to wear reflective clothing so other road users can see you clearly, particularly if you're cycling in the dark.
- Check your bike is in good working order before you travel. Do your brakes and lights (if you're cycling between sunset and sunrise), work? Are your tyres full of air?
- Plan your route ahead.
- If you're out of practice or haven't cycled much before try finding a traffic-free environment to practice.
- Always follow the Highway Code.

For more cycling tips and information visit: www.britishcycling.org.uk/

Health benefits of Cycling

As well as being a great form of sustainable transport, cycling is another great way to meet the Government's Guidelines on Exercise. The British Cycling Federation explains some other health benefits:

Ten Years Younger - Studies have shown that regular cyclists enjoy the general health of someone approximately 10 years younger.

Low Impact - Cycling is low impact exercise – kinder on your joints than running and other high impact aerobic activities.

No Stress - Many cyclists report that cycling regularly reduces their perceived levels of stress and promotes relaxation.

Tune In - In cycling, levels of exertion can be much more finely tuned than any other form of exercise. Using speed, wind resistance, gearing, gradient or 'hyper gravity training' (i.e. carrying extra weight), you can tailor your level of exertion to suit your current fitness level or goals.

All Body Exercise - Mountain Biking or 'out of saddle' riding (e.g. climbing) is an excellent full body exercise. When mountain biking, you're constantly shifting your weight, sometimes carrying your bike, working your arms, chest, abs and improving your core stability.

Balance - Regular cycling improves balance and co-ordination.

More information can be found at: www.britishcycling.org.uk

Public Transport

By Train

Your nearest national rail train station is Royston - which is a 9-minute cycle ride and 6-minute drive or 30 minutes via bus. There are sheltered cycle parking stands and cycle lockers available at the station.

Where can you go by train?

Royston station provides services to various destinations, including London, Cambridge, and Stansted Airport. The following are some key routes and their approximate journey times:

Route	Approx. Journey Time
Royston to London King's Cross	40 minutes
Royston to Cambridge	15 minutes
Royston to Stansted Airport	1 hour

For more information, timetables and to buy tickets visit:

www.greateranglia.co.uk or download the Greater Anglia App.

You can also buy tickets and plan your rail journey at:

www.nationalrail.co.uk

www.thetrainline.com

Taking your bike on the train

You can take your bike on a Greater Anglia train except during busy weekday peak periods (trains due to arrive in London between 07:45 and 09:45, and those due to leave London between 16:30 and 18:30). Only folded bikes can be carried on these services.

Railcards

A range of railcards are available that allow you to purchase a train ticket at a reduced rate:

- **16-17 Saver** - If you're aged 16 or 17 you can save up to 50% on your rail travel. You can use it to travel to school, college or work as well as for leisure travel for days or nights out with your friends.
- **16-25 Railcard** - Whether you are travelling to college, university, work or just for leisure, if you are aged between 16 and 25 or a mature student you can save 1/3 on your rail fares.
- **26-30 Railcard** - If you are aged 26-30 then you can save 1/3 on rail fares off-peak across Britain.
- **Disabled Persons Railcard** - For people with a disability meeting the eligibility criteria, the Disabled Persons Railcard offers 1/3 off rail travel for you and a friend or travel companion.
- **Family & Friends Railcard** - With a Family & Friends Railcard up to four adults get 1/3 off and up to four children (aged 5 to 15) get 60% off - and as the name suggests, the users do not need to be related, you just need to travel together.
- **Network Railcard** - Enjoy 1/3 off rail fares in the Southeast England area for you and up to 3 other adults and up to 4 children.
- **Senior Railcard** - the Senior Railcard saves you 1/3 on all journeys
- **Two Together Railcard** - Enjoy a 1/3 discount on your off-peak rail travel for you and the person you travel with most - not just if you are a couple, it could be with a family member or your best friend.

Most 1-year railcards cost £30 (as of November 2021). For further information and to purchase a railcard online, visit railcard.co.uk

By Bus

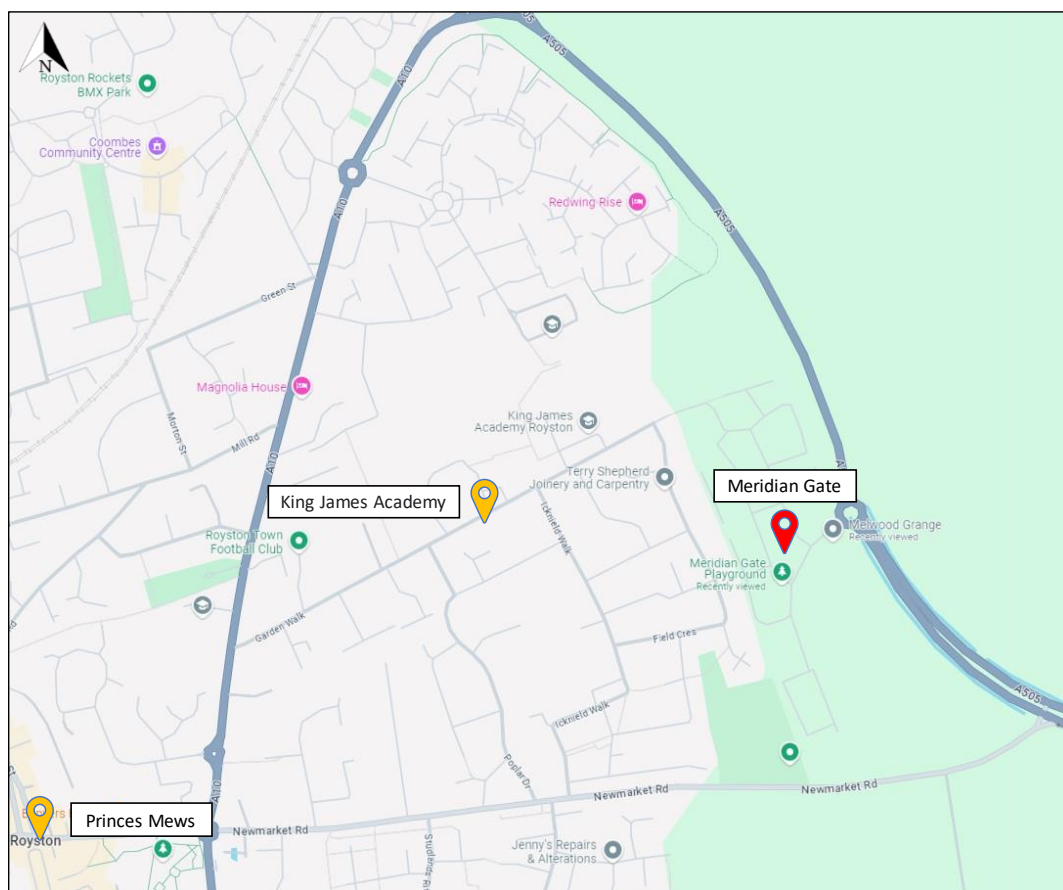
Your nearest bus stop is located on Garden Walk (King James Academy) and is served by route 16 – **Royston, Burns Road to Town Centre (Circular)**
Journey times to key destinations are shown in the table below.

Service Number	Destination	Approx. Journey Time
16	Royston Tesco	26 minutes
16	Royston Baldock Street Princes Mews	12 minutes

For more information and up-to-date timetables visit:

<https://richmonds-coaches.co.uk/local-bus-services/>

Bus Stop Map



Journey Planning Services

Journey Planning Services can help individuals plan their journeys more effectively and conveniently saving time and expenses! Many services are available that are easy to use and can help you identify the times of routes and modes of transport that you can use for your own personal commutes and journeys.

Intalink – <https://www.intalink.org.uk/>

Richmonds Coaches local bus services can be checked via this online service and smartphone app called *Intalink* which displays route information and bus departure times on a map and allows for journey planning.

Traveline – <https://www.traveline.info/>

A nationwide partnership of transport companies providing timetable and journey planning information for all travel in Great Britain by bus, rail, coach and ferry.

National Rail – <https://www.nationalrail.co.uk/>

A definitive source of customer information for National Rail passenger services in England, Scotland and Wales. It provides journey planning, real-time information, ticket and fares information, and a range of rail-related information.

Each household can claim a voucher worth £100 towards the cost of travel on local bus services!

Contact:

meridiangate-sustainabletravel@sweco.co.uk

T&Cs apply.

Car Sharing

A great way of cutting down on journeys by car from your new home is to get involved in car sharing. According to Transport Environment, the average car sits unused for more than 90% of the time and costs on average £5,700 a year to own and run which equals approximately £15 a day.

Why Car Share?

According to Friends of the Earth on the 'National Car Share' website:

- Traffic has increased by over 60% since 1980.
- Cars are the biggest source of greenhouse gas emissions.
- Congestion costs the UK £19 billion a year.
- Every day there are 10 million empty seats on our roads.
- If average car occupancy were to increase by half – with 2.37 persons per car rather than 1.58 – it would lead to a one-third fall in traffic.

The Cooperative Greener Travel Initiative shows in the chart below the comparison in CO2 emissions and costs. The following example is based on a 22.5 km (14 mile) commute, in a 2-litre petrol car.

Number of people in vehicle	1	2	3	4
Total CO2 (kg) per person	5.14	2.57	1.71	1.26
Cost per person (£)	7.09	3.55	2.36	1.77

Courtesy of: www.co-operative.coop/greentravell/greener-travell/reduce-carbon-emissions

Liftshare Service

One of the most popular car-sharing services is Liftshare. Liftshare is a platform that connects drivers and passengers who are traveling in the same direction, allowing them to share the journey and the costs. By joining the Liftshare community, you can start sharing your journey today and enjoy the benefits of car sharing.

Sign up for free by registering as a driver or passenger. Then, search for a trip by looking for a regular or one-off trip request to share and make contact to arrange any details. For more information visit: <https://liftshare.com/uk>.

Eco Driving Tips

Sometimes it's necessary to drive but driving in an eco-friendly way can help reduce your CO2 emissions as well as saving you fuel and money.

Drive at an appropriate speed. Sticking to speed limits helps conserve fuel. Driving at slower speeds also gives you time to anticipate traffic ahead, helping you drive more smoothly. Driving at 50 miles per hour (mph) instead of 70 mph can improve fuel economy by 25%.

Speed up and slow down smoothly: Every time you stop and start, your engine uses more fuel and produces more emissions. Check the road ahead and slow down early, giving the traffic time to start moving again before you reach it. You can then speed up again without needing to stop.

Change gears at the right time: Changing up gears a little earlier can reduce revs per minute (rpm) and reduce your fuel usage. If you drive a diesel car, try shifting up when the rev counter reaches 2,000 rpm. For a petrol car, change up at 2,500 rpm. Remember to change down a gear at the right time too – if your car is struggling, it will also use more fuel.

Avoid leaving your engine running: If you're likely to be at a standstill for more than a minute or two, switch off the engine. When the engine is idling, you're wasting fuel. Using air conditioning and electrical devices like mobile phone chargers increases your fuel consumption, so keep their usage to a minimum. Try using the fresh air vent to keep cool and park in the shade on a sunny day. This will keep your car cooler inside and stop fuel evaporating from the engine and fuel tank.

Homeworking

The Covid-19 Pandemic changed the way many people work and a much greater proportion of people are spending more time working from home than prior to the pandemic. This is great news from a sustainable transport point of view as fewer journeys are taking place, but the impact on personal health and wellbeing shouldn't be forgotten. Here are our top tips for working from home:

Take regular breaks

Getting up and moving around can help prevent eye strain and prevents fatigue from sitting in the position for an extended period of time. Try to take a break of at least 5 minutes every hour.

Get out and about

Getting out for some fresh air can also allow you to take a break and get a different perspective on any problematic tasks.

Pick up the phone

Working from home can feel a little isolated at times. Instead of sending an email or instant message, why not call a colleague and have a real conversation?

Get dressed

It's tempting to stay in your pyjamas all day but getting dressed can improve your state of mind and physiologically prepare you for work.

Create a dedicated workspace

If you are able to, try creating a dedicated area of the house (such as a specific room or surface) to work from - try to avoid places such as the sofa which are associated with leisure time.

For more tips visit:

<https://www.nhs.uk/every-mind-matters/mental-wellbeing-tips/simple-tips-to-tackle-working-from-home/>

Linden HOMES

The content of this Sustainable Travel Information Pack has been prepared by Sweco UK on behalf of Linden Homes to encourage and assist you in making sustainable transport choices for your everyday journeys.

Should you have any queries or wish to comment on any sustainable transport matters within the Meridian Gate development please contact:

meridiangate-sustainabletravel@sweco.co.uk

Useful Websites

Local Information

<https://www.hertfordshire.gov.uk>

Cycling and Walking Information

www.britishcycling.org.uk
<https://www.ramblers.org.uk/go-walking/ramblers-groups/royston-group>

Bus Information

<https://richmonds-coaches.co.uk/local-bus-services/>

Train Information

www.greateranglia.co.uk
www.thetrainline.com
www.nationalrail.co.uk