

Transport Statement

April 2025

EAS

Former Roysia Middle School

Burns Road, Royston SG8 5EQ

Wilson James

Document History

JOB NUMBER: 5803/2025
 DOCUMENT REF: 5803/TS/A
 REVISIONS: B – For Submission

Revision	Comments	By	Checked	Authorised	Date
A	Client Draft	BM	MJ	MJ	17/04/2025
B	For Submission	BM	MJ	MJ	17/04/2025

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The content of this report is based on information available as of April 2025, the validity of the statements made may therefore vary over time as planning guidance / policies and the evidence base change.

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1 Introduction

- 1.1 This Transport Statement has been prepared by EAS on behalf of Wilson James to support a full planning application for the temporary change of use of a playground/parking area of a former middle school into a car park for contractor parking.
- 1.2 The former school is the Roysia Middle School, Burns Road, Royston SG8 5EQ, which is permanently closed.
- 1.3 A minibus shuttle system will be employed to transfer contractors from the proposed car park to the Johnson Matthew HQ construction site on Orchard Way, Royston, where a new warehouse is being constructed but there is no contractor parking.
- 1.4 The site is located in the north of Royston, in close proximity to the A505, A1198 and A10, while the site is also within a short walk of a range of key local facilities that may be useful to contractors on their way to or from the car park.
- 1.5 A location plan is included at **Appendix A** and plans of the proposed development are included at **Appendix B**.
- 1.6 This Transport Statement has been prepared with regard to the Department of Communities and Local Government Guidance on Travel Plans, Transport Assessments and Statements in Decision Taking (March 2014).
- 1.7 The contents of each section of this document are as follows:
 - Section 2 – details the national and local policy context;
 - Section 3 – describes the existing site and baseline conditions;
 - Section 4 – describes the development proposals and access arrangements;
 - Section 5 – sets out the likely trip generation characteristics; and
 - Section 6 – provides a summary and the conclusions of the assessment.

2 Policy Background

Introduction

2.1 The policy documents reviewed include:

- National Planning Policy Framework (NPPF) (2024);
- North Hertfordshire Local Plan 2011-2031 (2022)

2.2 A brief description of the above documents and their potential relevance is given below.

National Planning Policy Framework (NPPF) (2024)

2.3 This document sets out the government's planning policies for England and how these are expected to be applied.

2.4 Planning law requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise. The National Planning Policy Framework must be taken into account in preparing the development plan and it is a material consideration in planning decisions. Planning policies and decisions must also reflect relevant international obligations and statutory requirements.

2.5 The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.

2.6 In this regard, Paragraph 10 of the NPPF states:

*So that sustainable development is pursued in a positive way, at the heart of the Framework is a **presumption in favour of sustainable development** [original emphasis].*

2.7 Section 9 of the NPPF on Promoting Sustainable Transport states, in paragraphs 109 and 110:

Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:

- Making transport consideration an important part of early engagement with local communities;*
- ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;*
- understanding and addressing the potential impacts of development on transport networks;*
- realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage- for example in relation to the scaler, location or density of development that can be accommodated;*

- e) *identifying and pursuing opportunities to promote walking, cycling and public transport use; and*
- f) *identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure- including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.*

The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

2.8 Paragraph 112 states that the following should be taken into account when setting local parking standards:

- a) *the accessibility of the development;*
- b) *the type, mix and use of development;*
- c) *the availability of and opportunities for public transport;*
- d) *local car ownership levels; and*
- e) *the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.*

2.9 Paragraph 113 adds that:

Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.

2.10 Paragraphs 115 states:

In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) *sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
- b) *safe and suitable access to the site can be achieved for all users;*
- c) *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*

- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.

2.11 Paragraphs 116 states:

Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.

2.12 Within that context, paragraphs 117 states that applications for development should:

- a) Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations. 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.

2.13 Paragraph 118 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 vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.

North Hertfordshire Local Plan 2011-2023 (2022)

2.14 This document sets out policies for the management of development in the district.

2.15 Policy T1 'Assessment of transport matters' states:

Planning permission will be granted provided that:

- a) Development would not lead to highway safety problems or cause unacceptable impacts upon the highway network;

- b) *Mechanisms to secure any necessary sustainable transport measures and / or improvements to the existing highway network are secured in accordance with Policy SP7;*
- c) *Suitable Transport Statements, Transport Assessments and / or Travel Plans along with supporting documents are provided where required; and*
- d) *For major developments, applicants demonstrate (as far as is practicable) how:*
 - i. *the proposed scheme would be served by public transport;*
 - ii. *safe, direct and convenient routes for pedestrians and cyclists will be provided; and*
 - iii. *comprehensive integration into the existing pedestrian and cycle, public transport and road networks will be secured.*

2.16 Policy T2 'Parking' states:

Planning permission will be granted provided that:

- a) *Parking for residential development is provided in accordance with the minimum standards set out in Appendix 4 of this Plan;*
- b) *Parking for non-residential development is provided having regard to the standards for non-residential development set out in the relevant Supplementary Planning Document;*
- c) *Proposals have regard to relevant Supplementary Planning Documents, strategies or advice and;*
- d) *Applicants clearly identify how they provide for all likely types of parking demand and demonstrate that parking will be safe and of a design and layout that will function satisfactorily.*

Variations from these standards will only be considered where applicants can demonstrate that the accessibility, type, scale, mix and use of the development; the availability of and opportunities for public transport; local car ownership levels; and on-street conditions justify such variations.

2.17 In this instance, as the site comprises a car park to support existing demand for contractors further afield, the application does not have regard to parking standards; rather this is making use of available hardstanding area.

3 Existing Site Conditions

Site Location and Existing Use

- 3.1 The site comprises the playground/parking area of the former Roysia Middle School, Burns Road, Royston SG8 5EQ, which is permanently closed.
- 3.2 The entire school site incorporates a number of interconnected and detached buildings, which were used over the years by two schools (primary and middle school), a Children's Centre (providing support to young families) and a local Scouts group.
- 3.3 The primary school on site, Roman Way First School, which provided space for up to 277 pupils, shut in March 2019 and was replaced by Roman Way Academy, which maintained its maximum capacity and is operational at the time of writing.
- 3.4 The Children's Centre was opened in 2010 and is currently operational.
- 3.5 The Scout hut was built on site in approximately 1992/93 and remains operational on site.
- 3.6 The Roysia Middle School (community school) at the site initially closed in 2011 and was succeeded by an academy school of the same name, which eventually closed in December 2019.
- 3.7 Roysia Middle School had a capacity for up to 360 pupils when its operation at the Burns Road site ceased.
- 3.8 Therefore, until the end of 2019, the entire school site on Burns Road was operating with a maximum capacity of 637 pupils, in addition to operation of the Children's Centre.
- 3.9 The application site, (the playground/car park) is situated to the east of the former school buildings, to the north-west of the roundabout of Burns Road and Betjeman Road, in the north of Royston.
- 3.10 A location plan is included at **Appendix A**.

Local Highway Network

- 3.11 Burns Road, from which the site is accessed, is an unclassified road comprising a circa 6.5m wide carriageway, subject to a 30mph speed limit, with footways on both sides. There is street lighting and bus routes run along Burns Road.
- 3.12 To the east of the site there is a three-arm roundabout, with neither of the two arms continuing east (Betjeman Road) and south (Burns Road) from the site providing a through route for vehicular traffic.
- 3.13 To the west of the site Burns Road meets a roundabout with Old North Road and York Way, with Old North Road (south) providing access towards the town centre, and Old North Way (north) providing access to the A505 and in turn to the A1198 and A10.
- 3.14 With the lack of through routes for vehicular traffic to the east of the site, the vast majority, if not all, cars travelling to or from the site would do so via the west of the site; in theory, only a car travelling to or from the residential area east of the site would approach from the east.

- 3.15 Further, with the one-way system at the south of Royston, all traffic travelling to/from either direction of the A505, the A1198, A10 north, and from A10 south or B1039, would enter Royston from the north, avoiding routing through the town centre.
- 3.16 Very little traffic associated with the site would route through the town to travel to or from the site.
- 3.17 With the lack of through route or any major trip attractors to the east of the site, traffic on Burns Road is expected to be relatively limited. Owing to the necessary timescales for the project and the timing of school Easter holidays at the time of writing, it has not been possible to undertake a reliable traffic survey, however, review of the various Google Maps Street View images and past publicly available data gives some confirmation of this supposition.

Accessibility

- 3.18 There are footways along both sides of Burns Road, as well as pedestrian crossings with pedestrian refuges at each arm of the adjacent Burns Road/Betjeman Road roundabout, as well as a pedestrian crossing at a narrowed part of Burns Road to the west of the site.
- 3.19 The Roysia Schools bus stops are located circa 30m west of the site access and are served by the 16, 18 and 813 bus routes.
- The 16 bus is a circular bus route in Royston with a service every 45-minutes;
 - The 18 bus serves between Royston and Buntingford via local villages with services in both directions roughly every 1.5-hours;
 - The 813 bus is a school bus service from Meldreth to Bassingbourn via Royston in the morning, and the reverse in the afternoon.
- 3.20 However, public bus connections are likely to be of limited relevance for users of the site.
- 3.21 There are some key local facilities, in particular a convenience store and pharmacy, located circa 300m/4-minute walk from the site which could be useful to contractors utilising the proposed car park.

Site Access

- 3.22 The entire school site has 3 established vehicular access points and 2 pedestrian access points. Two vehicular access points are from Burns Road, located opposite its junction with Eliot Road, providing access and egress from the school car park which is arranged as a one-way loop. There is a pedestrian access gate located adjacent to the vehicular access, while the second dedicated pedestrian access is located roughly midway between the vehicular access and egress. All these access points are in use by the Roman Way Academy, Children Centre and Scouts Hut.
- 3.23 None of these access points form any part of this application.
- 3.24 The third existing vehicular access is also from Burns Road, situated circa 20m west of the give way line of the Burns Road/Betjeman Road roundabout. This access currently provides only maintenance access to the school grounds, and is subject to this planning application by providing access to the proposed site.

- 3.25 Despite the proximity to the roundabout, as explained above it is clear that the vast majority, if not all, trips to the site would come from the west, hence there would be an extremely limited risk of cars waiting to turn right into the site holding up traffic onto the adjacent roundabout.
- 3.26 The access is circa 4m in width with small radii (estimated as 3m), rather than as a vehicular crossover. This geometry would not allow two vehicles to pass at the access, however, the vast majority of trips would be tidal in nature, with contractors arriving in the morning and then departing in the afternoon. There would in theory be some conflict with minibuses travelling in the opposite direction, however, as is set out further in Section 4, such instances would be extremely rare and would happen outside of the network peak hours on an unclassified road with relatively low traffic flow.
- 3.27 The nature of the proposed car park for contractor parking would result in tidal trips, with cars arriving in the morning and then departing in the evening. Hence there would be extremely limited, if any occurrence of vehicles travelling in opposing directions at the access.

Traffic Collision Review

- 3.28 A review of traffic collisions in the vicinity of the site from the CrashMap database for the most recent 5-year period available, 2019-2023 inclusive, found no collisions occurred in the immediate vicinity of the access, and just one, a slight collision, on Burns Road between the roundabouts to the east and west of the site.
- 3.29 This slight collision occurred at the junction of Burns Road and Eliot Road, circa 110m west of the site access, involving a car which was slowing down impacting its offside with the front of an 'other vehicle' (unspecified) which was proceeding normally along the carriageway, not on a bend.
- 3.30 The collision occurred in daylight and there is good visibility at the junction at any rate, and the collision occurred on a Sunday evening, hence likely with low traffic levels. The collision is therefore considered to be due to driver error.

With an absence of other incidents having occurred in the vicinity of the site highway safety does not appear to be a notable issue associated with the proposal.

4 Development Proposal and Transport Impact

Proposal

- 4.1 The proposal comprises the change of use of the former school playground/parking area into a car park for contractor parking. The proposed car park will be in place for a period of 18 months.
- 4.2 The car park will have 88 spaces, each measuring 5m x 2.5m, operating in a one-way circulation system with aisles widths of 7.76m on the longer arms and 6.54m on the shorter arms of the car park.
- 4.3 A welfare unit comprising a toilet, drying room and rest area will also be provided in the car park.
- 4.4 A minibuss shuttle system will be employed to transfer contractors between the proposed car park and the Johnson Matthew HQ construction site on Orchard Way, Royston, where a new warehouse is being constructed but there is no contractor parking.
- 4.5 A plan of the proposed site is included at **Appendix B**.

Access

- 4.6 Vehicular access to the car park will be retained via the existing maintenance access from Burns Road, comprising a circa 4m width and circa 3m radii.
- 4.7 As noted in Section 3, this geometry would not allow two vehicles to pass at the access, however, the vast majority of trips would be tidal in nature, with contractors arriving in the morning and then departing in the afternoon.
- 4.8 Trips by minibuses could in theory present a conflict with contractor cars, however, with minibuses generally accommodating up to 17 passengers, there would likely only be 4 or 5 minibuses required to transport the maximum number of staff, giving relatively limited scope for any conflict to occur, and at any rate, such occurrences would be outside of the network peak hours, on what is reasoned to be a lightly trafficked, unclassified road.
- 4.9 To the west of the access, a 2.4m x 43m visibility splay, in line with Manual for Streets requirements for a 30mph speed limit, is achieved to the nearside kerbline.
- 4.10 To the east of the access, visibility of 2.4m x 36m is achieved to the southern side of the roundabout central island, to vehicles approaching the exit from the roundabout onto Burns Road towards the site. 36m is in line with the required Manual for Streets Stopping Sight Distance for a 25mph 85th percentile speed, which is considered to likely be higher than the speed of vehicles on the roundabout.
- 4.11 These visibility splays are illustrated on the drawing contained at **Appendix C**.
- 4.12 At any rate, visibility is also clearly achieved to vehicles approaching and entering the roundabout from Betjeman Road and in all likelihood vehicles would remain in view as they drive around the central island.
- 4.13 Appropriate intervehicle visibility is therefore clearly achieved at the access.
- 4.14 Appropriate 0.65m x 0.65m pedestrian intervisibility splays are also achieved, as demonstrated on the plan contained at **Appendix C**.

- 4.15 The car park and its access will be bounded by Heras fencing to prevent access from the proposed car park into the wider grounds of the school site, as well as prevent any pupils accessing the site and ensure wider school site security.
- 4.16 The car park entrance would be gated, with a staff member arriving to open the gate at 06:00 to allow access, and once all minibus shuttles have departed the site the gate would be relocked. The reverse would occur in the afternoon, with the gate being unlocked to allow minibus access, and once all minibuses and contractor cars have departed the gates would be relocked.
- 4.17 Swept path analysis included at **Appendix D** illustrates that a minibus, represented by a 7.5t panel van owing to the limited size of minibuses available on the AutoTrack vehicle library, is able to access and egress the site in forward gear.
- 4.18 A separate 2m wide pedestrian entrance will be provided to the west of the vehicular access, which will provide for pedestrian access in and out of the car park as necessary, as well as to the adjacent Scout Hut.
- 4.19 Pedestrian movements associated with the Scout Hut will be physically separated from the vehicular access route with further Heras fencing.

Existing Use Trip Generation

- 4.20 The application site, in and of itself, as the playground/parking area of a former school, would have no inherent trip generation.
- 4.21 However, it seems unlikely that the school, which is permanently closed, would reopen without use of its playground/parking area, and moreover with a contractor car park operating immediately adjacent to school buildings.
- 4.22 Furthermore, the proposal is for 18-months only, and of course any extension to this would require a new application through which the status of the school could be reassessed.
- 4.23 Therefore, it is considered that trips associated with the proposed car park can be offset from trips associated with the former school.
- 4.24 To estimate trip generation associated with the former school the TRICS database has been interrogated to find surveys of sites which met the following criteria:
- Multi-modal survey;
 - Located in England outside of Greater London;
 - Situated in 'edge of town' or 'suburban area'
 - Undertaken on a weekday in the past 5 years, discounting any surveys undertaken during Covid-19 restrictions.
- 4.25 9 surveys were found that met these criteria, from which estimated trip rates per pupil were drawn, as summarised in Table 4.1, with corresponding trip numbers for 360 pupils, as stated in the most recent data on the Government website (<https://get-information-schools.service.gov.uk/Establishments/Establishment/Details/137657>), summarised in Table 4.2.
- 4.26 The full TRICS datasheet is included at **Appendix E**.

Table 4.1 – Trip rates per pupil for former school use (from TRICS)

Trip Mode	AM Network Peak Hour 08:00 – 09:00			PM School Peak Hour 15:00-16:00			PM Network Peak Hour 17:00 – 18:00			All Day 07:00 -19:00		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Total Vehicles	0.296	0.267	0.563	0.229	0.250	0.479	0.017	0.036	0.053	0.778	0.769	1.547
Pedestrians	0.621	0.299	0.920	0.310	0.562	0.872	0.014	0.031	0.045	1.138	1.131	2.269
Cyclists	0.068	0.006	0.074	0.007	0.052	0.059	0.004	0.005	0.009	0.095	0.094	0.189
Public Transport Users	0.133	0.064	0.197	0.060	0.118	0.178	0.014	0.009	0.023	0.254	0.254	0.508

Table 4.2 – Trip numbers for 360 pupils of former school use (allow for rounding)

Trip Mode	AM Network Peak Hour 08:00 – 09:00			PM School Peak Hour 15:00-16:00			PM Network Peak Hour 17:00 – 18:00			All Day 07:00 -19:00		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Total Vehicles	107	96	203	82	90	172	6	13	19	280	277	557
Pedestrians	224	108	331	112	202	314	5	11	16	410	407	817
Cyclists	24	2	27	3	19	21	1	2	3	34	34	68
Public Transport Users	48	23	71	22	42	64	5	3	8	91	91	183

4.27 It can be seen above the former school could be expected to generate 203 vehicle trips during the AM network peak hour. Vehicle trips in the PM network peak are estimated to be just 19, however, between 15:00-16:00, which would include school pick-up time, the school would have been expected to generate 172 vehicle trips.

Proposed Use Trip Generation

4.28 With the proposed use being a car park for contractors, trip generation can be calculated with a good degree of accuracy using a first principles approach.

4.29 With 88 parking spaces, it can be assumed there would be up to 98 vehicle trips in the morning likely between circa 06:00-07:00, all well before the AM network and school peak hour, comprising up to 88 arrivals by contractor cars plus up to 10 trips by minibus (up to 5 arrivals and 5 departures); and then the reverse in the afternoon, likely between 16:00-17:00, before the PM network peak and after the school peak time.

4.30 Trips over the whole day would therefore be up to 196 vehicle trips.

4.31 This would comprise both a considerable reduction in the network peak periods and over the day as a whole.

5 Summary and Conclusion

Summary

- 5.1 EAS has been appointed to prepare a Transport Statement to support a full planning application for the change of use of a playground/parking area of a former middle school into a car park for contractor parking.
- 5.2 The former school is the Roysia Middle School, Burns Road, Royston SG8 5EQ, which is permanently closed.
- 5.3 The proposed car park will have 88 spaces, with a minibuss shuttle system to be employed to transfer contractors from the proposed car park to Royston railway station or directly to local construction sites.
- 5.4 Nearby facilities, in particular a convenience store and pharmacy, may be of use for contractors on their way to or from the site, which can be accessed in a circa 300m/4-minute walk, connected via footways. There are bus stops adjacent to the site, although bus travel would be of limited use for the proposal.
- 5.5 There is an existing circa 4m wide access with circa 3m radii which will provide vehicular access to the site. The access has appropriate visibility.
- 5.6 The vast majority of trips would be tidal, with contractor cars arriving in the morning and then departing in the afternoon. There would be some potential for conflict between opposing movements, however, maximum use of the car park could likely be accommodated by 4 or 5 minibuses, giving limited scope for conflict to occur, and at any rate, such occurrences would occur outside of the network peak hours, on what is reasoned to be a lightly trafficked, unclassified road.
- 5.7 A separate 2m wide pedestrian access will be provided alongside this. Heras fencing will separate the vehicular and pedestrian accesses, as well as preventing access from the car park the rest of the former school grounds.
- 5.8 A review of traffic collisions in the vicinity of the site presents no concerns relating to highway safety on the local network.
- 5.9 The application site in and of itself, as the playground/parking area of a former school, would have no inherent trip generation. However, it seems unlikely the school, which is permanently closed, would ever continue operation with a contractor car park occupying its playground.
- 5.10 Existing use trip generation is therefore taken to be that associated with the former school, which based on TRICS data would be expected to generate 203 vehicle trips during the AM network peak hour, just 19 during the PM network peak hour, but 172 during the school PM peak hour 15:00-16:00.
- 5.11 In comparison, the proposed car park would be expected to generate up to 67 vehicle trips in the morning between circa 06:00-07:00, all well before the AM network and school peak hour, and the 67 again in the afternoon likely between 16:00-17:00, before the PM network peak and after the school peak hour.

5.12 This would comprise both a considerable reduction in the network peak periods and over the day as a whole.

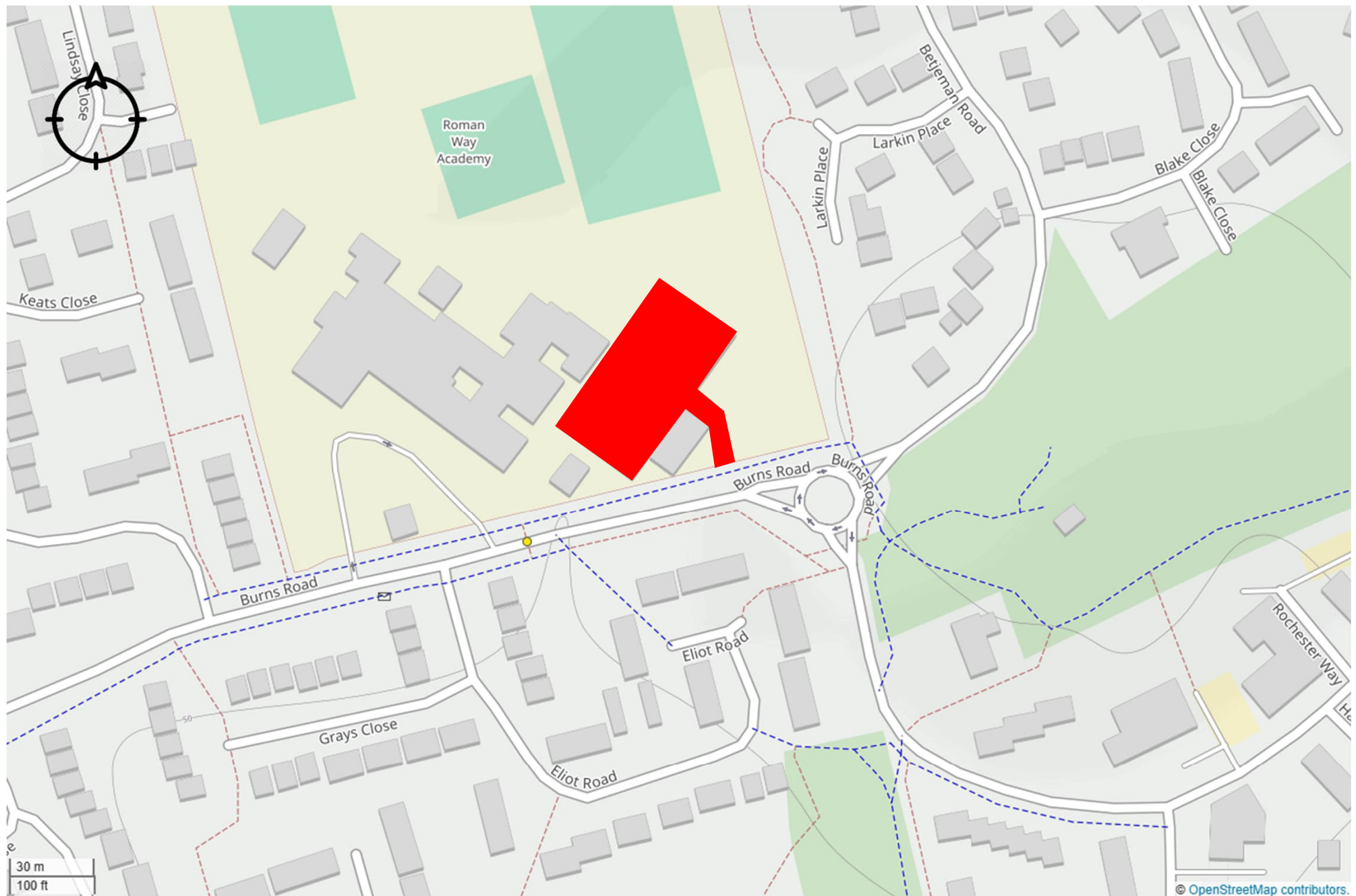
Conclusion

5.13 The proposal is not expected to generate a perceptible negative impact on the local highway network. The proposal should therefore not be refused on transport or highways grounds.

Appendices

Appendix: A - Location Plan
Appendix: B - Development Proposal
Appendix: C - Visibility Splays
Appendix: D - Swept Path Analysis
Appendix: E - TRICS Datasheet

Appendix: A – Location Plan



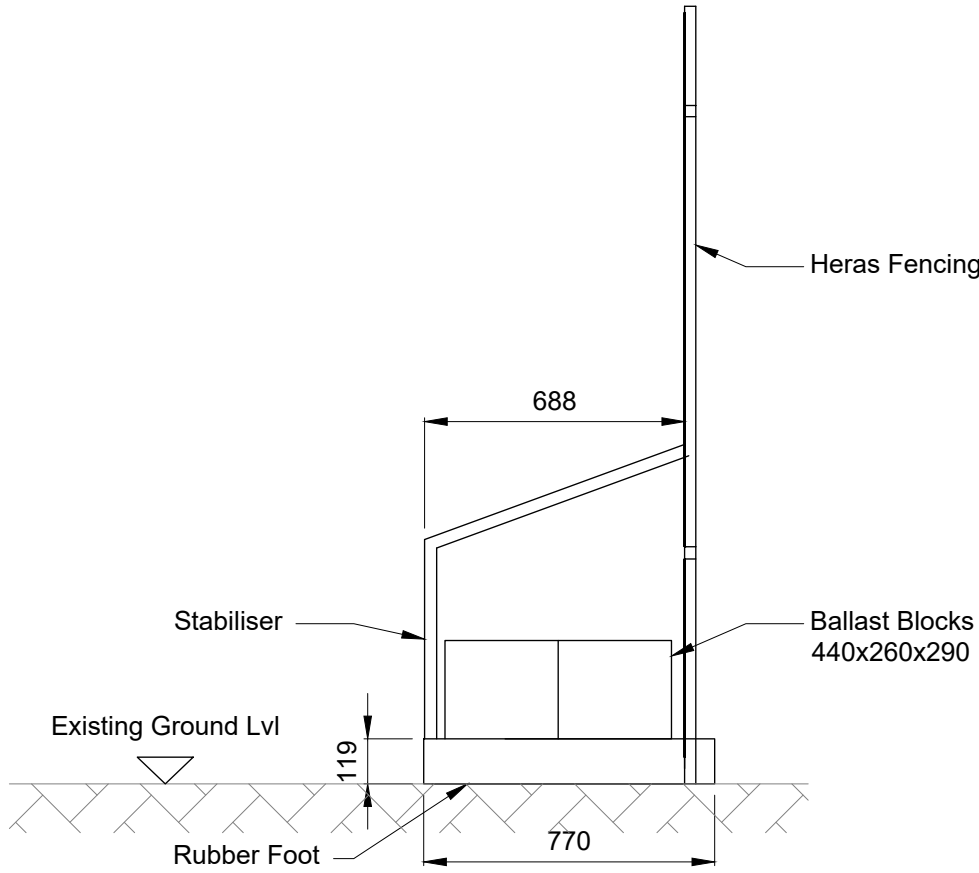
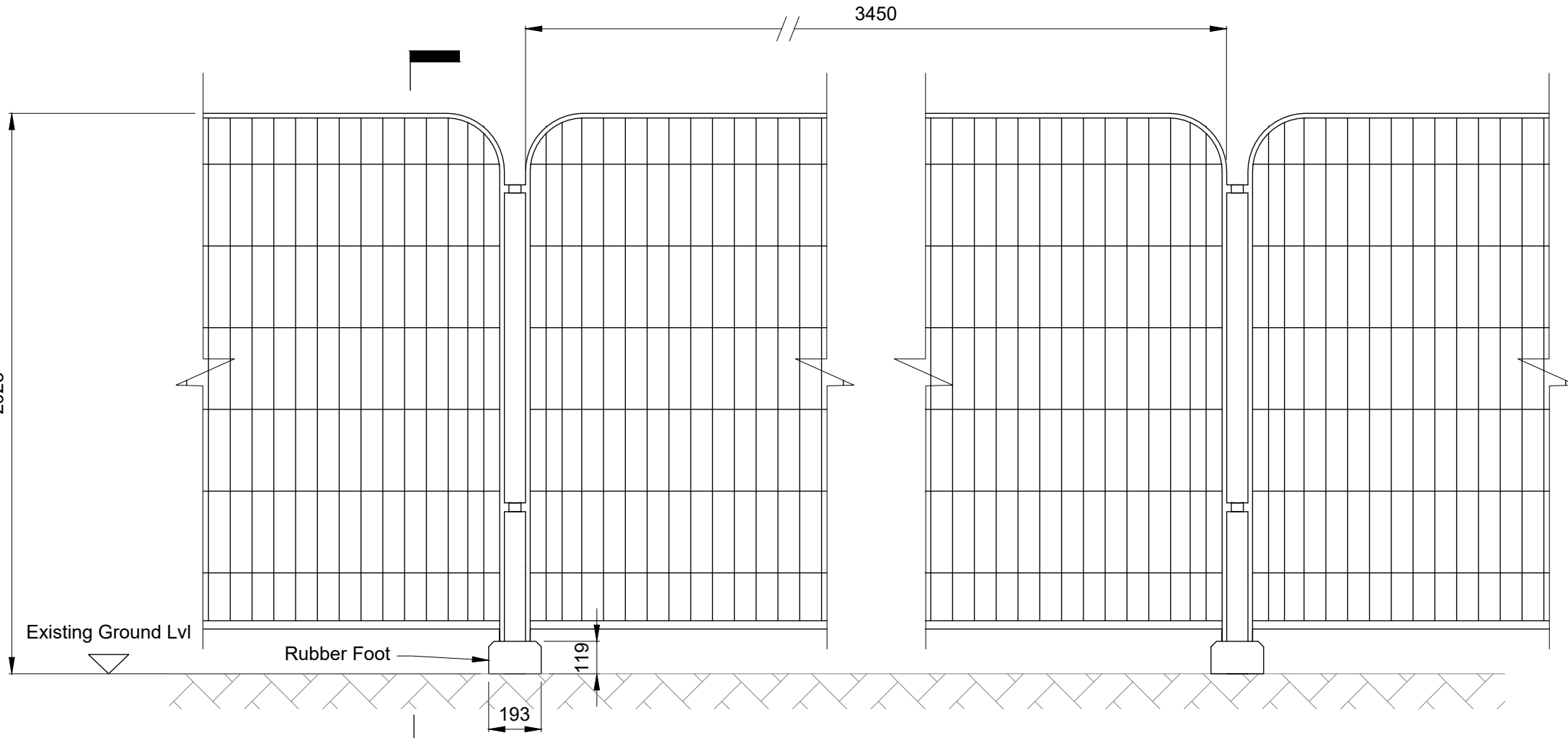
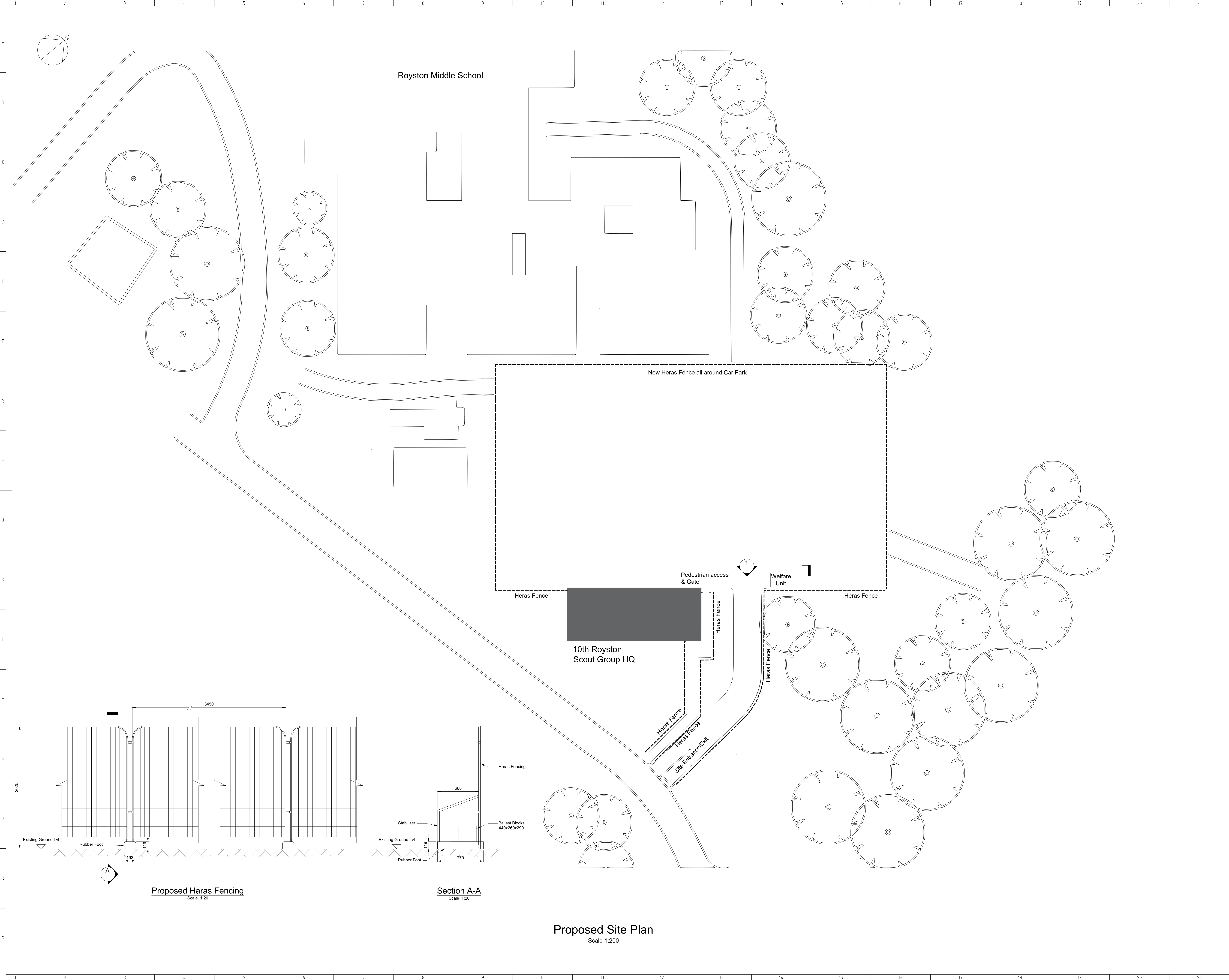
Location Plan



Site Location

EAS

Appendix: B – Development Proposal



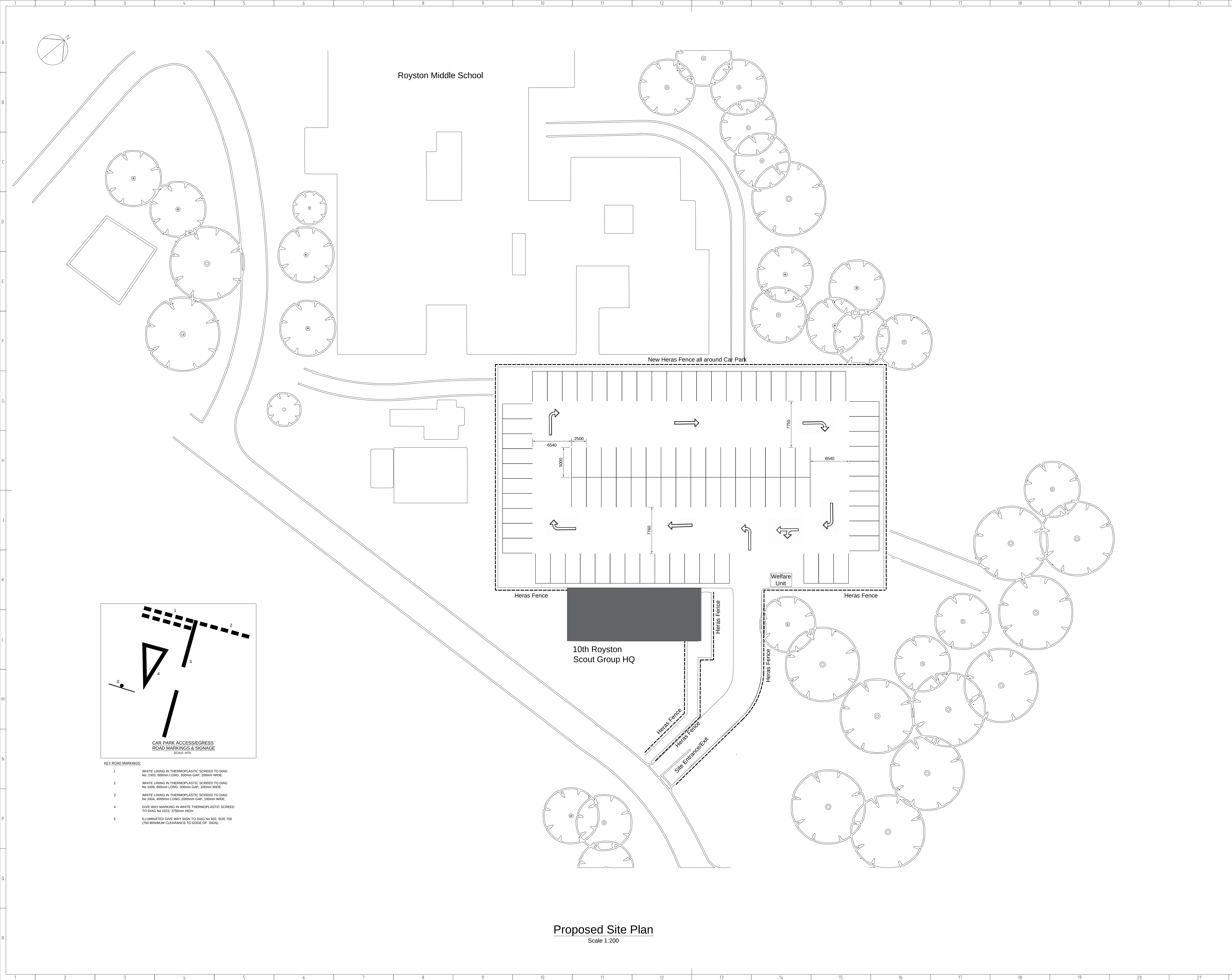
Proposed Site Plan
Scale 1:200

GENERAL NOTES

REFERENCE DRAWINGS

- JAUNTIMAGE-RCP-001 - PROPOSED SITE PLAN
 - JAUNTIMAGE-RCP-002 - WELFARE UNIT ELEVATIONS
 - JAUNTIMAGE-RCP-003 - PROPOSED CAR PARK LAYOUT
- DENOTES THIS DRAWING

Revision	Project No	Change Control History of Amendments / Comments	Drawn by	Date
P1	0		J. CLAYTON	08/04/2025
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	PRELIMINARY		P1	
Department	Drawing Title		Drawing No	
CIVIL	ROYSTON CAR PARK PROPOSED SITE PLAN		JAUNTIMAGE-RCP-001	



GENERAL NOTES

REFERENCE DRAWINGS

CONFIDENTIAL

Revision

Sheet Size

Contractor Name

Project No

Building No

Department

Drawing Title

Drawing No

Scale

Legacy AZ Drawing No

External Document No

Change Control No

Site

Status

Royston Car Park

PROPOSED CAR PARK LAYOUT

JAUNTMACE-RCP-003

ISSUED FOR INFORMATION

Change Control History of Amendments / Comments

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Revision

Sheet Size

Contractor Name

Project No

Building No

Department

Drawing Title

Drawing No

Scale

Legacy AZ Drawing No

External Document No

Change Control No

Site

Status

Royston Car Park

PROPOSED CAR PARK LAYOUT

JAUNTMACE-RCP-003

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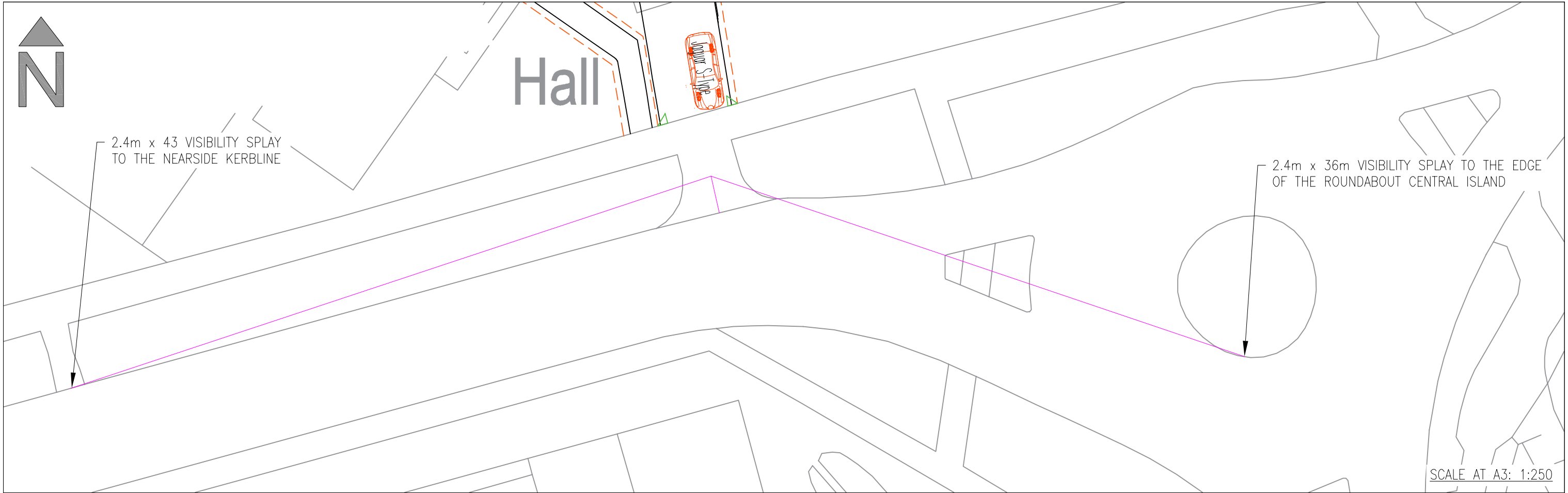
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24

Appendix: C – Visibility Splays



Hall

HERAS FENCING

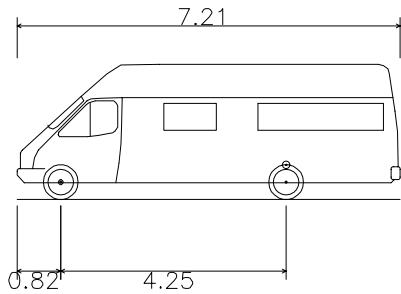
Jaguar S-Type

0.65m x 0.65m PEDESTRIAN INTERVISIBILITY SPLAYS

SCALE AT A3: 1:125

 1st Floor Millers House, Roydon Road, Stanstead Abbotts, Hertfordshire, SG12 8HN Tel: 01920 871777 www.eastp.co.uk	CLIENT:	TITLE: VISIBILITY SPLAYS	DRAWING STATUS:		REV	DATE	BY	DESCRIPTION	CHK	APD
	ARCHITECT:		Ordnance Survey (c) Crown Copyright 2018. All rights reserved. Licence number 100022432							
	PROJECT:		SCALE @ A3: SEE VIEWPORTS	DESIGN—DRAWN: BM						
	FORMER ROYSIA MIDDLE SCHOOL, BURNS ROAD, ROYSTON	DRAWING No: SK01	PROJECT No: 5803							

Appendix: D – Swept Path Analysis



7.5t Panel Van
Overall Length 7.210m
Overall Width 2.192m
Overall Body Height 2.544m
Min Body Ground Clearance 0.316m
Track Width 1.865m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.400m

REV	DATE	BY	DESCRIPTION	CHK	APD
DRAWING STATUS:					
Ordnance Survey (c) Crown Copyright 2018. All rights reserved. Licence number 100022432					
EAS 1st Floor Millers House, Roydon Road, Stanstead Abbots, Hertfordshire, SG12 8HN Tel: 01920 871777 www.eastp.co.uk					
CLIENT:					
ARCHITECT:					
PROJECT: FORMER ROYSIA MIDDLE SCHOOL, BURNS ROAD, ROYSTON					
TITLE: SWEPT PATH ANALYSIS FOR A 7.5t PANEL VAN REPRESENTING A MINIBUS					
SCALE ④ A3: 1:500		DESIGN-DRAWN: BM		DATE: 17/04/2025	
PROJECT No: 5803		DRAWING No: SK02			

Appendix: E – TRICS Datasheet

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION
Category : A - PRIMARY
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
	HF HERTFORDSHIRE	1 days
	ON LUTON	1 days
03	SOUTH WEST	
	GS GLOUCESTERSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
09	NORTH	
	CU CUMBERLAND	1 days
	TV TEES VALLEY	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of pupils
 Actual Range: 208 to 420 (units:)
 Range Selected by User: 92 to 538 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/04/20 to 20/06/24

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Tuesday	4 days
Wednesday	2 days
Thursday	1 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	9 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	4
Edge of Town	5

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	9
------------------	---

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	8 days - Selected
Servicing vehicles Excluded	1 days - Selected

Secondary Filtering selection:

Use Class:

F1(a)	9 days
-------	--------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	2 days
15,001 to 20,000	1 days
20,001 to 25,000	2 days
25,001 to 50,000	3 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

100,001 to 125,000	2 days
125,001 to 250,000	6 days
250,001 to 500,000	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	6 days
1.1 to 1.5	3 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	1 days
No	8 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	9 days
-----------------	--------

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CA-04-A-02 ARBURY ROAD CAMBRIDGE ARBURY Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils: Survey date: WEDNESDAY	PRIMARY SCHOOL 282 21/06/23	CAMBRIDGESHIRE Survey Type: MANUAL
2	CU-04-A-01 FURZE STREET CARLISLE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils: Survey date: THURSDAY	PRIMARY SCHOOL 350 20/06/24	CUMBERLAND Survey Type: MANUAL
3	GS-04-A-01 ROBERT BURNS AVENUE CHELTENHAM SPA BENHALL Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils: Survey date: TUESDAY	PRIMARY SCHOOL 238 02/05/23	GLOUCESTERSHIRE Survey Type: MANUAL
4	HC-04-A-01 BLUEBELL WAY WHITELEY Edge of Town Residential Zone Total Number of pupils: Survey date: TUESDAY	PRIMARY SCHOOL 274 27/06/23	HAMPSHIRE Survey Type: MANUAL
5	HF-04-A-01 BAKER STREET POTTERS BAR Edge of Town Residential Zone Total Number of pupils: Survey date: TUESDAY	PRIMARY SCHOOL 208 26/03/24	HERTFORDSHIRE Survey Type: MANUAL
6	NF-04-A-01 CITY ROAD NORWICH LAKENHAM Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils: Survey date: WEDNESDAY	PRIMARY SCHOOL 420 21/09/22	NORFOLK Survey Type: MANUAL
7	ON-04-A-01 TENNYSON ROAD LUTON Edge of Town Residential Zone Total Number of pupils: Survey date: FRIDAY	PRIMARY SCHOOL 210 17/11/23	LUTON Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	TV-04-A-02	PRIMARY SCHOOL	TEES VALLEY
	WOLVISTON MILL LANE		
	BILLINGHAM		
	Edge of Town		
	Residential Zone		
	Total Number of pupils:	232	
	Survey date: MONDAY	23/05/22	Survey Type: MANUAL
9	WK-04-A-01	C OF E JUNIOR SCHOOL	WARWICKSHIRE
	PLANTAGENET DRIVE		
	RUGBY		
	Edge of Town		
	Residential Zone		
	Total Number of pupils:	420	
	Survey date: TUESDAY	15/11/22	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.74

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
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	9	293	0.063	9	293	0.029	9	293	0.092
08:00 - 09:00	9	293	0.296	9	293	0.267	9	293	0.563
09:00 - 10:00	9	293	0.021	9	293	0.017	9	293	0.038
10:00 - 11:00	9	293	0.013	9	293	0.010	9	293	0.023
11:00 - 12:00	9	293	0.015	9	293	0.014	9	293	0.029
12:00 - 13:00	9	293	0.020	9	293	0.019	9	293	0.039
13:00 - 14:00	9	293	0.020	9	293	0.025	9	293	0.045
14:00 - 15:00	9	293	0.030	9	293	0.023	9	293	0.053
15:00 - 16:00	9	293	0.229	9	293	0.250	9	293	0.479
16:00 - 17:00	9	293	0.046	9	293	0.073	9	293	0.119
17:00 - 18:00	9	293	0.017	9	293	0.036	9	293	0.053
18:00 - 19:00	9	293	0.008	9	293	0.006	9	293	0.014
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.778			0.769			1.547

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	208 - 420 (units:)
Survey date range:	01/04/20 - 20/06/24
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
MULTI-MODAL CYCLISTS
Calculation factor: 1 PUPILS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
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	9	293	0.009	9	293	0.000	9	293	0.009
08:00 - 09:00	9	293	0.068	9	293	0.006	9	293	0.074
09:00 - 10:00	9	293	0.002	9	293	0.001	9	293	0.003
10:00 - 11:00	9	293	0.000	9	293	0.001	9	293	0.001
11:00 - 12:00	9	293	0.001	9	293	0.001	9	293	0.002
12:00 - 13:00	9	293	0.002	9	293	0.003	9	293	0.005
13:00 - 14:00	9	293	0.001	9	293	0.011	9	293	0.012
14:00 - 15:00	9	293	0.000	9	293	0.002	9	293	0.002
15:00 - 16:00	9	293	0.007	9	293	0.052	9	293	0.059
16:00 - 17:00	9	293	0.001	9	293	0.011	9	293	0.012
17:00 - 18:00	9	293	0.004	9	293	0.005	9	293	0.009
18:00 - 19:00	9	293	0.000	9	293	0.001	9	293	0.001
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.095			0.094			0.189

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
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	9	293	0.035	9	293	0.016	9	293	0.051
08:00 - 09:00	9	293	0.621	9	293	0.299	9	293	0.920
09:00 - 10:00	9	293	0.023	9	293	0.021	9	293	0.044
10:00 - 11:00	9	293	0.006	9	293	0.003	9	293	0.009
11:00 - 12:00	9	293	0.019	9	293	0.021	9	293	0.040
12:00 - 13:00	9	293	0.032	9	293	0.038	9	293	0.070
13:00 - 14:00	9	293	0.023	9	293	0.043	9	293	0.066
14:00 - 15:00	9	293	0.031	9	293	0.031	9	293	0.062
15:00 - 16:00	9	293	0.310	9	293	0.562	9	293	0.872
16:00 - 17:00	9	293	0.022	9	293	0.063	9	293	0.085
17:00 - 18:00	9	293	0.014	9	293	0.031	9	293	0.045
18:00 - 19:00	9	293	0.002	9	293	0.003	9	293	0.005
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.138			1.131			2.269

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
 MULTI-MODAL PUBLIC TRANSPORT USERS
 Calculation factor: 1 PUPILS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
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	9	293	0.015	9	293	0.002	9	293	0.017
08:00 - 09:00	9	293	0.133	9	293	0.064	9	293	0.197
09:00 - 10:00	9	293	0.003	9	293	0.010	9	293	0.013
10:00 - 11:00	9	293	0.001	9	293	0.013	9	293	0.014
11:00 - 12:00	9	293	0.009	9	293	0.005	9	293	0.014
12:00 - 13:00	9	293	0.008	9	293	0.009	9	293	0.017
13:00 - 14:00	9	293	0.001	9	293	0.010	9	293	0.011
14:00 - 15:00	9	293	0.007	9	293	0.003	9	293	0.010
15:00 - 16:00	9	293	0.060	9	293	0.118	9	293	0.178
16:00 - 17:00	9	293	0.003	9	293	0.011	9	293	0.014
17:00 - 18:00	9	293	0.014	9	293	0.009	9	293	0.023
18:00 - 19:00	9	293	0.000	9	293	0.000	9	293	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.254			0.254			0.508

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.