

CONTINUITY AND ENCLOSURE

OPEN SPACE

Pattern of Open Space

Royston is relatively well endowed with open space, with several designated areas within the settlement (although mainly on the eastern side), as well as good access to the surrounding countryside.

Town Centre

Within the town centre, Priory Park occupies approximately a quarter of the Town Centre Zone and is situated to the south of Melbourn Street. However, freedom of movement into the park is constrained by the road and by the wall and gates which border it. A second small area of open space lies at the southern tip of the zone, adjacent to London Road.

Historic High Density Zone

This zone has the least access to open space, one of the innermost zones in the settlement, its north-eastern tip bordering on privately-owned allotments, and its southern tip touching the narrowest end of the wedge of open space running eastwards across Melbourn road.

Low Density Mixed Residential Zone

The Mixed Residential and Post-war Suburban Zones directly to the west and south of the town centre contain an area of open space adjacent to Tannery Drift, and is well linked to Therfield Heath.



1. Priory Park in the Town Centre, openly accessible from Melbourn Street.



2. Open land adjacent to Studlands Rise School.

KEY ISSUES

CE5: OPEN SPACE

CE5A

Royston is relatively well endowed with open space, although this is mainly located on the eastern side of the settlement.

CE5B

The small open space between High Street and London Road contains shrubbery which blocks the view of the historic town centre.

CE5C

Access to Priory Park could be improved from within and outside the town centre. The town centre could be enhanced with trees and planting.

CE5D

In the outer zones, street quality varies with varying densities and street widths. Paved front gardens and single rear gardens detract from the sustainability of the urban environment.



3. A pocket of open space in the heart of the Post-war Suburban Zone.



4. Therfield Heath, a popular open space lying to the south of Baldock Road outside the study area.

CONTINUITY AND ENCLOSURE OPEN SPACE

Post-war Suburban Zone

This zone is generally served well by open space, the largest portion lying to the north and north east of Royston, with smaller patches to the east of London Road and north of Barkway Road. Some 1970s estates incorporate lengths of green space along their pedestrian links. There is also open land around the playing fields at Studlands Rise school and Icknield Walk School. Access to the countryside in the north of Royston is barred by the A505.

Open Land

- 1 Playing Field
- 2 Open Space
- 3 Recreation Ground
- 4 Allotment Gardens
- 5 Leisure Centre/Open Space
- 6 Playing Field
- 7 Football Ground
- 8 Cemetery
- 9 The Priory Memorial Gardens
- 10 Open Space
- 11 Green Walk
- 12 Nature Reserve
- 13 Open Space
- 14 Recreation Ground



Open Land in Royston.

CONTINUITY AND ENCLOSURE

OPEN SPACE

Quality of Open Space

Town Centre

The narrow streets of the Town Centre Zone are not well suited to trees and shrubs. However, the space at The Cross is planted with flowers. Some of the larger houses north of Melbourn Street and east of Fish Hill have gardens with trees. Melbourn Street, in particular, noticeably lacks planting.

Historic High Density Zone

Narrow pavements leave little room for trees on the streets in this zone. However, houses tend to have long rear gardens, many planted with shrubs and trees.

Low Density Mixed Use Residential Zone

Some houses in this zone have large gardens to the rear, containing large trees and shrubs, as for example, around Heathfield. In other areas, such as Green Drift, houses are sat closer together, gardens thinner and grouped back to back with fewer trees and more shrubbery. Streets often have grass verges with mature planting.

Post-war Suburban Zone

Wide streets in this zone often contain grass verges, and some streets, particularly around Barkway Road, are lined with trees. Open plan front gardens add to the greenery in the area, while small rear gardens are often well decorated with flowers and shrubs. In several areas of the zone, paved front gardens detract from the quantity of open space. Green, unpaved front gardens are an important feature of sustainable urban environments, absorbing stormwater runoff. Back-to-back gardens are also an important feature of the sustainable urban environment, creating continuous habitats for wildlife.



1. Although many of Royston's narrow streets are unsuitable for planting, wider streets such as Melbourn street would benefit from the addition of trees.



2. Narrow front gardens leave little scope for trees in this zone, however, residents enjoy long rear gardens.



3. Mature planting along Green Drift creates a rural feel in the Low Density Mixed Residential Zone.



4. communal open space in the Post-war Suburban Zone, planted with trees and enhanced by open plan private gardens.

MAKING CONNECTIONS LAND USE

Town Centre

The majority of Royston's commercial land uses come in the form of independent retailers and local services (A1 and A2) located on the ground floors along High Street, and around Fish Hill and Market Hill, and Melbourn street. This is in part due to a lack of large units within the Town Centre Zone. There are pubs, and hotels (A3 and A4) along Melbourn Street, Kneesworth Street, and at the southern end of Market Hill and High Street. The rest of the area, including the top floors of some of the houses along High Street, is residential. The Tesco supermarket, located just inside the A505, west of Old North Road, provides a much wider range of convenience goods than is found in the centre, and is well connected to the rest of the settlement by car via the A505 and Old North Road, drawing shoppers away from the town centre.

Historic High Density Zone

There is a cluster of small shops on Kneesworth Street, grouped around the station. Retail land uses could be encouraged along Kneesworth Street as a way of knitting Royston's two poles together, and enhancing the station's role as a gateway into the town. The Cambridgeshire Regional Economic Strategy has identified Royston as a potential site for incubator/managed workspace. The Historic High Density Zone would be well-suited to this due to its proximity to both the station and town centre.



1. Much of the land use in the Town Centre Zone is A1 and A2.



2. Units within the town centre are small, making it challenging to larger retailers.

KEY ISSUES MCI: LAND USE

MCI A

The Town Centre Zone contains a range of commercial uses, dominated by independent retail and local services.

MCI B

The out-of-town supermarket draws convenience shoppers out of the town centre.

MCI C

Regeneration strategies should consider the town centre's future retail offer and the value of promoting restaurants or comparison shopping.

MCI D

The section of Old North Road running from the station to the town centre should be seen as a critical link. Retail uses near the town centre should contribute to a positive gateway environment.

MCI E

There is an opportunity for incubator units in the Historic High Density Zone.



3. The town centre's future retail offer will be important in its strategic regeneration.



4. Improved links between the centre and the residential zones surrounding it would benefit commerce in the centre.

MAKING CONNECTIONS LAND USE

Land use: Employment Area.

The Employment Zone is contained by the railway, the A505 and Old North Road and contains a number of two storey and larger corrugated iron and brick warehouses as well as the Johnson Matthey plant, clustered around York Way. While the demands of industry dictate built forms and materials, management of the public realm can have an impact, particularly for residents from parts of the Post-war Suburban Zone which sit north of the railway station. Lower densities allow for extensive planting which can hide unsightly views and enhance an otherwise functional and harsh streetscape. There is extensive off-street parking in the zone.

Located next to the station and with excellent access to the A505, this zone would be very well suited to incubator units. Similar office development within the Employment Zone and the Historic High Density Zone would aid cohesion between the two zones, smoothing the character transition between the two.



1. Low-rise industrial units are the common building form in the Employment Area.



2. Warehouses are made of corrugated iron and brick. Wide verges can lighten up the industrial landscape.

KEY ISSUES

CE6: EMPLOYMENT Area

MCIF

Good public realm management can off-set the hard and functional streetscape of the Employment Area.

MCIG

The access from the A505 into the Employment Area is very good, allowing it to function well without impeding the rest of the town, and making it an excellent site for incubator units.



3. Hedges could hide unsightly views.



4. Off-street parking in the Employment Area is extensive,

MAKING CONNECTIONS CIRCULATION, DEMAND AND LINKAGES

Town Centre

The organic plan at the centre of Royston is very permeable to pedestrians, formed before the arrival of the motorcar. The old traffic route running north-south through the centre is narrow and is unsuitable for large volumes of traffic. High Street is partially pedestrianised.

Historic High Density Zone

The Historic High Density Zone has grown either side of the railway which was clearly identified as a barrier to north-south pedestrian movement in the area, restricting access to the widely used allotments north of Green Street, and impeding west-east traffic access.

Low Density Mixed Residential Zone

Despite a good network of paths in this zone, the community consultation revealed that residents keep to the main (traffic) access routes to move around Royston – New Market Road, Garden Walk, Melbourn Road, Baldock Road, Sun Hill. However, Tannery Drift, Mackerel Hall and Heathfield, in contrast, were identified as pedestrian routes from the north to Baldock Road and Therfield Heath.

Post-war Suburban Zone

Larger access routes were also favoured as pedestrian links in this zone. Impermeable cul-de-sacs restrict movement between access roads for both vehicles and pedestrians, particularly around Serby Avenue and the area south of Garden Walk; although there are footpaths throughout the zone, particularly around the eastern and

KEY ISSUES

MC2: CIRCULATION DEMAND AND LINKAGES

MC2A

The town centre is configured well for pedestrians.

MC2B

The outer zones are not as permeable to pedestrians as they might be, weakening the town's cohesiveness.

MC2C

The railway restrains pedestrian and vehicular movement within the Historic High Density Zone.

MC2D

Cul-de-sacs in the Post-war Suburban Zone discourage pedestrian flow, detracting from the potential for sustainable movement.



1. Cul-de-sacs in the Post-war Suburban Zone make traffic and pedestrian through movements difficult.



2. There are adequate pedestrian routes around the eastern side of Royston.



3. Cul-de-sacs make pedestrian navigation of the Post-war Suburban Zone difficult.

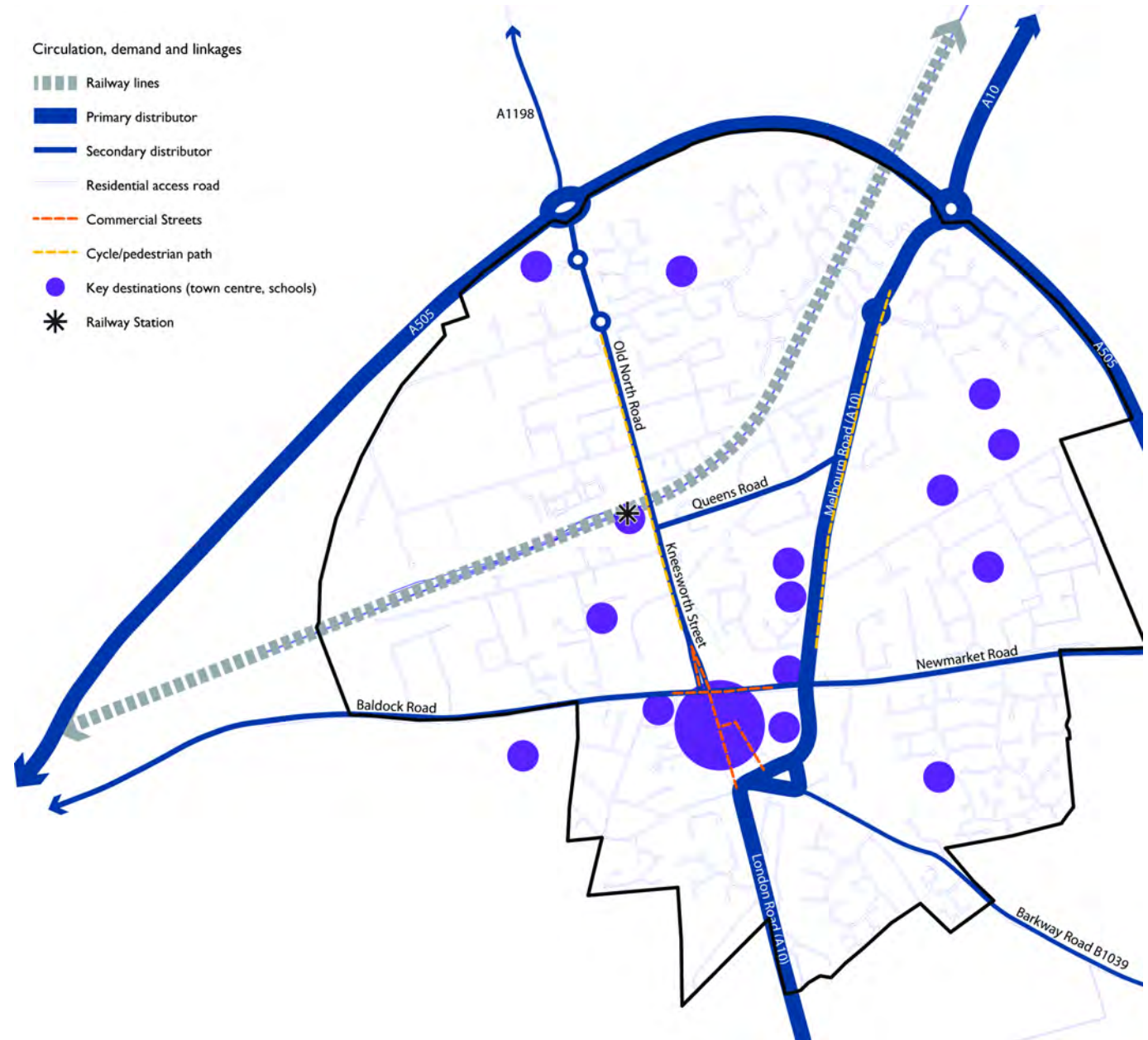


4. Mackerel Hall, one of the pedestrian paths favoured by participants at the consultation event.

MAKING CONNECTIONS CIRCULATION, DEMAND AND LINKAGES

South eastern borders, cul-de-sacs make navigation generally difficult, and the paths do not seem to be used as much as they could be. This lack of permeability weakens the cohesiveness of the town as a whole.

The contrast between the town centre and the outlying zones weakens the town as a cohesive whole. This could be addressed by enhancing pedestrian linkages between the two.



Vehicular and pedestrian linkages within Royston.

MAKING CONNECTIONS

PARKING

Town Centre

There are several car parks within the zone, including the Town Hall car park to the north-east of the zone and next to London Road to the south. Within the immediate town centre there is parking at Fish Hill Square and at the top end of Market Hill. There is a little on-street parking in the town centre as a whole. Car parking in Fish Hill and Market Hill discourages pedestrian use of these areas, yet both have huge potential as enclosed spaces naturally attractive to pedestrians.

Historic High Density Zone

The Historic High Density Zone has mostly on-street parking, with some off-street parking in short front gardens.

Low Density Mixed Residential Zone

This zone has a mixture of on- and off-street parking, with on-street parking along Sun Hill and Briary Lane.

The Post-war Suburban Zone

This zone contains a variety of parking arrangements, including on-street around Hillside and Mouteagle, Hawthorn Way, off-street at Beldam Avenue/Grange Bottom/Shafa's way, own garages front and rear, integrated (Burns road), and group-parking areas around Bedlam Avenue. High end contemporary developments have good parking provision, either with individual garages, shared garage blocks, or wide spaces in front of houses.



1. Town centre parking at Fish Hill in the Town Centre Zone.



2. On-street parking in the Historic High Density Zone.

KEY ISSUES

MC3: PARKING

MC3A

The town centre lacks a coherent parking strategy, with an array of car parks and informal parking areas along Market Hill negatively impacting the town centre environment.

MC3B

The outer zones offer a variety of parking types with better parking facilities in younger developments.

MC3C

Fish Hill and Market Hill provide opportunity sites for major public realm improvement, and the creation of vibrant public spaces.



3. Off-street parking, Serby Avenue (Low Density Mixed Residential Zone).



4. Front garage parking in the Post-war Suburban Zone.

QUALITY OF THE PUBLIC REALM STREETSCAPE ELEMENTS

Town Centre

While signage and street furniture is functional along the traffic routes such as Baldock Street, Melbourn Street and Priory Lane, the narrower streets in the centre contain decorative features such as Victorian-style street lamps and elegant fencing along the pavement. The open space at the northern end of High Street is decorated with well-kept flowerbeds, and the glacial stone, a treasured local artefact, embodies Royston's rich history at The Cross. The high quality York pavestones along High Street match the architectural quality of the area.

Historic High Density Zone

Front gardens enhance the streetscape, being either open plan, or separated by low hedges or timber fences.

Low Density Mixed Residential Zone

Houses in this zone also tend to have small to large front gardens bordered with low timber or chain fences. Hedges and grass verges alongside pavements add to a feeling of ruralness and openness.

Post-war Suburban Zone

While some developments have open-plan front gardens, many are set behind high walls discouraging pedestrian usage of the street. Wide grassy verges add to a feeling of open space, but these spaces are often neglected as a result. This is exacerbated by a lack of clarity over whether such spaces are public or private. Contemporary developments are mostly open plan at the front, with areas of mature planting.



1. The glacial stone positioned at The Cross embodies Royston's history at the town's geographic heart.



2. Plaques demarcate a trail exhibiting sites of local interest in the town centre.

KEY ISSUES

QPRI: STREETSCAPE ELEMENTS

QPRI A

Although much of the town centre has been enhanced with tastefully designed street furniture, Fish Hill and Market Hill are a noticeable contrast for their poor treatment.

QPRI B

The public realm is naturally enhanced by private gardens out of the town centre, where developments have open-plan gardens or low walls and fences.

QPRI C

High walls and bare open spaces discourage use and a feeling of ownership of the public realm in the Post-war Suburban Zone.



3. Flowerbeds decorate the approach to Royston's town centre from the north.



4. Elegant railings in the town centre.

QUALITY OF THE PUBLIC REALM
STREETScape ELEMENTS



5. Historic High Density: Low brick walls, timber walls and hedging.



6. Low Density Mixed Residential: hedging and green verges.



7. Hedges and enliven the streetscape in South Side (Low Density Mixed Residential Zone).



8. Post-war Suburban Zone: formal grassed areas enhance the streetscape, but blank walls detract from it.

QUALITY OF THE PUBLIC REALM SECURITY

The town centre is well lit, and has some CCTV surveillance. However, any surveillance gaps that do exist here attract anti-social activities, particularly those which are unlit. The passage between the library buildings at Fish Hill, for example, have been cited by the local police as a place of particular concern. Functionally designed security apparatus on High Street detract from the historic character of the area.

Historic High Density

The zone is well-lit. Security is aided by short front gardens and low fences/hedges, increasing the likelihood of surveillance by residents.

Low Density Mixed Residential

Larger front gardens mean fewer eyes on the street, but lighting is good.

Post-war Suburban Zone

The cul-de-sacs in the Post-war Suburban Zone tend to cause security issues where estates back onto access routes, leaving the street unwatched. Impermeable street patterns are less easy to police. Fieldfare Way has large brick walls at its entrance, increasing a feeling of security to its residents, but excluding the public.



1. CCTV surveillance on High Street.



2. Security cameras in the town centre.

KEY ISSUES QPR2: SECURITY

QPR2A

The town centre is generally well equipped with CCTV. However, there are some notable blind spots where anti-social behaviour takes place.

QPR2B

CCTV cameras within the historic centre are sometimes out of character with their context.

QPR2C

Within the Post-war Suburban Zone cul-de-sacs leave areas fronted by rear gardens and therefore unwatched.



3. Areas known to be hidden from CCTV can attract anti-social activity.



4. Cul-de-sacs create impermeable neighbourhoods discouraging pedestrian usage as access routes and making for difficult policing.

SETTLEMENT-WIDE CRITERIA CIRCULATION

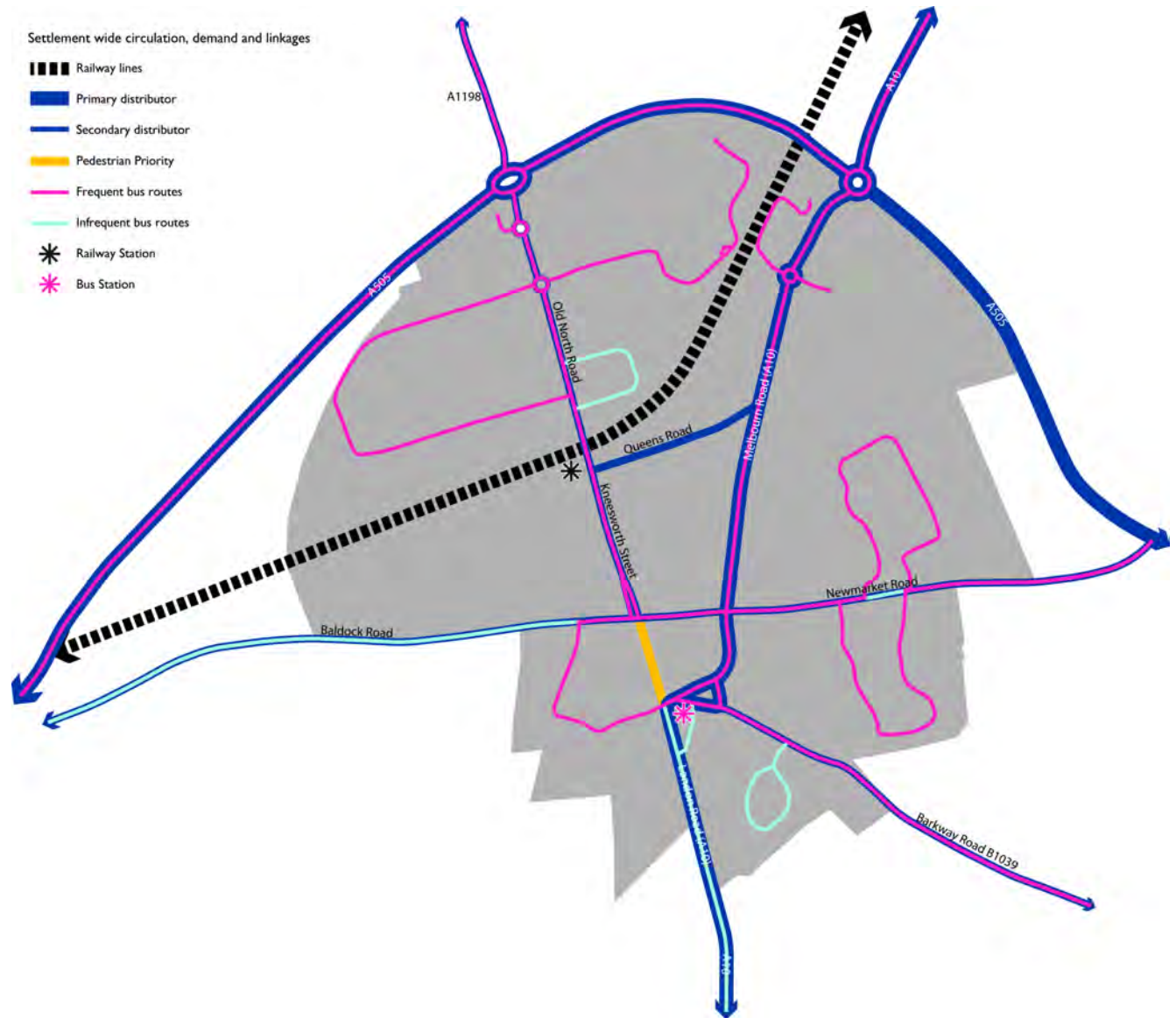
Pedestrian routes

Pedestrian routes tend to follow main traffic routes through the town as movement through many of the residential areas of Royston is difficult or considered unsafe. The traffic system around the town centre creates a large barrier between it and the outlying zones, especially around Melbourn Street and Priory Lane. There is parking within the centre, but traffic is encouraged to move around, rather than through it.

Vehicular routes

The pedestrianisation of High Street and the narrowness of the surrounding streets make the town centre unappealing as a through route for motorists. An adequate bypass route along Priory Lane keeps through traffic out of the town centre.

The outer zones are well served by the broadly radial road structure formed by Baldock Road, London Road, Barkway Road, Newmarket Road, Melbourn Road and Old North Road.



The main circulation routes around Royston.

SETTLEMENT-WIDE CRITERIA SWC1: CIRCULATION

SWC1A

Traffic circulation is good due to Royston's almost radial road structure.

SWC1B

Traffic routes create barriers between the centre and the outskirts for pedestrians.

SETTLEMENT-WIDE CRITERIA VIEWS

Royston's position in a bowl in the Anglian Heights endows the town with several important views of Royston from within and without the town. Residents identified a number of key views from within and outside of the town.

Outside of Royston, residents identified Therfield Heath as a key viewpoint, taking in views both across the town, and of the countryside both directly to the east and to the west of Royston, as well as the view back across the town from Hyde Hill. Motorists approaching Royston also benefit from good views of the town from the A10 and the A1198.

Royston's approach roads were also cited as offering important views: Sun Hill, London Road and Old North Road looking into the town, and New Market and Barkway Roads looking out of it. The views down the High Street from both ends were considered special, as was the view of the church and Priory Park from Priory Lane and from the bottom of Fish Hill.



1. View out to Hyde Hill, along Garden Walk.



2. The view of the church from Priory Park was cited by residents as important.

KEY ISSUES LE1: VIEWS

SWC2A

The most important views of Royston as a whole settlement are from Therfield Heath and Hyde Hill.

SWC2B

From within the town, the important views are to be found along its approach roads, and within the historic heart, particularly of High Street and St John's Church.

SWC2C

The London Road approach is a key gateway to Royston offering views straight down into the High Street.

SWC2D

The Views to the parish church from the town centre have been limited by recent developments.



3. Rising above concealed residential areas, the church is framed by its surrounding countryside, as seen from Therfield Heath.



4. Royston's sloped topography makes for good views of the town, particularly around the steeper areas to the south.

SETTLEMENT-WIDE CRITERIA

LEGIBILITY

Landmarks, gateways and orientation points

St John's Church clearly denotes the centre of the settlement as viewed from outside of Royston. However, from within the centre itself, the town is made legible more by the distinctive architecture of High Street/Kings Street/Kneesworth Street, providing a vivid line running roughly north-south. The church is more visible from the higher ground to the south of the town, and from a number of viewpoints such as Priory Park and Fish Hill.

The gateway to the town centre from the north and from the station, is relatively unclear, with no distinctive landmarks to immediately identify the town centre. This is improved by signage.

Paths and edges

The strongest path in Royston is along High Street. Pedestrian routes identified by residents also showed the main traffic routes in and out of town to be their main paths.

Barriers

A number of barriers were identified by residents in Royston. The railway line and bypass were widely acknowledged to be barriers to pedestrian permeability, particularly concerning access south to the allotments north of Green Street, and concerning the Post-war Suburban estates in the north-east corner of the settlement. A second barrier was poor quality/unsafe footpaths. These were located south of Orchard Road, south of Stamford Avenue, and along Tannery Avenue.



1. St John's church is a local landmark, but views of it are limited directly within the town centre.



2. The pedestrian gateway to the town centre from the station.

KEY ISSUES

LE2: LEGIBILITY

SWC3A

The linear historic streets at the centre are its most legible features.

SWC3B

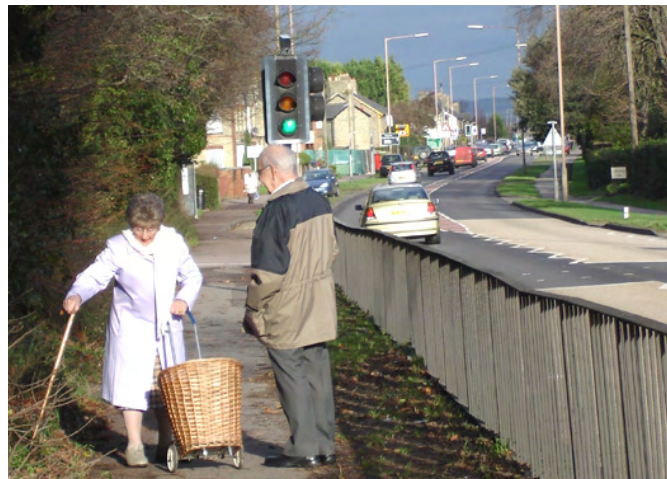
The gateways to Royston rely on signage due to a lack of major visible landmarks within the town centre.

SWC3C

Royston's image is a key issue, and reflects the town's historic identity.

SW3D

Advertising at gateways, such as London Road, can have a negative impact on visitor perceptions of the town.



3. Melbourn Road, a key path into, out of, and around Royston for pedestrians and motorists alike.



4. The Priory Lane acts as a barrier between Priory Gardens and the residential areas to the south and east.

SETTLEMENT-WIDE CRITERIA

LEGIBILITY

Melbourn Street and Priory Lane are at the same time paths for vehicular traffic and barriers to pedestrians. This causes a barrier to movement between Priory Park and the residential areas to the south and east.

Image

Royston's image seems to be most accurately embodied by St John's Church and the historic High Street. Together, these project Royston's image as a market town. The community consultation revealed strong concern for Royston's identity as a market town or as a hinterland to London; lying on the border between Hertfordshire and Cambridgeshire but close to Cambridge, Royston's residents understand their town to have a Cambridgeshire feel, quite distinct from other towns in North Hertfordshire. A key issue is how future development should relate to this identity through architectural style.

Signage

Signage in Royston is clear and counteracts Royston's architectural illegibility.

Bad signage can detract from Royston's image, particularly when it is sited at the town's gateways. A case-in-point is the large advertising billboard sitting at the London Road gateway to the town centre.



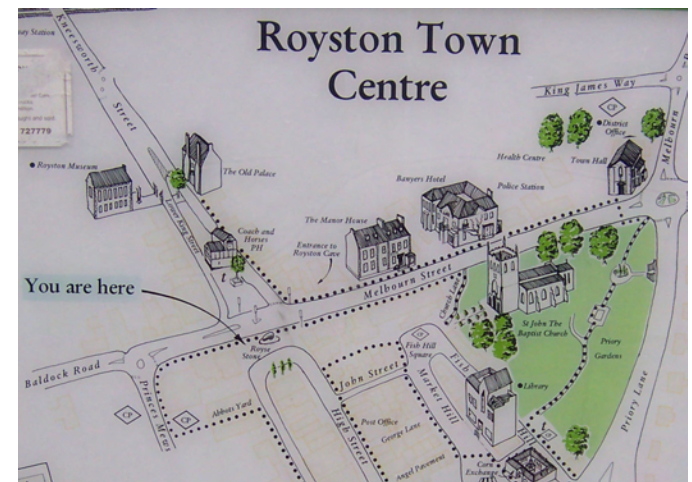
5. Cul-de-sacs, particularly common in the Post-war Suburban Zone create barriers for pedestrians and traffic.



6. Royston's image and identity as a market town is very important to residents. They feel closer ties to Cambridge, than to Hertfordshire, the county in which Royston lies.



7. Signage in Royston town centre is generally of a high standard.



8. Despite good signage in the town centre, the outskirts are much less legible.

KEY ISSUES, SAFEGUARDS AND OPPORTUNITIES

| | Criteria | Issue Number | Issue | Safeguards | Opportunities |
|---------------|--|--------------|--|---|--|
| MAKING PLACES | MPI: Building Types | MP1A | Royston contains a variety of differing building types which, in groups, contribute to the character of their area. | Respect existing building types where they form a distinct neighbourhood. | |
| | | MP1B | The historic terracing in the centre of town contrasts with the outer zones which share a similar variety of building types. | Retain the distinctive character of the Town Centre Zone by reflecting existing building types in new-build. | |
| | MP2: Materials / Architectural Styles | MP2A | The town centre contains a variety of styles, but also a degree of coherence through common building materials and a broadly uniform scale. | Retain existing scales and use of materials to protect uniformity and coherence among architectural styles in the centre. | |
| | | MP2B | The age-gap between the town centre and the suburbs accentuates a feeling of separation between the two. | | |
| | | MP2C | There are a number of modern buildings which break from the existing historical styles with different degrees of success. | | New-build should relate to and respect existing historical styles in terms of scale, material and style, in order to increase visual cohesion within the Town Centre Zone. |
| | MP3: Listed Buildings and Conservation Areas | MP3A | Royston possesses an attractive town centre with a number of listed buildings and buildings of local interest. | Protect these historic buildings with effective conservation strategies. | The character and identity formed by Royston's historic buildings should provide a starting point for new design. |
| | | MP3B | The medieval lanes and alleys have survived well in the town centre over the last centuries and the town centre's layout and plot size are worth preserving in the future. | Medieval plots should be retained. | Where medieval plots have been combined to form larger ones, detail should adapt large buildings to the scale dictated by smaller plots. |
| | | MP3C | Key listed buildings such as the church, and the town hall do not serve as landmarks as strongly as they could do. | Protect views which frame or bring out landmarks. | Enhance the public realm around landmarks to emphasise their presence. |

KEY ISSUES, SAFEGUARDS AND OPPORTUNITIES

| | Criteria | Issue Number | Issue | Safeguards | Opportunities |
|---------------|-----------------------|--------------|--|--|--|
| MAKING PLACES | MP4: Building Heights | MP4A | Uniform heights along High Street are one of its main assets. | Retain two-storey heights in any new in-fill. | |
| | | MP4B | The majority of buildings in Royston are two-storey, creating a feeling of unity between centre and periphery | | |
| | | MP4C | The impact of additional storeys is often lessened using rooflines to guide the eye between buildings. | | Designs which incorporate three or more storeys in two-storey neighbourhoods should consider ways of minimising the contrast between them. |
| | | MP4D | The Church tower is significantly taller than any other building in the town centre and is a local landmark. | Protect views of the church, particularly from outside Royston. | |
| | MP5: Density | MP5A | The two cores of Royston - the Town Centre Zone and Historic High Density Zone are largely of a high density. | | The Town Centre Zone and Historic High Density Zones are suitable for high density new build. |
| | | MP5B | The Low Density Mixed Residential and Post-war Suburban Zones are mostly of a medium-low density, except high densities in the recent developments around Fieldfare Way. | The impact of increased densities on neighbourhood character should be carefully considered at opportunity sites within low density zones. | |
| | MP6: Topography | MP6A | Royston's development and morphological evolution are a direct result of the area's topography. | Retain historic street layouts. | |
| | | MP6B | The town's topography is a major part of its character and has been expressed through building heights. | | |
| | | MP6C | The local topography helps to create a key gateway into Royston from London Road which should be protected and enhanced. | | Enhance the gateway into Royston from London Road, including views into the town centre. |

KEY ISSUES, SAFEGUARDS AND OPPORTUNITIES

| | Criteria | Issue Number | Issue | Safeguards | Opportunities |
|--------------------------|---|--------------|---|---|--|
| CONTINUITY AND ENCLOSURE | CE1: Town Morphology | CE1A | The town's morphology is clearly visible in Royston's urban structure | | |
| | | CE1B | The morphology shows an uneasy transition between the town centre and the surrounding zones. | | Consider strategies to improve connectivity between the Town Centre Zone and outlying Zones. |
| | | CE1C | Royston's infill development as shown in the morphology drawing limits the town overall sense of coherence. | | |
| | | CE1D | Car parks create major gaps at the south-eastern end of the town centre, eroding its cohesiveness. | | Consider redevelopment of car parks to the south eastern end of Royston. |
| | | CE1E | Newer developments have blocked views of St John's Church. | | Redevelopment of the Cost Cutter building on Melbourn Street/Fish Hill could enhance views of St John's Church from Fish Hill. |
| | CE2: Buildings lines, setbacks and gaps | CE2A | Royston's town centre has very strong building lines due to its medieval plots. | Protect medieval plots and frontages, and respect their proportions in new-build. | |
| | | CE2B | Outside of the town centre, building lines are weaker due to significant setbacks. These setbacks are often accompanied by car parking and limit pedestrian activity. | | New development in the outer zones should respect existing setbacks, to encourage uniform building lines along streets. |
| | | CE2C | Strong building lines are found in the historic high density zone and higher density parts of the post-war suburban zone. They are weaker in lower density post-war developments and very weak where informal cul-de-sacs are used. | | Discourage use of cul-de-sacs in new development. |
| | CE3: Building Orientation | CE3A | The High Street consists entirely of active frontages, creating a strong and vibrant high street. | Encourage active frontages in any new infill within the Town Centre Zone. | |
| | | CE3B | Inactive frontages detract from the character of Fish Hill, and the facade of the supermarket on Melbourn Street is an eye sore, particularly as the buildings opposite provide such a contrast. | | Redevelopment opportunities arising in Melbourn Street or Fish Hill should be seen as a chance to create active frontages in these areas. |
| | | CE3C | 'Blank walls' on streets in the town centre and in the outer zones, particularly the Post-war Suburban Zone create security issues and discourage pedestrian movement. | | Blank walls should be discouraged in new residential developments, and this issue should be addressed whenever renovation opportunities arise. |

KEY ISSUES, SAFEGUARDS AND OPPORTUNITIES

| | Criteria | Issue Number | Issue | Safeguards | Opportunities |
|--------------------|-----------------|--------------|---|--|--|
| MAKING CONNECTIONS | CE4: Pavements | CE4A | Paving is of a different material and higher quality in the town centre than in the suburbs. | Maintain high quality paving within recently refurbished areas of the town centre. | |
| | | CE4B | Pavements on Market Hill should be emphasised to maximise the potential of this part of the town centre | | Redevelopment of Fish Hill and Market Hill should be accompanied by upgraded paving. |
| | CE5: Open Space | CE5A | Royston is relatively well endowed with open space, although this is mainly located on the eastern side of the settlement. | Protect open space from development and maintain it to encourage use by residents. | |
| | | CE5B | The small open space between High Street and London Road contains shrubbery which blocks the view of the historic town centre. | | Improve sightlines into the town centre with less obstructive planting. |
| | | CE5C | Access to Priory Park could be improved from within and outside the town centre. The town centre could be enhanced with trees and planting. | | Enhance planting in the town centre and improve permeability of Priory Park. Landscape enhancements to North Road would encourage connectivity between the town centre and the station area. |
| | | CE5D | In the outer zones, street quality varies with varying densities and street widths. Paved front gardens and single rear gardens detract from the sustainability of the urban environment. | | |

KEY ISSUES, SAFEGUARDS AND OPPORTUNITIES

| | Criteria | Issue Number | Issue | Safeguards | Opportunities |
|--------------------|--------------------------------------|--------------|--|--|--|
| MAKING CONNECTIONS | MC1: Land Use | MC1A | The town centre zone contains a range of commercial uses, dominated by independent retail and local services. | Support independent retail in Royston. | Investigate opportunities for incubator units within the town centre. |
| | | MC1B | The out-of-town supermarket draws convenience shoppers out of the town centre. | | |
| | | MC1C | Regeneration strategies should consider the town centre's future retail offer and the value of promoting restaurants or comparison shopping. | | |
| | | MC1D | The section of Old North Road running from the station to the town centre should be seen as a critical link. Retail uses near the town centre should contribute to a positive gateway environment. | | Consider Royston's future as a location for restaurants or comparison shopping and managed workspaces. |
| | | MC1E | There is an opportunity for incubator units in the Historic High Density Zone. | | Investigate possible land-use zoning to promote incubator units around the station. |
| | | MC1F | Good public realm management can off-set the hard and functional streetscape of the Employment Area. | | Plant trees and hedges along publicly owned land to obscure unsightly views. |
| | | MC1G | The access from the A505 into the Employment Area is very good, allowing it to function well without impeding the rest of the town, and making it an excellent site for incubator units. | Protect excellent access into the Employment Area. | Investigate the Employment Area as a site for incubator units. |
| | MC2: Circulation Demand and Linkages | MC2A | The town centre is configured well for pedestrians. | Protect and enhance pedestrian links in Royston. | |
| | | MC2B | The outer zones are not as permeable to pedestrians as they might be. | | Reconfigure cul-de-sacs and pedestrian links where opportunities arise. |
| | | MC2C | The railway restricts pedestrian and vehicular movement within the Historic High Density Zone. | | Create additional pedestrian links across the railway. |
| | | MC2D | Cul-de-sacs in the Post-war Suburban Zone discourage pedestrian flow, detracting from the potential for sustainable movement. | | Discourage cul-de-sac layouts in new development. |
| | MC3: Parking | MC3A | The town centre contains a number of car parks. | | Create integrated car parking strategy that may free up key sites along Market Hill. |
| | | MC3B | The outer zones offer a variety of parking types with better parking arrangements in younger developments. | | |
| | | MC3C | Fish Hill and Market Hill provide opportunity sites for major public realm improvement, and the creation of vibrant public spaces. | | Investigate the possibility of creating a public square at the bottom of Market Hill. |

KEY ISSUES, SAFEGUARDS AND OPPORTUNITIES

| | Criteria | Issue Number | Issue | Safeguards | Opportunities |
|-----------------------------|----------------------------|--------------|---|--|--|
| QUALITY OF THE PUBLIC REALM | QPR1: Streetscape Elements | QPR1A | Although much of the town centre has been enhanced with tastefully designed street furniture, Fish Hill and Market Hill are a noticeable contrast for their poor treatment. | Continue the use of street furniture design in the Town Centre Zone. | |
| | | QPR1B | The public realm is naturally enhanced by private gardens out of the town centre, where developments have open-plan gardens or low walls and fences. | | |
| | | QPR1C | High walls and bare open spaces discourage use and a feeling of ownership of the public realm. | | Encourage open or low-walled and planted front gardens in new-build. Maintain and enhance publicly owned verges and planting in front of houses. |
| | QPR2: Security | QPR2A | The town centre is generally well equipped with CCTV. However, there are some notable blind spots where anti-social behaviour takes place. | | |
| | | QPR2B | CCTV cameras within the historic centre are sometimes out of character with their context. | | Encourage the use of discreet CCTV apparatus. |
| | | QPR2C | The town centre is generally well equipped with CCTV. However, there are some notable blind spots where anti-social behaviour takes place. | | |

KEY ISSUES, SAFEGUARDS AND OPPORTUNITIES

| | Criteria | Issue Number | Issue | Safeguards | Opportunities |
|------------|-------------------|--------------|--|--|--|
| LEGIBILITY | SWC1: Circulation | SWC1A | Traffic circulation is good thanks to Royston's almost radial road structure. | | |
| | | SWC1B | Traffic routes create barriers between the centre and the outskirts for pedestrians. | | Improve pedestrian links across busy roads. |
| | SWC2: Views | SWC2A | The most important views of Royston as a whole settlement are from Therfield Heath and Hyde Hill. | | |
| | | SWC2B | From within the town, the important views are to be found along its approach roads, and within the historic heart, particularly of High Street and St John's church. | Protect existing building heights and sight lines in the historic centre of Royston. | Find ways of opening up views of St John's Church from within Royston. A particular opportunity is the view from Fish Hill towards the church, obscured by recently built shops. |
| | | SWC2C | The London Road approach is a key gateway to Royston offering views straight down into the High Street. | | Enhance the view from London Road into High Street. |
| | | SWC2D | The Views to the parish church from the town centre have been limited by recent developments. | | |
| | SWC3: Legibility | SWC3A | The linear historic streets at the centre are its most legible features. | | |
| | | SWC3B | The gateways to Royston rely on signage due to a lack of major visible landmarks within the town centre. | Maintain the high quality of signage in Royston. | |
| | | SWC3C | Royston's image is a key issue, and reflects the town's historic identity. | | |
| | | SWC3D | Advertising at gateways, such as London Road, can have a negative impact on visitor perceptions of the town. | | Encourage signage designs which respect their surroundings and do not allow signage to dominate key gateways. |

CONSULTATION

Royston Workshop, 9 January 2007

The Royston Urban Design Assessment Day was held on Tuesday 9 January 2007 at Royston Town Hall.

The purpose of the event was to examine the perceptions of local people about Royston and to record how people perceive and use the town in their daily lives. The event was comprised of three workshop sessions, each examining a different issue in relation to Royston, from the character and textures that create a unique local identity, to personal perceptions of the local neighbourhood and local routes and connections.

The event was attended by 21 local stakeholders and was introduced by Helen Leitch, Urban Design Officer at North Hertfordshire District Council. Adam Lubinsky of Urban Practitioners explained the programme for the day.

The format of the day involved three workshop sessions, outlined within this consultation document.

RECORD OF ATTENDANCE The following people attended the event:

Cllr Liz Beardwell, Royston Town Council
Mr David Beardwell, Mr Nick Bishop, Urban Practitioners, Mr Geraint Burnell, Ms Mary Caldwell
Mr Bill Davidson, Ms Shirley Ginsberg
Ms Elizabeth Hale, Cllr Fiona Hill, Royston Town Council, Cllr Tony Hunter, District and County Councillor,
Cllr Robert Inwood, Royston Town Council, Mr Rod Kennedy, Royston Town Council
Mr Peter Ketteringham, Royston Local History Society,
Ms Helen Leitch, North Herts. District Council
Mr Adam Lubinsky, Urban Practitioners
Mrs Bridget Matthews Councillor
Cllr Philip Mayne, Royston Town Council
Cllr Christine Phillips, North Hertfordshire District Council
Cllr William Prime, Royston Town Council
Cllr Tom Rea, Mrs J Saunders
Mr Bob Smith, Royston Town Council
Cllr F J Smith, Royston Town Council
Ms Susan Thornton-Björk, Clerk to Royston Town Council

NORTH HERTFORDSHIRE URBAN DESIGN ASSESSMENT ROYSTON

URBAN DESIGN ASSESSMENT DAY

Date Tuesday 9 January 2007

Time 1.00pm-4.00pm

Venue Royston Town Hall

PROGRAMME

- 1.00 **Registration and buffet lunch**
- 1.20 **Introduction**
Helen Leitch, North Hertfordshire District Council
Adam Lubinsky, Urban Practitioners
- 1.30 **What Surrounds Us? Neighbourhood Character and Textures**
- 2.00 **Does It Work For Us? Neighbourhood Perceptions**
- 2.30 **Where Are We Going? Routes and Connections**
- 3.15 **Tea break**
- 3.30 **Feedback**
- 3.45 **Summing Up and Next Steps**
- 3.50 **Close**



Helen Leitch explains the programme for the day.



Participants completing the worksheets in Workshop 2: Does it work for us? Neighbourhood perceptions.



Participants marking their routes and barriers on plans of Royston.

WORKSHOP I - WHAT SURROUNDS US?

How well do you know your town? Neighbourhood character and textures

An initial 'ice breaking' exercise was undertaken in the form of a quiz based on textures, materials and landmarks in Royston. Participants worked in small groups and were issued with a worksheet containing snapshots of photographs from around the town. They were asked to identify the subjects of the images and where these subjects were located. Following this, participants were asked to identify whether a series of photographs showed publicly or privately-owned areas. Finally, participants were asked to identify local features and their functions.






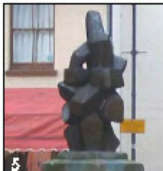




In the first section, the majority of participants were able to identify the images of the local area and correctly locate them on the map. Responses varied; images of the cobbled pavement, the clock on Barclays bank, the cottage on London Road, the sculpture next to the library, and the stone at the Cross were recognised by the majority of participants, the architectural detailing on Barclays bank, and the shop sign on the high street were recognised by only few groups. The 1978 civic award was recognised by one group only.

In the second part of the workshop, the groups were asked to identify whether particular spaces were public or private areas of the town, based on their appearance. On the whole, people were able to correctly identify whether the areas were publicly or privately owned. The image which caused the only difficulty was image 3, of Garden Lane, which was mistaken for a public road leading to a cul-de-sac of private housing.

The third section required the groups to identify the function of local features; a blue plaque, a Royston trail marker and an advertising billboard on London Road. These were largely identified correctly.

How well do you know your town?

NORTH HERTFORDSHIRE URBAN DESIGN ASSESSMENT ROYSTON

| | | | |
|---|--|---|---|
|  |  |  | Recognise these features? Can you map them by their number?  |
|  |  |  | |
|  |  |  | |

ROYSTON

Recognise these features?
Are they public or private?

A.....




B.....

C.....

D.....

E.....

F.....

| | | | |
|---|--|---|---|
|  |  |  | Recognise these features? What are their function? 1..... 2..... 3..... |
|---|--|---|---|

practitioners

WORKSHOP 2 - DOES IT WORK FOR US?

Neighbourhood perceptions

A short presentation was given to the group by Adam Lubinsky of Urban Practitioners about why certain aspects of the built environment have evolved in a particular way. The presentation examined the relationship between the built form and streetscape of an area and the paths that people chose to move around. In addition, the relationship between building density and street form, building heights and views was also discussed within the presentation.

Following the presentation, participants were asked to identify what they liked about their town by looking at a series of photographs examining building materials, shop signs, footpaths and boundaries. Participants were asked to consider four photographs under each heading and assign each one a mark between one and five to indicate which ones they liked the most (with five representing those that were liked the most). In addition, participants were asked to write a word or phrase to describe how they felt about the image.

The following pages outline participants' responses to each of the images and the words that were selected to describe them. Beneath each image and the number scale are the total number of participants that allocated the image that particular score.

















What do you like about your town?


NORTH HERTFORDSHIRE
URBAN DESIGN ASSESSMENT

ROYSTON

Consider the architectural elements and materials in the photographs below. Give each one a mark from 1-5, where 5 indicates those that you like most. Below each image write a key word to describe how you feel about it.

When you have completed the sheet, please return it to a member of the Urban Practitioners team.

| | | | | |
|---------------------------|--|--|--|--|
| BUILDING MATERIALS |  5 4 3 2 1 |  5 4 3 2 1 |  5 4 3 2 1 |  5 4 3 2 1 |
| SHOP SIGNS |  5 4 3 2 1 |  5 4 3 2 1 |  5 4 3 2 1 |  5 4 3 2 1 |
| FOOTPATHS |  5 4 3 2 1 |  5 4 3 2 1 |  5 4 3 2 1 |  5 4 3 2 1 |
| BOUNDARIES |  5 4 3 2 1 |  5 4 3 2 1 |  5 4 3 2 1 |  5 4 3 2 1 |

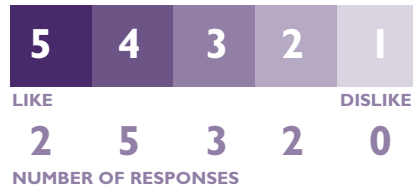


BUILDING MATERIALS



The 1960s/1970s brown and white wood cladding with concrete tiling detail was not popular, scoring ones, twos and threes all round. Six people gave this building type a score of two. Comments about the detailing centred on poor quality, out-dated and monotonous design.

- COMMENTS**
- Boring
 - Dreary
 - High maintenance
 - Unattractive
 - Poor design
 - 1960s/1970s
 - Cheap
 - Poor Quality
 - Not in keeping
 - Bland



The Victorian yellow brick architrave and slate porch received a mixed response. The image scored two fives and five fours and was considered 'attractive', 'characterful' and 'historic'. However, residents also saw in the image a mismatch of architectural styles, and thought that the later slate porch spoilt the fine Victorian work.

- COMMENTS**
- Traditional
 - Attractive old Royston
 - Pleasing
 - Historic Context
 - Character
 - Interesting
 - Victorian
 - Unmatched
 - Mixed up
 - Spoilt by tiles



The machine-made red brick house with white dormer and red tiles received a middling response, scoring six threes, and four fours. While those who gave it a four thought the style, 'pleasant' and 'smart', the style and its single colour were seen by many as 'boring' and 'plain'. The bright red colour of the brickwork was considered offensive by some, labelled 'brash' and 'too red'.

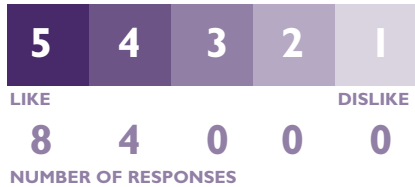
- COMMENTS**
- Smart
 - Pleasant
 - Brand new
 - OK
 - Average
 - Garish
 - Boring
 - Brash
 - Plain
 - Too red



The house composed of a brick ground floor and timberframe with pebble-dash infill first floor also received a middling response, with six threes and four fours. Positive descriptions described the house as merely 'good', 'ok' and 'mellow', while negative perceptions of the building included 'tired', 'sad' and 'scrappy'.

- COMMENTS**
- Good
 - Mellow
 - OK
 - 1930
 - Scruffy
 - Pleasing
 - Tired (x3)
 - Sad
 - Mixed up
 - Bogus
 - Maintenance issue
 - Scrappy

SHOP SIGNS



This traditional pub-style swinging sign in elaborate wrought iron was very well received, getting only fours and fives, with a total of eight fives. The sign was seen as being 'full of character', 'traditional', and suited to its setting.

| COMMENTS |
|-------------------|
| Very good |
| Good |
| Characterful (x2) |
| Dignified |
| In character (x2) |
| Traditional (x2) |
| Rare |
| In detail |
| Ornate |
| Tasteful |



This blue and red neon sign received largely negative responses, including five ones and five twos. The main complaints were that the sign is not in keeping with the historic character of the town, that it conveys feelings of cheapness, its bright red and blue colours being 'garish' and 'obtrusive'.

| COMMENTS |
|----------------|
| Temporary |
| Cheap |
| Garish (x2) |
| Common |
| Not in keeping |
| Obtrusive |
| Soho design |
| Inappropriate |
| Deradful |
| Brash |
| Tatty |
| Acceptable |



The circular purple plastic sign with yellow and white lettering was given threes and twos, as well as a one. It was seen as acceptable because of its general plainness, described as 'passable', 'reasonable', 'good attempt' and 'OK'. However, some still found the choice of purple 'garish'.

| COMMENTS |
|----------------|
| ok\ |
| Reasonable |
| Good attempt |
| Lacks quality |
| Quite pleasing |
| Passable |
| Acceptable |
| Quick fix |
| Boring |
| Brash |
| Plain |
| Not in keeping |
| Garish |



The black and white painted sign at the threshold to Shaw's received a varied response. Ratings four and three scored highest, but there was also a five, a two and a one. Opinion was divided over whether the sign should be valued for its age and 'artistic' lettering or condemned for its simpleness as unimpressive and 'scruffy'.

| COMMENTS |
|------------------|
| Old - history |
| Inflexible |
| Traditional (x2) |
| Trying harder |
| Quality |
| Curious |
| Artistic |
| Scruffy |
| Not too |
| Momentary |
| impressive |

WORKSHOP 2 - DOES IT WORK FOR US?

FOOTPATHS



The footpath in this image received an even spread of responses around the 'dislike' end of the scale. The most positive adjective used to describe it was 'pleasant', while the majority saw it as at best, 'standard' and 'acceptable', at worst, 'grotty', 'grim' and 'scruffy'.

| COMMENTS | |
|----------------------------|-------------|
| Pleasant but needs tidying | Tacky |
| Uneven | Boring |
| Acceptable | Uninspiring |
| Standard | Grotty |
| Renew | Grim |
| | Scruffy |



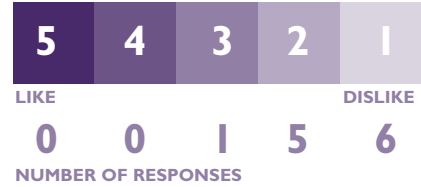
The narrow alleyway was rated evenly across the middle of the scale, with four fours, three threes and three twos. It was described by these respondents as 'historic', 'interesting' and 'pleasing'. It also received one five, described as 'fun'. Negative comments about it, including a one, described it as 'unnecessary' and 'unpleasant'.

| COMMENTS |
|------------------|
| Fun |
| Interesting (x3) |
| Quirky |
| Historic (x2) |
| Pleasing |
| Narrow (x3) |
| Unnecessary |
| Unpleasant |
| Weird |



The municipal recreation ground, with red entry gates in the foreground, provoked a variety of responses, with a five, a four, a one, and several threes and fours. It was positively described as 'very good' and 'fun'. Responses in the middle of the scale showed a lack of affection for or sense of ownership of the site, with words such as 'utilitarian', 'functional', 'municipal'. The most negative comment related to the colouring and material of the facilities and entrance gates.

| COMMENTS |
|---------------|
| Very good |
| Fun |
| Functional |
| Utilitarian |
| Open |
| Modern |
| Ok |
| Municipal |
| Obtrusive red |
| Sticks out |



The path between two rows of post-war housing with medium-high timber and chain fencing either side gained almost entirely twos and ones. The path's poor physical state gave rise to feelings of insecurity. It was described as 'grotty', 'rough', 'unsafe' and 'intimidating'.

| COMMENTS |
|--------------|
| Permeable |
| Unsafe |
| Rough |
| Tired |
| Intimidating |
| Uninviting |
| Sad |
| Grotty |
| Grim |

WORKSHOP 2 - DOES IT WORK FOR US?

BOUNDARIES



The 1970s terrace with open plan front gardens and serving asphalt path received relatively low ratings. With five threes, two twos and three ones, the image was rated low for a combination of poor quality and poor upkeep, labelled 'tacky', 'weak', 'untidy' and 'unkempt'.

| COMMENTS | |
|--------------------|--------------|
| Pleasant | Tacky |
| OK (x2) | Untidy |
| Open | Weak |
| Needs maintenance | Unkempt |
| Mix and match (x2) | Indistinct |
| | Free-for-all |



This image, showing a bungalow behind a high timber fence, with a main road in the foreground, scored seven threes, and three twos. Some residents saw this negatively as 'plain' and 'boring', while others saw it positively as 'neat' and 'tidy'. The timber fencing was considered 'private' and 'secure'.

| COMMENTS | |
|-------------|------------|
| Good | Neat |
| Utilitarian | Hard |
| Secure | Pleasant |
| Private | Boring |
| Ok (x2) | Plain |
| Tidy | Confusion |
| Acceptable | Reasonable |



The large roofed bungalow, with its ground floor entirely hidden behind a tall hedge took a largely positive result. The hedge was admired for the security and privacy it affords, however, others felt it to be too high, and overbearing on those who experience it from the street.

| COMMENTS | |
|------------|-----------------|
| Good (x2) | Secure |
| Mature | Private |
| Green | Tidy but boring |
| Natural | Imposing |
| Uninviting | High |
| Attractive | Ok |



This final image of a row of beige brick bungalows with small, open plan, plant-covered front gardens was liked reasonably well, getting fives, fours and threes. It did, however, also score two ones. Comments showed that the tidiness of the gardens was a key factor, making the houses attractive, and making the area feel safe. Negative comments were aimed at the architectural style and at the open plan gardens.

| COMMENTS |
|----------------------|
| Smart |
| Pleasant (x3) |
| Inviting |
| Open |
| Tidy (x3) |
| Safe |
| Attractive |
| Unlandscaped |
| No boundary walls |
| Old peoples' housing |

CONCLUSIONS

BUILDING MATERIALS

Traditional materials and local styles were the most popular with workshop participants and were preferred to more modern styles and materials. High standards and good quality were also considered important elements in the choice of building materials.



SHOP SIGNS

The most popular shop signs were those that were traditional and subtle. The most common concern was that signage should fit in with the character of the buildings around it. Signs with bright colours or modern designs were unpopular, as were signs of low quality.



FOOTPATHS

Footpaths were criticised repeatedly for being untidy. Even the most plain and functional paths were considered acceptable, so long as they are kept up. Scruffy pedestrian routes were associated with insecurity and safety problems.



BOUNDARIES

The state of front gardens was a key factor in attitudes to boundaries. In open plan gardens, well-kept gardens with colourful flowers were appreciated, and added noticeably to a feeling of security. Badly kept or disordered front gardens were associated with low quality. High hedges and fences were accepted as necessary for privacy and security, although seen at the same time as boring.



WORKSHOP 3 - WHERE ARE WE GOING?

Routes

Vehicular routes identified matched the radial routes out of Royston, particularly Melbourn Road. Pedestrians tended to use these routes too, as well as Tannery Drift, Mackerel Hall, and Sun Hill for access to Therfield Heath. Cycle routes were slightly less popular, but Green Drift and Baldock Road were pointed out, along with a route running to the north of the railway.

Barriers

There was a strong consensus that the railway was a key barrier, particularly to pedestrians wanting access to schools to the north, and those wanting to access allotments to the south. Unsafe roads were seen as barriers to pedestrian movement, such as Queens Road, and the A505 was thought to restrict pedestrian flow out of Royston in all directions.

Favourite views and places

Favourite views both in and out of Royston were located on several of the approach roads, including London Road, Old North Road and New Market Road. Therfield Heath provided favourite views across the town, and was a favourite place for many. Other favourite places were located in other green areas around Royston.



Group 1



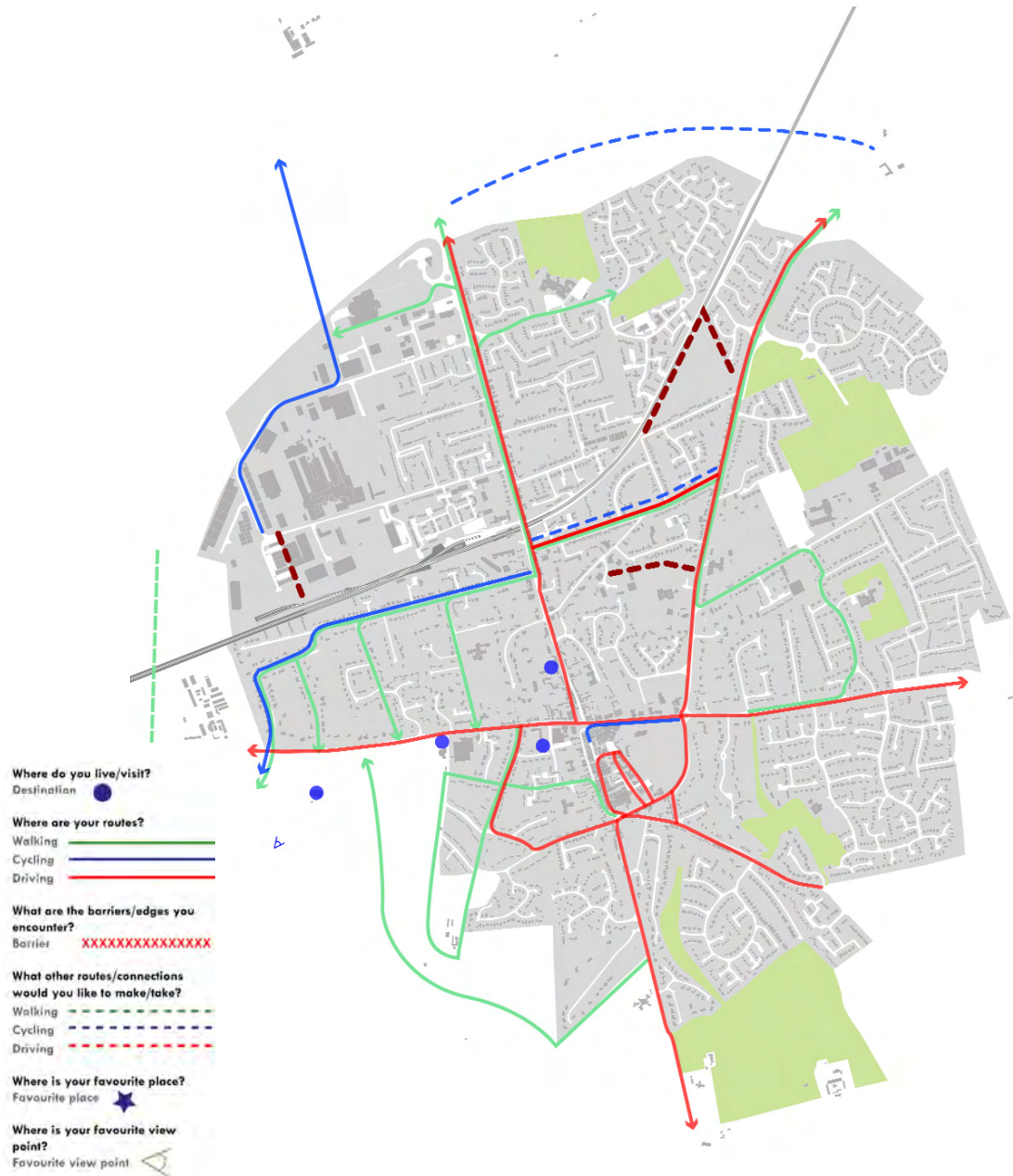
Group 2



Group 3



Group I



Residents' houses and destinations

The one member who identified their home lived in the town centre.

Routes

Residents indicated many driving routes. Melbourn Road was identified by four members, Old North Road by three and London Road by two. New Market Road, Baldock Road, Barkway Road Sun Hill and Fish Hill were also drawn as driving routes. One cycle route was drawn along Green Drift and Baldock Road via Heathfield Road. Common walking routes were along Queens Road, Melbourn Road, Garden Walk, Therfield Heath via Briary Lane, and three of the four roads connecting Green Drift with Baldock Road.

Barriers

Several different barriers were identified by the group: The railway, blocking access to the allotments north of Green Street, and stopping access from the south to the north, particularly for parents taking children to school. A pedestrian route running south of Stamford Avenue was perceived as barrier, being narrow, deserted and considered unsafe. This was also the case for Jarman Way and the crossing to its south. Queens Road was also mentioned as being dirty and a often seen as unsafe.

Desired connections

This group wanted to see a cycle route running west-east along the one-way Queens road as well as a cycle path to nearby Cambridge. Some members were aggrieved that the farm railway crossing to the west of Royston was closed to the public.

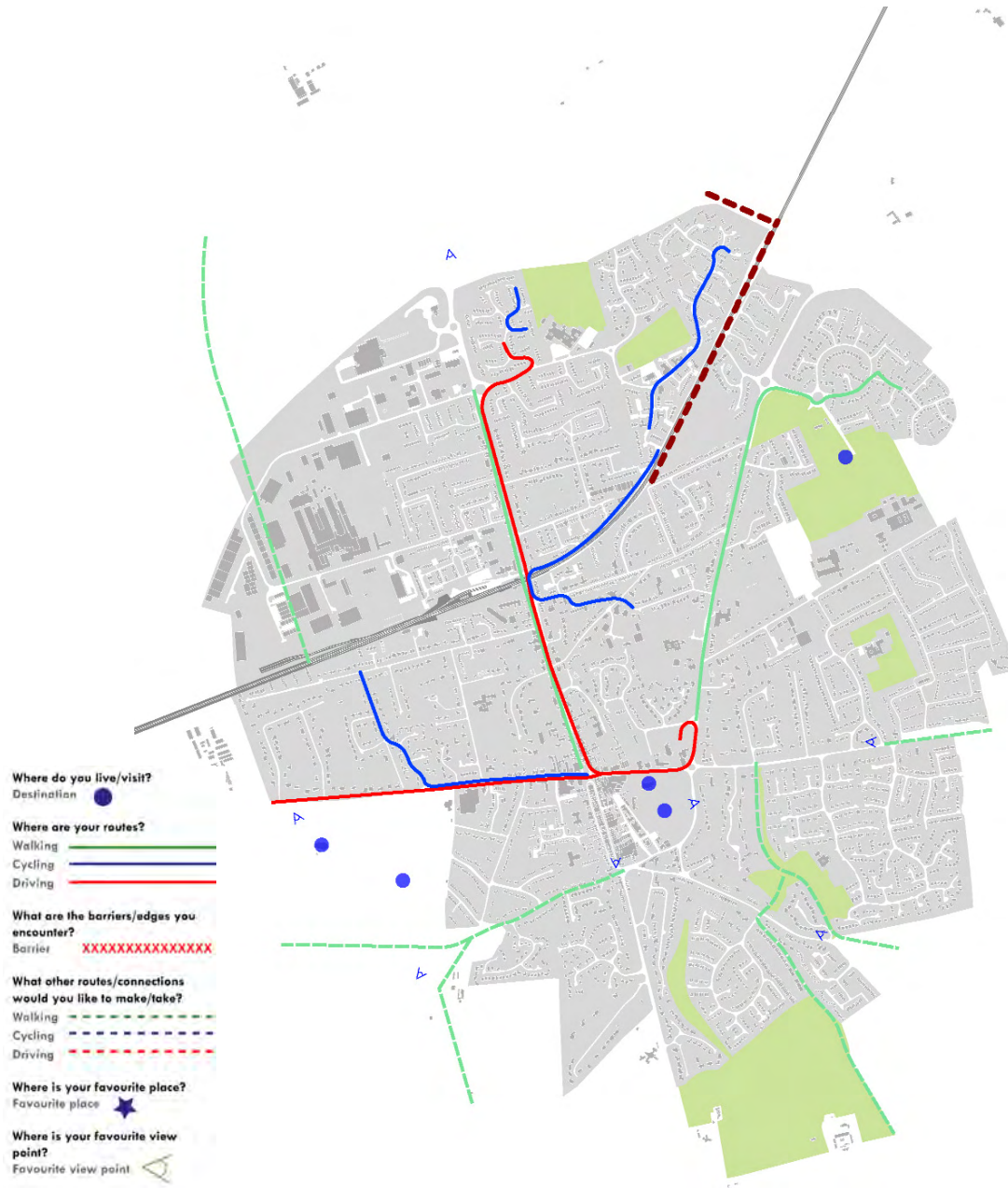
Favourite places

Therfield Heath was commonly the favourite place, along with pubs in the centre.

Favourite view points

The favourite view of Royston was from Therfield Heath.

Group 2



Residents' Houses and destinations
Members of group 2 lived in the Post-war Suburban Zone to the north-east of Royston.

Routes
The main driving routes the group identified were along Old North Road, Baldock Road and Melbourn Street. They indicated cycling routes along Mackerell Hall, Baldock Road, and Shakespeare and Burns Road north of the railway. Walking routes included the journey to the centre from Fieldfare Way via Melbourn Road, and from Housman Avenue to the centre via Old North Road.

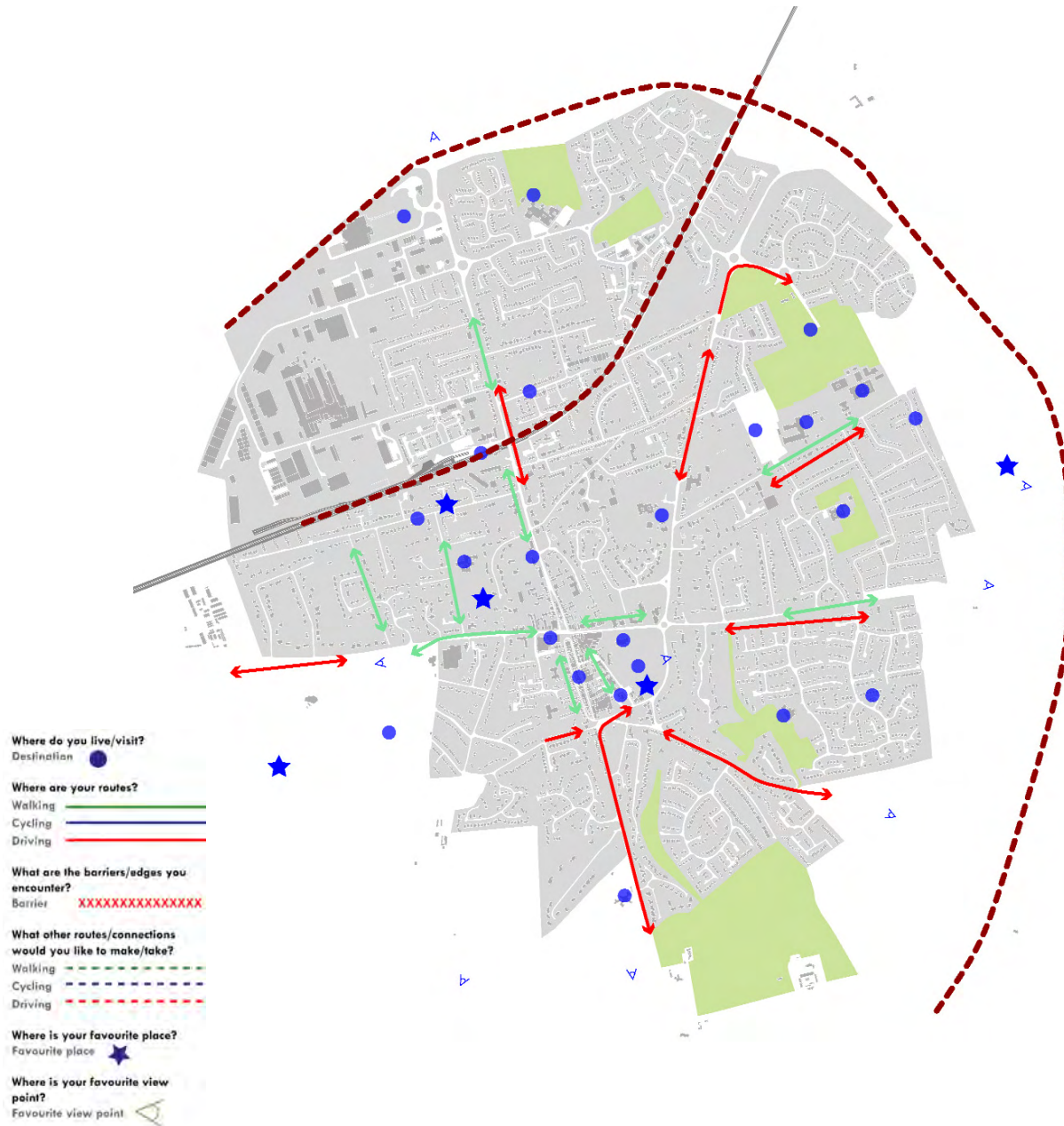
Barriers
The main barrier identified by this group was the railway. Members extended the barrier to include the rear of Burns Road where the M25 runs.

Desired connections
Residents desired several pedestrian routes. One runs south from Newmarket Road via the green space east of Priory Close and Green Bottom. A second runs eastwards from Therfield Heath up Sun Hill to the town centre, and the third meets Heath Avenue from Therfield Heath.

Favourite places
These were indicated as Therfield Heath, Priory Park and the green space south of Woodcock Road.

Favourite view points
Barkway Road and Newmarket Road were favourite places to look outwards from Royston, looking from near the edge of the settlement. Favourite views inwards were from the southern end of London Road, the northern end of Old North Road and Therfield Heath.

Group 3



Residents' Houses and destinations
 Members of group 3 came from several areas in Royston: Gower Road, Green Drift, Hawthorn Way, Valley Rise. They visited the town centre as well as schools and the health centre at the south of London Road.

Routes
 Group 3 identified fewer, and shorter routes than other groups, choosing to focus on pedestrian and motor vehicle routes. Vehicular routes were indicated as Baldock Road, Kneesworth Street, Melbourn Road, Newmarket Road, Barkway and London Road. Pedestrian routes covered the town centre, New Market Road, Old North Road, Garden Walk, Baldock Road as well as Tannery Drift and Mackerel Hall.

Barriers
 The railway was noted to be a barrier along with the the A505 surrounding the town. Traffic congestion was seen to be a barrier to motorists along Priory Lane, London Road, and the lack of a turn northwards at the cross frustrated some drivers.

Desired connections
 Group three did not note any desired connections.

Favourite places
 Tannery Drift, Green Drift, Priory park and Therfield Heath and the area east of Hawthorn Way were the favourite places of this group.

Favourite view points
 Group 3 identified numerous views into the town: from Therfield Heath, Baldock Road, London Road and Newmarket Road, but none from within the town.