Appendix 4

# Transport and Connectivity Statement



# Transport Connectivity Statement

September 2026

EAS

# Prospects Royston

## Land East of Royston

## SG8 6DH

**Wilson Bowden**

# Document History

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The content of this report is based on information available as of September 2026, 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 EAS has been appointed by Wilson Bowden to provide transport planning advice in support of the promotion of the Prospects Royston site through the Regulation 19 stage of the Greater Cambridge Local Plan.

1.2 The Prospects Royston site is located immediately to the north-east of Royston, within the southern part of South Cambridgeshire District. A location plan is contained at **Appendix A**, whilst a proposed site plan is contained at **Appendix B**.

1.3 Although the site lies within South Cambridgeshire District, the adjacent town of Royston is located within North Hertfordshire District. Royston is an established market town with a strong local service, employment and retail offer and established transport connections to Cambridge, Stevenage and London.

1.4 Royston performs an important cross-boundary role, serving communities within both Hertfordshire and southern Cambridgeshire. Settlements including Melbourn, Meldreth, Bassingbourn, Shepreth, Fowlmere and Foxton maintain functional relationships with the town, while Royston railway station and the A10/A505 corridors provide strategic connections towards Cambridge and the wider region.

1.5 The Prospects Royston site is being promoted as a mixed-use development comprising approximately 1,000-1,500 dwellings together with employment, education, local services, formal and informal recreation, a sports hub, open space and supporting infrastructure. The mixed-use nature of the development provides opportunities to internalise a significant proportion of day-to-day trips and to establish sustainable travel patterns from the outset.

1.6 A Transport Connectivity Statement was previously prepared in January 2026 in support of the Regulation 18 Local Plan consultation. This updated Statement has been prepared to reflect the progression of the Greater Cambridge Local Plan to Regulation 19 and the subsequent development of the transport evidence base, including the Draft Interim Greater Cambridge Transport Strategy published in June 2026.

1.7 In particular, this Statement considers the relationship between Prospects Royston and the Proposed Submission Greater Cambridge Local Plan, the National Planning Policy Framework (August 2026), the emerging Greater Cambridge Transport Strategy, the Cambridgeshire and Peterborough Local Transport and Connectivity Plan and the relevant Hertfordshire transport policy context.

1.8 The purpose of this Statement is not to undertake the detailed assessment that would accompany a future planning application. Rather, at this plan-making stage it demonstrates that a credible and deliverable transport strategy is available for the site; that sustainable transport infrastructure can be delivered from the early phases of development; that the development can be appropriately phased alongside highway and transport infrastructure; and that there are no identified transport matters which would preclude the site from being considered for strategic development.

1.9 The transport strategy has been developed using a vision-led approach. It seeks to establish the transport outcomes required to support a sustainable mixed-use development and to identify the



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measures necessary to achieve those outcomes, rather than simply forecasting future traffic demand and providing additional highway capacity in response. The strategy therefore seeks to reduce the need to travel, maximise trip internalisation, provide genuine alternatives to the private car and ensure that transport infrastructure is delivered alongside the development as it builds out.

1.10 This approach is consistent with the direction of both national and local transport policy and, importantly, with the emerging Greater Cambridge Transport Strategy, which seeks to align new development with a phased programme of public transport, active travel, interchange and targeted highway improvements.



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# 2 Policy Review

2.1 This section reviews the transport policy and evidence base relevant to Prospects Royston at the Regulation 19 stage of the Greater Cambridge Local Plan.

2.2 Since preparation of the January 2026 Transport Connectivity Statement, the transport evidence base has continued to evolve. Of particular relevance is publication of the Proposed Submission Greater Cambridge Local Plan and the Draft Interim Greater Cambridge Transport Strategy (GCTS), which establishes the emerging strategic transport position intended to support the Local Plan.

2.3 As the Local Plan has reached Regulation 19, consideration is also given to whether the transport evidence demonstrates that Prospects Royston represents a reasonable and deliverable strategic growth opportunity capable of contributing towards a positively prepared, justified, effective and nationally consistent development strategy.

2.4 The principal documents considered within this assessment comprise:

- Proposed Submission Greater Cambridge Local Plan (2026);
- Draft Interim Greater Cambridge Transport Strategy (June 2026);
- Cambridgeshire and Peterborough Local Transport and Connectivity Plan;
- Hertfordshire Local Transport Plan 4.
- National Planning Policy Framework (August 2026);

### Proposed Submission Greater Cambridge Local Plan

2.5 The Proposed Submission Greater Cambridge Local Plan establishes a vision-led approach to transport planning whereby development should be located and designed to reduce reliance on private car travel and provide genuine opportunities to walk, wheel, cycle and use public transport.

2.6 Policy I/ST: Sustainable Transport and Connectivity requires development to achieve sufficient integration and accessibility by sustainable modes. The policy places particular emphasis on walkable neighbourhoods, safe and direct active travel connections, access to bus stops, mobility or travel hubs and railway stations, high-quality public transport, and the provision of new walking and cycling connections to existing networks.

2.7 Policy I/ST also requires new access arrangements to appropriately prioritise pedestrians and cyclists, restrict through general traffic where appropriate, minimise additional car traffic and provide safe and appropriate access for all users.

2.8 Importantly for strategic development, sustainable transport measures and mitigation should be available from the first or early occupation of the site so that travel behaviour can be influenced from the outset.



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2.9 Policy I/TH supports the provision of travel hubs in appropriate locations where these facilitate interchange between different modes and contribute towards reducing reliance on the private car.

2.10 Travel hubs need not be limited to major edge-of-Cambridge Park & Ride facilities. Smaller mobility hubs can be tailored to the characteristics, and travel demands of individual locations, providing facilities such as public transport interchange, secure cycle parking, shared mobility, real-time information and complementary facilities.

2.11 Policy I/ID: Infrastructure and Delivery requires development to be coordinated and phased alongside the physical and social infrastructure needed to support it. Where infrastructure is to be delivered in phases, a phasing strategy is expected to demonstrate how necessary infrastructure will be provided in a timely manner to support the occupation of each phase.

2.12 Taken together, Policies I/ST, I/TH and I/ID establish a particularly relevant framework for Prospects Royston. The site is capable of delivering a mixed-use and highly connected development supported by high-quality active travel connections, public transport penetration and a dedicated Mobility Hub, with transport infrastructure capable of being introduced early on to steer residents' and visitors' travel habits to more sustainable choice.

2.13 The site's transport strategy therefore responds directly to the Proposed Submission Local Plan's emphasis on sustainable accessibility, multimodal interchange and infrastructure-led phasing.

### Draft Interim Greater Cambridge Transport Strategy

2.14 The Draft Interim Greater Cambridge Transport Strategy was published in June 2026. It sits beneath the Cambridgeshire and Peterborough Local Transport and Connectivity Plan and provides a Greater Cambridge-focused strategic framework for transport and connectivity.

2.15 The GCTS forms one element of the transport evidence base supporting the Proposed Submission Local Plan, alongside the assessment of individual strategic sites and the cumulative modelling of the Local Plan undertaken by Cambridgeshire County Council.

2.16 The Strategy establishes the following vision:

> *A transport system for Greater Cambridge that gives people a real choice about how they travel, supported by efficient, safe, accessible, sustainable and integrated networks that reduce congestion, improve connectivity and support growth.*

2.17 Of particular relevance to Prospects Royston, the GCTS identifies the need to enable new development and homes through transport infrastructure that is aligned with growth from the outset.

2.18 The Strategy is based on a phased and cumulative programme of intervention.

*Short Term - 2026 to 2030*

2.19 In the short term, the GCTS focuses on practical interventions capable of improving transport conditions quickly. These include:

- continued investment in active travel and the Greenways programme;


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- improved bus reliability and bus priority;
- bus franchising and improved coordination of services, fares and timetables;
- enhancements to travel hubs and interchange;
- shared and micromobility provision;
- safeguarding of land required for longer-term transport infrastructure; and
- improved management of existing highway capacity.

2.20 These interventions seek to broaden travel choice and improve the attractiveness of alternatives to the private car without requiring completion of the longer-term strategic network before development can commence.

*Medium Term - 2030 to 2035*

2.21 In the medium term, the Strategy proposes continued development of an integrated network of high-quality public transport and active travel corridors. This includes completion of the Greenways network, expanded travel hubs, segregated public transport corridors and junction and bus-priority measures.

2.22 These corridors are intended to be capable of integration with a future Mass Rapid Transit network, although the precise form and extent of any MRT system remain subject to the work of the Cambridge Growth Company and future business case development.

*Long Term - 2035 to 2045*

2.23 In the longer term, the GCTS seeks to establish a transformed city-region transport network incorporating enhanced rail connectivity and potentially a wider Mass Rapid Transit network.

2.24 The phased nature of the GCTS is important when considering strategic development. It recognises that development and transport infrastructure will evolve together and that early phases should be supported by practical and deliverable sustainable transport measures while safeguarding the ability to accommodate future transport improvements.

*Growth, Phasing and Infrastructure*

2.25 The GCTS specifically identifies the importance of coordinating growth, development phasing and infrastructure delivery.

2.26 For new communities, sustainable transport should be available sufficiently early to influence travel behaviour from first occupation. This includes safe walking and cycling routes, access to public transport, high-quality interchange and measures that allow sustainable modes to compete effectively with private car travel.

2.27 For larger strategic sites, the GCTS supports defined infrastructure triggers comprising:

- minimum early-phase sustainable access requirements;
- medium-term infrastructure upgrades associated with development thresholds and network mitigation; and



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- longer-term strategic public transport and rail interventions.

*Royston and the Southern Transport Corridor*

2.28 The Draft Interim GCTS provides additional strategic recognition of Royston's role within the wider Greater Cambridge transport network.

2.29 The Strategy recognises that Greater Cambridge attracts medium and longer-distance commuting from settlements beyond its administrative boundary, including Royston. This reflects the functional relationship between Royston and the Cambridge economy and reinforces the importance of sustainable cross-boundary connectivity.

2.30 Of particular significance, the GCTS identifies targeted improvements to the A505 corridor between Royston and Granta Park as part of the medium-term transport strategy. The purpose of these improvements is to strengthen access to key employment locations, improve connectivity with Whittlesford Parkway and increase network resilience in the southern corridor.

2.31 The GCTS capital programme also identifies an A505 Royston to Granta Park study. This is intended to consider a multimodal package of measures including improved public transport, active travel and highway safety improvements.

2.32 Prospects Royston is therefore located directly on a corridor which has been identified for further multimodal study and potential future intervention. Importantly, the transport strategy for Prospects Royston does not rely upon the delivery of any future A505 intervention in order to establish the site's transport sustainability or enable its initial phases.

*Southern Corridor Package*

2.33 The medium-term GCTS identifies a wider southern corridor package including the Melbourn and Sawston Greenways, improvements at Foxton, A505 corridor improvements, Whittlesford Parkway improvements and enhanced rail capacity.

2.34 This package is particularly relevant to Prospects Royston because the site would connect directly with the Melbourn Greenway and would provide enhanced public transport and active travel connections between Royston and settlements along the A10 corridor.

*Relationship with Other Strategic Growth Locations*

2.35 The Greater Cambridge transport evidence demonstrates that the scale and characteristics of transport intervention required to support development varies significantly between strategic growth locations.

2.36 Several of the strategic sites identified within the Proposed Submission Local Plan require significant transport interventions, trip budgets and phased infrastructure improvements. The GCTS seeks to establish a framework through which these sites can be supported over time.

2.37 Prospects Royston has materially different transport characteristics. The site is immediately adjacent to an established market town and already benefits from access to a mainline railway station, existing bus services, the A10 and A505 corridors and a substantial range of local services and employment opportunities.



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### Cambridgeshire and Peterborough Local Transport and Connectivity Plan

2.38 The Cambridgeshire and Peterborough Local Transport and Connectivity Plan establishes the overarching transport strategy for the Combined Authority area and provides the parent strategy to the emerging GCTS.

2.39 **It**s key principles include reducing reliance on private car travel; prioritising walking, cycling and public transport; improving accessibility; supporting compact mixed-use development; improving integration between modes; and ensuring that transport infrastructure is coordinated with growth.

2.40 Prospects Royston responds to these principles through its mixed-use development form, integration with an established settlement, proposed active travel network, public transport strategy, Mobility Hub and phased infrastructure delivery.

### Hertfordshire Local Transport Plan 4

2.41 Hertfordshire LTP4 is relevant because a significant proportion of the sustainable transport connections associated with Prospects Royston would extend into Royston and the wider Hertfordshire transport network.

2.42 The strategy's emphasis on reducing the need to travel, prioritising vulnerable road users and passenger transport, improving accessibility and encouraging walking and cycling aligns with the proposed Prospects Royston transport strategy.

2.43 The cross-boundary nature of the site therefore represents an opportunity to improve connectivity for both future residents and the existing Royston community.

### The Relevance of the National Planning Policy Framework (December 2024)

2.44 The Greater Cambridge Local Plan is being progressed through the Regulation 19 process under the established plan-making system. The transitional arrangements contained within the National Planning Policy Framework (August 2026) confirm that plans progressing under this process should continue to be prepared in accordance with the National Planning Policy Framework published in December 2024 and hence this superseded document still has relevance in this instance.

2.45 The December 2024 NPPF therefore remains the principal national policy framework relevant to the preparation and examination of the Greater Cambridge Local Plan.

2.46 Paragraph 109 of the December 2024 NPPF requires transport issues to be considered from the earliest stages of plan-making and development proposals using a vision-led approach. This includes understanding the potential impacts of development on transport networks, realising opportunities arising from existing and proposed transport infrastructure and identifying opportunities to promote walking, cycling and public transport.

2.47 Paragraph 110 states that significant development should be focused on locations which are, or can be made, sustainable through limiting the need to travel and providing a genuine choice of transport modes.



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2.48 Paragraph 111 requires planning policies to support an appropriate mix of uses, including within larger strategic sites, in order to minimise the number and length of journeys. It also supports the identification and protection of routes which could be important in widening transport choice and enabling large-scale development, together with the provision of attractive and well-designed walking and cycling networks.

2.49 Of particular relevance to the promotion of Prospects Royston, paragraph 115 applies when assessing sites which may be allocated for development in plans. It requires sustainable transport modes to be prioritised, safe and suitable access to be achievable for all users and significant transport or highway safety impacts to be capable of mitigation to an acceptable degree through a vision-led approach.

2.50 Prospects Royston responds strongly to these principles. It represents a mixed-use development adjacent to an established settlement, provides opportunities to minimise and internalise trips, benefits from existing rail and bus connectivity and is capable of delivering substantial improvements to active travel and public transport infrastructure.

2.51 The development would also safeguard and facilitate strategic transport connections, including the Melbourn Greenway, while the scale of the development provides the opportunity to support materially enhanced bus services and multimodal interchange.

### National Planning Policy Framework (August 2026)

2.52 A revised National Planning Policy Framework was published in August 2026. While the transitional arrangements mean that the December 2024 Framework remains applicable to the preparation of the Greater Cambridge Local Plan, the August 2026 NPPF represents the Government's current national planning policy and is relevant to the subsequent evolution and assessment of development proposals.

2.53 The August 2026 Framework further strengthens the emphasis on sustainable accessibility, vision-led transport planning and making effective use of existing and proposed transport infrastructure. These principles are relevant when considering the long-term deliverability of Prospects Royston and the policy context within which a future planning application would be assessed.

2.54 Policy TR3 establishes the national decision-making approach to determining whether development is located where it can support sustainable patterns of movement, provide good accessibility and make effective use of existing and proposed transport infrastructure.

2.55 For development which generates significant movement, the policy requires locations to be sustainable, or capable of being made sustainable through planned improvements, including measures delivered as part of the development itself. Locations should limit the need to travel, particularly by private car, and offer a genuine choice of transport modes.

2.56 Policy TR3 also recognises the role of existing and proposed transport infrastructure in determining the amount of development which can appropriately be accommodated and requires significant adverse transport and highway safety impacts to be mitigated to an acceptable degree.



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2.57 Prospects Royston is well positioned against these principles. The site is immediately adjacent to Royston and would function as an extension to an established market town rather than as an isolated settlement. It benefits from existing rail, bus, highway and active travel infrastructure while providing sufficient development scale to support material enhancements to sustainable transport provision.

2.58 Importantly, the transport strategy does not rely solely upon future strategic infrastructure to establish the sustainability of the location. Existing connectivity provides the baseline from which development-led walking, cycling, public transport and Mobility Hub measures can progressively improve travel choice as the site is delivered.

2.59 Policy TR4 requires transport considerations to be integral to the design of development. Priority should be given firstly to walking, wheeling and cycling movements and secondly, so far as possible, to facilitating convenient access to high-quality public transport.

2.60 Development layouts are expected to maximise the catchment for public transport and incorporate measures including permeable street networks, high-quality walking and cycling infrastructure, secure cycle parking and appropriate public transport waiting facilities.

2.61 These principles would inform the detailed masterplanning of Prospects Royston. The internal movement network would prioritise active travel, provide public transport penetration through the development and connect residential, employment, education, recreation and local facilities with the proposed Mobility Hub and onward connections into Royston.

2.62 Policy TR6 requires development proposals likely to generate significant amounts of movement to be supported by a proportionate Transport Statement or Transport Assessment and Travel Plan.

2.63 Such assessments are expected to reflect the transport vision established for the development and consider reasonable future scenarios, including multimodal trip generation, cumulative transport impacts and measures to promote sustainable travel.

*National Connectivity Tool*

2.64 The August 2026 NPPF gives the national Connectivity Tool an increased role in the assessment of sustainable accessibility. The Tool provides a consistent means of considering access to jobs, services and facilities by sustainable modes alongside other relevant quantitative and qualitative evidence.

2.65 The Connectivity Tool should not be considered in isolation. Its outputs form one element of a wider assessment which should also consider the characteristics of the site, existing and proposed infrastructure, the availability of public transport, active travel opportunities and improvements capable of being delivered as part of development.

2.66 Previous assessment undertaken for Prospects Royston identified existing Connectivity Tool scores of up to approximately 52 within the site. This is achieved before taking account of the substantial additional walking, cycling and public transport measures which would be delivered as part of the development.

2.67 The score therefore provides useful supporting evidence that Prospects Royston begins from an established sustainable transport baseline. The site's transport case is further strengthened by its physical relationship with Royston, access to a mainline railway station, mixed-use



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characteristics and ability to provide additional sustainable transport infrastructure through development.

2.68 The relevant Connectivity Tool output should be retained as part of the evidence base for the site so that the existing score and spatial variation across the site can be considered alongside the other transport evidence.

*Development in Proximity to a Well-Connected Railway Station*

2.69 The August 2026 NPPF also gives increased policy recognition to the sustainability benefits associated with residential and mixed-use development in proximity to well-connected railway stations.

2.70 Policy S5 identifies circumstances in which residential and mixed-use development outside existing settlements may be supported where it is within reasonable walking distance of a well-connected railway station, is physically well-related to the station or the settlement within which it is located, is of a scale which can be accommodated having regard to existing or proposed infrastructure and would not prejudice longer-term comprehensive development.

2.71 The NPPF defines a well-connected station having regard to its location within an economically significant Travel to Work Area and the frequency of services available. Royston railway station provides a high frequency of direct rail services and represents an important sustainable transport asset serving both Royston and the surrounding area.

2.72 The NPPF defines reasonable walking distance for the purposes of Policy S5 as approximately 800 metres or around a 10-minute walk, subject to matters such as topography, route availability, route quality and physical barriers.

2.73 The Prospects Royston site extends beyond this defined walking catchment, and the development is therefore not promoted on the basis that the entirety of the site satisfies the specific station-distance criterion contained within Policy S5.

2.74 Nevertheless, the wider principles underpinning the policy are relevant to consideration of the site's sustainability. Prospects Royston is physically and functionally well-related to Royston, the established settlement within which the railway station is located. The development would form a logical extension to the town rather than an isolated standalone settlement and would benefit directly from Royston's existing rail, bus, service and employment infrastructure.

2.75 Furthermore, the relationship between the site and railway station should not be considered solely in terms of walking distance. The development would materially improve sustainable connectivity to the station through high-quality active travel infrastructure, integration with the wider walking and cycling network and frequent public transport connections between the development, Royston town centre and Royston railway station.

*Overall NPPF Position*

2.76 The transport strategy for Prospects Royston responds strongly to the applicable December 2024 NPPF and is also consistent with the wider direction of national transport policy subsequently established through the August 2026 NPPF.

2.77 The site is functionally related to an established rail-served market town; provides a mixed-use development pattern capable of reducing the number and length of external journeys; makes



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effective use of existing transport infrastructure; provides opportunities for substantial improvements to walking, cycling and public transport; and allows transport infrastructure to be progressively delivered alongside development.

2.78 While the site extends beyond the specific reasonable walking distance identified for the well-connected station provisions within the August 2026 NPPF, its relationship with Royston railway station and the package of development-led sustainable transport improvements strongly reflect the wider national policy objective of directing growth towards locations which can make effective use of high-quality public transport infrastructure.

2.79 The national policy position therefore provides a strong basis for considering Prospects Royston as a location capable of supporting sustainable strategic growth, subject to the detailed transport assessment which would appropriately accompany a future planning application.

*Overall Policy Position*

2.80 Taken together, the applicable national policy, the Proposed Submission Greater Cambridge Local Plan, the Cambridgeshire and Peterborough Local Transport and Connectivity Plan and the Draft Interim Greater Cambridge Transport Strategy establish a clear direction towards vision-led and infrastructure-led development.

2.81 New development is expected to provide sustainable travel choices from the outset, integrate effectively with existing settlements and transport networks, safeguard future transport opportunities and coordinate the timing of development with the delivery of infrastructure.

2.82 Prospects Royston performs strongly against these principles. It is adjacent to an established market town; benefits from existing rail, bus and highway connectivity; can connect directly to strategic active travel infrastructure; provides sufficient scale to support enhanced public transport; and can deliver transport infrastructure progressively as the site builds out.

2.83 The emerging GCTS further strengthens this position through its recognition of Royston's functional relationship with Greater Cambridge and its identification of the A505 Royston–Granta Park corridor for further multimodal study and potential future intervention.

2.84 Importantly, Prospects Royston does not rely upon completion of a major external strategic transport project before development can commence. Instead, the transport strategy can be developed progressively from an established baseline, with additional infrastructure provided alongside the scale and phasing of development.

2.85 There is therefore a strong transport policy basis for considering Prospects Royston as a sustainable, adaptable and deliverable strategic development opportunity capable of making a positive contribution to the Greater Cambridge growth strategy.



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# 3 Existing and Committed Transport Infrastructure near Prospects Royston

### Royston Station

3.1 Royston railway station occupies a strategically important position on the London-Cambridge rail corridor, approximately 60km north of London King's Cross and south-west of Cambridge. The station provides direct connectivity between two major employment and education centres and functions as a key commuter and regional interchange.

3.2 The station is served by both Great Northern and Thameslink services, with the majority of semi-fast London King's Cross–Cambridge services calling at Royston. This provides fast, reliable rail journeys without the need for interchange, reinforcing the attractiveness of rail as a sustainable alternative to car travel.

3.3 Royston is the last station south of Cambridge capable of accommodating 12-car trains. This allows higher-capacity services to stop at the station, increasing its role as a collection and transfer point for passengers from surrounding settlements with more limited rail provision.

3.4 Service frequency is high throughout the day, with multiple trains per hour to both London and Cambridge in off-peak periods and additional services during peak hours. Trains typically operate at intervals of 30 minutes or better to key destinations, providing excellent access to regional and national rail networks via London King's Cross.

3.5 Nearby villages including Shepreth, Meldreth and Foxton are also located on the same rail line; however, these stations generally have lower service frequencies. Typical off-peak provision is one train per hour towards Cambridge and London, increasing to two trains per hour in peak periods. By contrast, Royston benefits from additional express services, including up to two express services per hour to Cambridge (typically one stop, approximately 15 minutes) and London King's Cross (two stops, approximately 45 minutes) during peak periods. Royston also offers direct services to Brighton (generally every 30 minutes) and occasional direct services to Ely, with more frequent connections available via Cambridge.

3.6 As a result of this strong rail offering, car parking at Royston station is in high demand and is often at or near capacity during peak periods, reflecting the attractiveness of rail travel from the town.

### Walking and Cycling Infrastructure

3.7 Royston benefits from a good level of existing walking and cycling infrastructure. This includes off-road shared-use paths alongside key routes, quieter residential streets that are attractive for cycling, and a network that connects residential areas with the town centre, railway station and key local destinations.

3.8 A particularly important piece of infrastructure is the dedicated pedestrian and cycle underpass at Coombes Hole, which allows users to pass beneath the railway line that bisects the north-western part of the town. This facility provides a high-quality, traffic-free crossing for pedestrians and cyclists.



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3.9 The Coombes Hole underpass was delivered as part of a wider sustainable transport initiative supported by Sustrans and Big Lottery funding. It links Melbourn Road with the Burns Road estate, significantly improving permeability and reducing severance caused by the railway.

3.10 The underpass plays a key role in Royston's emerging cycling network, enabling safer and more direct access between residential areas, schools, food retail, leisure facilities and off-road paths on both sides of the railway. It is widely recognised as an important asset that promotes active travel and reduces reliance on car-based trips.

3.11 Across Royston more generally, pedestrian infrastructure is well developed, with wide and continuous footways and numerous formal crossing points across busier roads. The Coombes Hole underpass also serves pedestrians, further strengthening walking connectivity within the town.

### Proposed Strategic Greenway

3.12 The Melbourn Greenway forms part of the Greater Cambridge Partnership's strategic Greenways programme and would provide an important active travel connection between Royston, Melbourn and the wider Greater Cambridge network.

3.13 The Draft Interim GCTS identifies the Melbourn Greenway within its capital delivery programme as part of the committed/Local Plan transport programme. The emerging strategic transport position therefore provides additional support for delivery of high-quality active travel infrastructure along the A10 corridor.

3.14 The route is expected to incorporate a combination of off-road active travel infrastructure, quieter streets and improved crossing facilities. The precise form and programme for individual elements of the route remain subject to detailed design and delivery processes.

3.15 Land within the Prospects Royston site would be capable of accommodating and facilitating the Greenway connection, including the necessary onward links through the development. This represents an important delivery benefit because the development can safeguard the route and ensure that the Greenway is integrated with the site's internal walking and cycling network.

3.16 This would enable future residents to access Melbourn and other settlements to the north by active travel while also allowing residents of existing communities to access employment, education, recreation and public transport opportunities within Prospects Royston and Royston itself.

### Buses

3.17 Royston is served by a range of local and regional bus services providing connections within the town, to surrounding villages, and to larger employment and service centres including Cambridge, Letchworth and Bishop's Stortford.

3.18 Local town services include the Service 16, operated by Richmonds Coaches, which provides a circular route linking residential areas such as Burns Road and Roysia with Royston town centre and Royston railway station. This service operates throughout the day on weekdays and provides an important local connection between neighbourhoods, the station and key town


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centre facilities. A further local circular service, Service 24, operates around the town centre during daytime periods, providing additional local accessibility.

3.19 Service 17 runs between Royston, Bassingbourn and Guilden Morden, with some journeys extending to Cambridge. This service provides an important link between rural settlements, Royston and the wider Cambridge area. Service 15 connects Royston with Bassingbourn and Haslingfield, providing access to villages to the north and west. Service 18, operated by Richmonds Coaches, links Royston with Buntingford, serving intermediate settlements and providing cross-county connectivity within Hertfordshire.

3.20 Longer-distance regional services are also available. Service 26, operated by A2B Bus and Coach, provides a direct connection between Royston and Cambridge via Melbourn, Foxton, Little Shelford and Trumpington. This service operates during daytime hours on weekdays and Saturdays and provides a public transport alternative to car travel along the A10 corridor, albeit at a relatively low frequency of approximately one bus per hour. Service 27, operated by Richmonds Coaches, connects Royston with Bishop's Stortford, providing access to a wider range of employment, retail and rail interchange opportunities.

3.21 In addition, Services 91 and 91A, operated by Richmonds Coaches, link Royston with Letchworth Broadway via villages including Ashwell, Newnham, Radwell and Bygrave. These services provide access to Letchworth town centre and its rail station, supporting both employment and leisure travel.

3.22 Overall, the bus network provides good geographical coverage, although service frequencies on several routes are relatively low. This context reinforces the opportunity for the proposed Prospects Royston development to support enhanced bus provision, including higher-frequency services and integration with a new Mobility Hub, to deliver a step change in public transport accessibility.

### Shared and Hire Bikes

3.23 At present, Royston does not benefit from a dockless or on-street cycle hire scheme. However, it is noted that 'Beryl Bikes' have recently been introduced in Stevenage within North Hertfordshire, demonstrating growing local appetite for shared mobility solutions.

3.24 Within Cambridgeshire, 'Voi' currently operates the primary dockless cycle and e-scooter hire system. There is potential for similar shared mobility provision to be introduced in Royston or extended to serve the Prospects Royston site in the future.

### Summary

3.25 The Prospects Royston site benefits from proximity to a strong and established sustainable transport network, including high-quality rail services, good walking and cycling infrastructure, existing bus provision and planned strategic active travel improvements. This infrastructure provides a robust foundation that can be directly connected to and enhanced by the proposed development, as set out in the following section.

3.26 Since preparation of the Regulation 18 Transport Connectivity Statement, the Draft Interim GCTS has provided further strategic context for transport investment within the southern part of Greater Cambridge.



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3.27 The Strategy recognises Royston as part of the wider Greater Cambridge travel-to-work area and identifies targeted A505 improvements between Royston and Granta Park within its medium-term programme.

3.28 It also identifies the Melbourn Greenway, further work at Foxton Level Crossing and opportunities for rural mobility hubs and improved interchange. These interventions collectively reinforce the strategic importance of improving sustainable connectivity between Royston, southern Cambridgeshire and Cambridge.

3.29 Prospects Royston is well placed to support this wider strategy by providing a new sustainable transport node at the southern end of the corridor, connecting Royston railway station, the A10 corridor, the Greenway and the proposed development.



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# 4 Site Proposals

4.1 The proposed development at Prospects Royston is a mixed-use allocation likely to comprise approximately 1,350 residential dwellings, 10-20 hectares of commercial floorspace, a two-form-entry (2FE) primary school, a local centre including retail and complementary uses (such as a hotel, bar and cafés), a care home, medical facilities, 12.5 hectares of formal and informal sports provision (including football, rugby, tennis and a sports centre etc.), a country park, and other supporting uses.

4.2 A copy of the proposed site plan is contained at **Appendix B**.

4.3 From a sustainable transport perspective, the mixed-use nature of the development enables a high degree of trip internalisation. Many day-to-day journeys would be made within the site or to nearby destinations in Royston, reducing the need for longer-distance travel. Where off-site trips are required, the proximity of Royston and the availability of sustainable transport modes mean that a significant proportion of journeys can be undertaken by walking, cycling or public transport.

4.4 It is currently anticipated that the initial phase would include delivery of the proposed sports hub together with an initial residential component. Vehicular access to this phase would be provided from a new fourth arm of the existing A505 roundabout.

4.5 The early phase would also establish the sustainable transport framework for the wider development, including walking and cycling connections, provision for bus access and safeguarding of the routes required to support the ultimate Mobility Hub and wider transport strategy.

### Illustrative Trip Internalisation Example

4.6 The following exercise is intended solely to demonstrate the potential scale of trip internalisation arising from a mixed-use development of this nature. It does not represent a formal forecast of development traffic. Detailed trip generation, distribution, mode share and internalisation assumptions would be established and agreed with the Local Highway Authority through a future Transport Assessment.

4.7 By way of illustration, a typical dwelling generates approximately 0.55 car trips per house and 0.25 car trips per flat during the AM peak hour. Assuming a development of 1,400 dwellings comprising 60% houses (840 units) and 40% flats (560 units), this would equate to:

- Houses: 840 × 0.55 = 462 car trips
- Flats: 560 × 0.25 = 140 car trips

4.8 This results in a total of approximately 602 AM peak-hour car trips if the site were developed in relative isolation.

4.9 National Travel Survey data indicates that the purpose of travel during the AM peak (08:00–09:00) is broadly distributed as follows:

- Commuting: 16%



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- Business: 3%
- Education: 28%
- Escort education: 26%
- Shopping: 4%
- Other escort and personal business: 13%
- Visiting friends, entertainment and sport: 4%
- Holiday/other trips: 7%

4.10 Table 4.1 provides a high-level estimate of how these trips would be internalised, localised, or transferred to non-car modes as a result of the mixed-use nature of the development and its integration with Royston's existing facilities and public transport network.

***Table 4.1 High level trip internalisation estimate *Allow for rounding errors***

| Trip Purpose | % | 602 trips (in isolation) | Estimated internalised/ localised, non car modes | Actual net off site trips |
|---|---|---|---|---|
| Commute | 16% | 96 | 60% = 58 | 38 |
| Business | 3% | 18 | 10% = 2 | 16 |
| Education | 28% | 169 | 75% = 127 | 42 |
| Escort Education | 26% | 157 | 80% = 126 | 31 |
| Shopping | 4% | 24 | 50% = 12 | 12 |
| Other escort and personal business | 13% | 78 | 10% = 8 | 70 |
| Visting Friends, entertainment and sport | 4% | 24 | 10% = 2 | 22 |
| Holiday/Trip/Other | 7% | 42 | 0% = 0 | 42 |
| Total | 100% | 602* | 335* | 273* |

4.11 This indicative analysis suggests that approximately 335 AM peak-hour vehicle trips would be internalised or removed compared with a standalone residential development, leaving around 273 off-site car trips. Many of these remaining trips are likely to be short-distance journeys within Royston, with fewer longer-distance movements beyond the local area.

4.12 A similar pattern of internalisation would apply to other land uses on the site. For example, the primary school would attract pupils from within the development, employment areas would draw staff from nearby homes, businesses would interact with one another on site, and


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recreational trips such as dog walking would be accommodated within the country park. At later planning stages, a more detailed and comprehensive internalisation assessment would be undertaken covering all components of the development.

4.13 The analysis nevertheless demonstrates an important strategic principle: Prospects Royston would not operate as an isolated residential estate. The inclusion of education, employment, recreation, retail, community and other supporting uses creates substantial scope for trips to remain within the development or within Royston and for a greater proportion of external journeys to be undertaken by sustainable modes.

### Proposed Walking and Cycling Connectivity

4.14 The site benefits from an existing circa 6m diameter tunnel beneath the A505, located approximately 230m north of the A505/Desborough Lane roundabout. On the western side, this tunnel connects directly to highway-maintained land within the wide western verge of the A505.

4.15 It is proposed that this structure is utilised as a high-quality pedestrian and cycle connection. New routes could be delivered within the existing highway boundary running along the current A505 western verge, providing links to nearby schools and onward connections to established cycling routes leading into Royston town centre and Royston railway station. As this connection operates at ground level, it would be significantly less exposed to weather than an overbridge crossing.

4.16 Desire lines in this verge are already in existence with a worn path route easy to navigate. This would be formalised as part of the Prospects Royston proposal.

4.17 The proposed Melbourn Greenway requires land within the site boundary. This land could be made available to facilitate delivery of the Greenway bridge and provide direct connections to the wider strategic active travel network. Internal site routes would allow users to travel away from the A10 corridor, creating more attractive, legible and traffic-free walking and cycling routes.

4.18 It is also anticipated that the A10/A505 roundabout would be signalised as part of the development. This would provide an opportunity to incorporate dedicated pedestrian and cycle crossing stages, accommodating movements associated with the site and offering an alternative high-quality connection that could integrate with the Greenway.

4.19 Together, these interventions demonstrate that multiple complementary walking and cycling routes could be delivered, significantly strengthening sustainable connectivity between the site and Royston and removing severance.

### Walking/Cycling Isochrones

4.20 The drawings contained at **Appendix B** present walking and cycling isochrone maps based on the pedestrian and cycling bridge and/or road crossing just south of the A10/A505 roundabout. The isochrones were generated using web-based isochrone mapping software (https://www.iso4app.net), which calculates travel times using the existing and proposed pedestrian and cycle network.



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4.21 Given the scale of the proposed development (circa 1,000-1,500 dwellings), a single central starting point was not considered to be representative. The site will contain a wide distribution of homes, each with different local access points to the surrounding network. Selecting an individual dwelling or a theoretical centre point would therefore risk overstating or understating accessibility for large parts of the site. Instead, the analysis uses a key site access point that reflects how future residents would realistically enter the wider walking and cycling network.

4.22 The walking isochrone mapping illustrates accessibility in 5-minute intervals, up to a maximum of 30 minutes. The results demonstrate that a significant proportion of Royston can be accessed on foot from the site. In particular, the town centre and Royston railway station are shown to be accessible within approximately 20–25 minutes' walk, with the retail area to the north of the town accessible within a similar timeframe. Employment areas to the west of Royston are reachable within approximately 30 minutes. The analysis demonstrates the opportunity for walking to accommodate a proportion of local journeys, particularly when combined with the proposed improvements to pedestrian connectivity between the site and Royston.

4.23 As would be expected, cycling significantly enhances accessibility. The cycling isochrone demonstrates that the entire extent of Royston can be reached within approximately 10 minutes by cycle from the same access point. This highlights the strong potential for everyday trips to be undertaken by cycling, particularly when supported by the proposed walking and cycling connections, Greenway links and internal site permeability.

4.24 Cycle access to and from the villages to the north, Melbourn and Meldreth for example will be simplified due to the proposed construction of the Melbourne Greenway already described. This would allow a resident of one of these villages to cycle to the site for work or school on a safe and purpose-built facility. They would have the opportunity to park their bike safely and then access Royston Station or Town Centre using the 'turn up and go bus service' from the Prospects Royston, should they choose not to ride the remainder of the journey.

4.25 The entirety of Melbourn would be within a 3km cycle ride and the entirety of Meldreth in a 4.2km cycle ride. These would have corresponding cycle journey times of 15 minutes and 20 minutes respectively from the most distant parts of each village.

### Mobility Hub

4.26 A dedicated Mobility Hub would be provided within Prospects Royston and would act as the focal point for sustainable movement within the development.

4.27 This concept is consistent with both Policy I/TH of the Proposed Submission Local Plan and the Draft Interim GCTS, which support travel hubs as a means of integrating different modes and improving first- and last-mile connectivity.

4.28 The hub would prioritise walking, cycling and public transport and could accommodate facilities including:

- bus stops and high-quality passenger waiting facilities;
- secure cycle parking;



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- shared pedal cycles and e-bikes;
- micromobility facilities;
- real-time travel information;
- pick-up and drop-off facilities;
- demand-responsive transport;
- electric vehicle charging;
- parcel lockers;
- seating and public toilets; and
- other complementary facilities appropriate to the scale and function of the hub.

4.29 The precise facilities would be developed through subsequent master planning and transport assessment. The fundamental purpose of the Mobility Hub would remain transport interchange rather than the generation of additional car-based journeys.

4.30 The hub would be connected directly to the internal active travel network, the Melbourn Greenway and the proposed bus network and would therefore enable multi-stage sustainable journeys both into Royston and towards Cambridge.

**Public Transport Enhancements**

4.31 The scale and mixed-use nature of Prospects Royston provide an opportunity to materially improve public transport provision serving both the development and the wider Royston area.

4.32 The internal street network would be designed to accommodate bus penetration through the development, with the objective of ensuring that residential areas have convenient access to public transport. The masterplan should seek to provide bus stops within approximately a five-minute walk of homes wherever practicable.

4.33 The long-term public transport aspiration is for a frequent, turn-up-and-go service connecting the development with Royston town centre, Royston railway station and settlements along the A10 corridor towards Cambridge.

4.34 An indicative frequency of approximately 10-15 minutes has been considered as an appropriate long-term aspiration for a development of this scale. The final service specification, routing, phasing and funding arrangements would be established in consultation with the relevant transport authorities and operators as the development progresses.

4.35 Public transport provision would be phased alongside development. Early phases could be served through enhancement or extension of existing services where practical, with the frequency and extent of dedicated provision increasing as patronage generated by the development grows.



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### ‘Incidental’ Park and Ride

4.36 An “incidental Park & Ride” function would emerge as a natural consequence of the proposed high-frequency bus service. This is likely to be attractive to residents of villages located between Royston and Cambridge, including Melbourn, Meldreth, Shepreth and Foxton. While these settlements benefit from local railway stations, service frequencies are materially lower than those available at Royston Station, as described earlier. In addition, parking provision at Royston Station is both chargeable and frequently constrained during peak periods. The incidental Park & Ride function would therefore offer a practical alternative for users currently constrained either by limited rail service provision at their local station or by parking availability at Royston.

4.37 The incidental Park & Ride function could also be supported through complementary land-use initiatives. Any Park & Ride activity would remain low-key and would utilise the proposed turn-up-and-go bus service, whose primary function is to serve site residents, employees and visitors. The Park & Ride element is therefore secondary in nature and arises as an added benefit, rather than operating as a standalone or formally designated Park & Ride facility.

4.38 In terms of likely usage, it is anticipated that residents of Melbourn, Meldreth, Foxton and surrounding villages could park at the site and utilise the high-frequency bus service to access Royston railway station and town centre, where onward rail connections are more frequent and reliable.

4.39 In the opposite direction, residents of Royston and the wider area could use the service to travel towards Cambridge, choosing the bus in preference to car-based trips either to the northern villages or directly into Cambridge.

4.40 The Mobility Hub and incidental Park & Ride function would therefore act to intercept, transfer or reduce car trips that would otherwise be destined for, or already using, the A10 corridor. In doing so, the proposals would contribute to reducing traffic demand on the A10 and support wider strategic objectives relating to congestion management and sustainable travel.

### Bus Gate

4.41 To support sustainable travel objectives and discourage unnecessary traffic passing through prospects Royston, a bus gate would be incorporated to prevent general vehicular movements between the A505 and the A10. This restriction would apply to private motor vehicles only, while buses, emergency service vehicles, cyclists and pedestrians would be permitted to make this movement, thereby prioritising sustainable modes.

### Foxton and the Southern A10 Corridor

4.42 The Draft Interim GCTS identifies Foxton as an important location within the southern transport corridor. The medium-term southern corridor package includes Foxton Station together with the Melbourn Greenway, A505 corridor improvements and enhancements at Whittlesford Parkway.

4.43 The GCTS delivery programme also identifies further study of Foxton Level Crossing, including opportunities to improve safety and reliability and to consider park-and-rail or travel hub interchange.



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4.44 The emerging position therefore differs from that considered within the Regulation 18 Transport Connectivity Statement. Rather than relying upon one defined Foxton Mobility Hub scheme, the current strategic approach is based upon a broader package of rail, active travel, interchange and corridor measures.

4.45 Prospects Royston would complement this strategy by providing enhanced sustainable transport provision at the southern end of the A10 corridor. Its delivery would not depend upon completion of infrastructure at Foxton.

### Street Bikes (Beryl or Voi)

4.46 It is proposed that a street bike hire scheme be introduced as part of the development, with docking stations located within the site and additional bikes distributed across Royston and nearby villages served by the Greenway, including Melbourn and Meldreth. This would provide residents and visitors with convenient access to shared pedal cycles and e-bikes for short local journeys.

4.47 As part of the wider sustainable transport strategy, the introduction of a street-based bike share scheme would offer an effective means of encouraging active travel and reducing reliance on the private car, particularly for short trips and first/last-mile journeys. The scheme could be delivered in partnership with an established operator such as Beryl or Voi, both of which operate successful pedal bike and e-bike hire systems across numerous UK towns and cities, including locations within Hertfordshire and the wider region.

4.48 Such systems typically operate via app-based technology, allowing users to locate, unlock and hire bikes quickly and flexibly. Bikes can be deployed at key destinations including the railway station, town centre, residential neighbourhoods and other local trip attractors. By integrating designated bike parking areas within the public realm and aligning the scheme with the Greenway and wider active travel network, the development would directly support a shift toward sustainable, zero-emission travel modes and improve connectivity for everyday trips without the need for private car ownership.

4.49 Shared mobility and demand-responsive transport should therefore be regarded as complementary elements of the transport strategy whose detailed form would respond to the market, operator availability and transport technology at the point each phase is delivered. The masterplan would be designed so that such services can be accommodated without relying upon any individual operator.

### Herts Lynx Buses

4.50 Extending the Herts Lynx on-demand bus service into the proposed development and its associated mobility hub in Royston would integrate the site into this innovative demand-responsive transport network. This would provide residents and visitors with flexible, bookable connections that complement conventional fixed-route bus and rail services.

4.51 The provision of a designated pick-up and drop-off point within the development and at the mobility hub would enable seamless onward travel to surrounding rural communities and key urban destinations, improving accessibility for those without access to a private car.



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4.52 Incorporating Herts Lynx into the transport strategy would therefore support modal shift objectives, reduce reliance on car travel, strengthen access to employment, education and services, and align with wider Hertfordshire transport and sustainability objectives focused on inclusive, low-carbon mobility.

### Transport Connectivity Plan

4.53 Based on all the proposed improvements outlined in the section, the drawing contained at **Appendix C** highlights all offsite sustainable transport offerings as well as existing committed sustainable transport proposed in proximity to the site.

### Alignment with the Greater Cambridge Transport Strategy

4.54 The Prospects Royston transport strategy closely reflects the phased approach promoted through the Draft Interim GCTS.

4.55 In the early phases, the development would provide practical and deliverable measures comprising active travel connections, bus accessibility, shared mobility opportunities and integration with Royston.

4.56 As the site builds out, the public transport offer and Mobility Hub would develop alongside the residential and commercial population, while further connections and highway infrastructure would be brought forward at defined development thresholds.

4.57 In the longer term, the site would remain capable of responding to wider strategic improvements to the A505, rail network and southern Greater Cambridge public transport network.

4.58 The development therefore provides both early deliverability and long-term adaptability, avoiding reliance upon a single future infrastructure project while retaining the ability to benefit from the wider strategic transport programme.



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# 5 Vehicle Access and off-site Enhancements

5.1 Two principal vehicular access points are proposed to serve the Prospects Royston development:

- The primary access would be taken from the A10 via a newly constructed junction, likely in the form of a roundabout, although a signalised junction could also be considered subject to further assessment. This access is anticipated to be located toward the northern end of the western site frontage, along a relatively straight section of the A10 where good horizontal and vertical visibility can be achieved.

- The secondary access would utilise the recently constructed three-arm roundabout on the A505, delivered as part of the Desborow Lane development. A fourth arm would be introduced on the north-eastern side of this junction to provide access into the site.

5.2 The A10 access would be designated to serve all commercial and servicing traffic associated with the development, while the A505 access would serve all other site traffic, including residential movements. The two access points would be connected internally for emergency vehicles, public transport, cyclists and pedestrians only. This arrangement is intended to prevent the site from becoming a vehicular “rat-run” between the A10 and A505, while still allowing permeability for sustainable modes and essential services.

5.3 While the proposed sustainable transport initiatives are expected to materially reduce traffic growth on the surrounding highway network, it is realistic to anticipate that some off-site highway improvements will still be required. In particular, increased demand is expected at the existing A10/A505 roundabout junction.

5.4 A common and effective means of increasing capacity at larger roundabouts is the signalisation of the circulatory carriageway, potentially incorporating signal-controlled through movements. The A10/A505 roundabout has an inscribed circle diameter of approximately 90m and is therefore of sufficient size to accommodate conversion to a signalised layout. Beyond capacity benefits, signalisation would enable the introduction of formal pedestrian and cycle crossing stages, which are currently absent at this location.

5.5 It is envisaged that surface-level, signal-controlled pedestrian and cycle crossings could be provided across the eastern arm (A505) and southern arm (A10). These at-grade crossings would offer a more attractive and accessible solution than a standalone overbridge, particularly as they would sit on stronger desire lines for many users and be less exposed to weather conditions.

5.6 Additional off-site highway improvements may also be required, although the precise scope of such works would be determined through more detailed future transport assessment. Notwithstanding this, the signalisation of the A10/A505 roundabout represents a policy-aligned intervention, delivering clear benefits for pedestrians and cyclists, who currently have no dedicated crossing provision, while also increasing vehicular capacity. In this context, highway capacity enhancements and sustainable transport improvements would operate in tandem rather than in conflict.

5.7 The site has generous lengths of frontage on both the A10 and the A505. Should capacity enhancements be deemed necessary on these links then this can be accommodated. However



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the principle of the development is based on sustainability and sustainable travel connections. Increasing link capacity does not align with this ethos and should therefore be resisted.

### Phased Access Strategy

5.8 The proposed A505 access provides an opportunity to facilitate an initial phase of development before delivery of the site's whole access strategy.

5.9 It is anticipated that this initial phase would include the proposed sports hub together with residential development and associated infrastructure. The precise scale and composition of development served from the A505 access would be established through the subsequent planning and Transport Assessment process.

5.10 Cambridgeshire County Council's highway guidance recognises that the appropriate access arrangements for residential development vary according to the scale of development being served. The development phasing strategy would therefore be prepared in consultation with the Local Highway Authority, with the timing and form of any additional access provision determined having regard to the scale and characteristics of development proposed at each stage.

5.11 In establishing an appropriate first phase, consideration would be given to junction capacity, access geometry, highway safety, network resilience, emergency access requirements, traffic generation and the availability of sustainable transport infrastructure.

- The working strategy is therefore for the A505 access to facilitate an initial phase incorporating:
- the proposed sports hub;
- an appropriate quantum of residential development;
- associated supporting infrastructure;
- early walking and cycling connections;
- provision for public transport access; and
- safeguarding of the routes required for subsequent transport and highway infrastructure.

5.12 As development progresses, additional access infrastructure would be brought forward at an appropriate stage agreed with Cambridgeshire County Council through the detailed Transport Assessment and development phasing process.

5.13 This approach establishes a flexible and infrastructure-led delivery strategy rather than imposing an arbitrary development threshold at the plan-making stage. It is consistent with the Proposed Submission Local Plan and the Draft Interim GCTS, which seek to coordinate transport infrastructure with the timing, scale and characteristics of development.



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### Highway Safety Review

5.14 A high-level review has taken place of the surrounding road network utilising crash map. The A10 between the existing A10/A505 roundabout and northwards to the proposed site access has seen two fatal accidents and two serious accidents in the five-year period ending 2024. These accidents most likely relate to speed and overtaking which would be typical of accidents on such road alignment.

5.15 The accidents were in proximity to the proposed site access point which is anticipated to be in the form of a roundabout. A roundabout with its accompanying deflection would significantly slow traffic on this link, interrupt traffic flow and reduce the perception that overtaking is worthwhile.

5.16 Roundabouts can have a significant traffic calming effect and here it would appear that it could reduce accident severity by slowing overall speed if not frequency and provide a significant safety benefit.

5.17 The proposed access via the A505 roundabout would not materially change the existing characteristics of the A505 approaches. Notably there has not been the same level of accident occurrence nor severity in the vicinity of the proposed A505 access point.



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# 6 Summary and Conclusions

## Summary

6.1 This Transport Connectivity Statement has been updated to support the promotion of Prospects Royston at the Regulation 19 stage of the Greater Cambridge Local Plan.

6.2 Since preparation of the Regulation 18 Statement, the Greater Cambridge transport evidence base has progressed materially, most notably through publication of the Draft Interim Greater Cambridge Transport Strategy.

6.3 The emerging strategic policy position continues to place significant emphasis on vision-led development, genuine travel choice, early provision of sustainable transport infrastructure, integration between transport and land use and the phased delivery of infrastructure alongside growth.

6.4 Prospects Royston is well placed to respond to these objectives. The site is immediately adjacent to an established market town with a mainline railway station, existing bus services, established walking and cycling infrastructure and direct access to the A10 and A505 corridors.

6.5 The site would comprise a mixed-use development incorporating homes, employment, education, local facilities, recreation and open space. This would provide substantial opportunities for trip internalisation and shorter local journeys rather than operating as an isolated residential settlement.

6.6 The sustainable transport strategy would build upon the existing baseline through provision of high-quality walking and cycling connections into Royston, integration with the Melbourn Greenway, bus penetration through the site, a dedicated Mobility Hub, shared mobility and demand-responsive transport opportunities.

6.7 The Draft Interim GCTS provides additional support for this approach. It recognises Royston's functional relationship with Greater Cambridge and identifies the A505 corridor between Royston and Granta Park for further multimodal study and investment.

6.8 The GCTS also identifies a wider southern corridor package incorporating the Melbourn Greenway, Foxton, Whittlesford Parkway, public transport improvements and targeted A505 interventions. Prospects Royston would complement this strategic programme while remaining capable of being delivered without relying upon completion of any one of these longer-term schemes.

6.9 A credible phased highway access strategy is available. The final development would benefit from principal accesses to both the A505 and A10, providing network resilience and flexibility.

6.10 In the initial phase, the existing A505 roundabout provides an opportunity to serve the proposed sports hub together with residential development and associated infrastructure. The precise quantum of development capable of being accommodated before additional access infrastructure is required would be established through subsequent transport assessment and discussion with Cambridgeshire County Council.

6.11 This provides flexibility to establish a commercially and operationally viable first phase while ensuring that the access strategy responds appropriately to the scale and characteristics of


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development being delivered. Additional access and transport infrastructure would then be introduced at appropriate stages as the site progresses.

6.12 Further detailed Transport Assessment, junction modelling and design work would appropriately be undertaken as part of a future planning application. At this stage of plan-making, the purpose is to establish whether a credible transport solution exists and whether there are strategic transport constraints which would prevent development.

6.13 The work undertaken demonstrates that the site can be accessed safely, can be connected effectively to existing and planned sustainable transport networks and can be delivered progressively alongside proportionate transport infrastructure.

**Conclusion**

6.14 Prospects Royston represents a credible and deliverable strategic growth opportunity from a transport perspective.

6.15 The site benefits from a strong existing transport baseline, is physically and functionally related to an established rail-served market town and is capable of delivering meaningful improvements to public transport, active travel and cross-boundary connectivity.

6.16 Importantly, the development is not dependent upon completion of a major uncommitted strategic transport project before its first phases can be delivered. Instead, transport infrastructure can be provided progressively in response to defined development thresholds while safeguarding opportunities to integrate with the wider Greater Cambridge transport network as it evolves.

6.17 The proposed transport strategy is therefore consistent with the vision-led approach established by the National Planning Policy Framework (August 2026), together with the sustainable transport and infrastructure-led principles of the Proposed Submission Greater Cambridge Local Plan and Draft Interim Greater Cambridge Transport Strategy.

6.18 On this basis, there are no identified transport, or highway matters which would preclude Prospects Royston from being considered as a sustainable strategic development opportunity within the Greater Cambridge Local Plan, and the site provides a robust transport basis to support its promotion through the Regulation 19 process.



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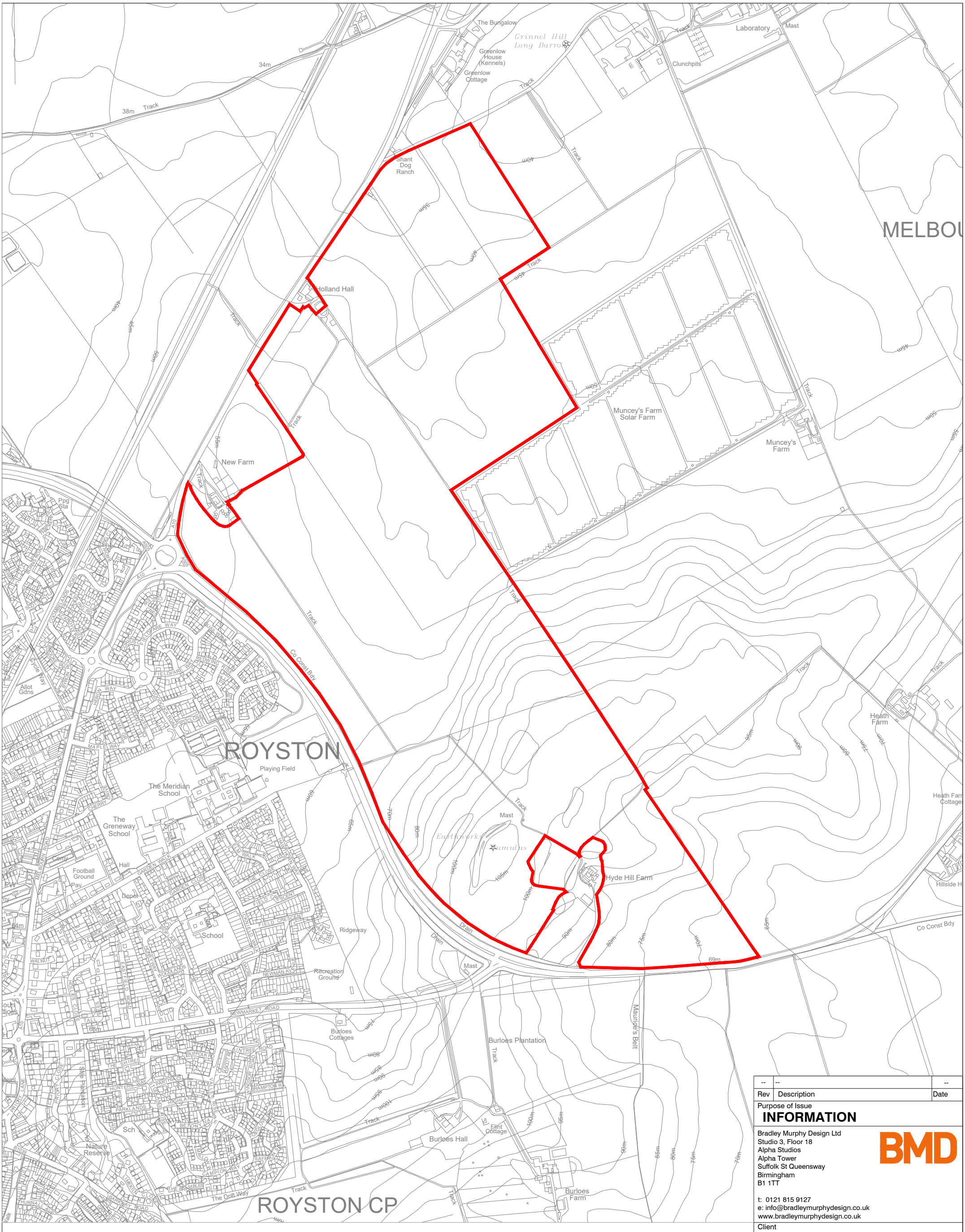
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## Appendix: A - Location Plan



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Project

PROSPECTS ROYSTON

Drawing Title

SITE LOCATION PLAN

| Drawn | Checked | Approved | Date |
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| Job No. | Scale | Sheet Size | Revision |
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## Appendix: B – Proposed Site Plan



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*Land Use:*

- Site Boundary - c174ha

Residential Development
c38.6ha @ 35dph / 1351 Units

- Low Density
- Medium Density
- High Density
- 2FE Primary School - c2.1ha
- Local Centre - c1.0ha
- Employment - c12.6ha
- Care Home - c0.5ha
- Mobility Hub - c0.3ha
- Incidental Park & Ride - c1.0ha

*Green Infrastructure:*

- Nature Park - c46.5ha
- Sports Hub - c12.5ha
- Green Corridors

*Movement:*

- Primary Vehicular Routes
- Secondary Vehicular Routes
- Vehicular Access
- Pedestrian/Cycle Access
- Pedestrian/Cycle Routes
- Active Travel Routes
- Melbourn Greenway
- The 'Hide' - Views across Royston
- Play Opportunities

Royston Road
Towards Cambridge
Incidental Park and Ride
Employment
Melbourn Greenway
Play Areas
Existing Solar Farm
A10
Pedestrian/Cycle Routes
Green Corridors
Care Home
New Cycle Bridge
2FE Primary School
Neighbourhood 'Green Heart'
Buffer Planting
Melbourn Road
Local Centre
Mobility Hub
Proposed Shared Use Pedestrian Connection
Sports Hub
The 'Hide'
Active Travel Route
Royston Leisure Centre
Underpass
King James Academy Royston
Views to Therfield Heath
Nature Park
Royston Town Football Club
Meridian Gate Development
Towards Duxford
Icknield Walk First School
Sports Pitches / Skatepark
National Trail
A505

Scale 1:5000 @ A3

0m 100m 200m 400m 800m

**Prospects Royston**

Illustrative Masterplan

BMD.25.228.DR.001 | 18/09/2026

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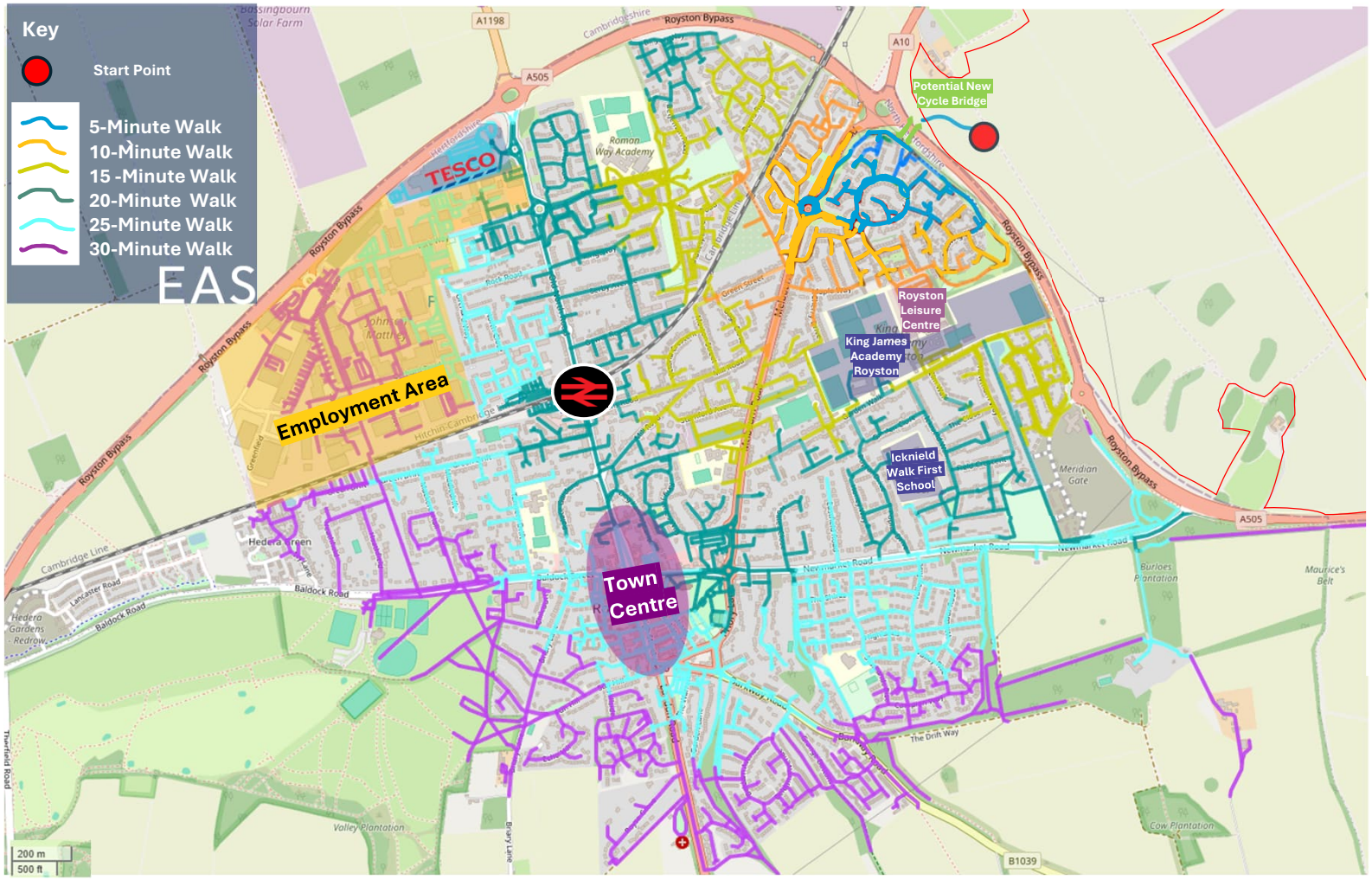
## Appendix: C – Walking + Cycling Isochrones Into Royston



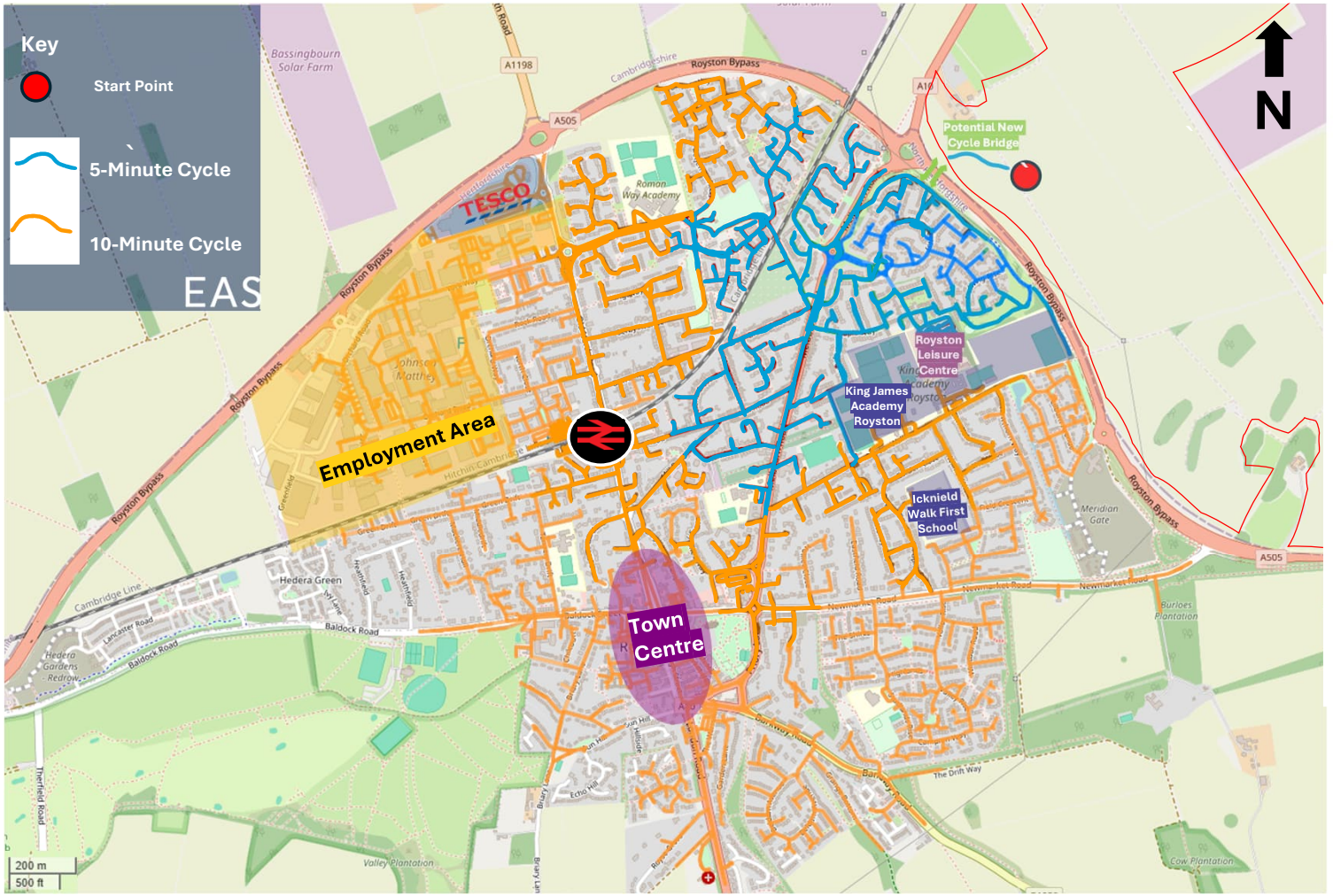
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# Walking Isochrone



# Cycling Isochrone



## Appendix: D – Transport Connectivity Plan



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## Key

1. Prominent eEisting Cycle and Walking Network
2. Proposed Greenway and Bridge Over A505 (existing proposal) and links into site (see para 3.2.5 of North Herts LCWIP)
3. Existing Bus Route 26 - Between Royston and Cambridge
4. Proposed turn up and go bus route linking Royston town with site, mobility hub, satellite P and R and Cambridge via Foxton Travel Hub
5. Internal indicative connections to cycle and pedestrian routes
6. Existing underpass to be utilised for sustainable links
7. Unofficial Link
8. Mobility Hub
9. Street Bikes at various key locations, also to be installed at Royston Station, Town Centre, Urban Hubs Etc.
10. Satellite P and R (circa 200 spaces)
11. Highway Boundary along A505
12. Potential signalisation of roundabout to improve capacity with pedestrian and cycle crossing opportunities over the A505 (see para 3.2.5 of North Herts LCWIP)
13. Proposed roundabout access
14. Site access point with potential to enlarge and increase roundabout capacity
15. Potential bus lanes at site entrance/ exit
16. Proposed cycle and pedestrian link in highway verge

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Potential Alternative Bus Route

Potential New Cycle Bridge

Bus Gate

Supermarket

Employment Area

Proposed Bus Route dictated by existing traffic regulations

Royston Town Centre

Royston Leisure Centre

King James Academy Royston

Icknield Walk First School

Sports Pitches / Skatepark

Underpass

Icknield Way

Icknield Way

# Prospects Royston Connectivity Plan

Appendix 5

# Stantec Table and Plan

# Summary of Investigations

The following table summarises the results of the investigations for Prospects Royston.

Table 1.1: Summary of Investigations – Statutory Undertakers, New Utility Infrastructure

| Statutory Undertaker | New Supply Infrastructure | Point of Connection | Timescale |
|---|---|---|---|
| UKPN | Insufficient capacity in the existing electricity network,<br>UKPN has proposed extensive reinforcement works involving approximately 2 km of dual ducted 33kV cabling, a new 33/11kV primary substation, and a minimum of two onsite 11kV secondary substations. | Point of Connection (POC) will be at Melbourn Grid. The grid is 2km northwest of the site along Melbourne Road. | 2034. |
| Cadent Gas | Cadent confirmed there is insufficient capacity within the local network to supply the proposed development, and further reinforcement works will be required. | Medium Pressure (MP) 6in SI Gas Main – 10m from site. | 5 weeks |
| Cambridge Water<br>(Potable Water) | The site lies on the edge of Cambridge Water's supply network.<br>Reinforcement works are required to the local network. | Point of connection (POC) from 600mm DI Main located 6km northeast of the site. | Up to 2-3 years |
| Anglian Water<br>(Wastewater) | Anglian Water previously confirmed sufficient capacity within local sewerage network.<br>The local Royston WRC currently has capacity to accommodate flows from 1000 dwellings only. However, as the site has been identified as a Strategic site, further upgrade works would be considered as part of the Anglian Water's AMP9 (2030-2035) programme. | Point of connection is MH3201, located on the 820mm foul sewer off the A505.<br>A 375mm ID pipe will be required to drain the site.<br>Royston WRC can accommodate flows from 1000 dwellings before requiring upgrade works. | Upgrade works to be done during AMP9 cycle (2030-2035) |
| Openreach | It is expected that the site will be supplied from the nearest Openreach network. With FTTP provided as standard available free of charge for residential developments of 20 units or more. | | Application to be submitted at least 9 months before construction. Timescale dependant site phasing plan. |

UKPN (Electric)
POC: Melbourne Grid
SUPPLY: Dual duct 33kV cable from POC to Primary Substation on site (Route from POC to site: 2km)

ANGLIAN WATER (FOUL WATER)
POC: 820mm foul sewer near MH3201
SUPPLY: 375mm ID foul sewer to drain site to POC

CADENT GAS (GAS)
POC: 6" SI MP Gas Main. (10m from site)

CAMBRIDGE WATER (POTABLE WATER)
POC: 600mm DI Water Main at grid coordinate TL4263443846.
SUPPLY: 400mm Water main (Route from POC to site: 6km)

SITE ENTRANCE

ROYSTON

MELBOURN CP


Stantec

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Ashford
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- INDICATIVE WATER SUPPLY ROUTE
- POTENTIAL FOUL DRAINAGE CONNECTION POINT
- INDICATIVE FOUL DRAINAGE SUPPLY ROUTE

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| P01 FIRST ISSUE | SV | LA | 2026.08.13 |
| Issued/Revision | By | Appd | YYYY.MM.DD |
| | SV | SV | TB | 2026.08.12 |
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PROSPECTS ROYSTON

Title
PROPOSED UTILITY POINTS OF CONNECTION LAYOUT

| Project No. | A0 Scale |
|---|---|
| 331610189 | NTS |
| Revision | Drawing No. |
| P01 | 331610189-STN-VUT-XX-DR-CU-0556 |


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Appendix 6

# NHDC Officer Letter

North Herts Council

www.north-herts.gov.uk

## Three Prospects Farm, Royston Road, Melbourn, Royston, SG8 6DA

August 24th, 2026

North Herts Council have agreed to provide written advice in respect of the sports hub options associated with the promotion of land at Three Prospects Farm, Royston and the extent to which the options would help to meet the identified deficiencies in sports provision in the eastern part of North Hertfordshire.

This advice is only made in respect of the sports provision and deficiencies in the Royston area and does not include any further planning policy advice in respect of the merits or otherwise of the wider proposals included in the illustrative masterplan.



North Herts Council commissioned the North Hertfordshire Council Playing Pitch & Outdoor Sport Strategy Assessment Report and the Strategy and Action Plan – April 2025 which sets out a strategic framework for North Hertfordshire to ensure that the provision of outdoor playing pitches meets the needs of residents (both existing and future) and visitors to the North Hertfordshire area.

The following key outdoor sports in North Hertfordshire are included within the scope of the Strategy and are relevant to this proposal: Football; Rugby Union; Rugby League; Cricket; Hockey; Netball; Tennis and Athletics.

Bowls and Water Sports are not considered as part of this note as there has been no discussion with the site promoters about provision for either of these.

Football

In summary, the PPOSS Report identifies that in the Eastern Analysis Area of the District there are shortfalls on adult, youth 9v9 and mini 5v5 pitches, with no actual spare capacity and that if future demand is factored in, the shortfalls worsen across these pitch types.

In terms of 3G pitches, the PPOSS Report concludes that there is insufficient supply of 11v11 size 3G pitches to meet current and anticipated future football training demand in North Hertfordshire, with a potential current shortfall of 3.5 11v11 3G pitches identified (four 11v11 pitches when determined by analysis area) and an anticipated future shortfall of 3.75 11v11 3G pitches.

Rugby Union / Rugby League

The PPOSS Report concluded that overall, there is a significant shortfall of rugby union provision within North Hertfordshire for all clubs. The position in the Eastern Analysis Area is exacerbated as it understood that Royston RFC have been given notice on the pitches they use at Therfield Heath.

Cricket

The PPOSS Report concluded that there is overplay of grass wicket squares in North Hertfordshire on both Saturday and Sunday, and that this is deficit is solely located in the Eastern Analysis Area.

Hockey

The PPOSS Report notes that competitive league hockey matches and training can only be played on sand filled, sand dressed or water based artificial grass pitches (AGPs). There are three full size hockey AGPs in the District, but none in the Eastern Analysis Area. The Report also notes that Royston Hockey Club exports all home fixtures to Cambridge but at the time of the study stated that they would attract more players if there were facilities available locally.

The Report concluded that there is a need for a full-sized sports lit hockey pitch to meet the current demand.

Netball

The PPOSS Report concluded that given that there is limited demand for outdoor netball and 14 sports lit community accessible outdoor courts exist, there is an adequate supply of netball provision in North Hertfordshire.

Tennis

The PPOSS Report identified that there are 22 tennis courts available in the Eastern Analysis Area and the supply of provision across the District is insufficient to meet club-

based demand. The position at Royston Tennis Club is that additional provision is needed to satisfy current demand.

Athletics

The PPOSS Report concluded that the creation of dedicated athletics provision in North Hertfordshire is not feasible as the number of members within North Herts Road Runners and Royston Runners does not meet the demand required for this.

Summary

Having identified multiple shortfalls of playing pitch space in Royston, the PPOSS Report identified that there is a need to:

- develop a new full-sized sport lit AGP to accommodate Royston Hockey Club, that
- find a site for Royston RFC to relocate from the Heath Sports Club which has space for three adult pitched and four changing rooms; and
- provide a new 11v11 3G pitch in the Local Football Facility Plan.

In terms of the Sports Hub Options put forward, either option would start to address the deficiencies that have been identified in the PPOSS Report in terms of the spaces provided. However, there are some issues which would need to be addressed.

Both Options 1 and 2 suggest that provision is made for grass hockey pitches but the PPOSS Report states that competitive hockey is played on AGPs. Therefore, to address the deficiencies in hockey provision in the areas, the pitches would need to be designed as AGPs rather than grass.

For rugby provision in Royston, the PPOSS Report recommended that a new site should be investigated and that there should be provision for three senior pitches and ancillary space. The Options presented indicate two adult rugby pitches could be provided on the Three Prospects Farm site and whilst this would go some way to addressing the issues faced by the Rugby Club it falls short of the recommended number of pitches identified in the PPOSS Report.

Both Options 1 and 2 suggest that a number of adult football pitches could be provided on the site, but that these would be grass pitches. The PPOSS Report recommends that a 3G pitch is needed rather than a grass pitch to address the current shortfall of pitch space. At a meeting of the Royston and Villages Community Forum, a presentation from the Royston Football Club suggested that there is a waiting list of children interested in playing youth football who often have to travel to nearby villages to access pitches. The provision of youth and adult pitches on this site would help to address this.

Options 1 and 2 suggest that an athletics track could be provided on site, but the PPOSS Report does not identify this as a priority and therefore it is unclear whether this would be used as an integral part of a new facility.

The inclusion of car parking and sports pavilion is welcome as these would be expected in a new Sports Hub facility.

As part of the monitoring and review of the recommendations and actions in the PPOSS Report, North Herts Council will be holding a meeting with the affiliated bodies in the autumn which will provide an update of the current position in relation to demand for different sport provision.

Conclusion

These comments are provided without prejudice and are based solely on the information made available to officers.

North Hertfordshire Council officers support the options presented insofar as they contribute towards addressing the identified shortfall in sports facilities across North Hertfordshire District. However, these comments are limited to matters relating to sports provision and should not be taken as indicating support for, or acceptance of, the wider planning merits of the proposed site allocation.