

Royston

Sustainable Travel Town's Report

*Findings from the Royston
March Bus Workshop &
July Online Session*

Published Sept 2024



Image credit: Royston First



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What has happened so far?

- What is the Sustainable Travel Programme?
- Consultations
 - *In-person Participatory Workshop*
 - *Online Discussion Session*



What is the Sustainable Travel Towns Programme?

This work is part of the Sustainable Travel Towns (STT) programme, an initiative of Hertfordshire County Council, in which Royston Town Council was one of the three winning applicants (alongside Stevenage Council and Letchworth Garden City Heritage Foundation). Funding is available for Royston bus services linked to recent new developments in North Herts which gives the STT team a unique opportunity to consider how to reorganise and enhance existing services to create a more coherent and useful network which will attract new users and new residents.

The purpose of the STT is to encourage and promote travel by more sustainable transport, thereby also bringing benefits to:

- autonomy of movement,
- safer pedestrian infrastructure,
- human-scale-social-fabric to meet familiar neighbours along journeys,
- foot traffic through areas of interest,
- and a sustainable transport network.



Consultations

Under the Royston Sustainable Travel Town (STT) Programme, we have engaged in consultation with the public. To kick-start gaining creative feedback from the community on how to improve bus services in and around Royston, we have hosted:

- In-person Workshop (March 2024)
- Online Discussion Session (July 2024)

From these moments, we have analysed the participant feedback and organised the findings in this report – recognising both participant desires and feasible capacities for next steps.



Image credit: Anna Bradley

Consultations

In-person Workshop (March 2024)

A bus service planner must balance finite resources – principally buses and drivers. Increasing coverage, by adding new stops, or increasing frequency both require more buses and drivers. So, they must be **balanced** within the available resources – revenue from fares, subsidy from the County Council, and one-off contributions from local developments. One of the aims of this workshop was to understand people's preferences and priorities in setting the balance between service coverage and frequency. **We used this workshop as an opportunity to gather creative input from the community.**

During the workshop, we posed this question to users – ***Do you prefer to having high-frequency services on short routes, or low-frequency services on routes with many stops?*** In other words, reflecting on how daily life pressures in terms of distance needed to walk to a bus stop, or waiting time to board a local bus to your destination. Interestingly, **the participants often did not express a clear preference.** The feedback was **mixed and varied**, as shown by the frequency of thematic feedback with 'Increase stops throughout' at 27 and 'Shorter wait times' at 26. This could indicate:

- Participants did not understand the trade-off or the question.
- Participants refused the 'either-or' scenario and want additional & express services.
- Participants equally and separately want both improvements.



Consultations

Online Discussion Session (July 2024)

We used this session as a means to check our findings from the in-person March Workshop.

Did we hear the participants accurately? Did we miss anything related to the workshop questions?

From the July online attendees acting as a sounding board and providing integral feedback, we were able to learn deeper nuances on these items:

- Balance between ridership and coverage
- Evaluating Royston town centre routes to link up resources
- Concessionary passes
- Specific bus routes
- Various qualitative information



Overview of Findings

- Quick wins
- Initial findings



Quick Wins & Recent Changes

- New bus shelter opposite from Royston station (as seen in picture).
- 2 new stops added with HertsLynx – a Demand Responsive Transport (DRT) service - at Ivy Farm and Hampshire Road.
- Our team has approached A2B Travel Group to discuss improvements related to accessibility and using a Concessionary Pass.



Initial Findings

**March 2024
Workshop**

Participant's top concerns

- shorter wait times
- ease of information (with a modern experience)
- increase in stops throughout areas (better access to major resources)
- linking villages and towns
- inclusivity (for accessibility and stop locations)

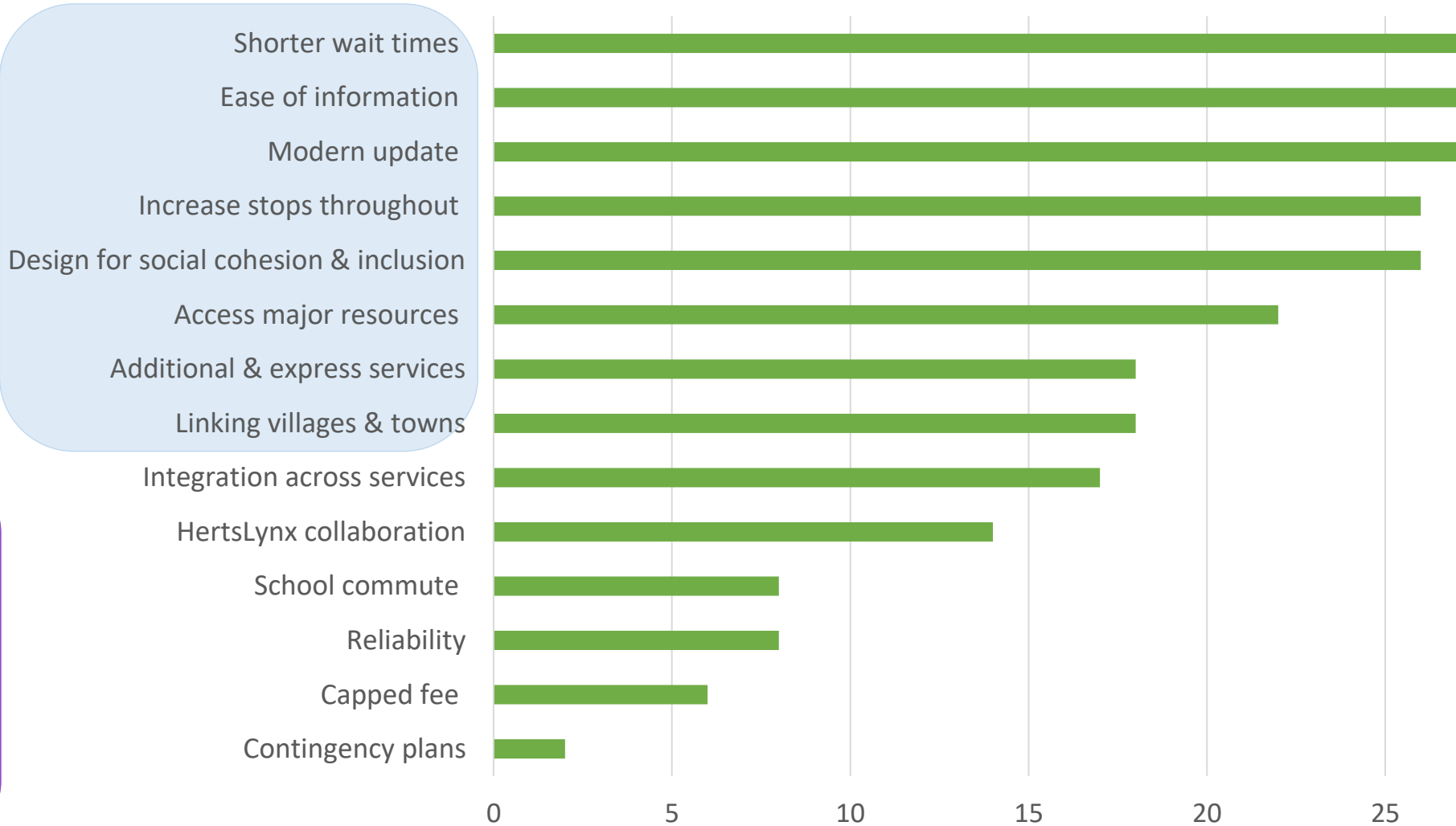


Initial Findings

March 2024 Workshop

From participation at the **March** workshop, we have analysed **over 250 units** of self-report information.

Frequency of Themes from Self-report



Initial Findings

July 2024
Online Session

From participation at the **July** Online Session, we have learned **additional qualitative information.**

- Concerns over the current timetable operated by A2B Coaches, particularly the first and last bus from Royston.
- Concessionary Fare Travel on Service 26, particularly on the 09:22 journey from Royston.
- Confusion over the validity of Concessionary Passes.
- Request for Saturday operation of Services 15 and 27.
- Existing and reiterated concerns from March Workshop:
 - Travel from the villages Meldreth, Melbourn, and Bassingbourn.
 - Request for a direct bus from Royston to Stansted Airport.
 - Mobile Phone Tracking Applications for all bus Operators.



Context

- About Royston and the surrounding area
- Travel network



About Royston

Royston is a compact town with an urban area which is only 1 1/2 miles from east to west and 1 1/2 miles from north to south. This distance takes 28 minutes to walk at 3mph and only 9 minutes to cycle at 10mph. These are small scale easy walking and cycling distances, but few cycle and whilst modal share for walking to work is high for Herts (at 14%), given the distances this seems well below potential. The dominant mode of transport appears to be the private car.

In recent years, Royston has committed to strategic housing sites located in both the East (Meridian Gate) and West of the Town Centre. Based on ONS data, there are more seniors (65 years and older) than there are youth (under 15 years old) in Royston and surrounding villages.

There are an additional 15,000 people living within an 8km radius of the town. Economically, the town is prosperous with 82% employment; it is also noted that the age profile of the population has increased significantly in recent years (ONS, 2021; HNS, 2007).



About Royston

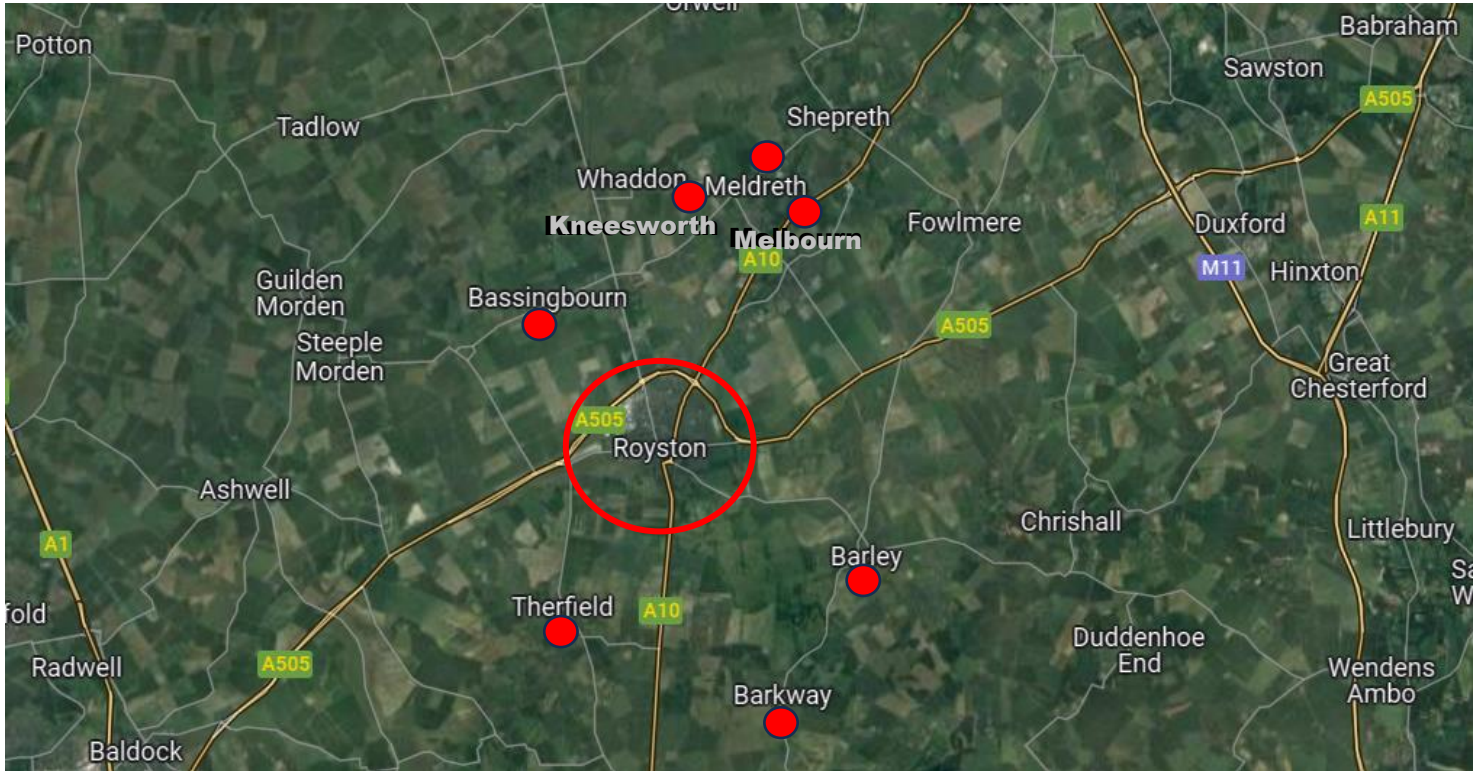


Image credit: Google Maps

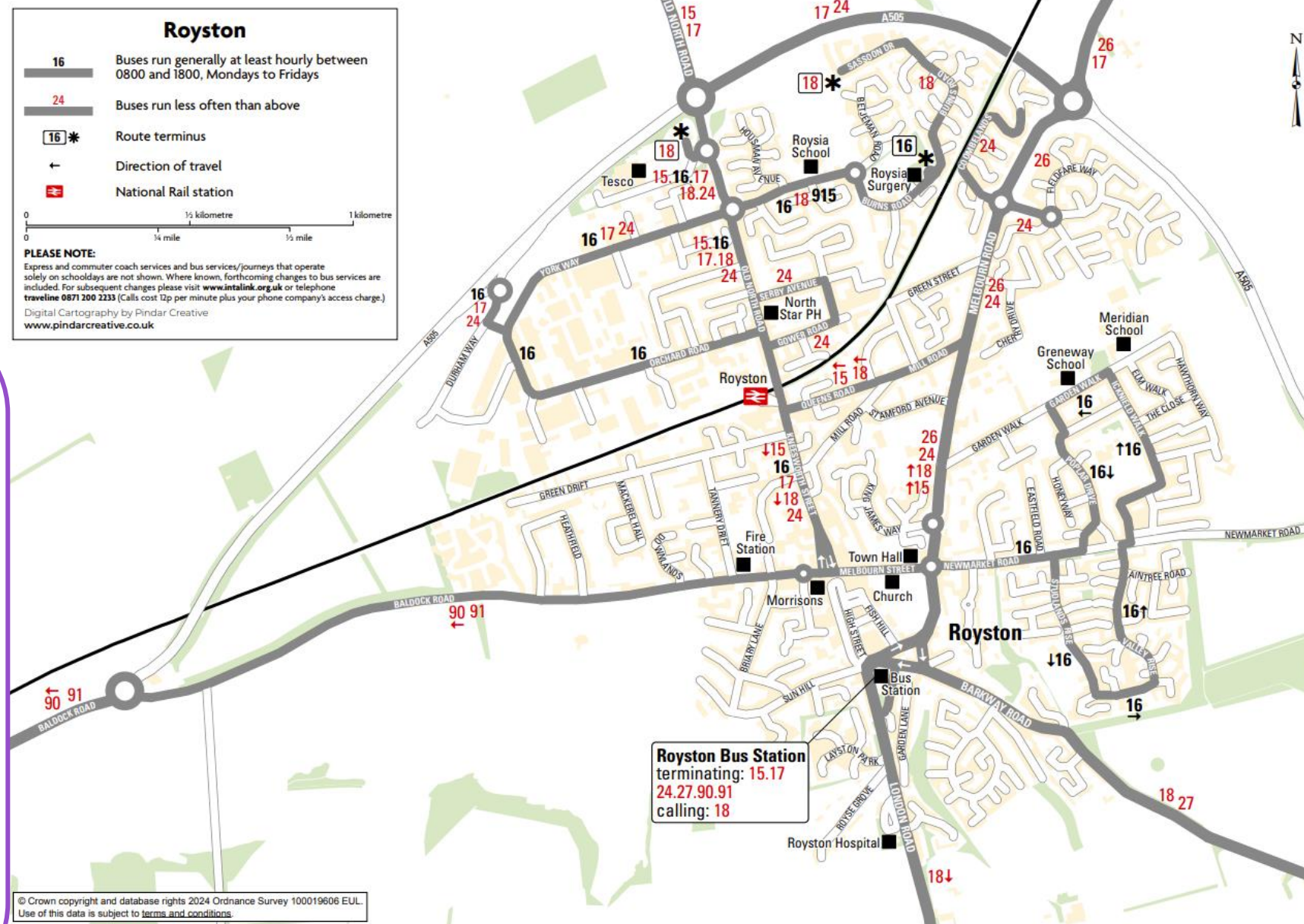
Royston is an historic market town, and with a population of 17,500 (2021 Census) is one of the three main market towns in North Hertfordshire (Baldock, Hitchin, and Letchworth Garden City). The Town Centre primarily serves the day-to-day shopping and service needs of the local area, including the surrounding villages.

Surrounding villages include:

- Barley
- Barkway
- Bassingbourn
- Kneeworth
- Melbourn
- Meldreth
- Therfield

Travel Network

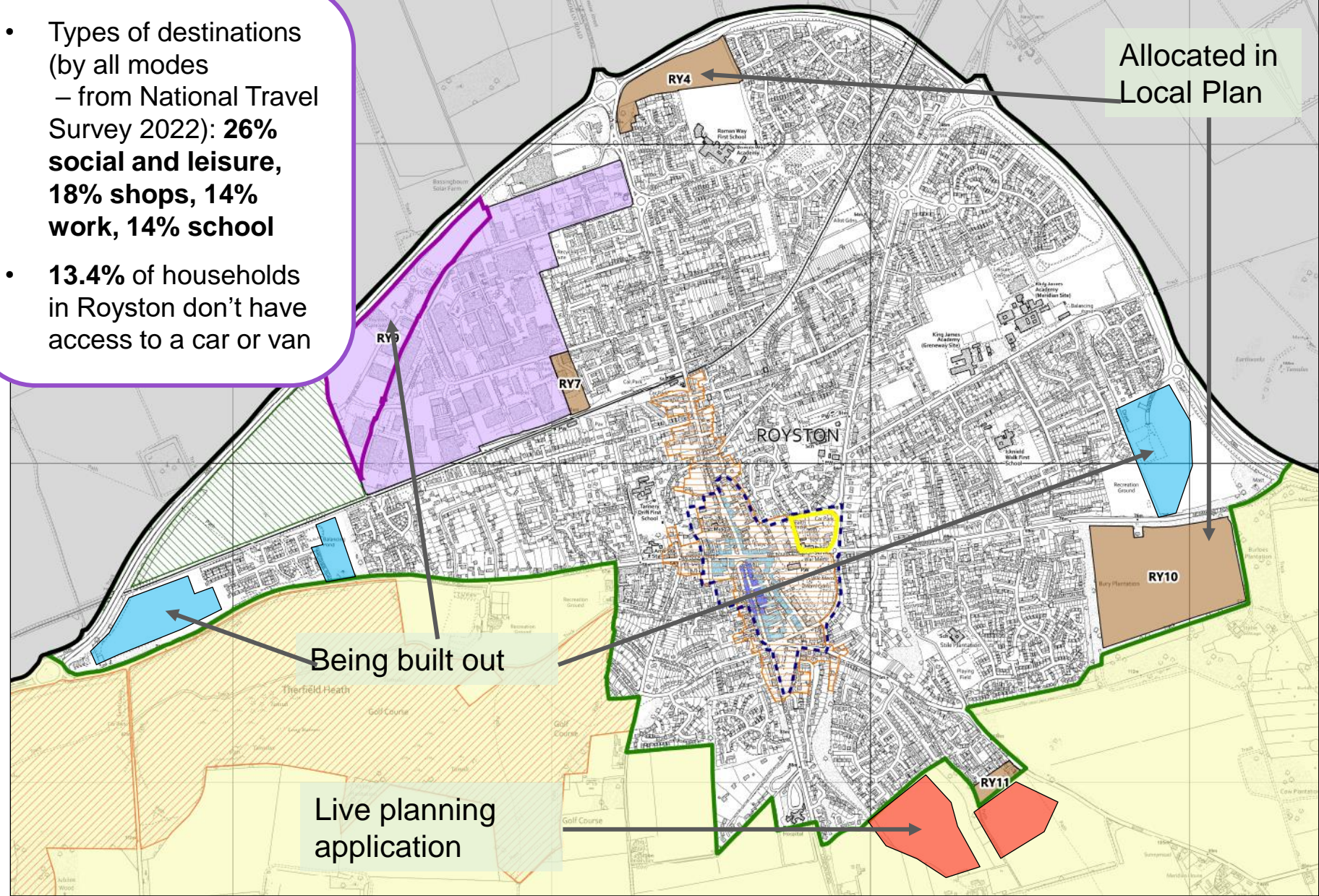
- Royston is serviced by **13** different bus routes, of which, there are **7** different operators.
- Of the **13** routes, **4** of them are dedicated for school services for students. Meaning **9** serve the remaining public in and around Royston.
- The routes operate anywhere from every 45 minutes, to only once per servicing day.



Travel Network

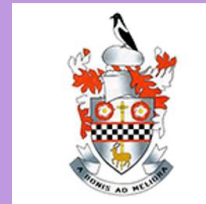
Many new homes are planned to be built on the periphery of Royston as part of the North Hertfordshire Local Plan 2011-2031. Residents on these estates are relatively more likely to drive and less likely to walk than those living closer to the Town Centre.

- Types of destinations (by all modes – from National Travel Survey 2022): **26% social and leisure, 18% shops, 14% work, 14% school**
- **13.4%** of households in Royston don't have access to a car or van



Expanding on the Findings

- Shorter wait time
- Ease of information & modern experience
- Increase stops throughout & access major resources
- Inclusivity & social cohesion
- Linking villages & towns
- Locations of interest
- Concessionary passes
- Bus route specifics



Shorter Wait Times

On this thematic topic, participants' main concern was how long they must wait in-between bus timetables, sometimes hours between services.

Shorter wait times in-between buses. Increased frequency of bus passing stop. Open to a longer walk to the bus stop from origin.



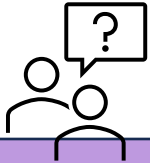
Discussion Specifics

Participants expressed a desire for shorter wait times specifically between these destinations:

- Royston Tesco & the surrounding villages (Melbourn, Meldreth, Kneesworth, and Bassingbourn). For many participants, the timetable for the bus option is not convenient, and forces riders to wait awkward duration.
- Cambridge town centre & Royston town centre. Users are not always keen to take the train, would like a more frequent bus option from town centre to town centre. This also relates to residents of villages commuting to work.



Shorter Wait Times



Why are participants NOT inclined to catch the train between Royston and Cambridge? Why is this identified as a bus need?

Associated Potential Next Steps

The Royston STT team discussed follow up actions on this topic. The potential next steps are as follows:

Explore expanding the service of HertsLynx to allow flexibility to mitigate this issue.

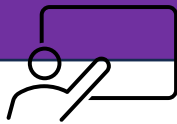
Seek to collaborate with Cambridge County Council. This would require time to build this relationship and share knowledge.

Research HOW users arrive to Royston railway station. Within this task, focus on routes and areas with no transport service at all.



Ease of Information & Modern Experience

On this thematic topic, participants' main concern was being able to access real time, clear and simple information.



Discussion Specifics

Participants expressed a desire for better ease of information and a more modern experience, specifically on these points:

- To see real time information regarding delays, or the ability to see bus location moving GPS.
- Better understanding of ticket options and offering a simpler combined ticket with other providers. Participants shared that it is unclear to understand the tickets needed between train and bus, as well as between different buses.
- Bringing new life to the bus experience with a more modern look, technology to access information, nicer shelters, and branding to entice users.



Ease of Information & Modern Experience



Image credit: Mart Productions, Pexels (free rights)

Associated Potential Next Steps

**The Royston STT team discussed follow up actions on this topic.
The potential next steps are as follows:**

We need to be sensitive to modernity, with practical side for those who are not tech savvy.

Explore with Intalink electronic displays that update with wait time BUT this requires trackers on all bus operators.

Consider audio announcements across all bus stops – avoid piecemeal implementation.

Clearer timetables at stops.

Increase Stops Throughout & Access Major Resources

On this thematic topic, participants' main concern was for more stops throughout Royston town centre.

Improving coverage of stops throughout the area to result in less walking between destinations. Open to longer waits at bus stop.



Discussion Specifics

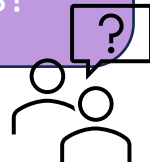
Participants expressed a desire for an increase in bus stops throughout Royston town centre, specifically on these points:

- Need to increase stops within Royston to easily access the town centre amenities -
 - ie. Rail Station, Tesco, Leisure Centre, etc. (not only for distant users in the surrounding villages, also for local residents).
- Bus to Stansted Airport. Participants remember in past being able to use the bus to reach the airport and miss this option.
- Royston town centre to South Cambridge Station. Participants find it inconvenient to travel to Cambridge town centre and take another trip chain.



Increase Stops Throughout & Access Major Resources

Main amenities within Royston are challenging to link up. Do we need to reevaluate town centre routes?



Associated Potential Next Steps

The Royston STT team discussed follow up actions on this topic. The potential next steps are as follows:

Explore bus stop adjacent to Railway Station – seek to understand how this is performing and ways to improve this stop.

Circular Route 24 – seek to extend this to Wilcock Road for Leisure Centre? But only 2Xs per week. Keep this as goal to increase service.

Consider bringing forward in Local Plan – develop access for Leisure Centre. More direct route from Garden Walk?

Approach Stansted Airport to better understand ridership and needs.



Inclusivity & Social Cohesion

On this thematic topic, participants' main concern was to consider stops and timetables that serve diverse users' needs and perceptions of safety.

Seek to use the bus service as a positive mechanism for different stakeholder groups to become 'familiar strangers.'



Discussion Specifics

Participants expressed a desire bring more inclusivity in the bus service, specifically on these points:

- Elderly, working caregivers, those without access to car, vulnerable groups.
- Consider Royston hill to access bus stop and step-free. Specifically at Royston Market and Rail Station.
- Include new housing developments.
- Mechanisms to improve sense of safety and belonging.



Inclusivity & Social Cohesion

The Royston STT team discussed follow up actions on this topic. The potential next steps are as follows:



Image credit: Edward Leigh

Associated Potential Next Steps

Investigate safety statistics (linked to ASB) to narrow in on where to improve.

Seek better pedestrian connectivity and access (ie. between Meridian, Hadera, and Leisure Centre).

Posted number to ring for support (outside office hours).

Consider hosting local youth artwork adjacent to help boost sense of place and make environment more pleasant, sense of safety.

HCC & NHDC Bus team site visit to Market Bus Stop to explore changes.

Linking Villages & Towns



On this thematic topic, participants' main concern was how long they must wait in-between bus timetables, sometimes hours between services.

Shorter wait times in-between buses. Increased frequency of bus passing stop. Open to a longer walk to the bus stop from origin.

Discussion Specifics

Participants expressed a desire link villages and towns better with the bus service, specifically on these points:

- More convenient options to travel between villages (often Melbourn, Meldreth, Kneesworth, and Bassingbourn) and reach major destinations with Royston. These comments often originate from participants living outside Royston.
- Instigate new services that cater to residents' main commuting patterns: school and work. The express service idea relates to adult commuting, whereas a need must be met for students traveling to and from school from surrounding villages



Linking Villages & Towns



Image credit: Edward Leigh

Associated Potential Next Steps

The Royston STT team discussed follow up actions on this topic. The potential next steps are as follows:

Cambridge collaboration, need to connect and invest time to build this relationship and share knowledge.

-> Potentially commercial operator could do a shared service between Cambridgeshire & Hertfordshire

Explore expanding service of HertsLynx to allow flexibility (in border restrictions) to mitigate this issue.

Offering regular and limited-stop ('express') services on the same route can be confusing, but it may be option on some longer-distance routes not served by train.

Locations of Interest

On this thematic topic, participants' main concern was to experience high quality for **BOTH** Coverage and Frequency throughout the overall area **and** within Royston town centre.



Discussion Specifics

Participants frequently spoke about these locations of interest to focus improvement efforts on regarding the bus service:

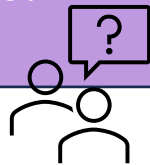
- Surrounding villages (Melbourn, Meldreth, Kneesworth, and Bassingbourn) to Cambridge. Offer both a direct/fast route for peak hours related to traditional work commutes, as well as more stops with less waiting time between for those who are not as time pressed.
- Royston to surrounding villages (Melbourn, Meldreth, Kneesworth, and Bassingbourn). Especially consider schools and student timetables.



Locations of Interest

Is the trade-off clear between shorter wait times and increase stops throughout? Do participants:

- 1) understand the trade-off?
- 2) refuse the 'either-or' scenario and want additional & express services?
- 3) equally and separately want both improvements?



Associated Potential Next Steps

The Royston STT team discussed follow up actions on this topic. The potential next steps are as follows:

Offering regular and limited-stop ('express') services on the same route can be confusing, but it may be option on some longer-distance routes not served by train.

For students, explore expanding service – potentially with HertsLynx to allow flexibility (in border restrictions) to mitigate this issue?

Discussions with community on trade-off of a finite resource.



Concessionary Passes

On this thematic topic, participants' main concern was confusion over the validity of Concessionary Passes.



[CentreBus
info here](#)

[Intalink
info here](#)

[A2B info
here](#)

Discussion Specifics

Participants expressed a challenge to use concessionary passes on bus routes in and around Royston, specifically on these points:

- Clear understanding on what bus services accept it and when a Concessionary Pass is valid.
- Issues with timetables starting within valid time range.
- Feel there is an exclusion for Royston residents to catch the 26 bus at 09:22 in the morning.



Concessionary Passes



Image credit: Lê Minh, Pexels (free rights)

Associated Potential Next Steps

The Royston STT team discussed follow up actions on this topic. The potential next steps are as follows:

Our team members will be in contact with A2B Bus Service to understand what solutions are possible to provide a 26 morning service. This is a commercially operated service; we can suggest ideas but ultimately it is their operation timetable.

Hertfordshire and Cambridgeshire have different rules around when passes may be used. Our team members will be in contact with A2B Bus Service regarding their policy on concessionary travel.

Specific Bus Route Feedback

- Gathered from 12th March Stakeholder Workshop

Bus # & Operator	Route	Frequency	Status
16 Richmond	Royston Burns Road, Town Centre, Studlands Road, Icknield Walk	Circular; approx. every 45 min Mon – Fri (06:57 – 18:00) and Sat (8:22 – 17:15)	Part Commercial Part HCC Contract
Comments	Significant input on Bus 16 – noted that it is well used, but with very few users in certain areas of town – suggest coordinating with Richmond to adjust stops. Request more frequent service every 30 minutes with additional coverage at Tesco and new developments.		
18 Richmond	Royston, Reed, Buntingford – connection Ware & Hertford via Arriva Service 331	Approx. every 90 – 120 min Mon – Fri (6:35 – 17:51) and Sat (9:01 – 17:51)	HCC Contract
Comments	Provision and use of Bus 18 is generally good, recommend leaning into this positive to increase frequency.		
26b Centrebus	Royston, Melbourn, Foxton, Trumpington, Cambridge	Approx. every 120 min Mon – Fri (7:16 – 18:50) and Sat (7:26 – 18:40)	Commercial Service
Comments	Request for this bus to be more regular and frequent. Participants share that the start and end times are inconvenient and must find alternative options to arrive at work/school on time.		
24 Richmond	Royston Bus Station, Royston Tesco's	Approx. every hour; 2 trips Monday & Wed (10:56 & 12:46)	HCC Contract
Comments	As this service only operates 2 days of the week and only 2 trips each day, participant (local Royston dweller) recommends to reallocate these resources elsewhere for greater impact and ridership.		
90/91 Richmond	Royston, Ashwell, Newnham/Bygrave, Letchworth	Approx. every 2 -3 hours Mon – Fri (7:28 – 17:30) and Sat (7:35 – 17:30)	HCC Contract
Comments	Request improve coverage of Bus 90/91 to include McDonald's and Ivy Farm Housing.		
798 Arriva	Baldock, Buntingford, Royston, Cambridge, Stansted	Approx. every 60 min	Withdrawn in 2015
Comments	Participants miss this historic service, they note many would use this if it returned, and that now you must transfer in Cambridge and 'waste time' when traveling from villages to airport.		

Specific Bus Route Feedback

- Gathered from 08th June Online Stakeholder Session

Bus # & Operator	Route	Frequency	Status
15 Vectare	Haslingfield, Wimpole, Barrington, Royston	One trip into Royston @ 9:15, one trip out of Royston @ 12:30 on Weds.	Cambridgeshire CC Contract
	Participants request for Saturday service on this route.		
27 Richmond	Bishops Stortford, The Pelhams, Royston	One trip into Royston @ 9:35 and one trip out of Royston @ 13:15 on Mon & Weds.	HCC Contract
	Participants request for Saturday service on this route.		

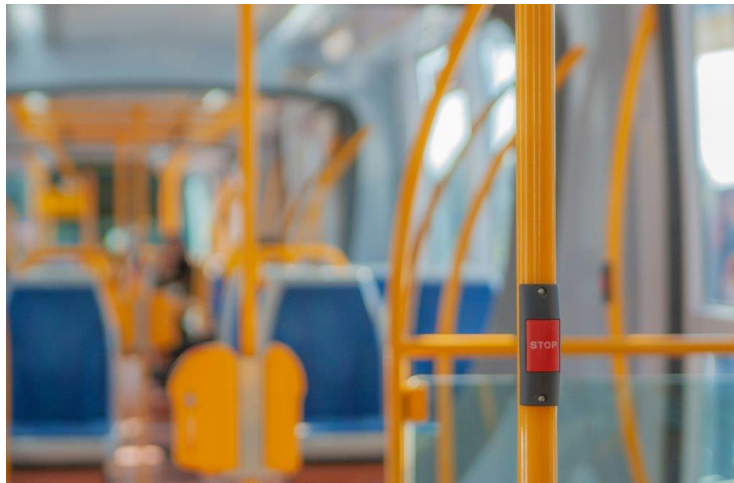


Image credit: Will Mu, Pexels (free rights)

Next Steps

- Guiding Principles
- Shortlist of Practical Actions



Guiding Principles

1. Collaborate across authorities and with bus companies and transport providers.
2. Seek to understand ridership and transport usage behaviours more deeply.
3. Improve inclusivity throughout the bus user journey.
4. Plan for future needs to provide better accessibility across the area.



Potential Next Steps

- Seek to collaborate with Cambridge County Council. This would require time to build this relationship and share knowledge.
- Investigate if a commercial operator could do a shared service between Cambridgeshire & Hertfordshire to improve connectivity and linking villages.
- Explore expanding the service of HertsLynx to allow flexibility to mitigate participant's desire for shorter wait times; especially for Royston Tesco to surrounding villages.
- Research HOW users arrive to Royston railway station. Within this task, focus on routes and areas with no transport service at all.
- Explore with Intalink electronic displays that update with wait time, but this requires trackers on all bus operators.
- Consider audio announcements across all bus stops – avoid piecemeal implementation.
- Clearer timetables at stops.
- Explore bus stop adjacent to Railway Station – seek to understand how this is performing and ways to improve this stop.
- Circular Route 24 – seek to extend this to Wilcock Road for Leisure Centre? But only 2Xs per week. Keep this as goal to increase service.



Potential Next Steps

- Consider bringing forward participant's desire for an increase in stops to the Local Plan – ie. develop access for Leisure Centre. Is it possible to have a more direct route from Garden Walk?
- Improve pedestrian connectivity and access between Meridian, Hadera, and Leisure Centre.
- Approach Stansted Airport to better understand ridership and needs related to wish for a bus from Royston town centre to Stansted Airport.
- Investigate safety statistics (linked to ASB) to narrow in on where to improve.
- Posted number to ring for support (outside office hours) at bus stops.
- Consider hosting local youth artwork adjacent to help boost sense of place and make environment more pleasant, sense of safety. HCC & NHDC Bus team site visit to Market Bus Stop to explore changes.
- Offering regular and limited-stop ('express') services on the same route can be confusing, but it may be option on some longer-distance routes not served by train.
- For students' commutes, explore expanding service - potentially with HertsLynx and to allow flexibility in border restrictions to mitigate this issue.
- Contact with A2B Bus Service regarding their policy on concessionary travel.
- Continue dialogue and consultation with community to deepen understanding – especially on balance between ridership and coverage.



Appendix

- Glossary of Terms
- Collaboration & Support
- Participation
- Resources
- Contact



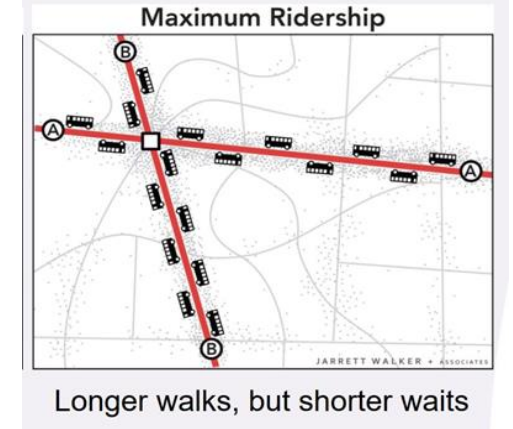
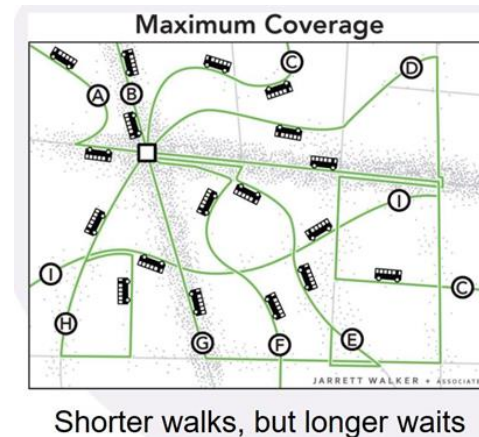
Glossary of Terms (pt. 1)

Thematic terms used throughout this report are summarised here. This is a tool to inclusively define terms rather than identifying participant viewpoints.

Balancing Coverage & Ridership: A bus service planner must balance finite resources – principally buses and drivers. Increasing coverage, by adding new stops, or increasing frequency both require more buses and drivers. So, they must be balanced within the available resources – revenue from fares, subsidy from the County Council, and one-off contributions from local developments.

Coverage: More stops throughout the area, improving the number of stops throughout the area to result in less walking between destinations. In the trade-off between the finite resources of bus stops and buses, by increasing coverage – or number of bus stops within a given area – inherently, the wait time increases between bus drivers going by.

Ridership: The number of persons who ride the transport system. More frequent buses along a route – thereby, shorter wait times, but not as distributed bus stops throughout an area and more walking to get to stops. More frequent routes are considered more productive in terms of passenger per vehicle trip – although there are other considerations for a successful bus service, for example wait time and accessible locations.



Demand Responsive Transport (DRT): A service that provides shared transport to users who specify their desired location and time of pick-up and drop-off. This can be considered as an appropriate mechanism to reduce the gap between transport coverage and ridership – contributing towards better accessibility and social inclusion for varied needs.

Glossary of Terms (pt. 2)

Thematic terms used throughout this report are summarised here. This is a tool to inclusively define terms rather than identifying participant viewpoints.

Active Travel: Making in journeys in physically active ways – such as walking and/or wheeling (cycling, scooter, wheelchair access). This is often placed as the alternative to privatised and personalised vehicles where a user accesses it immediately in the vicinity of their home and sits for the duration of the journey. While increasing sustainable modes for the masses is prioritised to address the climate emergency and provide accessible mobility for all, active travel strategies can complement car users with more convenient travel times, costs, and experiences – for example trip chaining: driving to and parking at a public transport hub, taking a public transport, and walking from the transport end stop to the user's destination.

Concessionary Pass: Residents who are pension-age and residents with certain disabilities qualify for a national concessionary bus pass. The pass allows free off-peak travel on most local bus services anywhere in England.

HertsLynx: A regional flexible service that provides shared transport to users who specify their desired location and time of pick-up and drop-off [otherwise known as a demand responsive transport service (DMT)].



Collaboration & Support (pt. 1)

This work received support from not only the officers of the STT organising teams of NHDC, RTC, and HCC, but also Members from each Council, as well as presentations by transport experts related to Royston bus operation before participants engaged in the break-out question rounds. The presentations included brief backgrounds on:

- Royston bus services and the inputs to create a viable bus service,
- HertsLynx,
- Royston & District Community Transport (RDCT),
- and Vectare bus operation.

This amalgamation of resources was intended to provide participants a transparent experience to access various high-level knowledge pools and inform feedback when requested. The robust collaboration also aided the STT team to facilitate group discussions towards changes and ideas that are within reason of the scope (e.g., timeline, budget, human-resources, etc.).



Collaboration & Support (pt. 2)

North Herts District Council, Royston Town Council, and Herts County Council collaboratively hosted this participatory workshop. This workshop is part of the Sustainable Travel Towns (STT) programme, an initiative of Hertfordshire County Council, in which Royston Town Council was one of the three winning applicants (alongside Stevenage Council and Letchworth Garden City Heritage Foundation). Throughout the evening, participants and Members heard presentations from:

- **Robert Handbury**, bus network planner at [HCC](#), shared a presentation detailing Royston bus services and the inputs to create a viable bus service.
- **Peter Nathaniel** shared a presentation detailing [Vectare](#), a bus operating service in the surrounding area.
- **Alice Missler** shared a presentation detailing [HertsLynx](#), a regional flexible service that provides shared transport to users who specify their desired location and time of pick-up and drop-off [otherwise known as a demand responsive transport service (DMT)].
- **Peter Heath** shared a presentation detailing [Royston & District Community Transport \(RDCT\)](#), a charity based in Royston Hospital providing users who are unable to use public transport with door-to-door service in Royston and the surrounding villages.



Participation

North Herts District Council, Royston Town Council, and Herts County Council collaboratively invited stakeholders from Royston and the surrounding areas who are able to offer key details on bus ridership experiences for their respective communities. The invited stakeholder organisations include:

A2B, Adult Education Programme at Melbourn Village College, Ashwell Village Museum, Aurora Meldreth Manor (Children's Home for complex needs), Barely Community Group (U3A), Barely Village Town House, Barkway Parish Council, Bassingbourn Preschool, Bassingbourn Village College (6th Form), Bassingbourn-cum-Kneesworth Parish Council, C G Myall & Son, Cam Valley Orchards (Meldreth), Cambs & Peterborough CA, Centrebus, Coombes Community Centre, Dance Matters (Bassingbourn), Drama Kids Bassingbourn, HCC- Adult Social Services, HCC – Special Education Needs & Disabilities (SEND), HCC – Services for Young People, HertsLynx, Home-start, Kelshall Parish Meeting, King James Academy, Knights Templar, Litlington AFC, Litlington Preschool, Little Hands Nursery School, Litlington Parish Council, Melbourn Community Group, Melbourn Parish Council, Melbourn Primary School, Melbourn Springs Care Home, Melbourn Village College, North Herts Minority Ethnic Forum, Nuthamstead Meeting, Physical Fun, Rail Service, Resolve, Richmond Coaches, Royal British Legion Royston, Royston & District Community Transport, Royston BMX Racing Club (Rockets), Royston Chamber of Commerce, Royston Community Association, Royston Cycle Club, Royston Day Centre, Royston First (BID), Royston Leisure Centre, Royston Library, Royston Radio, Royston Rotary, Royston Town Football Club, The Listing, The Old School Community Centre, The Parish of St. Peter & St. Paul Bassingbourn, Therfield Parish Council, Trinity Church, Vectare.



Resources & Contact

Presentations

- [Local Bus Service Network Royston Area – Robert Handbury \(HCC\)](#)
- [Royston Sustainable Travel Town Bus Workshop – Edward Leigh \(NHDC\)](#)
- [HertsLynx Demand Responsive Transport – Alice Missler \(HCC\)](#)

Contact us

- Workshop organiser – Anna Bradley (Senior Project Officer)
Email: anna.bradley@north-herts.gov.uk



Royston

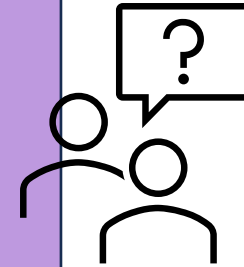
Sustainable Travel Town's Report

***Findings from the Royston
March Bus Workshop &
July Online Session***

Do you have follow-up
questions?

Please email:

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anna.bradley@north-herts.gov.uk



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