

## Appendix 10 – Examples of Active Travel Engineering Measures

### Overview

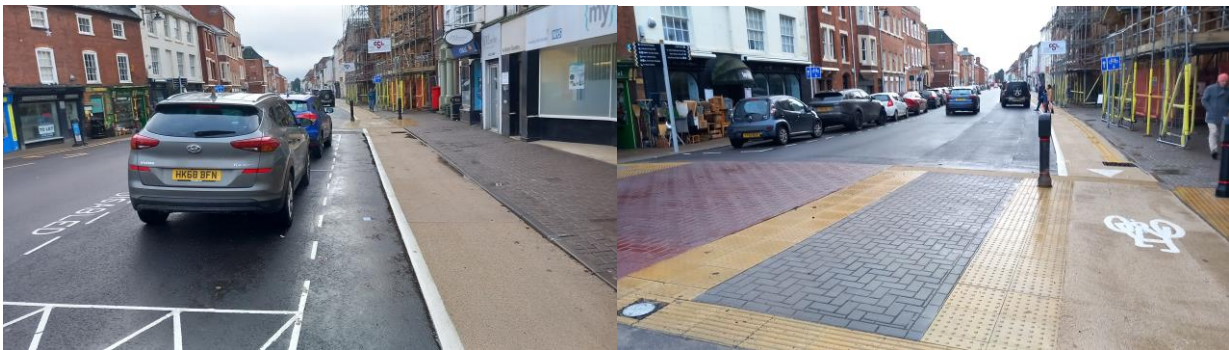
The effective delivery of active travel schemes is achieved when there is a clear masterplan, from which components of the wider network can be delivered as funding and other elements become available. Rarely can a single scheme in isolation provide a coherent link, but equally it is rarely feasible to deliver an extensive network as a single scheme.

This Appendix provides examples of measures that have been delivered over recent years, from a whole street intervention, through to the implementation of simple signage.

### St Owen Street Cycle Contraflow

This scheme provides an east to west link into Hereford city centre from the Ledbury Road and Bartonsham areas.

St Owen Street was a scheme that was subject to significant engagement and development and was delivered in 2022 as the first LTN 1/20 compliant scheme in Herefordshire.



In addition to the contraflow cycle lane, improvements for pedestrians were made including raised table crossings and a controlled crossing at the eastern end. During the delivery of the scheme the opportunity was taken to resurface St Owen Street, one of the key streets in the historic core of Hereford. Due to sufficient width on the street, the scheme was able to accommodate the cycle lane on one side, a buffer and parking.

### Greenway Link

This scheme comprised the construction of a shared footway cycleway path from Holme Lacy Road across to the greenway where it linked into the Rotherwas estate. This short link delivered a significant benefit to the existing greenway as it provided a link to Holme Lacy road without the need to enter the Rotherwas Industrial Estate. As a result the greenway became a more attractive route for residents on Holme Lacy Road.

## **Greenway**

The connect 2 greenway connects Bartonsham with Rotherwas and includes the Canary bridge over the River Wye and the onward link to Holme Lacy Road.



The link was constructed in 2011 and provides a valuable off road route from the city centre to Rotherwas, supporting active travel as an alternative mode of transport for the expansion of employment in the area. It also provides a leisure route for communities in both Bartonsham and around Holme Lacy Road to access green space and the River Wye.

## **Roman Road Shared Cycleway**

This scheme comprised widening a footway on Roman Road between the Starting Gate and the Furlongs development to create a shared footway cycleway, constructed in 2015.



The scheme provides a connection between the new residential development of 350 Homes at The Furlongs to the cycle route on Holmer Road that links on to the Great Western Way. This provides a viable active travel route from this development into the centre of Hereford and supports the mode shift for traffic arising from new developments.

## South Wye Cycle Signage

In addition to dedicated cycle paths, the active travel network across Hereford also makes use of 'Quiet Routes'.



These are 'on road' routes on quieter roads that are more appealing to a wider range of cyclist, especially those less confident to use more major routes.

To encourage and increase the use of these routes, a scheme to provide additional signage to guide cyclists was delivered in 2022. The works provided directional signage to a range of locations with estimated journey times. As many of the routes go through a number of residential streets the signage provides confidence as to what route should be followed, as sometimes a route can be less intuitive than following major routes to destinations. The scheme provided an extensive network of routes for a relatively small budget and demonstrated one of the complementary interventions to major active travel schemes.