

# Hereford Inspiration Study

## Holme Lacy Road – Straight Mile

*“This Inspiration Study is a little opportunity to think **BIG** about how to make walking and cycling easy, attractive, and safe for everybody.”*

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Initials



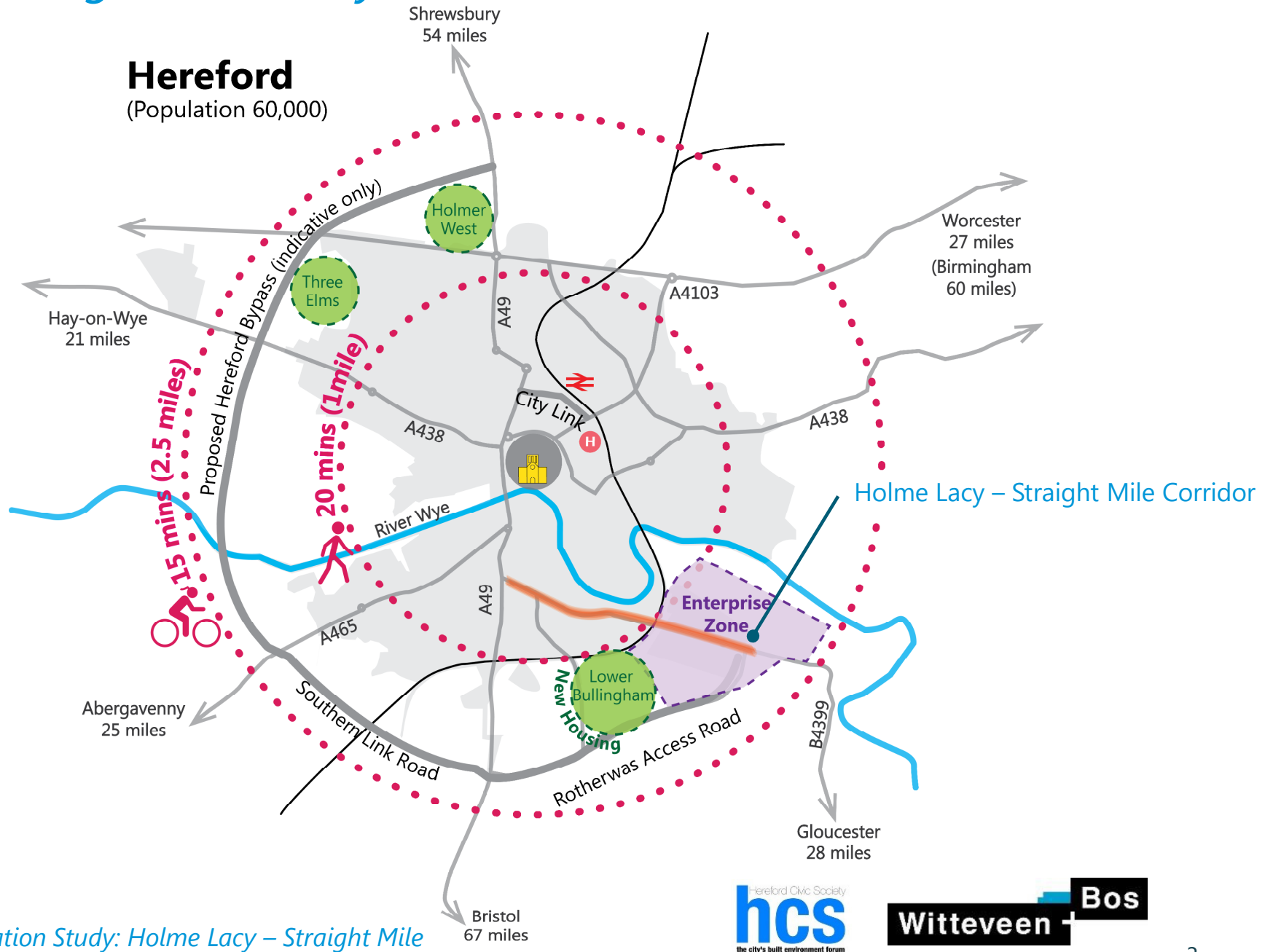
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All of Hereford lies within walking and cycling distance of the historic "High Town" city centre.





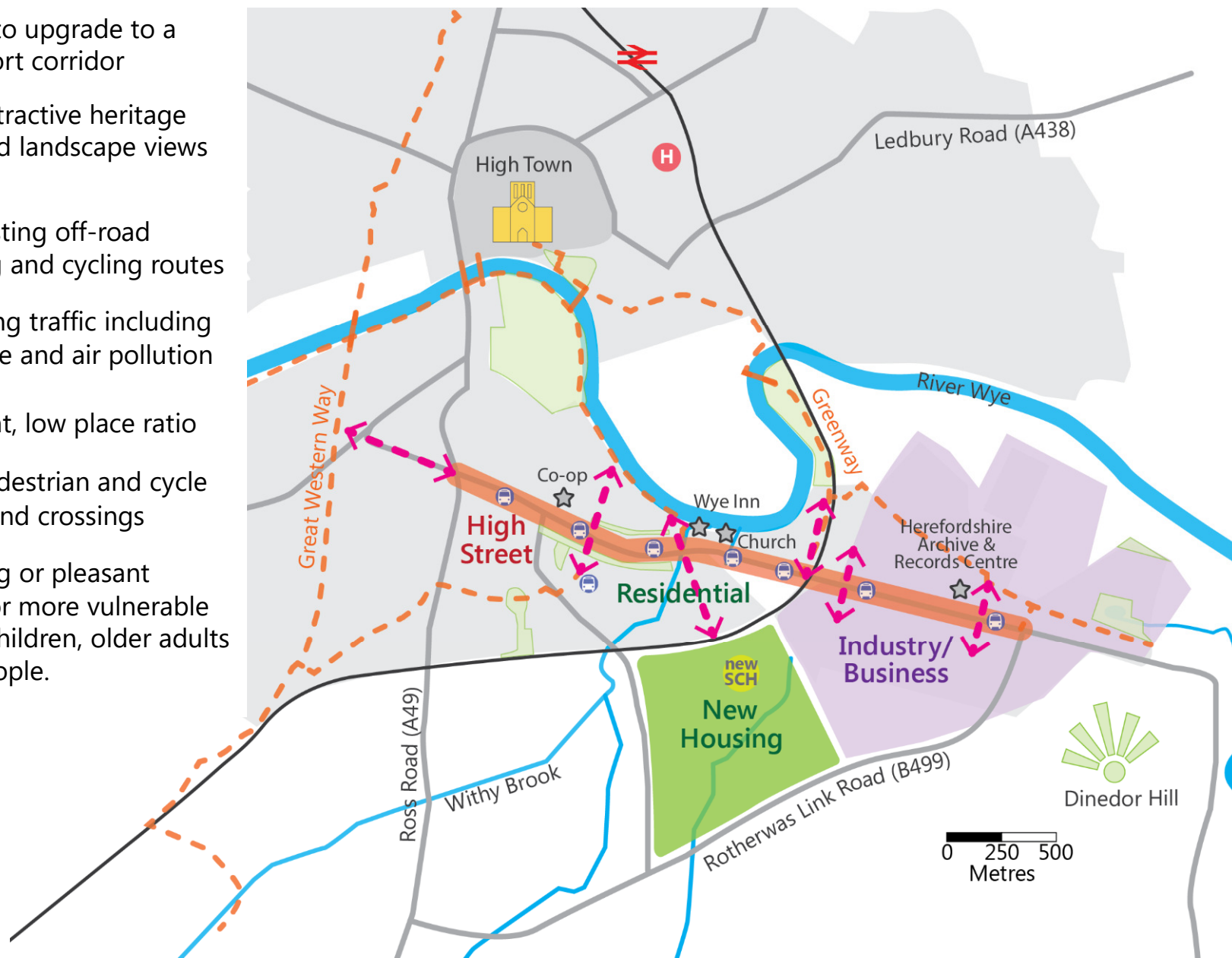
*Hereford is a beautiful market town  
with big city challenges.*

What do we need to do to ensure Hereford stays an attractive place to live and work?  
Can we tackle health, congestion and air pollution to help the city thrive?



# Holme Lacy – Straight Mile East West Corridor (3 km / 2 miles)

- + Opportunities to upgrade to a healthy transport corridor
- + Potential for attractive heritage architecture and landscape views along route
- + Links up to existing off-road circular walking and cycling routes
- Busy fast moving traffic including HGVs with noise and air pollution
- High movement, low place ratio
- Lack of safe pedestrian and cycle infrastructure and crossings
- Not an enabling or pleasant environment for more vulnerable users such as children, older adults or Disabled people.



*With increases in walking and cycling, and futureproofing for use of cargo bikes and e-bikes, shared paths will quickly become unsuitable.*



*View west along Holme Lacy*



## *Existing:*

What do we need to do to make it safe, enjoyable and easy for your child, niece, nephew, or grandchild to **walk, scoot or cycle** to school, the park, to the shops, or for fun?!



*View west towards Withy Brook*

*Is my child safe walking or cycling  
along Holme Lacy – Straight Mile?*



*Proposed:*



*"A much safer and attractive route for everyone to enjoy walking and cycling along."  
Hereford Civic Society Committee*



## Proposed:

A healthy transport corridor means more movement and more place.

Enhance key crossings

Enhance footway northside

3.5m bi-directional cycle track south side

Material wayfinding

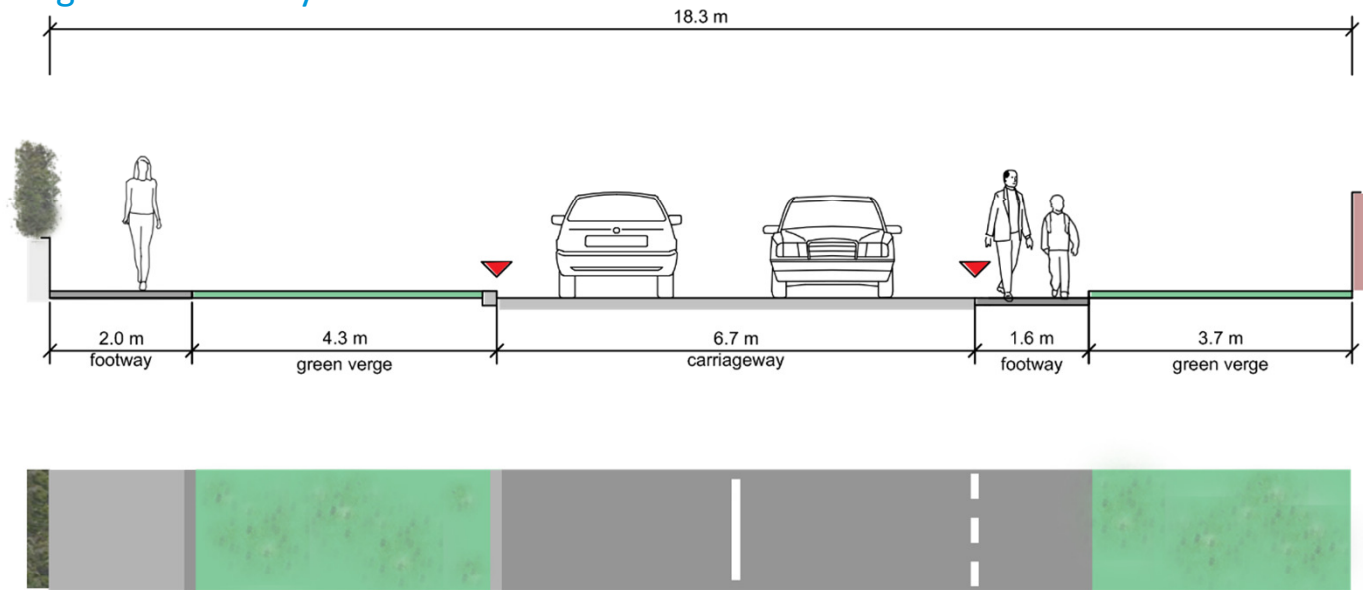
Retain 2 lanes motorised vehicles

1. Widen and enhance footway as possible
2. Add continuous level footway cross-overs
3. Add placemaking elements e.g. benches, parklets, upgrade lighting
4. Enhance north-south crossings
5. Clear material wayfinding
6. 3.5 m bi-directional cycle track on south side
7. Two sections (Withy Brook and Railroad Bridge) cycle track runs stepped on carriageway
8. Retain 2 vehicle lanes, with two pinch point one lane/two way stretches
9. Reduce speed to 20 mph
10. Remove centre line
11. Add visual narrowing/rumble strips
12. Mostly retain existing curb line

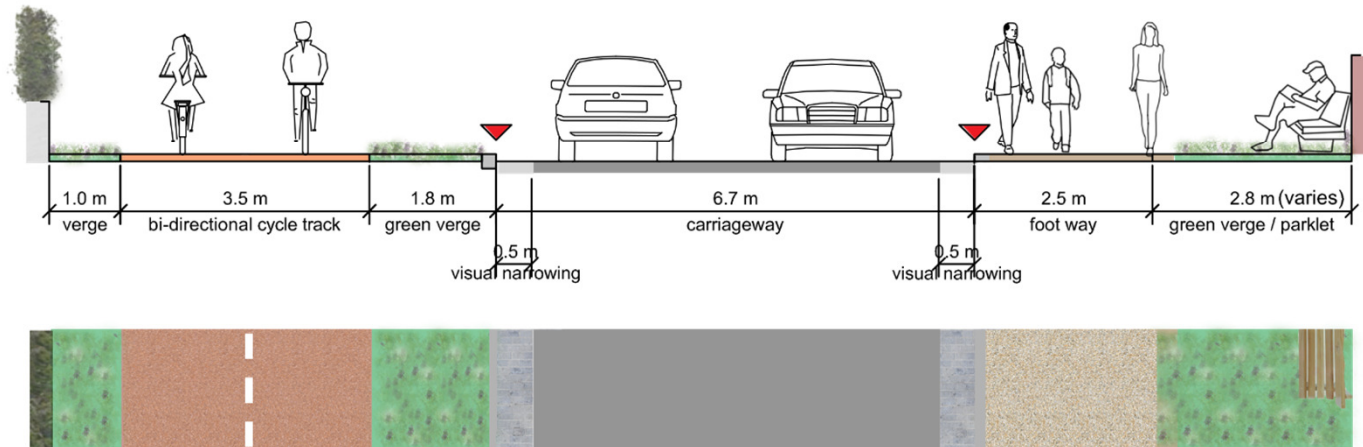
# Indicative Cross Section

@ Wye Inn looking west to Withy Brook

## Existing

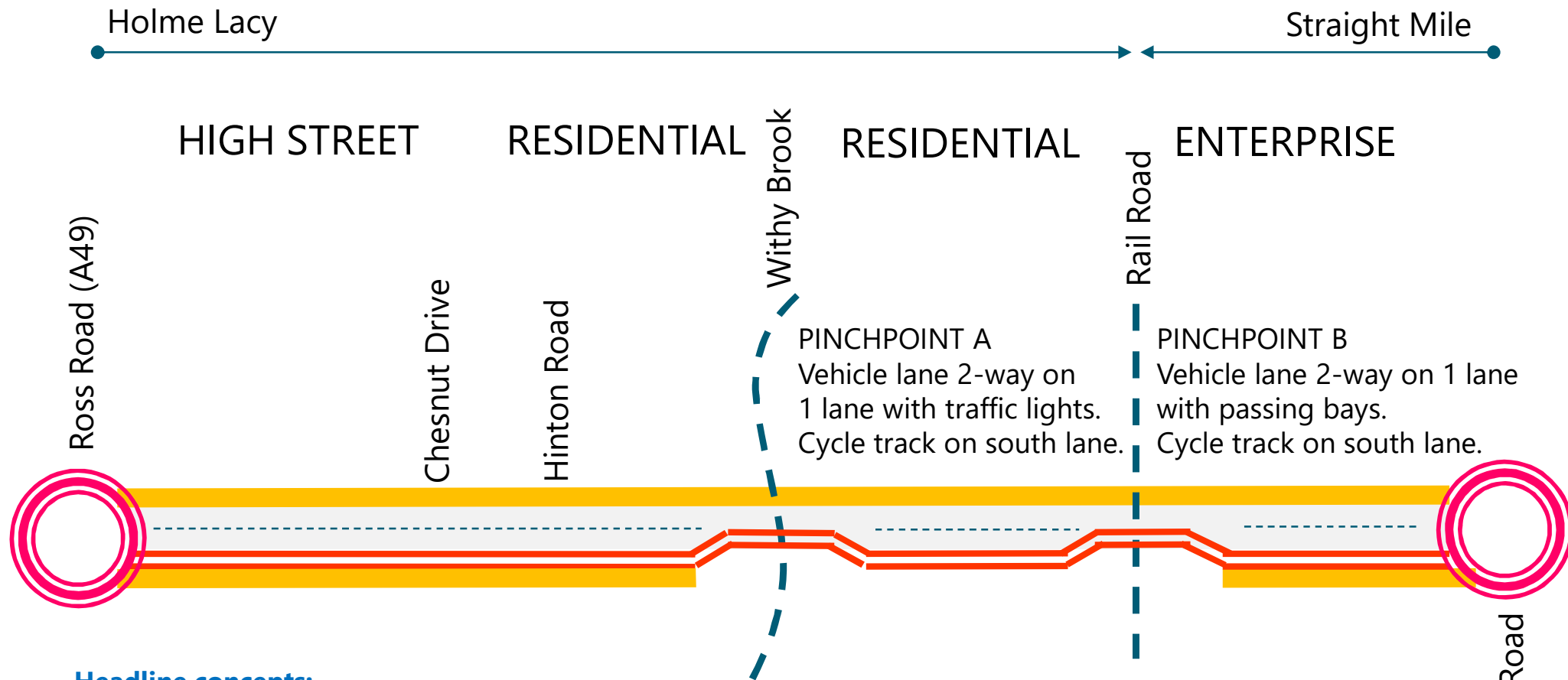


## Proposed



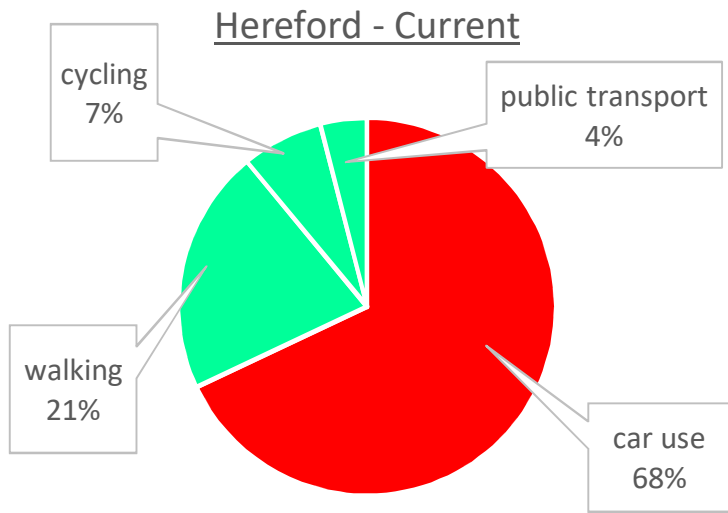


# High Level Routing Concept

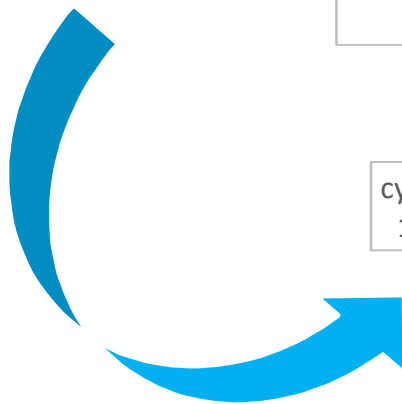


## Headline concepts:

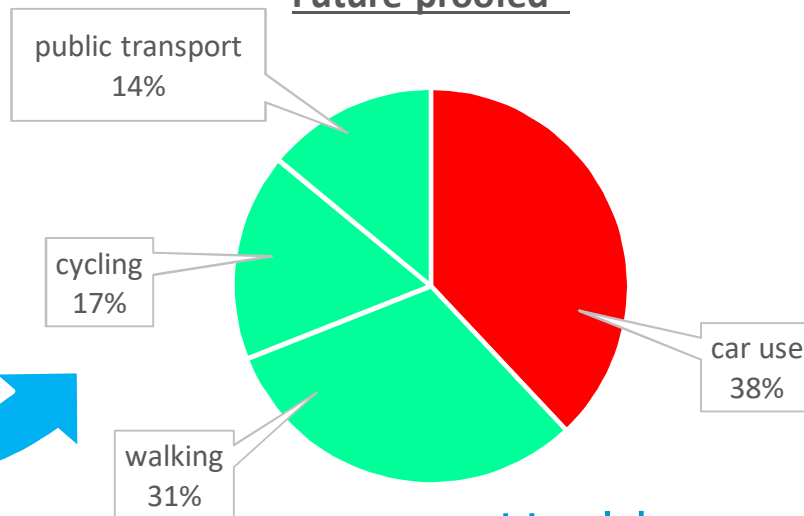
- Upgrade footway north side (e.g. continuous level footways, widen footway where poss.)
- 3.5m bi-directional cycle track south side
- No shared paths
- 20 mph
- Material wayfinding
- Visual narrowing on road, remove centre line
- Improve key north-south crossings
- Enhance east and west end junctions to child-friendly standard (Ross Rd jet west, roundabout east)



Healthy transport  
= 32%

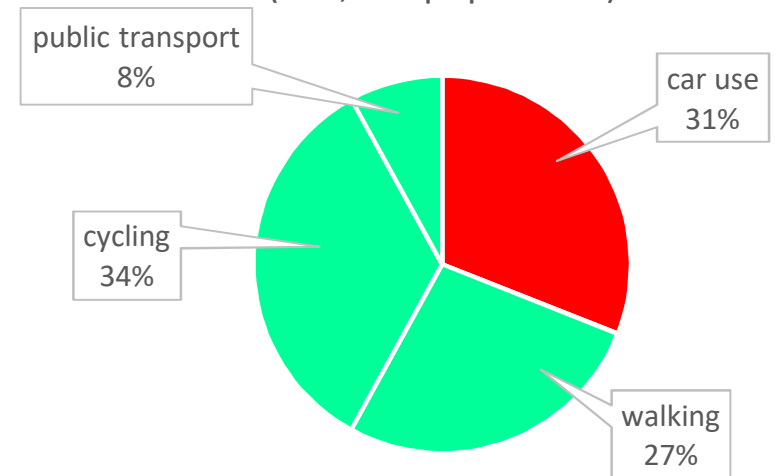


**Hereford  
Future-proofed\***



Healthy transport = 62%

**Benchmark: Delft, Netherlands - University Town  
(100,000 population)**



Healthy transport  
= 69%

\* Future proofing is based on 1% modal share per year respectively for walking, cycling and public transport over 1 decade, with a resultant net reduction in car modal share.



# High Level Capacity by Mode Comparisons

Current		Future-proofed		
<b>Total trips</b>		<b>14,706</b>		
Mode	Share	Trips	Share	Trips
car use	68%	10,000	38%	5,588
walking	21%	3,088	31%	4,559
cycling	7%	1,029	17%	2,500
public transport	4%	588	14%	2,059
Total	100%	14,706	100%	14,706
<b>Healthy transport</b>	<b>32%</b>	<b>4,706</b>	<b>62%</b>	<b>9,118</b>

Growth Scenario		Future-proofed +++		
<b>Total trips</b>		<b>24,706</b>		
Mode	Share	Trips	Share	Trips
car use	68%	16,800	38%	9,388
walking	21%	5,188	31%	7,659
cycling	7%	1,729	17%	4,200
public transport	4%	988	14%	3,459
Total	100%	24,706	100%	24,706
<b>Healthy transport</b>	<b>32%</b>	<b>7,906</b>	<b>62%</b>	<b>15,318</b>

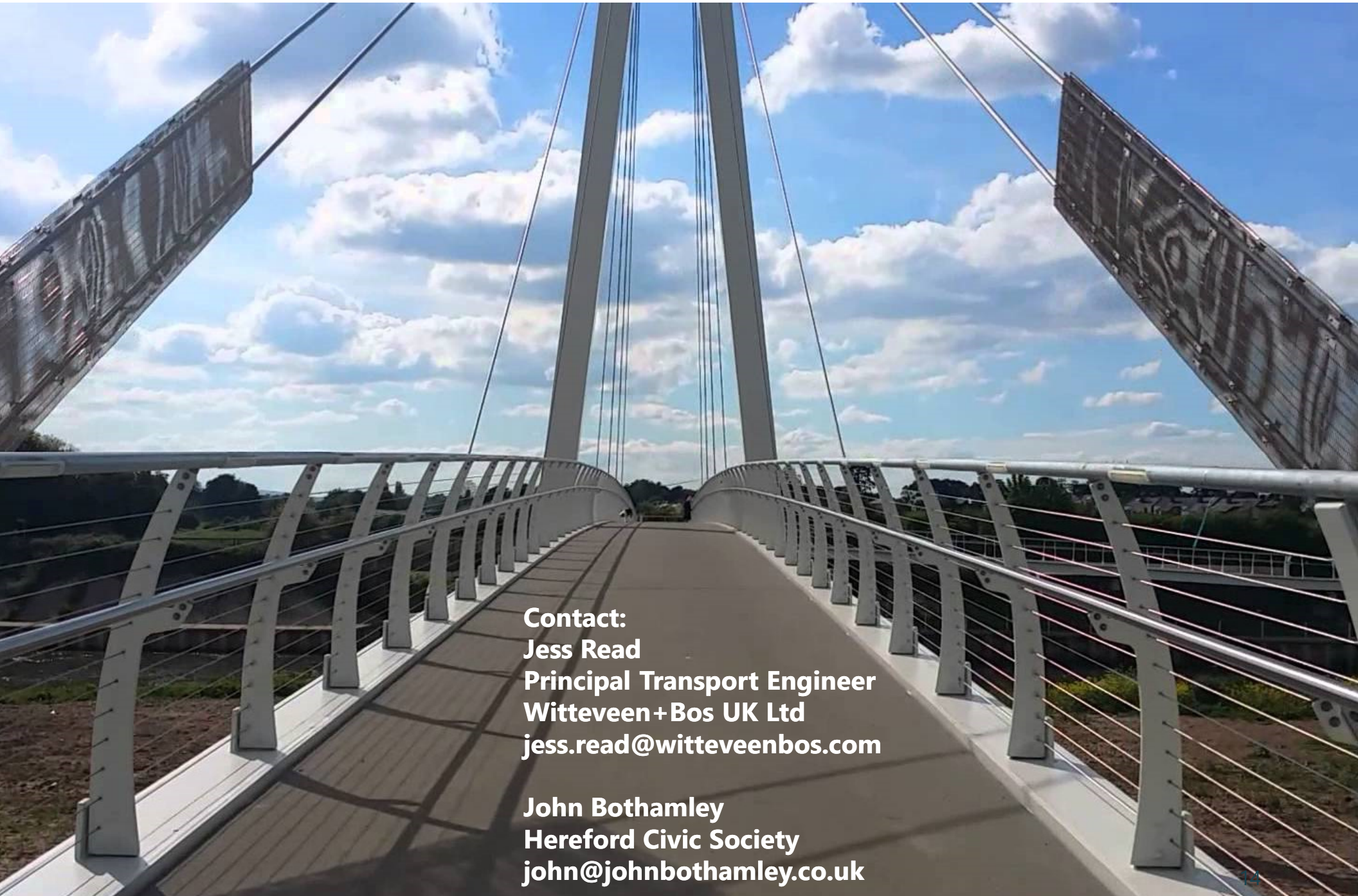
## Scenario Assumptions

Modal share derived from Census 2011 data for Herefordshire urban areas, excluding unemployed and working from home (39,580). Total trips calculated from known number of vehicles per day (10,000/0.68=14,706). There are inconsistencies, for example derived 1029 cycling trips is higher than rates surveyed (500 cycling trips at peak). Modal trends may have changed since 2011. Future-proofed scenario allows for 1% modal share increase per year respectively for walking, cycling and public transport over 1 decade, with a resultant net reduction in car modal share. This is an interpretation of modal increases achieved elsewhere, and related to the international benchmark of Delft that such levels are achievable.

*Hereford Inspiration Study: Holme Lacy – Straight Mile*

## Scenario Assumptions

1000 new homes expected to be built in Lower Bullingham area, with in addition increases in enterprise zone occupancy. As such, 10,000 is an initial broad estimate of potential trip increases, added to the existing total estimated current 14,706 trips.



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