

## **ST OWEN STREET CYCLE SCHEME**

### **Statement of Reasons**

The overall scheme aligns with Government policy, as outlined in the Department of Transport Cycling and Walking Investment Strategy: Safety Review, to promote sustainable and active travel for an improved urban environment.

#### **1. The County of Herefordshire District Council (St Owen Street Cycle and Bus Access Scheme, Hereford) (Movement) Order 2019**

Following extended informal consultation with residents, businesses and other stakeholders, the Council is proposing this Traffic Regulation Order (TRO) to improve cycle access to Hereford city centre from the east via St Owen Street. Also to improve the amenity of the locality, the order updates an existing prohibition of driving to provide for a bus only street, accessible by all buses, on the eastern arm of St Peter's Square (through the bus interchange). The order therefore facilitates the passage on the road of cyclists and buses.

In authorising the advertisement of these proposals the Council has given consideration to its duty under s122 of the Road Traffic Regulation Act 1984 to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway (while having regard to the matters specified in s122 subsection (2) of that Act)

Herefordshire Council reserves the right to produce an amended or further statement, in the context of any public inquiry or judicial proceedings to these proposals.

#### **2. The County of Herefordshire District Council (Hereford City Centre) Order 2019**

The revised road alignment to accommodate cycle movement and remove echelon parking requires a rearrangement and retention of waiting, loading and parking restrictions on St Owen Street/St Peter's Square and around accesses from Mill Street and Cantilupe Street/St Ethelbert Street. These measures are proposed to help preserve the amenity of the locality. The removal of echelon parking bays will reduce the risk of accidents from reversing movements and is proposed to avoid danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising.

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#### **3. Traffic Calming (Road Hump) Notice**

In order to reduce 85<sup>th</sup> percentile speeds in keeping with a 20mph speed limit, three raised tables are proposed. These measures are proposed to avoid danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising.

#### **4. Cycle Track – Shared Use Footway Conversion Notice**

In order to facilitate cycle access from Mill Street north-westwards into the city centre via St Owen Street, the footway on the west side of this junction is being extended allow the conversion of the footway to shared use. The current crossing facility at the traffic signals is also being enhanced to provide a pedestrian call facility.