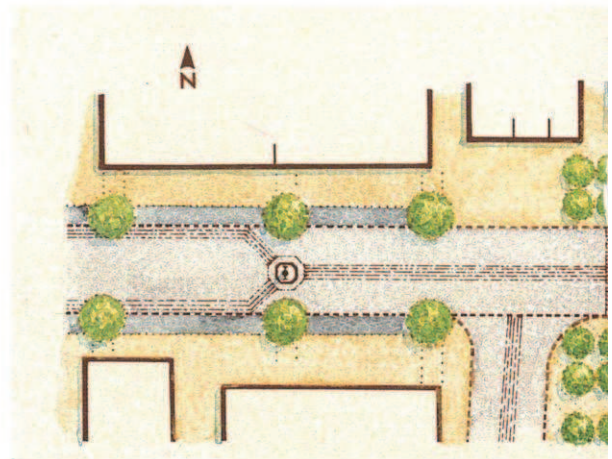
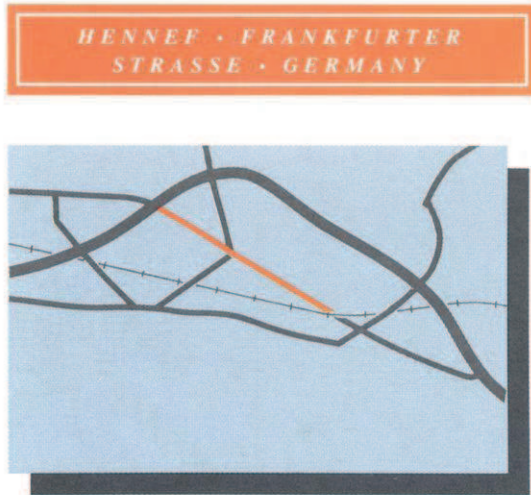


77: General view of Frankfurter Strasse, Hennef, showing central strip to provide "flexibility" within the narrow carriageway. The lighting adds a distinctive character while the stone plinths provide "shelter" for pedestrians crossing. (Photo: T. Pharoah)

78: Shoppers and more vulnerable cyclists can use the advisory cycleway adjacent to the footway, as shown here. (Photo: T. Pharoah)



CONTEXT

Hennef is a small town about 10 km east of Bonn. In 1986 the main street, Frankfurter Strasse was relieved of its through traffic function by the opening of the new A560 autobahn to the north, though traffic

volumes remain fairly high at 1000 - 1300 vehicles per hour.

OBJECTIVES

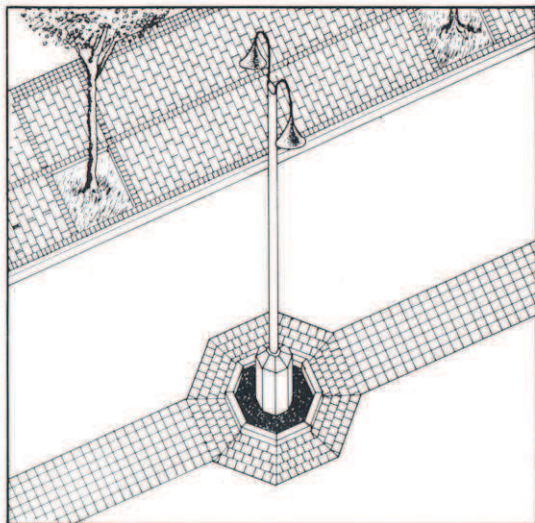
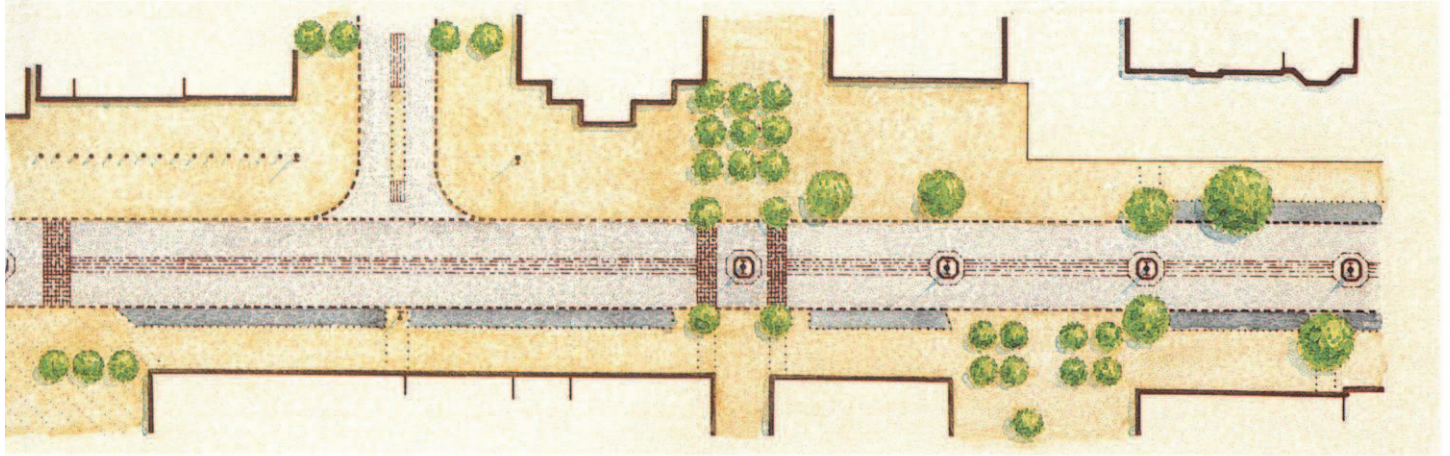
The scheme was designed to take the opportunity of creating a safer and more pleasant environment for those using the various facilities in Frankfurter Strasse. The design was to reflect the differing character



77



78



LAMPSTAND AND OCCASIONAL STRIP



79

of the “entrance” areas, an historical farm area, and a commercial core area. The latter area was to be designed to resolve problems arising from intense overlapping of legitimate street activities (shopping, loading, crossing, walking, cycling, access, etc.).

DESCRIPTION

The most important elements of the overall design concerned the shopping and commercial section of the street. The carriageway was reduced in width and divided by a new central strip, paved in granite. The central strip incorporates raised

79: Parking bays are defined by planted areas with low granite borders and protected by stout wooden bollards. (Photo: T. Pharoah)



80

80: "Flexibility" is provided in the centre or at the sides, as shown here where the two alternative arrangements meet. Cyclists passing through often find it quicker to use the main carriageway, as shown here. (Photo: T. Pharoah)

islands containing a double-light column set in a stone plinth. These plinths create a safe "shadow" area either side where pedestrians crossing the road are shielded from vehicles. The carriageway in each direction is 3.25m wide, but the granite paved strip creates an optical width of 2.8m. Where there is insufficient street width, a single carriageway of about 6m is provided with 1m wide granite strips either side. Parking is in defined bays at footway level. Cyclists are provided with a choice of an "advisory" cycleway within the footway (defined by red paving) or use of the main carriageway. The overall appearance of the street has been enhanced with the use of high quality materials, lighting columns and tree and other planting. The speed limit was reduced from 30 mph to 25 mph.

COST

Not known.

ASSESSMENT

Average traffic speeds have been reduced by 4 mph and the proportion of vehicles travelling in excess of 20 mph through the shopping area has reduced from 63% to 30%.