

# Agenda

## Connected Communities Scrutiny Committee

**Date: Tuesday 9 September 2025**

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**Time: 2.00 pm**

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**Place: Conference Room 1 - Herefordshire Council, Plough Lane Offices, Hereford, HR4 0LE**

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**Notes:** Please note the time, date and venue of the meeting.

For any further information please contact:

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If you would like help to understand this document, or would like it in another format, please call Henry Merricks-Murgatroyd, Democratic Services Officer on 01432 260239 or e-mail [Henry.Merricks-Murgatroyd@herefordshire.gov.uk](mailto:Henry.Merricks-Murgatroyd@herefordshire.gov.uk) in advance of the meeting.

# **Agenda for the meeting of the Connected Communities Scrutiny Committee**

## **Membership**

|                         |                                     |
|-------------------------|-------------------------------------|
| <b>Chairperson</b>      | <b>Councillor Ed O'Driscoll</b>     |
| <b>Vice-chairperson</b> | <b>Councillor Frank Cornthwaite</b> |

**Councillor Bruce Baker**  
**Councillor Elizabeth Foxton**  
**Councillor Rob Owens**  
**Councillor Roger Phillips**  
**Councillor Diana Toynbee**

## Agenda

|  | Pages     |
|--|-----------|
| <b>1. APOLOGIES FOR ABSENCE</b><br>To receive apologies for absence.   |           |
| <b>2. NAMED SUBSTITUTES</b><br>To receive details of any councillor nominated to attend the meeting in place of a member of the committee.   |           |
| <b>3. DECLARATIONS OF INTEREST</b><br>To receive declarations of interest in respect of items on the agenda.   |           |
| <b>4. MINUTES</b><br>To receive the minutes of the meeting held on Tuesday 8 July 2025.<br><br><b>HOW TO SUBMIT QUESTIONS</b><br>The deadline for the submission of questions for this meeting is 5.00 pm on Wednesday 3 September 2025.<br><br>Questions must be submitted to <a href="mailto:councillorservices@herefordshire.gov.uk">councillorservices@herefordshire.gov.uk</a> .<br>Questions sent to any other address may not be accepted.<br><br>Accepted questions and the responses will be published as a supplement to the agenda papers prior to the meeting. Further information and guidance is available at <a href="http://www.herefordshire.gov.uk/getinvolved">www.herefordshire.gov.uk/getinvolved</a> | 13 - 18   |
| <b>5. QUESTIONS FROM MEMBERS OF THE PUBLIC</b><br>To receive any written questions from members of the public.   |           |
| <b>6. QUESTIONS FROM MEMBERS OF THE COUNCIL</b><br>To receive any written questions from members of the council.   |           |
| <b>7. LOCAL WALKING AND CYCLING INFRASTRUCTURE PLAN SCRUTINY REPORT</b><br>To seek the views of the Connected Communities Scrutiny Committee on the draft Local Cycling and Walking Infrastructure Plan (LCWIP), prior to its consideration by Cabinet. The committee is invited to scrutinise the plan, provide feedback, and endorse its strategic direction. The report also outlines key findings from the public consultation and proposes next steps for refining and implementing the LCWIP.  | 19 - 404  |
| <b>8. PUBLIC INVOLVEMENT IN HOUSING DEVELOPMENT TASK AND FINISH GROUP - TERMS OF REFERENCE</b><br>To agree the terms of reference for a task and finish group.   | 405 - 412 |
| <b>9. WORK PROGRAMME 2025/26</b><br>To consider the draft work programme for the Connected Communities Scrutiny Committee for September 2025 and beyond.   | 413 - 434 |

**10. DATE OF THE NEXT MEETING**

The date of the next meeting is Tuesday 4 November 2025, 14:00 pm

# The public's rights to information and attendance at meetings

## You have a right to:

- Attend all council, cabinet, committee and sub-committee meetings unless the business to be transacted would disclose 'confidential' or 'exempt' information.
- Inspect agenda and public reports at least five clear days before the date of the meeting. Agenda and reports (relating to items to be considered in public) are available at [www.herefordshire.gov.uk/meetings](http://www.herefordshire.gov.uk/meetings)
- Inspect minutes of the council and all committees and sub-committees and written statements of decisions taken by the cabinet or individual cabinet members for up to six years following a meeting.
- Inspect background papers used in the preparation of public reports for a period of up to four years from the date of the meeting (a list of the background papers to a report is given at the end of each report). A background paper is a document on which the officer has relied in writing the report and which otherwise is not available to the public.
- Access to a public register stating the names, addresses and wards of all councillors with details of the membership of cabinet and of all committees and sub-committees. Information about councillors is available at [www.herefordshire.gov.uk/councillors](http://www.herefordshire.gov.uk/councillors)
- Have access to a list specifying those powers on which the council have delegated decision making to their officers identifying the officers concerned by title. The council's constitution is available at [www.herefordshire.gov.uk/constitution](http://www.herefordshire.gov.uk/constitution)
- Access to this summary of your rights as members of the public to attend meetings of the council, cabinet, committees and sub-committees and to inspect documents.

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The Herefordshire Council office at Plough Lane is located off Whitecross Road in Hereford, approximately 1 kilometre from the City Bus Station.

Bus maps are available here: [www.herefordshire.gov.uk/downloads/download/78/bus\\_maps](http://www.herefordshire.gov.uk/downloads/download/78/bus_maps)



## **The seven principles of public life**

### **(Nolan Principles)**

#### **1. Selflessness**

Holders of public office should act solely in terms of the public interest.

#### **2. Integrity**

Holders of public office must avoid placing themselves under any obligation to people or organisations that might try inappropriately to influence them in their work. They should not act or take decisions in order to gain financial or other material benefits for themselves, their family, or their friends. They must declare and resolve any interests and relationships.

#### **3. Objectivity**

Holders of public office must act and take decisions impartially, fairly and on merit, using the best evidence and without discrimination or bias.

#### **4. Accountability**

Holders of public office are accountable to the public for their decisions and actions and must submit themselves to the scrutiny necessary to ensure this.

#### **5. Openness**

Holders of public office should act and take decisions in an open and transparent manner. Information should not be withheld from the public unless there are clear and lawful reasons for so doing.

#### **6. Honesty**

Holders of public office should be truthful.

#### **7. Leadership**

Holders of public office should exhibit these principles in their own behaviour and treat others with respect. They should actively promote and robustly support the principles and challenge poor behaviour wherever it occurs.





## Guide to Connected Communities Scrutiny Committee

Scrutiny is a statutory role fulfilled by councillors who are not members of the cabinet.

The role of the scrutiny committees is to help develop policy, to carry out reviews of council and other local services, and to hold decision makers to account for their actions and decisions.

Council has decided that there will be five scrutiny committees. The committees reflect the balance of political groups on the council.

The Connected Communities Scrutiny Committee consists of 7 councillors.

| Councillor                           | Party                          |
|--------------------------------------|--------------------------------|
| Bruce Baker                          | Conservative Party             |
| Frank Cornthwaite (Vice-Chairperson) | Conservative Party             |
| Elizabeth Foxton                     | Independents for Herefordshire |
| Ed O'Driscoll (Chairperson)          | Liberal Democrats              |
| Rob Owens                            | Liberal Democrats              |
| Roger Phillips                       | Conservative Party             |
| Diana Toynbee                        | The Green Party                |

### Scrutiny functions

The committees have the power:

- (a) to review, influence policy or scrutinise decisions made, or other action taken, in connection with the discharge of any functions which are the responsibility of the executive,
- (b) to make reports or recommendations to the authority or the executive with respect to the discharge of any functions which are the responsibility of the executive,
- (c) to review or scrutinise decisions made, or other action taken, in connection with the discharge of any functions which are not the responsibility of the executive,
- (d) to make reports or recommendations to council or the cabinet with respect to the discharge of any functions which are not the responsibility of the executive,
- (e) to make reports or recommendations to council or the cabinet on matters which affect the authority's area or the inhabitants of that area
- (f) to review or scrutinise decisions made, or other action taken, in connection with the discharge by the responsible authorities of their crime and disorder functions and to make reports or recommendations to the council with respect to the discharge of those functions. In this regard crime and disorder functions means:
  - (i) a strategy for the reduction of crime and disorder in the area (including anti-social and other behaviour adversely affecting the local environment); and

- (ii) a strategy for combatting the misuse of drugs, alcohol and other substances in the area; and
  - (iii) a strategy for the reduction of re-offending in the area
- (g) to review and scrutinise any matter relating to the planning, provision and operation of the health service in its area and make reports and recommendations to a responsible person on any matter it has reviewed or scrutinised or to be consulted by a relevant NHS body or health service provider in accordance with the Regulations (2013/218) as amended. In this regard *health service* includes services designed to secure improvement -
- (i) in the physical and mental health of the people of England, and
  - (ii) in the prevention, diagnosis and treatment of physical and mental illness
  - (iii) and any services provided in pursuance of arrangements under section 75 in relation to the exercise of health-related functions of a local authority.
- (h) to review and scrutinise the exercise by risk management authorities of flood risk management functions or coastal erosion risk management functions which may affect the local authority's area.
- (i) To track actions and undertake an annual effectiveness review

### **The remit of Connected Communities Scrutiny Committee**

- Talk Business programme, advice and support
- Development investment plans - town, market town, rural, Hereford City
- Hereford Enterprise Zone
- Higher education development
- Adult and community learning programme
- Apprenticeships
- Fastershire programme
- Digital connectivity
- Heritage, culture and tourism
- Social value procurement policy
- Planning
- Licensing
- Regulatory
- Capital highway maintenance, asset management and infrastructure repair
- Council housing
- Statutory community safety and policing scrutiny powers

### **Who attends scrutiny committee meetings?**

- Members of the committee, including the chairperson and vice-chairperson.
- Cabinet members, they are not members of the committee but attend principally to answer any questions the committee may have and inform the debate.
- Officers of the council to present reports and give technical advice to the committee.
- People external to the council invited to provide information to the committee.
- Other councillors can attend but can only speak at the discretion of the chairperson.





## Minutes of the meeting of the Connected Communities Scrutiny Committee held in Conference Room 1 - Herefordshire Council, Plough Lane Offices, Hereford, HR4 0LE on Tuesday 8 July 2025 at 2.00 pm

**Committee members present in person and voting:** Councillors: Bruce Baker, Frank Cornthwaite (Vice-Chairperson), Elizabeth Foxton, Ed O'Driscoll (Chairperson) and Diana Toynbee

Others in attendance:

|                       |  |                       |
|-----------------------|--|-----------------------|
| Councillor B Durkin   | Cabinet Member Roads and Regulatory Services | Herefordshire Council |
| B Evans               | Engineering Manager                          | Herefordshire Council |
| S Hodges              | Directorate Services Team Leader             | Herefordshire Council |
| H Merricks-Murgatroyd | Democratic Services Officer                  | Herefordshire Council |
| Councillor P Price    | Cabinet Member Transport and Infrastructure  | Herefordshire Council |
| A Rees-Glinos         | Democratic Services Support Officer          | Herefordshire Council |
| D Webb                | Statutory Scrutiny Officer                   | Herefordshire Council |

### 61. APOLOGIES FOR ABSENCE

No apologies for absence were received.

### 62. NAMED SUBSTITUTES

There were no named substitutes.

### 63. DECLARATIONS OF INTEREST

No declarations of interest were made.

### 64. MINUTES

The minutes of the previous meeting were received.

**Resolved: That the minutes of the meeting held on 3 June 2025 be confirmed as a correct record and be signed by the Chairperson.**

### 65. QUESTIONS FROM MEMBERS OF THE PUBLIC

No questions had been received from members of the public.

### 66. QUESTIONS FROM MEMBERS OF THE COUNCIL

No questions had been received from councillors.

### 67. GULLY CLEANSING

The committee considered a report on Gully Cleansing.

The Engineering Manager introduced a presentation and welcomed the opportunity to update the committee on Gully Cleansing.

The principal points of the subsequent discussion are summarised below:

1. In response to a question regarding progress on mapping all drains, gullies, and culverts under the responsibility of Herefordshire Council, the Engineering Manager acknowledged that the process is not yet complete and will remain challenging until inspections have been carried out across the entire county. However, progress has been made in developing a clearer understanding of the network. The report also includes a link to the full map of gullies, as well as a link to this year's programme of works.
2. The Chairperson stressed the importance of knowing when a high percentage of the county's drains will be mapped, along with a clear strategy for achieving this goal to enable progress tracking.
3. The Cabinet Member Roads and Regulatory Services reported that progress is advancing quickly, and a significant amount of information is being gathered. It was also suggested that a progress report may be provided in the future.
4. The Engineering Manager added that an update can be brought back to the committee to highlight what progress has been made.
5. In response to a question about how a parish lengthsman can deal with gullies for their area, the Engineering Manager noted that some lengthsman have their own jetting machine or can bring in the council's.
6. In response to a question about how the repairs from last year's flooding gone, the Directorate Services Team Leader noted that in terms of where assets had been identified for repair, they had been repaired using existing drainage budgets and there was an additional investment made available to last year and this year of £2m in investment. In terms of some of the locations, work had been done closely with Balfour Beatty to ensure that the right locations were prioritised.
7. The Engineering Manager added that a performance update of what's been delivered and the programme for delivery can be brought to committee in the future.
8. In response to a question of whether a comprehensive countywide maintenance schedule has been developed to anticipate heavier future rainfall, the Engineering Manager explained that preparations are underway for the winter season. While not all areas have been addressed, many key hotspots have been covered. Significant resurfacing work has been completed across the county, with careful attention given to avoid resurfacing areas where it is not required.
9. In response to a question about whether parish councils contact Balfour Beatty or the council to let them know of their problem drains, the Directorate Services Team Leader confirmed that funding has been made available to parish and town councils for drainage works to identify and come forward with cleansing work and small level flood schemes.
10. In response to a question about a request for a dedicated gully management system to be introduced, the Engineering Manager confirmed that as part of the

contract, the contractor will be bringing in the system which the council will use as part of its asset management process.

11. In response to a question about whether regular meetings are held with Welsh Water, the Directorate Services Team Leader confirmed that for specific locations, detailed conversations have been had with Welsh Water. On a number of sites that Balfour Beatty have been looking at, in and around Herefordshire, where there are also Welsh Water assets, they have been involved so that both the council and Welsh Water are observing.
12. In response to a question about whether there is any way to improve the relationship with Welsh Water and help integrate the relationship into decision-making and scrutiny in the council, the Directorate Services Team Leader noted that there is a look to reestablish roundtable meetings that will include senior people within the council and senior officers in the different risk-management authorities.
13. In response to a question about the need for additional gully cleansing equipment, the Cabinet Member for Roads and Regulatory Services explained that, as the council prepares for the new contract in June 2026, equipment requirements are under review. Particular emphasis is being placed on the role of IT systems in improving the efficiency and effectiveness of gully cleansing operations.
14. In response to a question about the publication of the maintenance schedule so that ward members, city, town and parish councils and local people can have confidence in the plans, the Engineering Manager confirmed that a high-level maintenance schedule has been published and is online with a link in the report.
15. In response to a question about prioritising maintenance in areas most at risk of flooding, the Directorate Services Team Leader explained that Balfour Beatty has been making use of the existing drainage budgets to address issues where possible. However, where more substantial problems have been identified, initial remedial works alone may not provide a lasting solution. In such cases, the intention is to progress these larger-scale works into a development stage, where the detailed requirements can be fully assessed and planned.
16. In response to a question about how priorities are determined, the Directorate Services Team Leader explained that, so far, the vast majority of locations addressed have been those affected by internal property flooding, and these sites have therefore been given priority.
17. The Engineering Manager added that Balfour Beatty applies a prioritisation scoring system, which takes into account factors such as high-speed roads, high-volume traffic areas, and sites with safety concerns or accident histories, ensuring a broad range of demands are considered.
18. In response to a question about whether the matrix for flooding could be refreshed, the Engineering Manager noted that a report could be done on when this was last done and take that forward as an action.

There was a short adjournment to enable committee members to consider potential recommendations. The meeting recommenced and the following resolutions were agreed by the committee.

**Resolved:**

**That**

- a. **To provide the committee with an update on the current mapping operation and to provide a date by which the mapping will be completed.**
- b. **To consider early adoption of the upgraded mapping software before the new contract comes into force in June 2026.**
- c. **To provide an update on the new maintenance schedule that anticipates heavier rainfall across the county with an expected publication date.**
- d. **To provide an update on the £2 million flood resilience grant.**

**68. UPDATE ON RECOMMENDATIONS MADE BY THE CONNECTED COMMUNITIES SCRUTINY COMMITTEE**

The Statutory Scrutiny Officer presented the update on recommendations made by the Connected Communities Scrutiny Committee report.

The principal points of the subsequent discussion are summarised below:

1. In response to a question about whether there is a middle ground between accepting and rejecting recommendations, the Statutory Scrutiny Officer confirmed that respondents can choose to partially accept or reject a recommendation. It was further suggested that more precise and targeted recommendations are likely to elicit clearer, more definitive responses.
2. The Chairperson suggested that a discussion for a meeting could include a period of reflection on the responses to recommendations received.
3. The Statutory Scrutiny Officer noted that in relation to the Local Transport Plan, after meeting with the Transport Planning Services Manager, the consultation period was extended following the committee's recommendation and following the end of the consultation period, it was noted that the response rate was one of the highest in the country.

**69. WORK PROGRAMME 2025-26**

The Statutory Scrutiny Officer presented the draft work programme for the Connected Communities Scrutiny Committee for the municipal year 2024/25.

The principal points of the subsequent discussion are summarised below:

1. The Statutory Scrutiny Officer added that after meeting with the Transport Planning Services Manager, there has been some changes around funding arrangements for active travel. Officers have asked whether they can consider as a priority to bring the Local Cycling and Walking Infrastructure Plan (LCWIP) to the committee's work programme for September.
2. Members agreed that the LCWIP should be prioritised for the September meeting, reflecting both the urgency created by new funding opportunities and the need for robust scrutiny. Concerns were expressed that the plan must not be rushed and should properly reflect the needs of Herefordshire.
3. Tourism and Destination Management was also identified as a key topic for September, complementing previous discussions on culture.

4. Other items originally listed for September, including the Hereford City Masterplan, UK Shared Prosperity Fund, and broadband, were considered less well developed. Members agreed that these may be better shaped in a separate work programme meeting before being scheduled.
5. It was suggested that if items such as the Hereford City Masterplan are delayed, accountability should still be maintained by officers explaining the reasons for delay in public, rather than issues being indefinitely postponed.
6. The committee also considered the establishment of a task and finish group to examine the impacts of significant housing growth in Herefordshire. The proposal focused on ensuring that community infrastructure and essential services are delivered in step with housing development, and on engaging residents proactively in the process.
7. Suggested lines of enquiry included community infrastructure readiness, planning with people, growth equity and resilience, and monitoring and accountability. The group could gather evidence from officers, developers, parish councils, NHS and education providers, as well as through citizen panels and community workshops.
8. The committee recognised the scale of the work and acknowledged the need to manage timing carefully, given officer resources and other scrutiny committees also planning task and finish groups. Members agreed to consider the proposal further and revisit it at the September meeting.

The committee unanimously agreed the draft work programme for Connected Communities Scrutiny Committee.

**Resolved that:**

- a. **The committee agree the work programme for Connected Communities Scrutiny Committee contained in the work programme report attached as appendix 1.**

**70. DATE OF THE NEXT MEETING**

The date of the next meeting is Tuesday 9 September 2025, 14:00 pm.

The meeting ended at 3.39 pm

**Chairperson**





# Title of report: Local Walking and Cycling Infrastructure Plan Scrutiny Report

**Meeting: Connected Communities Scrutiny Committee**

**Meeting date: Tuesday 9 September 2025**

**Report by: Transport Planning Services Manager**

## **Classification**

Open

## **Decision type**

This is not an executive decision

## **Wards affected**

(All Wards);

## **Purpose**

To seek the views of the Connected Communities Scrutiny Committee on the draft Local Cycling and Walking Infrastructure Plan (LCWIP), prior to its consideration by Cabinet. The committee is invited to scrutinise the plan, provide feedback, and endorse its strategic direction. The report also outlines key findings from the public consultation and proposes next steps for refining and implementing the LCWIP.

## **Recommendation(s)**

**That:**

**(a) the Connected Communities Scrutiny Committee reviews the draft LCWIP and provides feedback on its content and priorities;**

**(b) the committee endorses the LCWIP for Cabinet consideration.**

## Alternative options

1. There are no alternative options. Scrutiny of the LCWIP is a key part of the governance process to ensure transparency, accountability, and alignment with community needs prior to Cabinet decision.

## Key considerations

2. The Local Cycling and Walking Infrastructure Plan (LCWIP) is a vital strategic document that enables Herefordshire Council to plan, prioritise, and deliver improvements to walking, cycling, and wheeling infrastructure. It is a requirement set out by the Department for Transport and Active Travel England (ATE), and its adoption is essential for accessing future funding streams and improving the council's standing as an active travel authority. Councils with higher ratings are more likely to receive substantial funding and support. By adopting and implementing the LCWIP, Herefordshire positions itself to pursue a higher rating in the 2027 review cycle, which would unlock greater investment opportunities and national recognition. Without a strategic plan, Herefordshire would be unable to demonstrate its commitment to sustainable transport or respond effectively to community needs.
3. The LCWIP supports national objectives outlined in the Cycling and Walking Investment Strategy and Gear Change policy, which aim to make active travel the natural choice for short journeys. It also aligns with the NHS Long Term Plan, which promotes walking and cycling as key contributors to public health. ATE's funding criteria emphasise the need for high-quality infrastructure, community engagement, and alignment with local needs. The LCWIP provides the framework to meet these expectations and to demonstrate the council's capability and readiness to deliver impactful schemes.
4. Adopting the LCWIP offers multiple benefits. It enables the council to take a proactive and evidence-led approach to transport planning, ensuring that active travel is embedded in decision-making processes. It supports public health by encouraging physical activity, reduces carbon emissions, and improves air quality. It also enhances access to education, employment, and services, particularly for those without access to private vehicles.
5. Importantly, the LCWIP is not a fixed document—it is designed to evolve over time. It will be updated to reflect community feedback, emerging needs, and new opportunities. This flexibility ensures that the plan remains relevant and responsive, and that it continues to reflect the aspirations of Herefordshire's residents. The council will remain open to suggestions and will use the LCWIP as a living framework to guide future investment. The plan also reflects broader trends in active travel, particularly in rural areas.
6. It is also important to emphasise that the LCWIP is not an anti-car policy. The council recognises that many residents, especially in rural communities, rely on private vehicles. The LCWIP seeks to provide viable alternatives for short journeys, reduce unnecessary car trips, and improve safety for all road users. It promotes choice, not restriction, and aims to create a transport system that works for everyone.

## Community impact

7. The Local Cycling and Walking Infrastructure Plan (LCWIP) contributes directly to Herefordshire Council's corporate objectives and national strategies focused on health, wellbeing, and inclusive communities. It supports the Herefordshire Council Plan's ambition to create a healthier and more connected county, and aligns with national frameworks such as the NHS Long Term Plan and Active Travel England's cycling and walking investment strategy.

(CWIS2), which promote active travel as a means to improve public health and reduce inequalities.

8. Walking, cycling, and wheeling are proven to deliver substantial physical and mental health benefits. Regular active travel helps reduce the risk of chronic conditions such as heart disease, type-2 diabetes, and obesity, while also improving cardiovascular fitness, joint mobility, and immune function. From a mental health perspective, walking and cycling are associated with reduced symptoms of anxiety and depression, improved mood, and increased self-esteem. Studies show that just 30 minutes of walking or cycling can significantly boost mental wellbeing, with effects lasting for hours afterwards.
9. The LCWIP also addresses transport affordability and accessibility. By improving infrastructure and connectivity, the plan enables more residents to choose low-cost, zero-emission modes of travel. This is particularly important in rural areas and among lower-income households, where access to private vehicles may be limited. Schemes such as the Beryl bike share in Hereford offer flexible, affordable transport options that reduce reliance on cars and support independent mobility.
10. As a corporate parent, the council has a duty to promote the wellbeing and life chances of children in care and care-experienced young people. The LCWIP supports this responsibility by improving access to education, services, and social opportunities through safe and inclusive transport networks. Enhanced walking and cycling routes can help children and young people travel independently, access green spaces, and participate in community life. The plan also considers the needs of vulnerable users, including those with disabilities, ensuring that infrastructure is designed to be accessible and welcoming for all.
11. Through its emphasis on community engagement, health, affordability, and inclusion, the LCWIP represents a strategic investment in the wellbeing of Herefordshire's residents and supports the council's role as a responsible and proactive corporate parent.

## Environmental Impact

12. Herefordshire Council is committed to improving environmental sustainability and achieving carbon neutrality, and the Local Cycling and Walking Infrastructure Plan (LCWIP) plays a central role in delivering these ambitions. The plan supports the County Plan's success measures by promoting active travel, reducing carbon emissions, and improving air quality across the county.
13. Sustainable travel offers significant environmental and health benefits, particularly in rural areas like Herefordshire where car dependency is high. Walking and cycling are zero-emission modes of transport that reduce congestion, lower noise pollution, and improve public health. The county already benefits from a strong foundation of active travel infrastructure, including over 2,100 miles of public footpaths and a growing network of cycle routes. These assets are complemented by initiatives such as the Beryl bike share scheme, which has become a key part of Hereford's sustainable transport offer.
14. Since its launch in 2019, the Beryl scheme has facilitated over half a million journeys in Hereford, covering nearly 1.2 million kilometres and generating 147,000 hours of physical activity. According to industry estimates, this has saved approximately 46 tonnes of carbon emissions. Importantly, 68% of Beryl users in Hereford reported replacing car, van, motorcycle or taxi journeys with bike trips – 14% higher than the national average across similar schemes. Furthermore, 60% of users said they cycle more often since joining the scheme, and 46% have

reduced their car use. These figures demonstrate the potential for well-designed infrastructure and services to shift travel behaviour and reduce environmental impact

15. Improved infrastructure is key to unlocking further benefits. National research shows that investment in walking and cycling routes leads to increased physical activity, especially in areas with previously low levels of active travel. Projects such as Connect2, which upgraded 84 routes across the UK, saw the greatest increases in walking and cycling in deprived areas and among groups with historically lower participation rates. Features such as traffic-free paths, safe crossings, and accessible design were found to be particularly effective in encouraging use
16. The LCWIP also aligns with national policy priorities. Active Travel England's 2025–2026 Business Plan sets out a vision for safe, inclusive, and accessible infrastructure that supports healthier lifestyles and reduces transport emissions. The UK Government has committed nearly £300 million to walking, wheeling, and cycling schemes, aiming to enable 30 million more active travel journeys annually and reduce pressure on the NHS through improved public health.
17. In developing the LCWIP, Herefordshire Council has sought to minimise adverse environmental impacts and maximise opportunities to enhance sustainability. This includes prioritising low-impact materials, integrating green infrastructure, and promoting active travel as a viable alternative to car use. The plan will help make Herefordshire's towns and villages healthier, greener, and more connected places to live.

## **Equality duty**

18. Due to the potential impact of this project being low, a full Equality Impact Assessment is not required. However, the plan considers accessibility for all users, including those with mobility impairments, and aims to reduce transport inequalities.

## **Resource implications**

19. The LCWIP is supported by existing budgets and external funding sources. Detailed financial implications will be set out in the Cabinet report and accompanying business case.

## **Legal implications**

20. The council is the local highway authority for the purposes of the relevant legislation.
21. As identified above, producing and adopting an LCWIP is required by the Department for Transport and Active Travel England (ATE) and is essential for accessing future funding streams and improving the Council's standing as an active travel authority.
22. The Transport Act 2000 requires the Council to produce and keep under review a Local Transport Plan setting out its transport policies and plans. The Council's Local Transport Plan 2016-2031 details, at Policies LTP AT1 and LTP AT2 the Council's commitment to maintaining, improving, extending and prioritising the active travel network in Herefordshire. Production of the LCWIP therefore appears to be a logical and natural step towards implementing the policies of the Local Transport Plan.

## Risk management

| Risk / opportunity                                    | Mitigation   |
|---|--|
| Public dissatisfaction if feedback is not reflected   | Amend LCWIP to incorporate consultation findings                 |
| Funding constraints may delay delivery                | Prioritise schemes with strong support and seek external funding |
| Missed opportunity to embed active travel in planning | Integrate LCWIP into decision-making and policy frameworks       |

## Consultees

23. A multi-channel consultation approach was undertaken to inform the development of the LCWIP, including:

- a. **Online engagement via Commonplace:**  
The consultation platform attracted 1,648 visitors, with 199 respondents contributing 760 comments and agreements. This included feedback on proposed routes, infrastructure priorities, and missing links.
- b. **Interactive mapping and surveys:**  
Respondents were able to comment on specific locations and suggest improvements, such as off-highway routes, Quiet Lanes, junction upgrades, and better connections to key destinations like Hereford County Hospital and Ledbury.
- c. **In-person engagement events:**  
Public drop-in sessions were held in **Hereford and Ledbury**, attended by a significant number of residents. These events provided opportunities for face-to-face discussions with officers, viewing of draft proposals, and direct feedback. They were particularly valuable in reaching individuals who may not engage online and helped ensure a broader demographic was represented.
- d. **Community feedback sessions and stakeholder engagement:**  
Targeted discussions were held with local groups, parish councils, and accessibility

advocates to ensure the plan reflects diverse needs, including those of children, older adults, and people with disabilities.

- e. Working with colleagues within the Children directorship specific and targeted communication was sent to children and young persons which allowed them to be engaged in the development of the plan.
- f. **Ward member engagement:**  
Local councillors were invited to provide input on priorities within their wards and to share feedback from constituents.
- g. **Public feedback analysis:**  
Key themes from the consultation included strong support for safer infrastructure, improved connectivity, and removal of barriers to walking and cycling. This feedback has directly informed the recommendations and will guide revisions to the LCWIP.
- h. The below in priority order are the infrastructure that is supported by the public
  - designate and enhance Quiet Lanes
  - create and improve off highway routes
  - upgrade junctions for safety and accessibility
  - introduce traffic calming
  - manage and improve footways
  - implement modal filters
  - integrate green infrastructure
  - Improve routes to school
  - provide additional cycle parking
  - enhance signage and wayfinding
  - install gateway features
  - improve street lighting
- i. The responses showed a 42% support of the routes proposed. However there was 32% dissatisfaction on the routes; we have received a 100's of route suggestions from the public

which are being reviewed and added into the LCWIP and will be presented to Cabinet in the final draft.

j. In addition to the additional routes identified through the consultation the key proposal include the below –

- Strengthening links to Hereford County Hospital
- Creating better connections between Lugwardine and Hereford City
- Improving links between Stretton Sugwas and Hereford City
- Upgrading walking and cycling infrastructure in Ledbury
- Delivering local “quick wins,” such as removing chicanes and barriers that hinder walking and cycling
- Providing additional crossing points for pedestrians and cyclists

24. Further consultation will be undertaken as part of scheme development and delivery. Feedback will be communicated to consultees via the council’s website and direct updates where appropriate.

## **Appendices**

Appendix 1 – LCWIP, part 1

Appendix 2 – LCWIP, part 2

Appendix 3 – LCWIP, part 3

## **Background papers**

None identified

## Report Reviewers Used for appraising this report:

| Please note this section must be completed before the report can be published |                                  |                                    |
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| Approved by   | Click or tap here to enter text. | Date Click or tap to enter a date. |

## Please include a glossary of terms, abbreviations and acronyms used in this report.

LCWIP – Local Cycling and Walking Infrastructure Plan

LTP – Local Transport Plan

ATE – Active Travel England

DfT – Department for Transport

## **Technical Report**

# **Local Cycling, Walking & Wheeling Infrastructure Plan**



**for Herefordshire Council**

**February 2025**

This is our report summarising work to develop a  
Local Cycling, Walking & Wheeling Infrastructure Plan for  
Herefordshire

This technical report is designed for council officers

## Document control

|                          |   |
|--------------------------|---|
| <b>Project</b>           | Local Cycling, Walking & Wheeling Infrastructure Plan   |
| <b>Report title</b>      | Technical Report  |
| <b>Client</b>            | Herefordshire Council   |
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# Introduction



This chapter introduces local cycling walking infrastructure  
planning and its aims

**What is this  
project?**



# What is a local cycling, walking and wheeling infrastructure plan?

## Why is this plan needed?

A local cycling, walking and wheeling infrastructure plan (LCWWIP) is a tool used by local authorities to help plan long-term investment in walking and cycling networks.

The main outputs of an LCWWIP are:

- A network plan of high priority walking and cycling routes.
- A prioritised list of projects to improve walking and cycling infrastructure, for future investment from central government and other sources of funding.
- A report which sets out the underlying analysis carried out and provides a narrative which supports the identified improvements and network.

This is an important step to help enable residents to become more active by walking, wheeling and cycling.

## Why is Herefordshire Council developing a county-wide infrastructure plan for cycling and walking?

Across the county the council is building infrastructure which gives their residents, visitors and businesses the support they deserve, and this also applies for those who choose to walk, wheel and cycle in the county.

Injuries and deaths related to road traffic collisions, air pollution and physical inactivity are preventable. Across the county, everyday cycling, walking and wheeling should be for all ages and abilities. The council's plan is striving to make local journeys easier, increase footfall and spending on our local high streets, reduce road danger, and unlock the potential for growth in affordable housing.

Some of the county's roads are at a tipping point, and growth cannot be sustained without addressing transport. The cheapest, least disruptive way to improve capacity quickly is to do more to enable walking and cycling as transport, particularly for some shorter journeys in Hereford and the county.

## What is the council aiming for?

The council's plan should contribute to enabling residents to live safe, healthy and independent lives; it should give children a great start in life by giving them space on our streets to stay active, and it should support the growth of the local economy in multiple ways, including by freeing up space on roads for those journeys which some will need to drive. This plan for new and existing infrastructure aligns with the council's County Plan 2020 – 2024.

A critical first step to increasing walking and cycling across the county is to plan where best to invest in infrastructure – to join up existing routes or create new ones.

Central government has published guidance for Local Cycling and Walking Infrastructure Plans (LCWIPs), through its Cycling and Walking Investment Strategy.

Herefordshire Council has taken that guidance and adapted it in ways which make it more relevant to their rural county, as well as expanding the remit to cover wheeling. This should enable the council to make strategic decisions on where to prioritise infrastructure in the short-term, and should help the council develop a long-term approach to designing local cycling and walking networks.

The goals for the council's LCWWIP include:

- Increase the council's opportunity for funding from central government and elsewhere for much-needed infrastructure for local transport active travel.
- Set out an indicative development plan for a joined-up network of active travel routes linking up places that people visit
- Provide a framework for prioritising funding for new infrastructure for active travel
- Set direction for infrastructure design
- Help consistency and efficiency in the delivery of our portfolio of local transport projects



# About this project

## Developing a county-wide walking and cycling network

### Introducing our walking and cycling network

This report summarises the findings from Herefordshire’s county-wide walking and cycling network study. The development of the walking and cycling network was led by Herefordshire County Council with the support of PJA and local stakeholders.

Herefordshire Council are also developing its new Local Transport Plan, which, along with the Local Plan, will set out the direction, policies and objectives to be pursued over the coming years. The underlying ambition for the Council is to enable a radical transformation in travel patterns; specifically, a reduction of trips by cars and other private motorised vehicles and an increase in active travel and use of public transport.

The core emphasis of developing a walking and cycling network across Herefordshire has been the importance of a holistic outlook. The role of a holistic active travel network is increasingly recognised in England by County/Borough and District authorities as they seek to expand network planning beyond urban areas, ensuring that walking and cycling improvements are available for all residents, regardless of their geography. Developing a holistic network has been central to the development of this walking

and cycling network, ensuring that proposals are strategic.

### Project Objectives

- To set out an indicative development plan for a comprehensive network of active travel routes linking up all relevant origin and destination locations throughout the county.
- To provide a framework for prioritising routes according to their potential to increase and sustain commuting, leisure and other trips by means of active travel
- To outline indicative infrastructure improvements to inform potential future schemes.
- To support the development of bids for active travel schemes.
- To establish alignment between different strategic and infrastructure plans throughout the county, ensuring consistency and coherence in the design of active travel infrastructure.





# Our approach

## LCWWIP methodology

This chapter provides an overview of the LCWWIP process and its application in Herefordshire. The DfT technical guidance for authorities developing an LCWWIP outlines a methodical approach to planning and delivering cycling and walking infrastructure. This process is based on six stages outlined on page [Table 1 on page 21](#).

A LCWWIP focuses on future walking and cycling schemes rather than the existing network. LCWWIPs should be evidence-led and comprehensive. They should identify a pipeline of investment over a ten-year period to ensure the delivery of a complete walking and cycling network over an appropriate scale (see LCWWIP Stages 1 and 2). Walking and cycling improvements should be delivered coherently, especially within core walking zones (see Stage 4).

The goal of a LCWWIP is to increase cycling and walking usage by targeting routes and areas where more people might choose these modes over other forms of travel. Therefore, a LCWWIP should consider overall travel demand, not just existing walking and cycling trips.

The geographic scope for cycling and walking elements can differ, but integrating their planning can create efficiencies and prevent one mode from compromising the other.

# LCWWIP Stages

|          |                                      |   |
|----------|--------------------------------------|---|
| <b>1</b> | <b>Determining Scope</b>             | Establish the geographical extent of the LCWWIP, and arrangements for governing and preparing the plan.   |
| <b>2</b> | <b>Gathering Information</b>         | Identify existing patterns of walking and cycling and potential new journeys. Review existing conditions and identify barriers to cycling and walking. Review related transport and land use policies and programmes. |
| <b>3</b> | <b>Network planning for cycling</b>  | Identify origin and destination points and cycle flows. Convert flows into a network of routes, audit these routes and determine the type of improvements required.   |
| <b>4</b> | <b>Network planning for walking</b>  | Identify key trip generators, core walking zones and routes, audit existing provision and determine the type of improvements required.  |
| <b>5</b> | <b>Prioritising improvements</b>     | Prioritise improvements to develop a phased programme for future investment.  |
| <b>6</b> | <b>Integration &amp; Application</b> | Integrate outputs into local planning and transport policies, strategies and delivery plans.  |

**Table 1** Stages of an LCWWIP



Introducing the study area for this project and highlighting the key towns and settlements which have been considered as part of this LCWWIP

# Study area



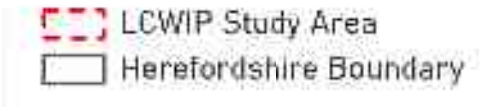
# Study Area

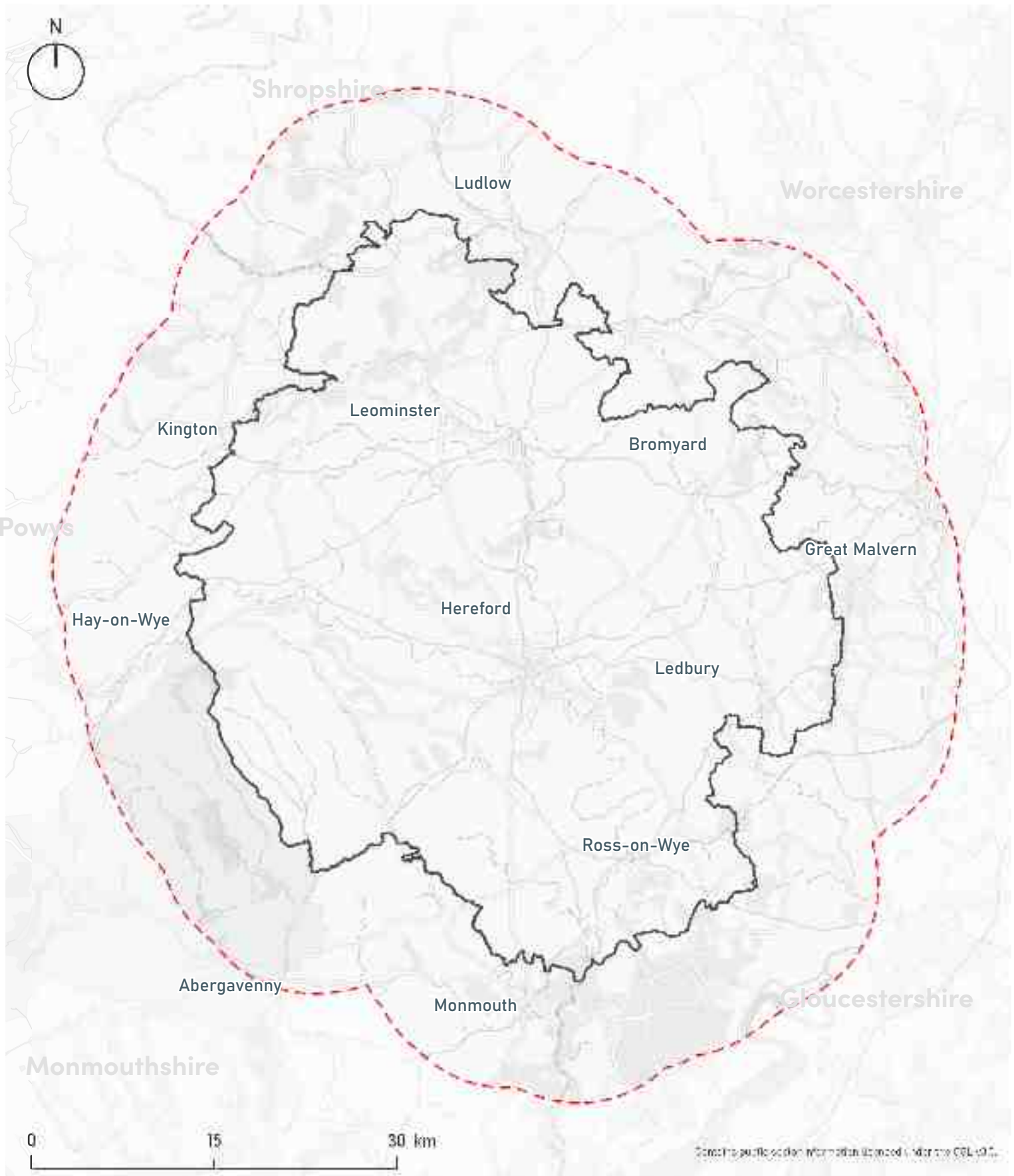
The study area comprises Herefordshire county. Consideration has also been given to the areas bordering Herefordshire county, recognising cross-boundary connections may be required.

The LCWWIP identifies routes within Hereford city and also routes in rural Herefordshire.


The primary focus of the LCWWIP is the city centre of Hereford and Herefordshire's five market towns. This is because these areas have the greatest planned growth and greatest funding potential.

However, the scope of the LCWWIP also covers smaller towns, villages and settlements across the county, recognising the need and desire for people in rural areas to connect to key destinations by walking, wheeling or cycling.





**Map 1** Study Area



This chapter summarises the context for the county-wide walking and cycling network, with a particular focus on the policy framework and major developments proposed in Herefordshire.

# Policy alignment



# National policies

The national policy context for walking and cycling in the United Kingdom has seen significant developments in recent years. Since the publication of the Cycling and Walking Investment Strategy in 2017, there has been growing recognition of the benefits of active travel in promoting physical health, reducing air pollution, and addressing climate change.

The acceleration of national policy notable since 2020, with the Department for Transport’s publication of Gear Change and the revised Local Transport Note 1/20 ‘Cycle Infrastructure Design’. These policies have introduced substantial changes shaping the future of transport planning and design in the UK. Both documents prioritise measures to encourage increased levels of walking and cycling.

Aligned with these new strategies, there has been a significant increase in funding for walking and cycling infrastructure programmes. The government has made substantial investments, including through the Cycling and Walking Investment Strategy and a £2 billion package in 2020 to boost cycling and walking nationwide.

The shift in policy was further accelerated by the COVID-19 pandemic. In response, the government launched the Emergency Active Travel Fund in 2020, providing emergency funding to local authorities for temporary cycling and walking infrastructure improvements, such as pop-up cycle lanes and widened pavements, to facilitate safe and socially distanced active travel during lockdowns.

Recent policy changes have placed a stronger emphasis on active travel. The National Planning Policy Framework was updated in 2021, requiring new developments to prioritise walking and cycling infrastructure.

Thus, national policies have increasingly focused on promoting walking and cycling across the country. Pages 22 to 33 provides further information on key policies that have shaped the government’s priorities in this area.

Each national policy has been given a RAG rating, to assess each policies alignment against the objectives of this project. This has been separated into the following categories shown in [Table 2 on page 29](#).

| Alignment                                | RAG   |
|--|---|
| 1 Strong alignment                       |    |
| 2 Reasonable alignment                   |    |
| 3 Lack of tangible evidence of alignment |   |
| 4 Moderate misalignment                  |  |
| 5 Strong misalignment                    |  |

**Table 2** Level of alignment to national policy context



Cycling and Walking Investment Strategy  
(CWIS)

Department for Transport

2017



|                             |                  |
|-----------------------------|------------------|
| Alignment with this project | Strong alignment |
|-----------------------------|------------------|

The Cycling and Walking Investment Strategy outlines the government’s ambition to make cycling and walking a natural choice for shorter journeys, or as part of longer journeys by 2040. To achieve this, the strategy set a range of objectives to be achieved by 2020, which included;

- (a) Increase cycling activity
- (b) Increase walking activity
- (c) Reduce the rate of cyclists killed or seriously injured on England’s roads
- (d) Increase the percentage of children aged 5 to 10 that usually walk to school

Further, the Strategy sets the aim to double cycling and walking activity and to increase the percentage of children aged 5 to 10 who usually walk to school from 49% to 55% by 2025.

Local Cycling and Walking Infrastructure Plans are set out with the strategy and were considered as a new, strategic approach to identifying cycling and walking improvements required at the local level.

Local Cycling and Walking Infrastructure  
Plan: Technical guidance for Local  
Authorities



Department for Transport

2017

Alignment with this project

Strong alignment

LCWIPs were first set out in the government’s Cycling and Walking Investment Strategy (CWIS). LCWIPs are intended to provide local authorities with a long-term approach to developing walking and cycling networks, ideally over ten years.

Developing an LCWIP should include desktop analysis of existing and future behavioural trends, site auditing of existing conditions for walking and cycling, and prioritisation of recommended design measures.

The key outputs from a LCWIP are:

- (a) Network Plan for Walking and Cycling identifying preferred cycling routes and walking zones for development
- (b) Programme of prioritised infrastructure improvements
- (c) Report summarising the work undertaken to inform the LCWIP network development

The DfT’s LCWIP guidance provides a recommended approach to developing LCWIPs. However, developing walking and cycling networks using the LCWIP technical guidance is unlikely to identify important strategic routes in more rural locations, which are vital in developing a holistic network.



# Gear Change: A bold vision for cycling and walking

Department for Transport

2020



|                             |                  |
|-----------------------------|------------------|
| Alignment with this project | Strong alignment |
|-----------------------------|------------------|

The Cycling and Walking Plan for England, ‘Gear Change: a bold vision for cycling and walking’, was published on 27 July 2020. The plan sets out the government’s shift in transport policy: to prioritise active travel over single-occupancy private vehicles.

The plan set the following vision:

“Places will be truly walkable. A travel revolution in our streets, towns and communities will have made cycling a mass form of transit. Cycling and walking will be the natural first choice for many journeys with half of all journeys in towns and cities being cycled or walked by 2030.”

The plan recognises the need to take action to tackle the barriers to active travel, providing better quality infrastructure to make sure people feel safe and confident cycling.

To receive government funding for local highway investment where the main element is not cycling or walking improvements, there will be a presumption that all new schemes will deliver or improve cycling infrastructure to the new standards unless it can be shown that there is little or no need for cycling.

The plan also recognises the need to reduce rat-running on residential side streets through more low traffic neighbourhoods (LTNs) as well as creating cycle, bus and walking corridors by closing a limited number of main roads to through traffic except for buses and access.



**Figure 1** An extract of the government’s key principles to enable a gear change in active travel



# Local Transport Note 1/20 - Cycle Infrastructure Design

Department for Transport

2020



|                             |                  |
|-----------------------------|------------------|
| Alignment with this project | Strong alignment |
|-----------------------------|------------------|

The DfT’s Cycle Infrastructure Design establishes much higher standards for cycling infrastructure in this country, including geometric requirements.

Rather than a strict set of standards, or a “one size fits all” approach, LTN 1/20 encourages designers to consider the context when designing cycling infrastructure. For example, it identifies what level of protection from motor traffic is appropriate based on the speed and volume of traffic, noting these are not fixed. For example, it makes specific reference to physical and legal measures to control access and motor vehicles’ speeds, and notes that such measures can bring wider environmental benefits by reducing noise, air pollution and traffic danger. It notes:

“Encouraging through traffic to use main roads can provide benefits for pedestrians and residents, particularly children and vulnerable adults as well as enabling cycling. This can be achieved through implementing measures such as turning bans, one-way streets and modal filters.”

Section 1.3.2 of the document states that LTN 1/20 should be applied when identifying the infrastructure required to create good quality cycle networks when preparing the LCWWIP or other local network plans for cycling.

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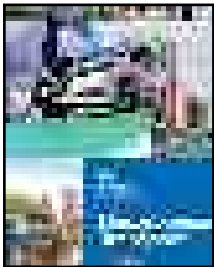
# Decarbonising Transport: a Better Greener Britain

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Department for Transport

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2019



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Alignment with this project

Strong alignment

In June 2019, the UK became the first major global economy requiring net-zero greenhouse gas (CO2) emissions by 2050. In July 2021, the DfT produced this policy document, which set out the government’s commitment to achieving net-zero CO2 emissions by 2050 and eradicating the over-reliance on private cars and instead focusing on sustainable, active modes of travel.

Key pledges made within the report include; investing £2 billion into walking and cycling infrastructure over five years with the aim that half of all journeys in towns and cities will be cycled or walked by 2030, deliver a world class walking and cycling network by 2040 and reducing barriers to sharing data across the transport sector.

The LCWWIP is aligned with this plan, particularly strategic priority 1 – accelerating the modal shift to public and active transport.

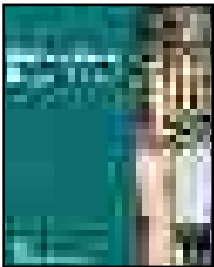
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# National Model Design Code

Department for Transport

2021



Alignment with this project

Strong alignment

Building on the 2019 National Design Guide, the National Model Design Code is intended to inform local design guides and codes or, in the absence of local guidance, act in their stead. It places local communities at the heart of plans to make sure that new developments reflect the history and unique character of their areas and are beautiful and well-designed.

The code places great weight on Manual for Streets and Manual for Streets 2, which continue to represent good practice in street design. Paragraph 58 outlines that a connected network of streets, good public transport and the promotion of walking and cycling are key principles for movement.

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# National Planning Policy Framework

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Department for Transport

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2023



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Alignment with this project

Strong alignment

The NPPF has been revised to implement policy changes in response to the Building Better Building Beautiful Commission “Living with Beauty” report and incorporate the increased focus on design. The NPPF sets out the Government’s planning policies for England and how these should be applied. It must be considered in preparing local development plans and is a material consideration in planning decisions. At the heart of the framework, is a ‘presumption in favour of sustainable development’.

Within Chapter 9 ‘Promoting sustainable Transport’, Paragraph 110 is of particular relevance requiring the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code. Paragraph 106 makes specific reference to LCWWIPs as a means for providing attractive and well-designed walking and cycling networks.

Chapter 8 ‘Promoting Healthy and Safe Communities’ also recommends promoting social interaction with:

“...street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages”.

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Cycling and Walking Investment Strategy 2 (CWIS2)

Department for Transport

2022



|                             |                  |
|-----------------------------|------------------|
| Alignment with this project | Strong alignment |
|-----------------------------|------------------|

The second cycling and walking investment strategy outlines the government’s ambition to make cycling and walking the natural choice for shorter journeys or as part of a longer journey by 2040.

The aims and targets in the first cycling and walking investment plan, the vision set out in Gear Change and changes brought by the COVID-19 pandemic have informed a revised set of objectives to increase the number of journeys walked or cycled across England. The CSWI2 has set the following objectives:

- To increase short journeys by bike and on foot to 46% by 2040.
- To double cycling from 0.8 million stages to 1.6 billion stages by 2040.
- To increase walking activity to 300 stages per person per year by 2040.
- To increase the percentage of children walking to school to 55% by 2040.

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## A Green Future: Our 25 Year Plan to improve the Environment

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Department for Transport

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2018



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Alignment with this project

Strong alignment

This 25-Year Environment Plan sets out government action to help the natural world regain and retain good health. It aims to deliver cleaner air and water in our cities and rural landscapes, protect threatened species and provide richer wildlife habitats.

The first of the 25-year goals is to achieve clean air, including by:

“Meeting legally binding targets to reduce emissions of five damaging air pollutants. This should halve the effects of air pollution on health by 2030.

Ending the sale of new conventional petrol and diesel cars and van...”

There is little specific reference to walking and cycling – but it says: “The transport sector is responsible for around 40% of the UK’s final energy use, and contributes to local air quality issues...we will become a world leader in shaping the future of mobility, including the low carbon transport of the future.”

Early priorities include:

“Establishing a flexible regulatory framework to encourage new modes of transport and new business models.

Seizing opportunities and addressing the challenges of moving from hydrocarbon to zero emission vehicles.

Preparing for a future of new mobility services, increased autonomy, journey-sharing and a blurring of the distinctions between private and public transport.”

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Working together to promote active travel

Public Health England

2016

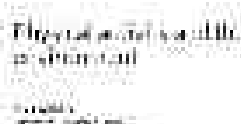
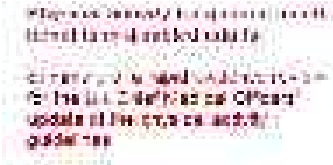


Alignment with this project

Strong alignment

“Working Together to Promote Active Travel” is a guidance document published by Public Health England in 2016. The document aims to provide guidance for local authorities and public health professionals on how to promote active travel, such as walking and cycling, to improve health outcomes and reduce carbon emissions.

The guidance document emphasises the importance of collaboration and partnership working to promote active travel and improve health outcomes and provides practical guidance on how this can be achieved.



This LCWWIP aims to increase the levels of walking, wheeling and cycling in Herefordshire, thereby increasing levels of moderate physical activity in people living, working and visiting the area.

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## Plan for Drivers

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Department for Transport

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2018

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Alignment with this project

Moderate misalignment

In October 2023, the UK Transport Secretary launched 'The plan for drivers' a 'new 30-point plan to support people's freedom to use their cars and curb over-zealous enforcement measures'. The plan for drivers poses a potentially detrimental impact on walking and cycling. This is because the document indicates a significant shift in transport policy away from active travel to private car use.

Proposals outlined within the plan that could be detrimental to walking and cycling include:

- (1) Bus lanes only when they are needed
- (12) Right speed limits in the right places
- (18) Challenge unfair parking rules
- (19) Find parking more easily

Despite concerns, there are proposals outlined within the Plan that could be beneficial for walking and cycling:

- (8) Better road data Provide local authorities with access to new technologies, enabling them more easily to identify and deal with road defects like potholes.
- (11) Cutting-edge traffic flow management – Making use of machine learning and AI to optimise traffic flow and balance traffic across city centres.

Overall, the Plan for Drivers appears to place cars at the centre of future transport planning decisions rather than taking into account an integrated multi-modal approach. Therefore, there is a risk that active travel interventions are disregarded in favour of prioritising motorists.

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# Local & regional policies

Herefordshire Council is committed to promoting active travel. Recognising the need to adapt future transport systems to address the challenges of the 21st century, such as the climate emergency and public wellbeing, the Council sees an urgent need to rethink investment in transport infrastructure.

The Council already has established policy commitments to increase walking and cycling across the county. Sustainable transport is embedded throughout the Council's strategies, prominently featured within Herefordshire Council Plan 2024 – 2028. In particular, the priority around 'people' focuses on enabling residents to realise their potential, to be healthy and benefit from communities that help people to feel safe and supported.

Currently, the Council is updating its Local Transport Plan, which originally covered the period from 2016 to 2031. Recognising the dynamic nature of transport needs, Herefordshire Council has refreshed its transport strategy to support economic growth, improve health and wellbeing, and reduce the environmental impacts of transport.

The LCWWIP will align with the Council's ambitious transport goals, aiming to establish high-quality active travel links and promote a shift from private cars to walking, wheeling, and cycling.

Each local policy has been given a RAG rating, to assess each policies alignment against the objectives of this project. This has been separated into the following categories shown in [Table 3 on page 43](#).

| Alignment                                | RAG   |
|--|---|
| 1 Strong alignment                       |    |
| 2 Reasonable alignment                   |    |
| 3 Lack of tangible evidence of alignment |   |
| 4 Moderate misalignment                  |  |
| 5 Strong misalignment                    |  |

**Table 3** Level of alignment to local and regional policy context



# Herefordshire Local Transport Plan Objectives

Herefordshire Council

2024



|                             |                  |
|-----------------------------|------------------|
| Alignment with this project | Strong alignment |
|-----------------------------|------------------|

Herefordshire’s Local Transport Plan (LTP) is a policy framework and statutory document that sets out how the council intends to plan, manage and deliver transport across the county in order to achieve its economic, environmental, health and social ambitions. The new LTP will seek to replace the current strategy, adopted in 2016 and seeks to provide an overarching strategy for transport across the county alongside a more detailed implementation plan.

In 2024, Herefordshire Council approved the following objectives for the new LTP:

| LTP Objective   | Alignment   |
|---|---|
| Supporting a thriving and prosperous economy – by creating a sustainable, reliable and integrated transport network that includes investing in new infrastructure, improving access to new housing, employment land, facilities and services, education and training.                     | Establishing a robust cycling and walking network will create sustainable transport options and enhance access to housing, job opportunities, services, and education, contributing to economic growth. |
| Enabling healthy behaviours and improving wellbeing – by providing the right facilities and environment for a wide range of travel modes (including walking, wheeling, cycling, bus, community transport and rail) to increase readily-available transport choices for everyday journeys. | Safe and accessible walking and cycling routes will encourage active travel, leading to better health outcomes.   |
| Tackling climate change and protecting and enhancing the natural and built environment – by creating a transport system offering viable low emission options for most journeys, by influencing the way in which we travel, the way we make decisions and deliver transport options.       | A coherent cycling and walking network will provide people with an attractive alternative to relying on private motor vehicles, contributing to offering viable low emission options for journeys.      |
| Developing a safe and coherent walking and cycling network will encourage active travel as viable options, promoting social inclusivity by providing affordable and accessible means of travel for all.   | Developing a safe and coherent walking and cycling network will encourage active travel as viable options, promoting social inclusivity by providing affordable and accessible means of travel for all. |
| Improving transport safety and security – by reducing the negative impacts of transport on people, ensuring our communities are safe, perceived as safe and more pleasant places to live.   | The LCWWIP will seek to provide recommendations and interventions which seek to provide safer routes for walking and cycling.   |

# Herefordshire Council Plan 2024 – 2028

Herefordshire Council

2024

Alignment with this project

Strong alignment



The Herefordshire Council Plan 2024 – 28 sets out council priorities for the next four years and a commitment to delivering the best for Herefordshire.

The overarching vision for the county is: Delivering the best for Herefordshire in everything we do.

The Herefordshire Council Plan 2024 – 28 outlines the council’s priorities in four areas:

## 1 People

We will enable residents to realise their potential, to be healthy and benefit from communities that help people to feel safe and supported.

## 2 Place

We will protect and enhance our environment and ensure that Herefordshire remains a great place to live. We will support the right housing in the right place and do everything we can to improve the health of our rivers.

## 3 Growth

We will create the conditions to deliver sustainable growth across the county. We want to attract inward investment, create more jobs, enable housing development and provide the right infrastructure to keep Herefordshire moving forward.

## 4 Transformation

We will be an efficient council that embraces best practice, delivers innovation through technology and demonstrates value for money.

An underpinning theme of the document is the importance of partnership working, central to the council’s success and to delivering the best for residents. Additionally, a core aspect of the strategy is reducing congestion and increasing employment opportunities. The strategy states that this includes active travel, rail connectivity and improved road infrastructure. Therefore, the objectives of the LCWWIP are aligned with the council plan, particularly to enhance active travel opportunities across the region.



# Herefordshire Local Plan – Strategic Policies Document

Herefordshire Council

2024



Alignment with this project

Strong alignment

In November 2020, Herefordshire Council deemed it necessary to update the Herefordshire Local Plan Core Strategy (2015) following a review of the adopted plan and in light of recent policy changes.

The Local Plan 2021 – 2041 will set out the planning framework for the county for the period to 2041 and will cover issues such as housing provision, the economy, retail and town centres, infrastructure provision and the environment. It will also set out policies by which planning applications will be determined, in addition to the allocation land for housing, employment and other uses.

In 2024, the Draft Local Plan Strategic Policies were published. The vision of the Local Plan is separated into three key themes: Environment, Community and Economy. Informing the vision are a series of objectives which reflect the issues that the plan is seeking to address. Relevant objectives to the LCWWIP include:

- (11) To provide inclusive connectivity, development and infrastructure for all
- (14) To support good health and wellbeing, through easy access to open space, sports facilities and active travel options

The Local Plan also provides a series of policies which will set out the approach the Council will take. Key policies of relevance to active travel include:

- Policy EE1: Protecting and enhancing the quality of the natural environment (Objective 5 & 9)
- Policy HSC3: Green & blue infrastructure (Objective 5)

Overall, the Strategic Policies Document strongly supports the improvement of walking and cycling infrastructure across the county. Specifically, policy EE1 is directly focused on establishing new walking and cycling connections and aligning with the concept of ‘well-connected neighbourhoods.’ This initiative aims to offer safe options for people to walk, wheel, cycle, or use public transport for their daily activities, thereby reducing reliance on cars, especially for short distances. Consequently, there is a robust correlation between the Local Plan and the promotion of active travel.

# Herefordshire Local Plan – Place Shaping Document

Herefordshire Council

2024



Alignment with this project

Strong alignment

Associated with the development of the Draft Local Plan is the creation of Place Shaping Policies. The document provides bespoke policies to promote the sustainable growth of Hereford, Bromyard, Kington, Ledbury, Leominster, Ross-on-Wye and rural areas through housing and employment. Policies that align with the LCWWIP include:

## Policy HERE4: Supporting movement in and around Hereford

- Improvements to public realm and green infrastructure corridors that act as pedestrian and cycle routes
- New development in Hereford must ensure accessibility to the city centre, public transport services and other key destinations, through a choice of travel options, including provision of active travel links. This will encourage walking and cycling for shorter journeys, helping to ease traffic congestion within the city and promote healthier living.

## Policy BROM1 / KING1 / LEOM1 Strategic development for Bromyard, Kington and Leominster respectively

- Safeguard, enhance and extend access to green and blue spaces and networks for active travel along the dismantled railway, Rivers and Public Rights of Way to the surrounding countryside.

## Policy ROSS2: Land to the east of Ross-on-Wye

- Good quality, attractive and well lit active travel links towards the town centre, employment sites, community facilities and surrounding countryside, including towards the Town & Country Trail.

## Policy RURA4: Rural strategic transport

- A new railway station or parkway including bus and active travel infrastructure along the Hereford and Abergavenny rail line will be supported to enable a shift to a more sustainable transport network.

Throughout the document, there is a recognition that new developments must ensure accessibility to town centres and surrounding countryside by means other than private motor vehicles and promote active travel through safe pedestrian and cycle links into the town. This in turn will encourage people to walk or cycle for shorter journeys. The document also states a desire for active travel routes to be lined with species-rich berry bearing shrubs and pollen and nectar-rich flowers through creating windflower-rich grassy margins to create edible and pollinator pathways.



# New Road Strategy for Hereford

Herefordshire Council

2024



Alignment with this project

Reasonable alignment

In 2024, Herefordshire Council approved the progression of the Hereford Western Bypass, linking the A49 north and south of the city.

Although the report is predominately focused on enhancing private motor vehicle capacity across the city, the decision to progress the Hereford Western Bypass contributes significantly to future walking and cycling infrastructure along and around the city centre, primarily focusing on the A49.

The report notes that the creation of the Western Bypass would reduce traffic in the city centre, making for a more pleasant environment and creating conditions for better facilities for walking, cycling and buses.

The report also highlights the Council’s aspirations to de-trunk the A49 once the Western Bypass has been completed and notes the creation of the road would contribute to reducing traffic along the key routes of Edgar Street, Blue School Street and Commercial Road. As such, supporting measures which take best advantage of the reduction in traffic through the city centre, especially the A49 which currently causes severance for pedestrians and cyclists wishing to travel east/west are vital.

Overall, whilst the report is focused on a new road strategy for the city, there is reasonable alignment with the LCWWIP given the wider benefits the strategy may have on reducing traffic in the city centre as well as a strong recognition throughout the report that additional investment in complementary active travel measures is vital to take advantage of the reduction in traffic in the city centre.

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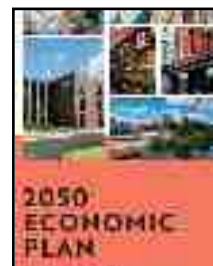
## Big Economic Plan 2050

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Herefordshire Council

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2022



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Alignment with this project

Reasonable alignment

The Herefordshire Big Economic Plan, a strategic document from Herefordshire Council, outlines the vision and objectives for the county's economic development, emphasising sustainable growth and a vibrant, healthy, zero-carbon, and inclusive environment.

The vision encompasses six key elements: People, Enterprise, Investment, Community & Partnerships, Infrastructure, and Environment & Climate Change, with a specific focus on the importance of active travel for reliable transport infrastructure.

The plan also sets out the outcomes that Herefordshire Council will achieve and deliver over the next 5 years (2022 – 2027). Key actions of relevance to active travel include:

- A Encourage residents to be active, getting outdoors, volunteering and using active travel**
- B Enable modal shift by delivering current active travel programmes**

While the plan encourages active lifestyles and pledges to improve active travel, the 'monitoring progress' section lacks detailed strategies and measurable metrics focusing on active travel. This is potentially problematic as there is an inability to gauge the effectiveness of interventions. Moreover, the plan primarily emphasises continuing current programmes rather than exploring how active travel and economic growth can be interlinked. This potentially could result in active travel being disregarded despite its positive relationship with improving economic growth.

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# Herefordshire Joint Local Health and Wellbeing Strategy

Herefordshire Council - Health and Wellbeing Board

2023



|                             |                       |
|-----------------------------|-----------------------|
| Alignment with this project | Moderate misalignment |
|-----------------------------|-----------------------|

The Joint Local Health and Wellbeing Strategy, published in 2023, outlines Herefordshire’s vision for improving health and wellbeing over the next decade. This vision for the county is stated as ‘Good health and wellbeing for everyone’ and is supported by four ambitions:

- Thriving Communities
- Healthy and Sustainable Places
- Opportunity for all
- Healthy People

Despite the strong connections between walking, cycling, and health, the Strategy lacks recognition of the benefits of active travel. While there are mentions of active travel opportunities, the document lacks substantive actions and recognition of active travel’s importance, potentially leading to misalignment with the Local Cycling and Walking Infrastructure Plan (LCWWIP).

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## Right of Way Improvement Plan

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Herefordshire Council

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2022

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Alignment with this project

Reasonable alignment

The Rights of Way Improvement Plan offers an objective and strategic perspective on the rights of way network within the county. It aims to benefit various user groups, including walkers, cyclists and horse riders, as well as more vulnerable individuals such as older people, young people, and disabled users.

The plan outlines a series of enhancements to the rights of way network, which have been identified through consultation with parish councils, users, landowners, and the general public. Noteworthy improvements include the establishment of car-free connections with nearby villages and amenities, including bus routes. Additionally, the plan prioritises the creation of safer routes for walking, cycling, and horse riding, preferably by establishing pathways away from major roads.

The objective of the plan is to optimise the rights of way network, ensuring accessibility and safety for a diverse range of users. By addressing the needs and preferences of different user groups, the plan aims to improve the overall experience and usability of the network.

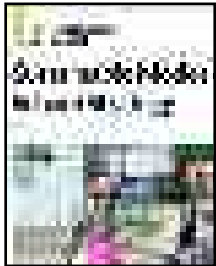
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# Sustainable Modes of Travel to School Strategy

Herefordshire Council

2018



Alignment with this project

Strong alignment

The Sustainable Modes of Travel to School Strategy outlines how Herefordshire Council will promote and facilitate sustainable travel to and from schools through a variety of activities, most notably; road safety education, school engagement and infrastructure delivery. Its vision is to have a fully integrated transport system whereby every pupil within Herefordshire has the option to travel to and from school through active travel choices where appropriate; helping to improve health and safety as well as reducing the reliance on short distance car journeys.

The objectives of the strategy are threefold: To improve the safety of pupils and parents, to improve the health and well-being of pupils and to reduce congestion during peak times.

To deliver the objectives and vision of the strategy, several actions have been set out to improve the provision of sustainable transport in Herefordshire. This includes:

- (3) Improve the number of up to date school travel plans - by engaging with schools through our delivery partner.
- (7) Continue the delivery of our long-term behavioural change projects with schools
- (9) Provide walking and cycling promotions to secondary schools and colleges of higher education.
- (15) Feed the needs of pupils into the Local Cycling and Walking Infrastructure Plan (LCWWIP)

Overall, the document strongly aligns with the LCWWIP in terms of seeking to encourage children to walk and cycle to school, reducing the overreliance on private motor vehicles and establishing a shift in behaviour towards active travel.

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## Herefordshire Physical Activity Strategy

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Herefordshire Council

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2024



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Alignment with this project

Reasonable alignment

Herefordshire's Physical Activity Strategy outlines the priorities for promoting physical activity in the county over the next five years (2021-2026). The overarching goal is to ensure that every individual has the opportunity to engage in physical activity, leading to improved well-being and healthier lives within their local community.

The strategy emphasises the importance of creating environments that encourage regular physical activity in daily life. It recognises that a lack of accessible transport routes poses a significant barrier to active travel. Therefore, the strategy includes an action plan aimed at creating a healthier county. Key actions involve developing a communication plan and integrating physical activity into everyday practices.

However, despite the strong vision and ambition, there is a notable absence of tailored recommendations specifically focused on enhancing cycling throughout the county. It is expected that further information will be provided regarding efforts to improve the quality of active travel routes across the county.

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Green and Blue Infrastructure Strategy 2023

Herefordshire Council

2018



Alignment with this project

Strong alignment

Prepared by LUC in 2023, the Green and Blue Infrastructure report is fast becoming recognised as a key feature in enabling both local and global communities to tackle environmental, societal and economic challenges.

The strategy describes the network of natural and semi natural features as well as ‘blue’ assets such as rivers, ponds and lakes that exist across the county.

The Green and Blue Infrastructure is not limited to traditional green spaces such as parks and can involve various interventions to thread nature into streetscape or to increase connectivity between assets at various landscape scales.

Of particular interest to the LCWWIP is Chapter 6. Specifically:

- WV7 Green and Blue Infrastructure Priority Project – Potential to connect Holme Lacy with Hereford and the Hereford Enterprise Zone via active travel links along the river or disused railway lines
- GV2 Green and Blue Infrastructure Priority Project – Golden Valley Railway Line opportunities to extending the Public Right of Way along this corridor to provide an active travel route, which would connect to the Herefordshire Trail.
- KW1 Leominster to Kington Railway active travel route – Re-establish the former Leominster to Kington railway as a nature corridor through tree planting and hedgerow restoration. Explore opportunities to establish an active travel route in the long term.
- RW1 Ross on Wye River Walk – Expand River Walk at Ross-on-Wye with an extension south along the Old Railway corridor from Hildersley to Tudorville.
- BA5 Disused railway nature corridor and active travel route – Explore opportunities to reinforce the disused railway line connecting Bromyard to Worcester and Bromyard to Leominster.

The chapter sets out a wide range of proposals across the county. However, the strategy does not mention the feasibility or practicality of proposals, nor does it provide an understanding of potential land ownership constraints that may exist along the route.

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Strategic Transport Plan

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Midlands Connect

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2018



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Alignment with this project

Strong alignment

The Midlands Connect Strategic Transport Plan presents an ambitious vision for the region, emphasising strategic investments in road and rail infrastructure and promoting regional collaboration. Within the plan, several key projects are identified for Hereford, including improving pan-rail connectivity between Hereford, Birmingham, and London. However, the strategy acknowledges the need for further efforts to ensure that more people access the rail system through sustainable transport modes.

While the document demonstrates a strategic outlook, it does not prioritize walking and cycling interventions explicitly. The responsibility for delivering cycling and walking initiatives lies with the Local Transport Authority. Nevertheless, the strategy highlights the importance of incorporating sustainable transport behaviours, such as walking, cycling, and public transport, in new housing developments across the region. The aim is to discourage the incorporation of high-capacity and high-speed roads and instead promote sustainable transportation options.

Overall, the Strategic Transport Plan by Midlands Connect envisions strategic investments and collaboration to enhance transportation infrastructure in the region. While walking and cycling interventions are not prominently featured, there is an emphasis on embedding sustainable transport practices in new housing developments.

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This chapter presents a step-by-step framework which demonstrates how and why change is expected to happen as part of the development of county-wide strategic active travel network.

# Previous projects



# Past studies

Across Herefordshire, various studies have assessed the feasibility of active travel projects. These studies, though varying in completeness, are crucial for understanding the existing landscape. Recognising these studies helps avoid duplication of effort and provides opportunities to build on prior work, especially in areas with high anticipated demand.

The studies listed below will be integrated into the final list of routes, ensuring that the Local Cycling, Walking and Wheeling Infrastructure Plan (LCWWIP) offers a comprehensive overview of active travel initiatives. These routes will be prioritised and incorporated into the final project list to ensure a holistic approach to understanding active travel across the region.

It is important to note that the previously completed studies are not affiliated with PJA and have been assessed objectively.

## Previous Studies

Hereford to Hay-on-Wye Feasibility Study

Bromyard to Leominster Greenway Feasibility Study

Golden Valley Greenway Implementation

Leominster Market Town Study

Ross-on-Wye Movement Study

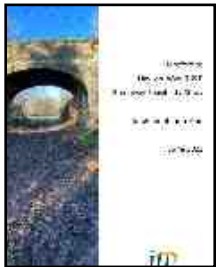




# Hereford to Hay-on-Wye Greenway Feasibility Study

Integrated Transport Planning

2022



In 2022, the Worcester Bromyard Leominster Greenway Community Interest Company commissioned a study to assess the feasibility of a potential 35km multi-user active travel route along the former rail line between Hereford and Hay-on-Wye. This is shown [Map 2 on page 61](#). This route would pass through several villages and towns, including Credenhill, Norton Canon, and Eardisley, providing these settlements with active travel connections.

The estimated total cost of constructing the greenway, based on concept designs, is £9.1 million, with a Benefit Cost Ratio of £5.68 for every £1 invested. However, costs for similar completed schemes range from £21.5 million to £50.75 million. While the study identified opportunities for quick wins such as signage, wayfinding, and vegetation clearance, the route also requires bridge repairs, new bridges, and new road crossings, which will significantly increase design and construction costs.

A key issue noted in the study is that the majority of the greenway is under private ownership, with long sections being active agricultural land. This contrasts with other successful greenways, which are partially or fully owned by the Council. The mechanisms and strategy for securing landowner support were outside the scope of the feasibility study and are not accounted for in the construction costs.

Overall, the potential greenway would encourage more people to walk and cycle, aligning with the objectives of the LCWWIP. However, high construction costs and landownership issues pose significant challenges to implementation.



**Map 2** Hereford to Hay-on-Wye Greenway Feasibility Study



Bromyard to Leominster (WBL) Greenway Feasibility Study

Integrated Transport Planning

2022

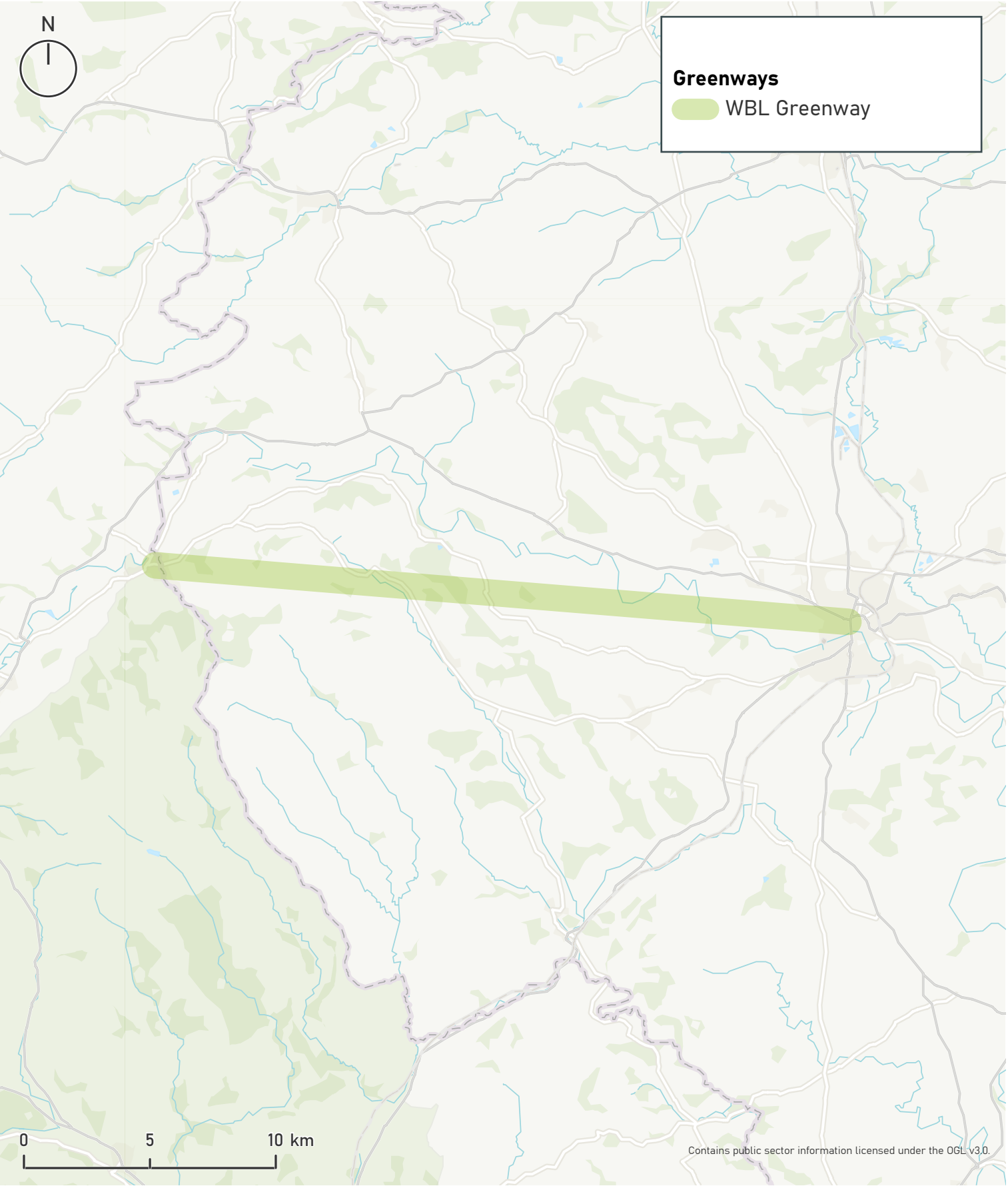


In 2022, the Worcester Bromyard Leominster Greenway Community Interest Company commissioned a study to assess the feasibility of a 30km multi-user active travel route along the former rail line between Bromyard and Leominster. This is shown [Map 3 on page 63](#). This route follows a disused railway line dating back to 1897 and meanders through predominantly rural Herefordshire. The prominence of the line varies due to overgrown vegetation and land under private ownership.

The estimated total cost of constructing the greenway, based on concept designs, is £6.7 million, with a Benefit Cost Ratio of £5.00 for every £1 invested. However, costs for similar schemes, such as the Active Travel Corridor from Bewdley to Wyre Forest and a ‘cycle superhighway’ scheme, range between £25 million and £44 million. The study acknowledges that these cost estimates are based on an indicative route through Bromyard town centre and are relatively high level at this early stage of feasibility.

A key issue noted in the study is that most of the greenway is under private ownership, with long sections being active agricultural land. This contrasts with other successful greenways, which are partially or fully owned by the Council. The mechanisms and strategy for securing landowner support were outside the scope of the feasibility study and are not accounted for in the construction costs.

Overall, the potential greenway would encourage more people to walk and cycle, aligning with the objectives of the LCWWIP. However, high construction costs and landownership issues pose significant challenges to implementation.



**Map 3** Bromyard to Leominster Greenway Feasibility Study



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# Golden Valley Greenway Feasibility Study (Pontrilas to Hay-on-Wye)

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Integrated Transport Planning

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2022

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In 2022, the Golden Valley Action Group commissioned a feasibility study to explore converting the historic Hay-on-Wye to Pontrilas rail line into a new active travel route or ‘greenway.’ This potential Golden Valley greenway follows a disused railway line from 1875, stretching nearly 25km through rural Herefordshire. This is shown [Map 4 on page 65](#). The prominence of the line varies, with some sections being more apparent on the ground than others.

The estimated total cost of constructing the greenway, based on concept designs, is £8.5 million, with a Benefit Cost Ratio of £2.62 for every £1 invested. However, costs for similar schemes, such as the Active Travel Corridor from Bewdley to Wyre Forest and a ‘cycle superhighway’ scheme, range between £25 million and £44 million. The study acknowledges that these cost estimates are based on an indicative route and are relatively high level at this early stage of feasibility.

A key issue noted in the study is that most of the greenway is under private ownership, with long sections being active agricultural land. This contrasts with other successful greenways, which are partially or fully owned by the Council. The mechanisms and strategy for securing landowner support were outside the scope of the feasibility study and are not accounted for in the construction costs.

Overall, the potential greenway would encourage more people to walk and cycle, aligning with the objectives of the LCWWIP. However, high construction costs and landownership issues pose significant challenges to implementation.

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**Map 4** Golden Valley Greenway Feasibility Study



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# Leominster Market Town Study

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Balfour Beatty Living Places

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2020



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In 2020, Leominster Town Council, working in partnership with Herefordshire Council and Balfour Beatty Living Places, conducted a market town study for Leominster, consisting of public realm and transportation improvements for the town.

The study provides an understanding of concerns highlighted by residents, visitors and businesses within the context of the public realm and transport infrastructure across Leominster. Key problems related to walking and cycling include:

- Air quality issues
- Lack of good quality and coherent cycling and footway network
- Reducing short distance car use
- Conditions of roads and footways

To address the problems and deliver the objectives of the market town study, several potential ‘interventions’ were identified. Interventions focused on walking and cycling infrastructure for Leominster are noted below:

- Pedestrian wayfinding signage review
  - Upgrade and extension of existing footway to shared use between Hereford Road to S & A Group site
  - Assessment and improvement to pedestrian crossings town wide, focused on A44, Barons Cross and Mill Street
  - Review of existing cycle route condition
  - Upgrade to existing zebra crossing on Bridge Street
  - Reroute quiet cycle route along Newlands Road avoiding Westfield Walk
  - Introduction of contra-flow cycle lane on Broad Street
  - 20mph TRO on Ginhall Lane, introduction of traffic calming features
  - Town wide 20mph TRO
  - Improve pedestrian access to Railway Station
  - Remodelling of junction between Pierrepont Road and Green Lane
  - Barons Cross traffic calming
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## Ross-on-Wye Movement Study

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Balfour Beatty Living Places

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2021

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In 2021, Leominster Town Council, working in partnership with Herefordshire Council and Balfour Beatty Living Places, conducted a market town study for Leominster, consisting of public realm and transportation improvements for the town.

The study provides an understanding of concerns highlighted by residents, visitors and businesses within the context of the public realm and transport infrastructure across Leominster. Key problems related to walking and cycling include:

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  - Remodelling of junction between Pierrepont Road and Green Lane
  - Barons Cross traffic calming
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# Bromyard Traffic Management Study

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Balfour Beatty Living Places / WSP

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2018



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In 2016 WSP were initially commissioned by Balfour Beatty Living Places, on behalf of Herefordshire Council, to prepare a traffic management study for the town of Bromyard.

The study, published in 2018, consisted of three elements:

- Review of the goods vehicle routing and signing arrangements in the town;
- Understanding how new developments will be accessed by all forms of traffic
- A proposed traffic plan to address problems in the town received from Bromyard Town Council.

The report identifies a series of individual schemes to be taken forward across the town and were prioritised accordingly. Interventions focused on walking and cycling infrastructure in Bromyard are noted below:

- Porthouse Farm Development, Active Travel Improvements
- Pencombe Lane Development Transport Improvements
- A44 Bromyard Speed Limit to reduce to 30mph
- Church Street Pedestrian Crossing Improvements
- Broad Street / High Street 20mph Speed Limit
- Cruxwell Street Pedestrian Improvements
- Hardwick Bank: Improve existing Public Rights of Way
- Hardwick Bank: New Active Travel Route to Old Road
- Old Road one-way outbound between Tenbury Road and York Road
- Package of improvements around Paniers Lane to improve safety around the school to dissuade through traffic and enhance sustainable transport links
- Alteration to junction form to incorporate crossing facilities
- Enhancements or potential closure with at-grade crossing on A44.

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## Ledbury Public Realm & Transportation Appraisal

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Balfour Beatty Living Places

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2019

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In 2019, Ledbury Town Council, working in partnership with Herefordshire Council and Balfour Beatty Living Places, developed a public realm and transport appraisal for Ledbury.

Key problems related to walking and cycling in Ledbury include:

- Lack of good quality and coherent cycling and footway network
- Reducing short distance car use
- Conditions of roads and footways

To address problems 'interventions' were identified. Interventions focused on walking and cycling infrastructure for Ledbury are noted below:

- Informal crossing to B4216
  - Crossing and shared use path along Martin's Way
  - Shared use access from Ledbury SUE to include crossing over Hereford Road to link to New Mills Way
  - Crossing over the bypass south and north of the Full Pitcher roundabout linking with Old Wharf Industrial Estate and Town Trail
  - Shared use access from Ledbury SUE to include crossing over A438 to link to Riverside Park
  - Town Trail refurbishment
  - Widening narrow footbridge on Town Trail over Orchard Lane
  - Shared use path on north side of A449
  - Alternative to steps at the town end of Green Lane by Homend Crescent
  - Improvement to links between Orchard Lane and Town Trail south of footbridge
  - Shared use footpath along the north side of Hereford Road to a crossing serving Golding
  - Way to link with the Town Trail (Saxon Way)
  - Crossing of A417 Ledbury Bypass
  - Pedestrian crossing at Gloucester Rd/Biddulph Way
  - Footpath improvement west of Lower Road Trading Estate
  - Widened footway to increase public space around Market House
  - Pedestrian Wayfinding Signage Review
  - Town wide 20mph zone
  - Traffic calming in areas of the town
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# Bromyard Investment Plan

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Rose Regeneration

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2021



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In 2021, Rose Regeneration were commissioned by Herefordshire Council to develop a Market Town Investment Plan for Bromyard. The Investment Plan identifies a long term vision for the growth of Bromyard, including a range of ‘suggested projects’ to be taken forward for the town, validated through a series of stakeholder engagement events in 2021.

Key strategic objectives outlined within the Investment Plan include making Bromyard:

- A place that encourages inward investment and new talent, with an excellent skills development offer, providing diverse career opportunities for our school and college leavers
- A place which is recognised regionally, nationally and globally for its artisan food and drink culture and experiential tourism offer, operates as a gateway for walking and cycling and has a national profile in terms of its festivals and events
- A place with a diverse and exciting retail offer a place which engages with and supports all parts of our community
- A more accessible place by improving our green transport connection links and active travel options

The investment plan outlines a series of individual projects. Projects of relevance to this LCWWIP include:

- Market square improvements to encourage a sustainable street culture and evening economy, supporting a market, festivals, and arts projects and including a performance space.
- Public realm improvement – enhancement of environmental quality, by delivering new street furniture, signage, planters etc, in keeping with the town’s heritage.
- **Worcester – Bromyard – Leominster Greenway:** Permissive footpath along the disused railway line from Bromyard
- **Worcester – Bromyard – Leominster Greenway:** Create a multi-user track for walkers, cyclists, equestrians and people with limited mobility along the same route
- **Worcester – Bromyard – Leominster Greenway:** Create similar multi-use track from Bromyard to Rowden benefiting Town Centre businesses with potential.

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## Kington Economic Investment Plan

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Rose Regeneration

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2021

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In 2021, Rose Regeneration were commissioned by Herefordshire Council to develop a Market Town Investment Plan for Kington. The Investment Plan identifies a long term vision for the growth of Kington, including a range of 'suggested projects' to be taken forward for the town, validated through a series of stakeholder engagement events in 2021.

The Investment Plan developed the following vision for Kington:

Kington strives to be a town linked to vibrant rural communities where individuals, businesses, creativity and community thrive, care and work together to create an exceptional quality of life for all. We strive to be a model of a contemporary small town seamlessly touching the past while embracing the future that offers exceptional quality of life at every stage of life respecting each other and the natural environment. Deeply rooted in our history and confident of our future, we cherish each other and our unique natural environment.

The investment plan outlines a series of suggested individual projects. Projects of relevance to this LCWWIP include:

- The main shopping street in Kington is narrow making it difficult to visit, shop and spend time in the town centre. The proposal is that the High Street should be refurbished to make it more pedestrian friendly whilst maintaining vehicle access throughout the day.
  - Kington's role as a significant walking Centre with a strong crafts sector should be promoted and developed. Investment is proposed in the local footpath network as well as in interpretation material, signage with a focus on walking and possibly crafts and the development of walking App for use on smart phones.
  - The proposal is to renovate/refurbish Kington Market Hall and surrounding area and to utilise the market hall as a focus for crafts and associated activities. There is also an opportunity to add more interpretative material about the town to promote its key attractions including the walking routes.
  - Key buildings and streets to be lit and or decorated with banners etc to support key events and activities including walking and crafts.
  - A full review of the location, quantity and demand for car parking and bus services in the town is required to consider improved public transport links and car parking to serve the southern end of the Town. The current Livestock Market site provides an opportunity to improve car parking in the Town.
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# Ledbury Investment Plan

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Rose Regeneration

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2021



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In 2021, Rose Regeneration were commissioned by Herefordshire Council to develop a Market Town Investment Plan for Ledbury. The Investment Plan identifies a long term vision for the growth of Ledbury, including a range of ‘suggested projects’ to be taken forward for the town, validated through a series of stakeholder engagement events in 2021.

The Investment Plan developed the following vision for Ledbury:

As a prosperous market town, Ledbury will continue to be a vibrant, thriving community, both socially and economically, with an attractive, well managed and safe built environment in sympathy with the surrounding natural landscape. The town will continue to be a popular destination as an attractive place to shop for residents, the local rural community and visitors, with a successful tourist industry celebrating the town’s heritage.

The investment plan outlines a series of suggested individual projects. Projects of relevance to this LCWWIP include:

- Additional car parking at Ledbury Station as well as opening up pedestrian access (including disabled access) to the East bound platform.

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## Leominster Town Economic Investment Plan

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Rose Regeneration

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2021

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In 2021, Rose Regeneration were commissioned by Herefordshire Council to develop a Market Town Investment Plan for Leominster. The Investment Plan identifies a long term vision for the growth of Leominster, including a range of ‘suggested projects’ to be taken forward for the town, validated through a series of stakeholder engagement events in 2021.

The key strategic objectives are for Leominster to:

- Share its heritage and welcome visitors
- Commit to sustainable growth
- Build on its strategic location on the Welsh border and in the Marches

The investment plan outlines a series of suggested individual projects. Projects of relevance to this LCWWIP include:

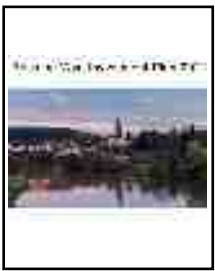
- Investment in the public realm needs to be complemented by investment in the frontages of shops and other town centre buildings to make the town a place to visit and spend time in.
  - Acquire land to the West or East of the station to develop as a Mobi Hub which would include rail-based park and ride alongside an offer of different and connected transport modes supplemented with enhanced facilities and information features such as the introduction of an electric bus service linking the railway station and other key locations in the town and surrounding area.
  - Corn Square regeneration
  - **Worcester – Bromyard – Leominster Greenway:** multi-use track for walkers, cyclists, equestrians and people with limited mobility from Leominster to Steens Bridge (6km)
  - **Worcester – Bromyard – Leominster Greenway:** Create similar multi-use track from Steens Bridge to Fencote (6km)
  - **Worcester – Bromyard – Leominster Greenway:** Create a similar multi-use track from Fencote to Rowden (4km)
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# Ross-on-Wye Investment Plan

Rose Regeneration

2021



In 2021, Rose Regeneration were commissioned by Herefordshire Council to develop a Market Town Investment Plan for Ross-on-Wye. The Investment Plan identifies a long term vision for the growth of Ross-on-Wye, including a range of ‘suggested projects’ to be taken forward for the town, validated through a series of stakeholder engagement events in 2021.

The Investment Plan developed the following vision for Ross-on-Wye:

Our objective is to make Ross-on-Wye an excellent place to live and work, a great destination for visits and holidays, and a place where businesses and social enterprises can start, grow, innovate and thrive

The investment plan outlines a series of suggested individual projects. Projects of relevance to this LCWWIP include:

- Bampton & Sellack Cycleway: Restoration of a pedestrian/cycle bridge at Backney and utilising the disused Ross to Hereford railway line. This would open up a range of circular walks and access to a picnic site that provides access on to Backney Common.
- Make available an area of car parking for cycle hire and other facilities
- Bampton & Sellack Cycleway / Cycle network development could in time link to National Cycle Network through refurbishment of disused rail line leading into and out of the town and linked to Hereford city centre with a continuation of the old railway route with a subsequent river crossing at Baysham and Pen-allt linking into Holme Lacy.
- Investigate the viability of closing the High Street to traffic for specified hours of the day to allow use of the highway by cafes and restaurants as well as for events
- Implement a new crossing at Wilton Road / Wye Street





# Developing a pathway for change

This section presents a step-by-step framework which demonstrates how and why change is expected to happen as part of the development of county-wide strategic active travel network.

The pathway for change is an illustrative tool to map out how change is expected to achieve the desired objectives. It shows the links from the beginning of a project, tracking progress and activities to ultimately show how outputs and outcomes are expected to incur.

The pathway for change is an adapted form of a ‘theory of change’, described by the Department for Levelling Up Housing & Communities<sup>1</sup>.

The pathway for change encompasses the following components:

**Inputs** – the ‘raw’ materials required in order to deliver activities

**Activities** – the processes or actions to be taken that will transform inputs

**Outputs** – the direct result of the projects activities

**Outcomes** – the benefits which our projects are designed to deliver

**Impact** – the long-term, large-scale changes that will be addressed

Identification of inputs, activities, outputs, outcomes and impacts are shown in **Table 4 on page 78**.

<sup>1</sup> <https://www.gov.uk/government/publications/levelling-up-fund-monitoring-and-evaluation-strategy/levelling-up-fund-monitoring-and-evaluation-strategy#theory-of-change>





**Inputs**

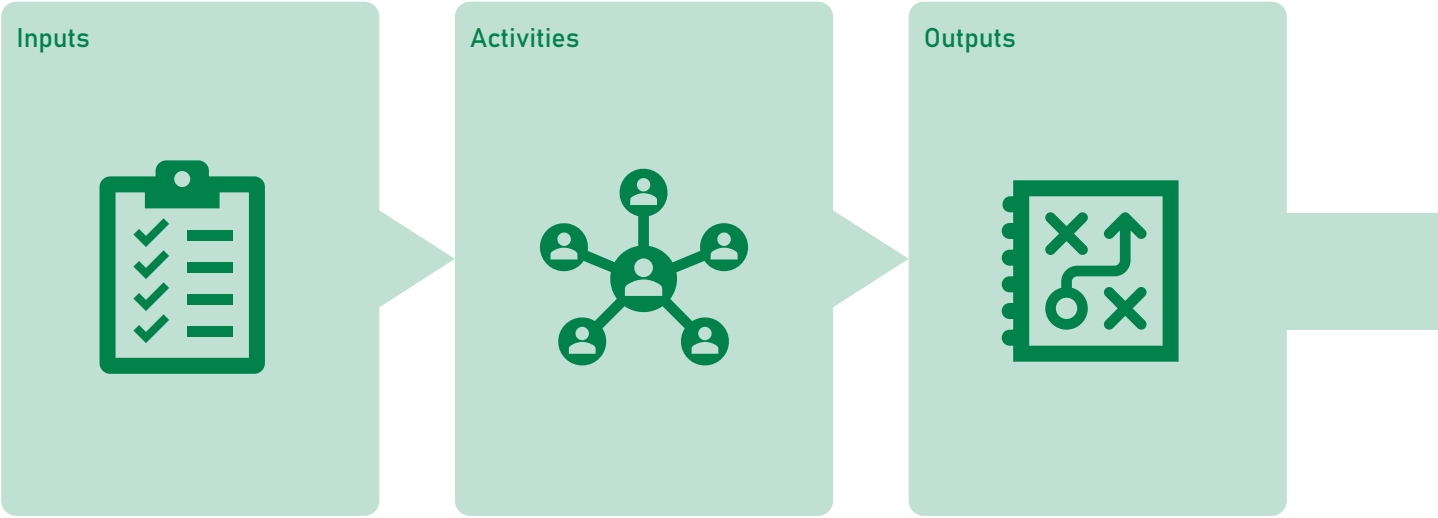
- .....
- Ambition, council staff time and resources
- .....
- Preparation and submission of winning bids for funding
- .....
- Procurement of consultants/contractors to deliver project(s)
- .....
- Programme / project governance and management
- .....
- Knowledge sharing activities and events
- .....
- Guidance to inform Local Cycling and Walking Investment Programmes

**Activities**

- .....
- Baseline & demand analysis
- .....
- Assignment of desire lines to ‘on the ground’ networks for walking and cycling
- .....
- Prioritisation of future projects (rural and urban)
- .....
- High level budget allowances for future projects (rural and urban)
- .....
- Recommendations for integrating with other plans & policies
- .....
- Identifying likely sources of funding
- .....
- Engagement and consultation, including inclusion and accessibility
- .....
- Monitoring and evaluation
- .....
- Project handover

**Outputs**

- .....
- Future pipeline of infrastructure projects which contribute to outcomes and impacts
- .....
- Improved infrastructure for pedestrians
- .....
- Improved infrastructure for cyclists
- .....
- Improved connections for active travel between residential areas, employment locations and urban centres
- .....
- Urban active travel routes, providing connections for short journeys within settlements
- .....
- Rural active travel routes, connecting within and between towns as well as connections to the wider countryside
- .....
- Linkages with longer distance active travel routes in the county, connecting rural communities and visitor destinations



**Table 4** Recommended pathway for change for the strategic active travel network

## Priority outcomes

Improved equality of access to cycling for all

Redesign of urban streets and rural roads, enabling growth in walking, wheeling and cycle traffic

Increased cycle and walk connectivity

Decreased miles driven by residents and net decrease in motor traffic flows within urban areas

Modal shift from private motor vehicles to cycling, walking and wheeling, reducing car dependency

Decreased motorised through-traffic on 'B' roads, 'C' roads and unclassified roads

Safer routes to travel by cycling, walking or wheeling

## Other outcomes

Improved affordability, convenience, reliability and sustainability of travel options across the county

Trips by (e)-bike across the county are more practical

Reduction in journey time by walking, wheeling, cycling

Increased use of active modes as a component of a multi-modal journey

Decreased frequency of residents' car use

Net increase in spending in local shops and businesses

Value for money

Improved experience and satisfaction of the area as an inclusive place

More inclusive, attractive places

## Long-term impacts & goals

Contribute to economic growth

Reduction in health inequality

Contribute to creating a cleaner and greener county

Contribute to Herefordshire's transport policies e.g. LTP

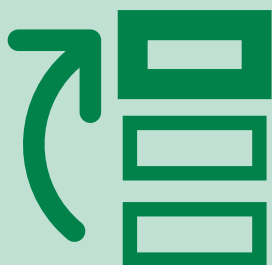
Reduce reliance on car travel

Increase uptake of active travel

Improved health and wellbeing

Stronger social connections

### Outcomes




### Long-term impacts & goals





# Scope & data



This chapter establishes a baseline analysis of the current conditions across Herefordshire. The purpose of this is to help shape and influence the development of the walking and cycling network across the county.

# Movement & place



# Local context

To inform the development of a walking and cycling network across the county, it is important to understand existing conditions alongside potential demand.

Baseline analysis was predominantly desk-based. Using a combination of open-source mapping and datasets provided by Herefordshire Council, a baseline position was established, used to help shape and influence the development of the walking and cycling network.

As part of the analysis, particular focus was given to understanding existing/future demand and incorporating future developments which are likely to influence how/where people travel in the future.

## Geographic & social context

Local context

Key developments

Terrain

Severance

Walking/cycling isochrones

Walking / cycling catchment areas

Severance

Population density

Deprivation

Collision data

Air quality data





# Local context

Understanding the overall context of Herefordshire is crucial due to its extensive rural expanse and the notable differences between rural and urban areas.

Map 5 on page 87 provides a summary of the distribution of significant destinations throughout the county, including schools, medical facilities, supermarkets, pubs, post offices, and sports facilities. The highest concentration of local destinations is found in Hereford city and Great Malvern, while other market towns like Ledbury and Leominster also feature important destinations.

The map also identifies strategic sites expected to drive population growth, impacting travel patterns and demand. Anticipated development is concentrated in the eastern region near Ledbury and the northern vicinity close to Leominster.

Finally, the map also highlights the National Cycle Network (NCN) routes that run through the county, predominantly in the southeast, as well as a range of Herefordshire walking trails. These routes create a connected walking network that extends across the county, linking local market towns and the city centre.







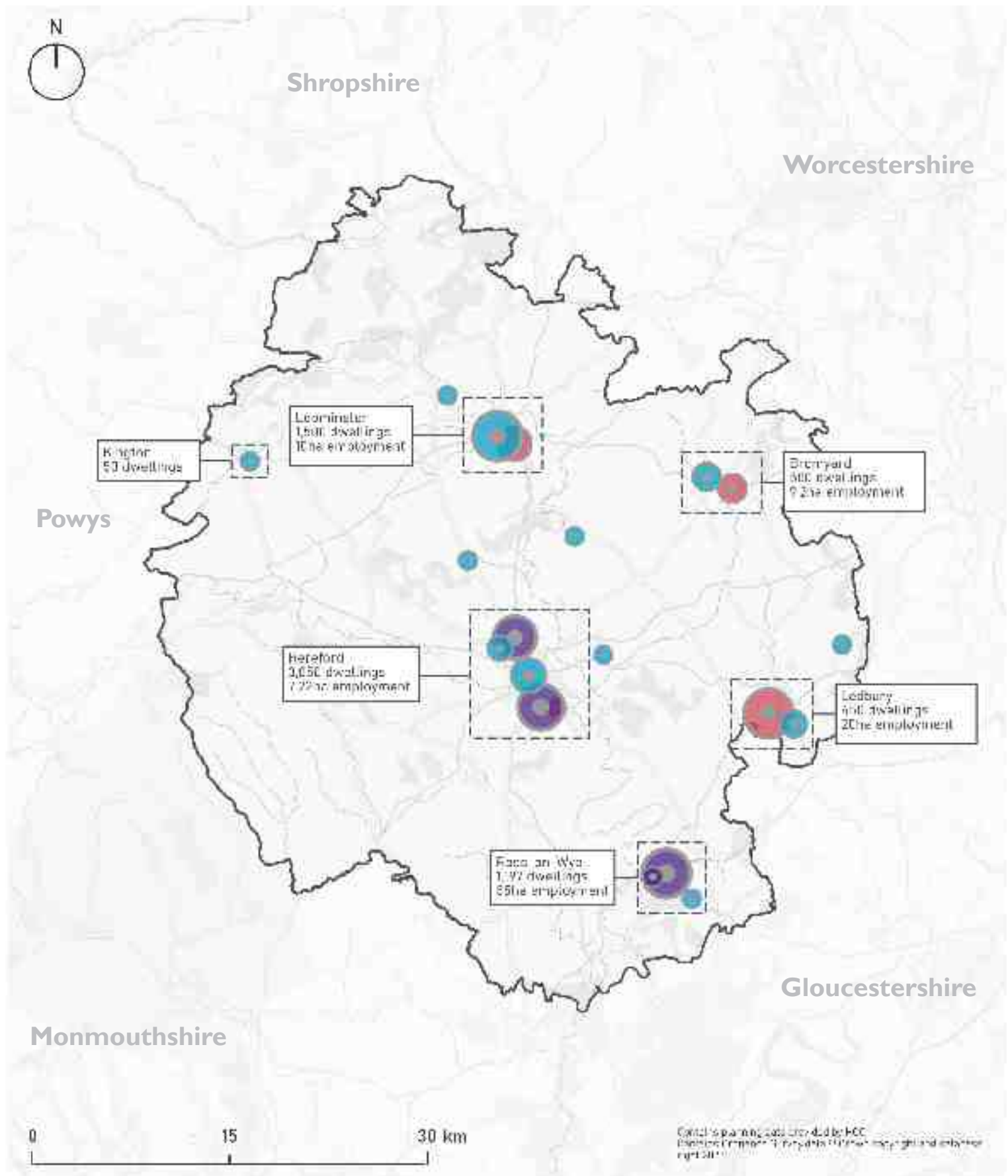
# Key Developments

Strategic housing, mixed-use, and employment sites are outlined in the emerging Herefordshire Local Plan (2021-2041). This plan sets the planning framework for the county, addressing housing provision, the economy, retail, and town centres.

Map 6 on page 89 outlines the proposed strategic sites within Hereford, market towns, and smaller rural areas. It also highlights proposed additional employment sites within the draft plan, totalling over 6,500 new housing developments and more than 81 hectares of employment land.

These strategic sites in the emerging local plan complement the existing sites allocated in the current Core Strategy (2011-2031), which aims to deliver a minimum of 16,500 homes in Herefordshire between 2011 and 2031 to meet market and affordable housing needs. The Core Strategy also targets 148 hectares of employment land over the same period.





**Map 6** Key developments in Herefordshire



# Terrain

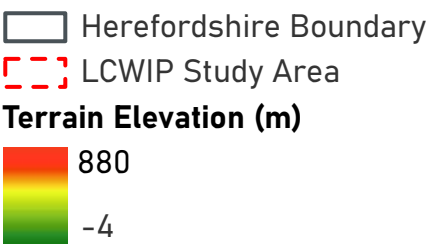
Understanding the terrain is crucial when developing walking, wheeling and cycling routes. Steep inclines and difficult terrains can pose a hazard risk to many and may result in some routes being inaccessible, particularly for those with mobility challenges or disabilities. Steep gradients can also negatively impact the overall experience of walking and cycling and can require significant levels of physical exertion.

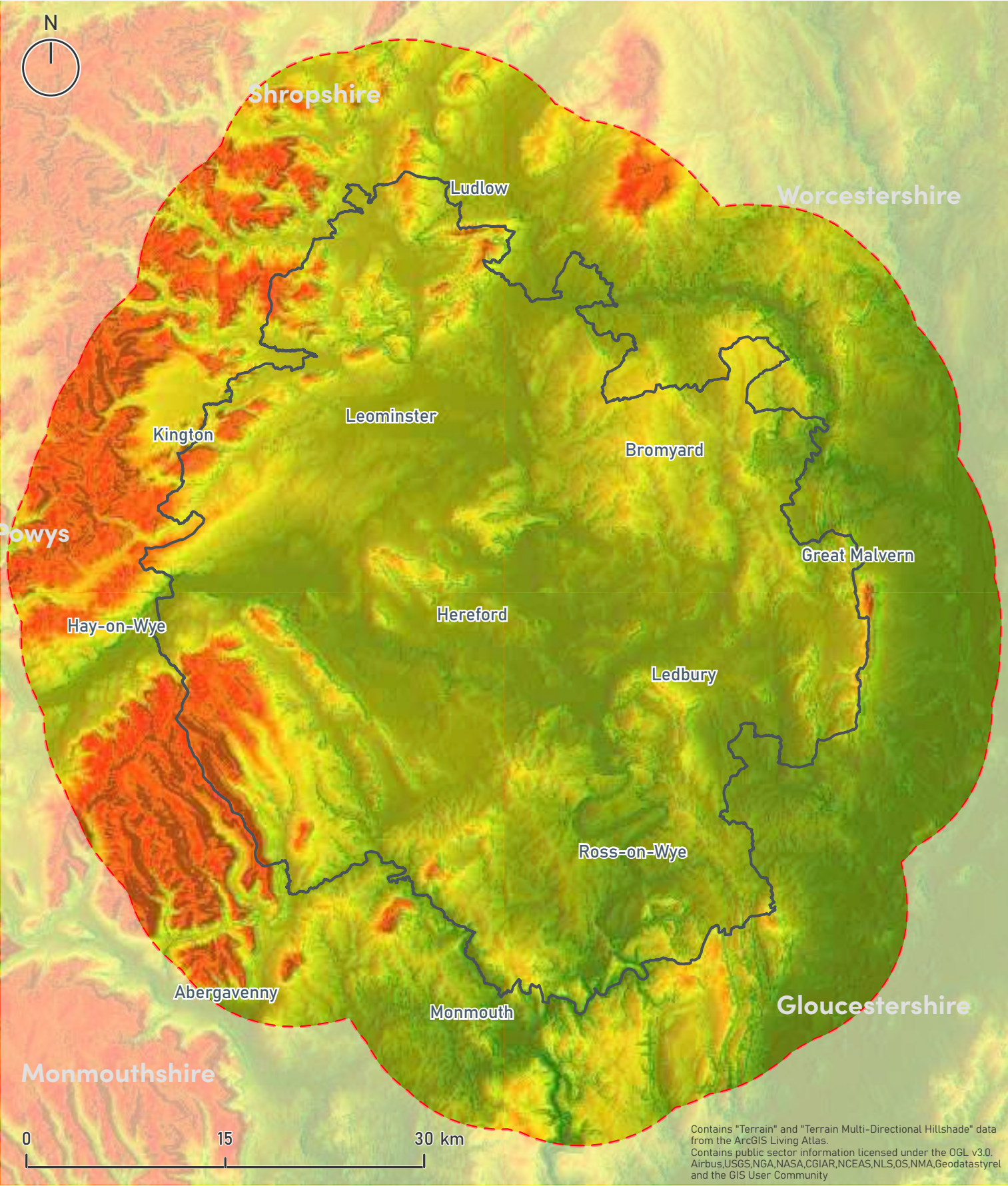
Terrain plans highlight the importance of having a range of route choices when moving through an area, primarily through having the ability to avoid steep gradients, helping to create routes that provide a more engaging and enjoyable experience for users.

Herefordshire is characterised by a wide range of terrains, from the Black Mountains which reach almost 1,000 metres high to several smaller areas of lower mountains and foothills. The county has an estimated 196 hills and mountains, making the area one of the best places for hiking in the UK.

Map 7 on page 91 shows that the high hill ranges of the Malvern Hills to the east of the county and the Black Mountains to the west of the county encircle much of the county at its perimeter. The north of the county is dominated by a mountain range which runs from Ludlow to Kington and beyond to Hergest Ridge.

Away from these areas, the landscape is modest, characterised by gentle hills and farmland, dissected by river valleys with lower-lying plains in the centre of the county.





**Map 7** Terrain elevation plan

## Walking catchment

The 2km catchment areas have been generated “as the crow flies” from areas. The purpose of this plan is to provide an indication of the area that can be reached within a reasonable walking distance and hence the walkability of each town.

Catchment areas do not take account of the distance of the road network and therefore are not as detailed as a 2km isochrone. However, they are more useful in reflecting sections of the walking network that are less reliant on the highways network which is relevant in a rural area such as Herefordshire.

Map 8 on page 93 presents the walking catchments of 10 urban areas within Herefordshire (Bromyard, Great Malvern, Hereford, Kington, Ledbury, Leominster, Ledbury, Monmouth, Ross-on-Wye, Hay-on-Wye). This shows the compact nature and walkability of the urban areas, highlighting the potential for walking. The map also shows the extensive network of named trails and circular walks available across the county, which includes:

**Wye Valley Walk:** A 136 mile route from mid-Wales near the source of the River Wye through Herefordshire.

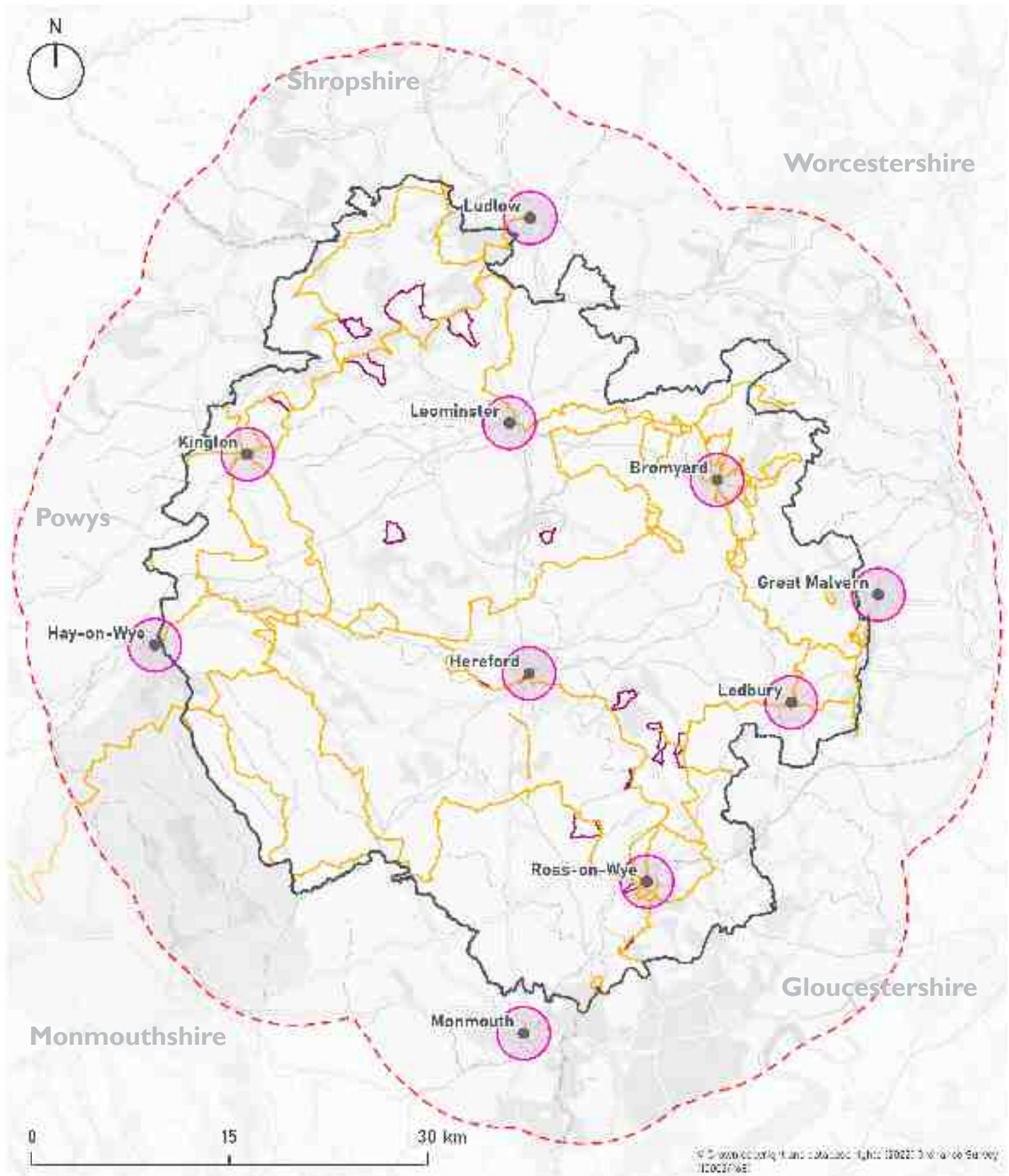
**Mortimer Trail:** A 30 mile route from Ludlow to Kington, providing 5 loop walks which link local village

**Herefordshire Trail:** Set up in 2005, the 150 mile circular route uses the existing public rights of way.

**Monnow Valley Walk:** 40 mile walk alongside the River Monnow from Monmouth to Hay-on-Wye.

It is important to recognise that many of these trails are for leisure and may not be suitable for everyday walking trips.





**Map 8** Walking catchment



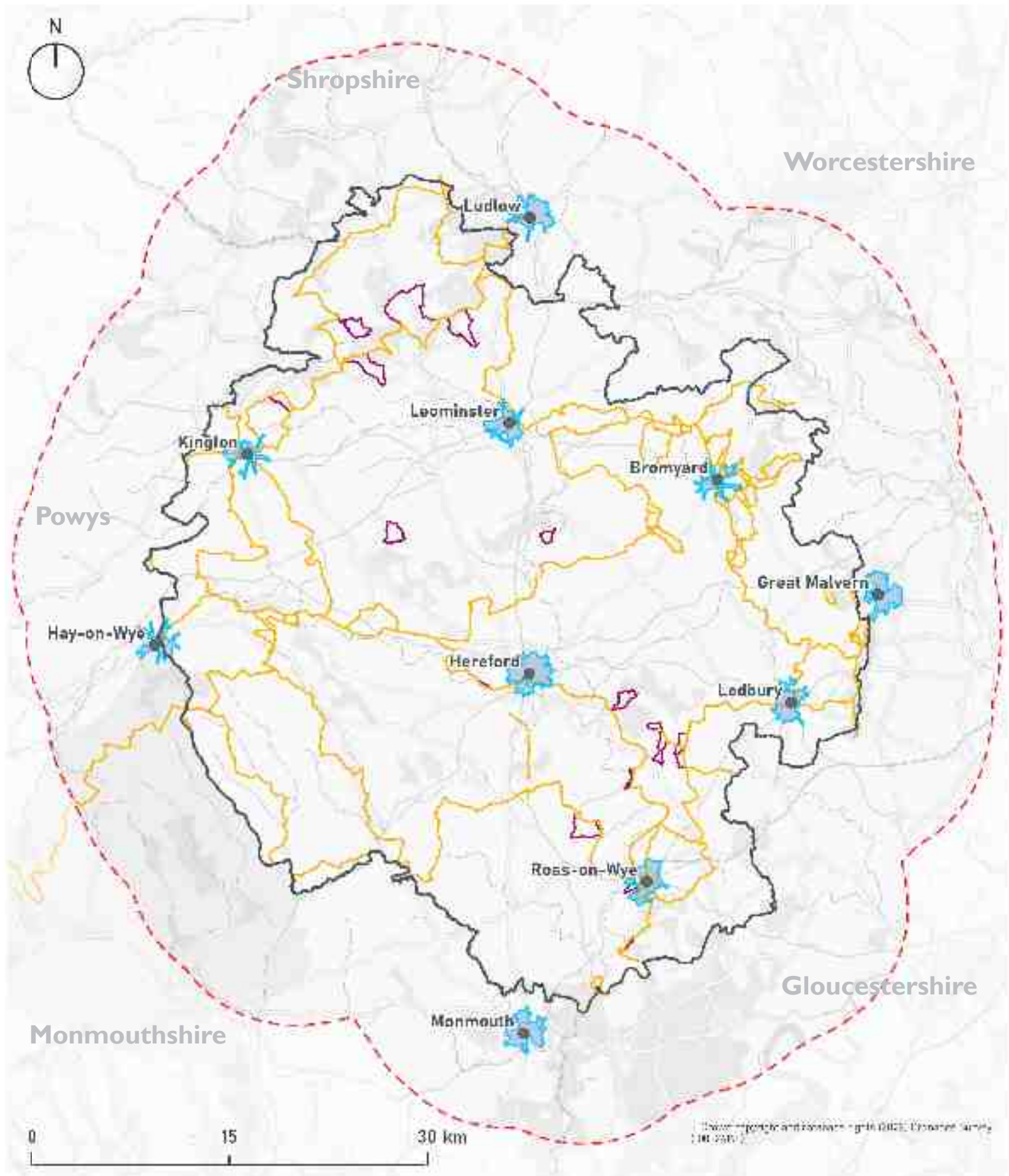
# Walking isochrones

Whilst walking catchments are useful to understand the straight line distance, walking isochrones provide a more ‘real-life’ visual representation of the areas that can be reached within a 2km walking distance. This is achieved by using the existing walking network across the county to understand the actual distances people are able to travel. They provide a scale reference and a useful aid in understanding the feasibility of walking across Herefordshire.

Map 9 on page 95 shows that the built-up areas in Herefordshire are generally characterized by their compact and small-scale nature, which makes them ideal for walking trips within the area. However, it is important to note that Bromyard stands out as an exception due to its extensive farmland, resulting in limited pedestrian infrastructure.

The map also shows that whilst many trips within 2km are internalised, the named trails which extend across the county do provide the opportunity for longer-distance trips to be made which would aid in connecting urban areas together by active means. In addition, local circular walks which have been developed and promoted within the county provide an attractive resource for tourists and the local economy in more rural areas of the county.





**Map 9** Walking isochrones



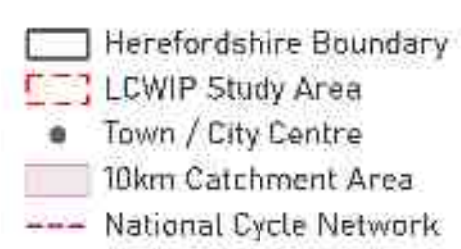
# Cycling catchment

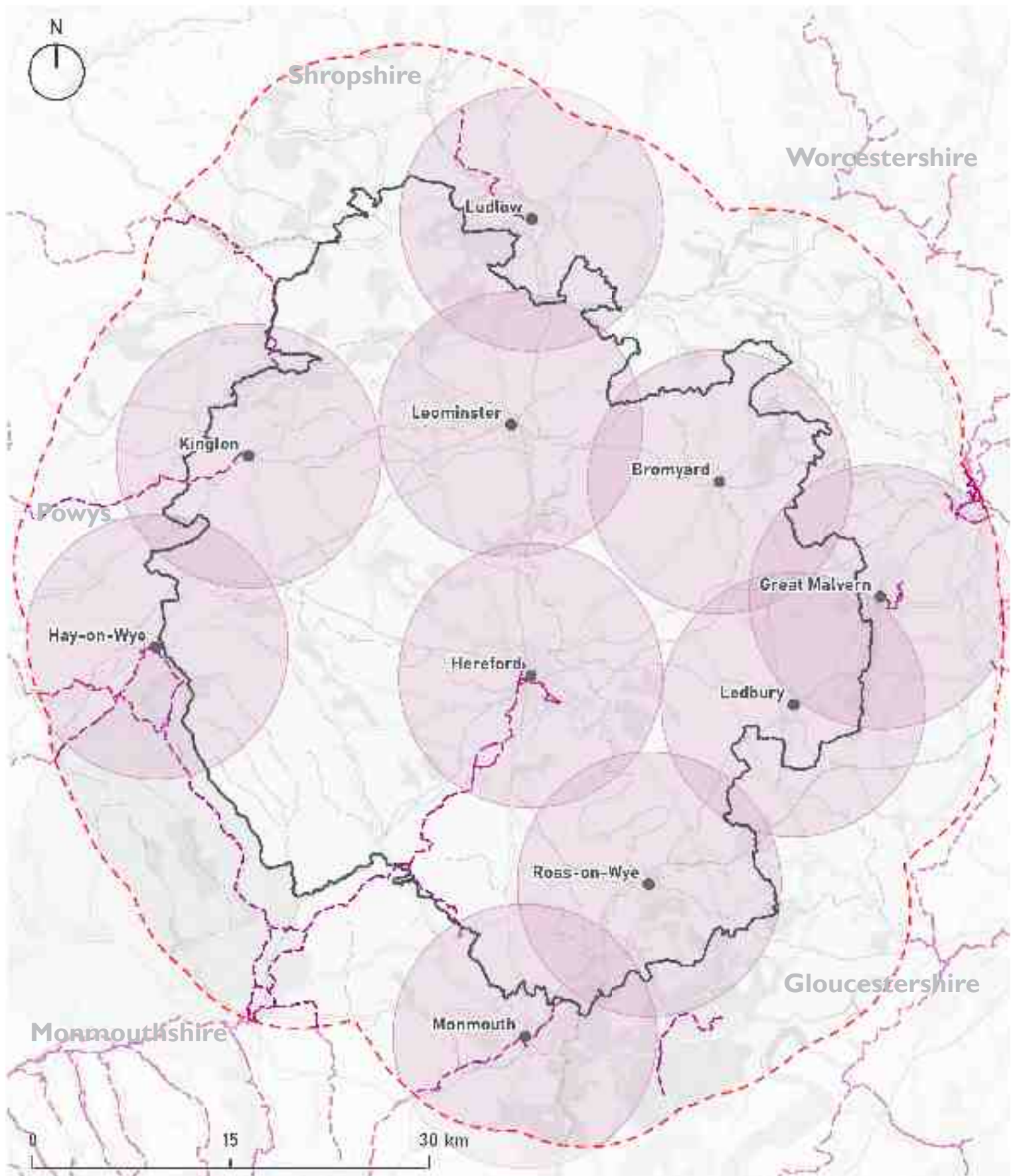
Cycling catchments play a crucial role in evaluating the accessibility of important amenities, enabling the identification of areas that are easily accessible by cycling and areas with limited access. They also provide valuable insights into the potential for everyday trips to be made by cycling across the county.

The catchment plan is based on straight-line ('as the crow flies') distributions to provide an indication of the distances that can be travelled. It should be noted that this approach does not account for the effect that severance features such as main roads, watercourses, gradient and railway lines might have on the distance that can be travelled by cycling.

These catchments indicate the potential distances that can be covered. The selection of the cycling catchment area adheres to the recommendations outlined in the Local Cycling, Walking and Wheeling Infrastructure Plan Guidance. According to the guidance, cycling distances typically range up to 10km.

Map 10 on page 97 illustrates the possible cycling connectivity between urban areas throughout Herefordshire, where each urban area is situated within a 10km catchment of a neighbouring town. However, a notable gap in creating a cohesive cycling network exists to the west of Herefordshire, mainly due to the absence of a dedicated national cycle network. The exception to this is the National Cycle Network 46 and 42, which offers onward connections between Hereford and Hay-on-Wye. However, this primarily relies on on-road routes along rural roads, which are not conducive for most people wishing to cycle.





**Map 10** Cycling catchment



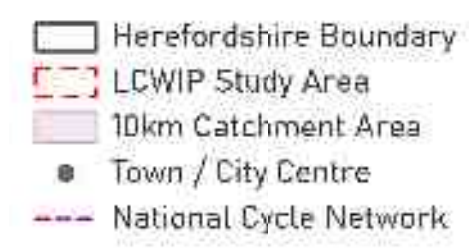
# Cycling isochrones

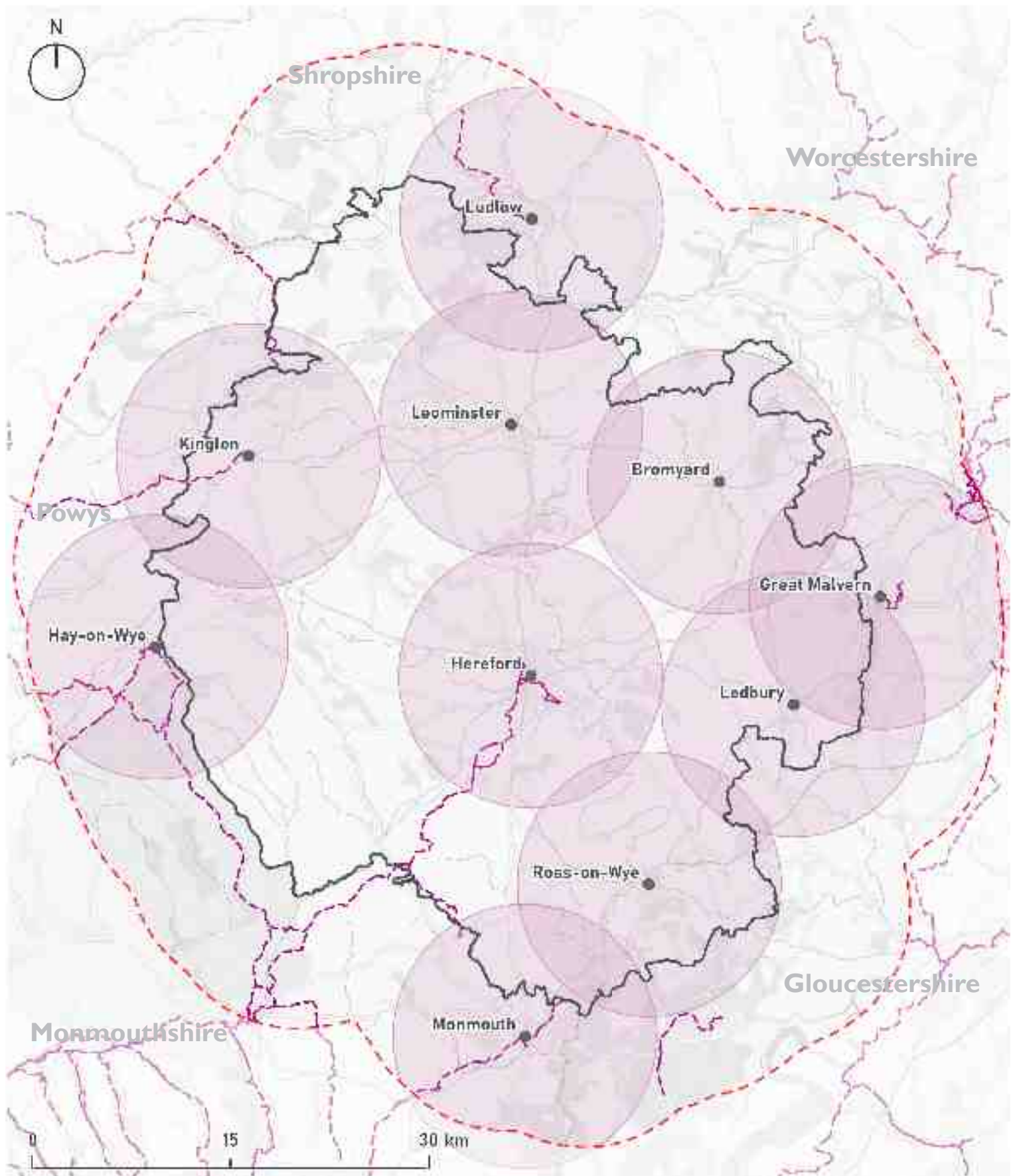
Whilst cycling catchments are useful to understand the straight line distance, cycling isochrones provide a more ‘real-life’ visual representation of the areas that can be reached within a 10km cycling distance. This is achieved by using the existing cycling network across the county to understand the actual distances people are able to travel. They provide a scale reference and are a useful aid in understanding the feasibility of cycling across Herefordshire.

The purpose of this map is to understand the potential for walking and cycling based on the area covered by 10km cycling isochrones. Cycling isochrones are measured based on distances along the road network. They therefore provide a more detailed overview of the area surrounding each isochrone origin point that can be reached within a 10km cycle. The limitation of cycling isochrones is that they do not take into account the level of service for cyclists along the road network and therefore can often show an optimistic view of the roads and distances that are cyclable.

Map 11 on page 99 offers a more comprehensive understanding of the cycling catchment area, revealing that although Hereford falls within a 10km catchment of neighbouring towns, the lack of cycling infrastructure creates isolation between the city centre and these towns.

The cycling isochrones depicted in the map further emphasises the rural characteristics of Herefordshire. None of the neighbouring town centres are reachable within a 10km cycling journey, highlighting the challenges faced in establishing cycling connectivity across the county’s expansive and predominantly rural landscape.





**Map 11** Cycling isochrones



# Indices of multiple deprivation

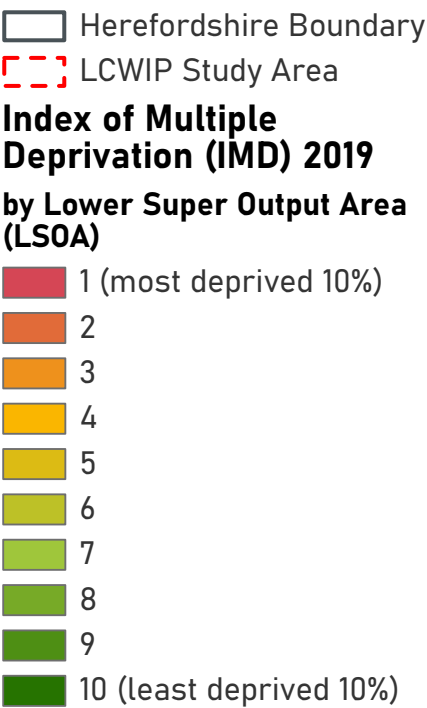
The Indices of Multiple Deprivation (IMD) is a mathematical dataset that provides a relative measure of deprivation at the Lower Super Output Area Level (LSOA) across England. It considers 7 domains, each with its own weight in the final IMD calculation: Income (22.5%), Employment (22.5%), Education (13.5%), Health (13.5%), Crime (9.3%), Barriers to Housing and Services (9.3%), and Living Environment (9.3%).

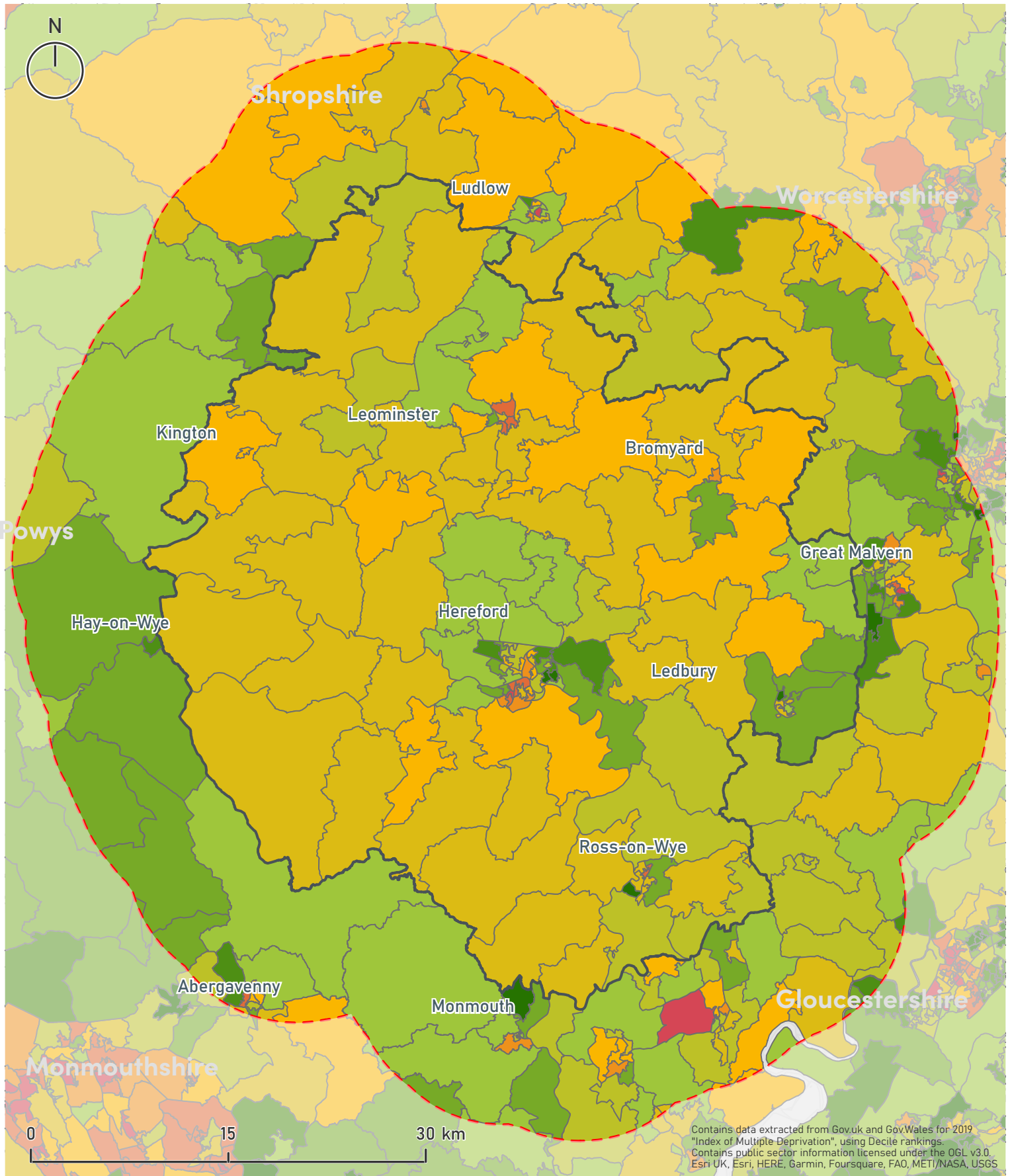
The first decile represents the most deprived areas, while the 10th decile represents the least deprived (most affluent) areas.

Map 12 on page 101 summarises the 2019 data, illustrating the distribution of deprivation levels in Herefordshire in 10% intervals. The results offer valuable insights into the county's deprivation landscape. The data indicates that the most deprived areas are predominantly located in the southern region of Hereford, as well as in Leominster, Ross-on-Wye, and Bromyard.

Conversely, Herefordshire includes some of the least deprived areas in the UK, particularly in the northern parts of Hereford and the rural surroundings of the city. Less deprived areas are also evident in Ledbury, Leominster, and Ross-on-Wye, as well as in rural areas in the eastern part of the county, including Ledbury, Cradley, and the southern area of Bromyard.

This underscores significant disparities in deprivation levels across Herefordshire, with several market towns and Hereford city exhibiting both pockets of high deprivation and wealth.





**Map 12** Indices of Multiple Deprivation



# Air quality

## NO2

NO2, or nitrogen dioxide, is a highly reactive and toxic gas primarily produced by the combustion of fossil fuels, notably from vehicle emissions. NO2 is a major contributor to urban air pollution, particularly in areas with dense traffic and industrial activities, and prolonged exposure to high levels can lead to respiratory issues.

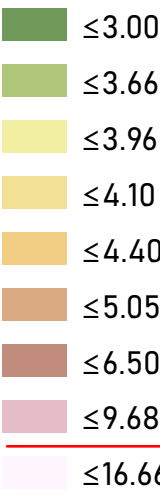
In Herefordshire, there are two designated Air Quality Management Areas (AQMAs), located in Hereford and Leominster. These AQMAs have been established due to elevated levels of nitrogen dioxide that exceed the UK legal limit of 40 µg/m3. Hereford’s AQMA encompasses the A49 (T) corridor, while Leominster’s AQMA covers the area between A44 Bargates Road and B4361 Dishley Street.

NO2 levels across Herefordshire exhibit notable variation, as illustrated in [Map 13 on page 103](#). The eastern parts of the county generally experience lower NO2 levels, whereas higher concentrations are observed in Hereford City Centre, Leominster (within the AQMA boundaries), Ledbury, and Great Malvern.

 LCWIP Study Area

### Air Quality (NO2)

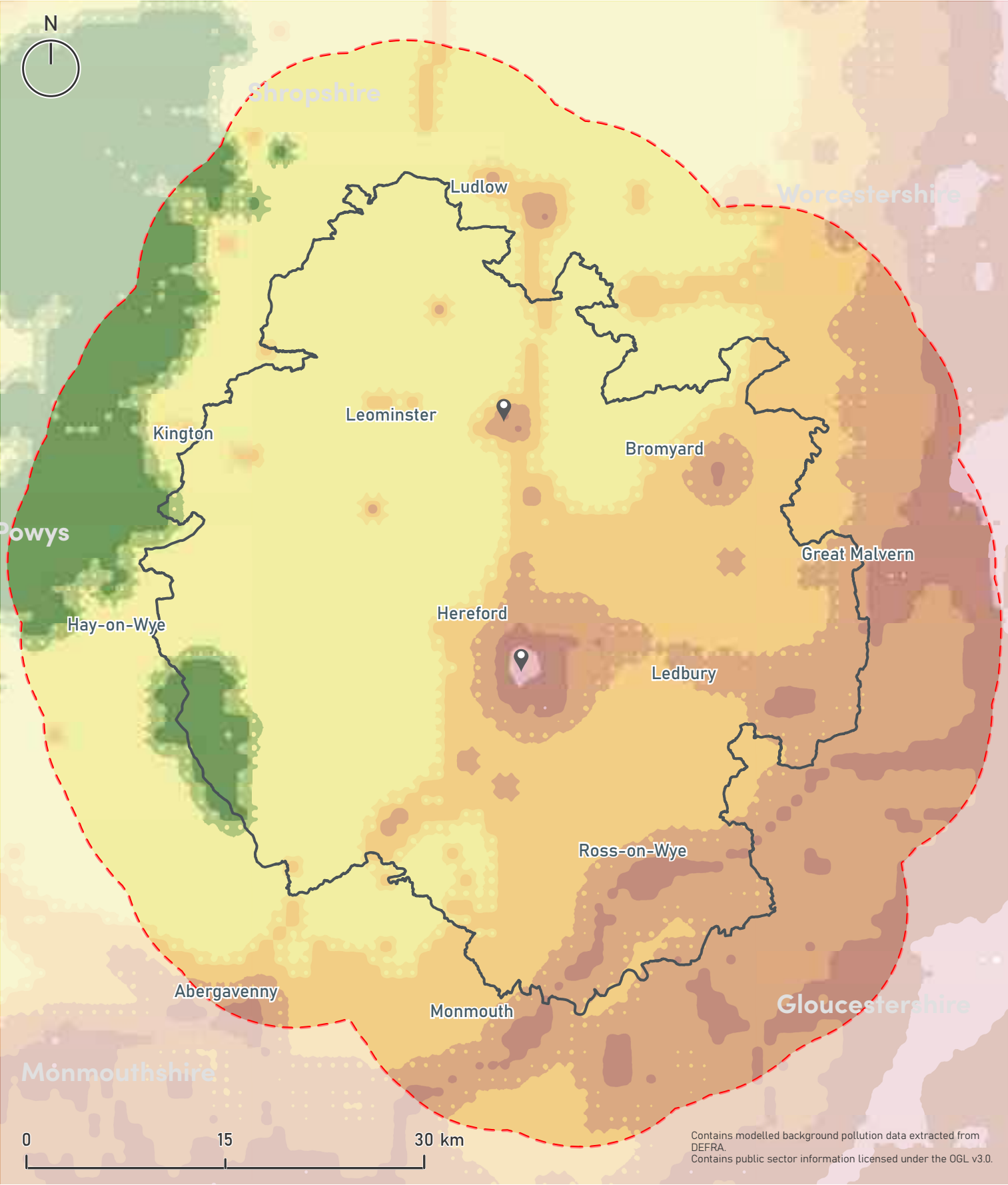
Annual Mean NO2 Concentrations 2019 (µg/m3)



WHO guideline limit 10µg/m3

UK legal limit 40µg/m3

 Air Quality Management Area (AQMA)



**Map 13** Air quality (NO<sub>2</sub>)

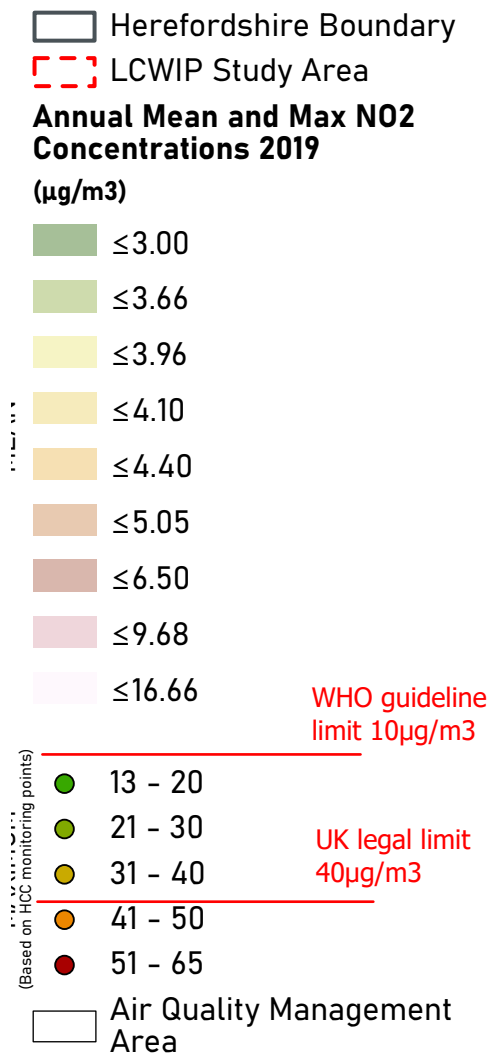


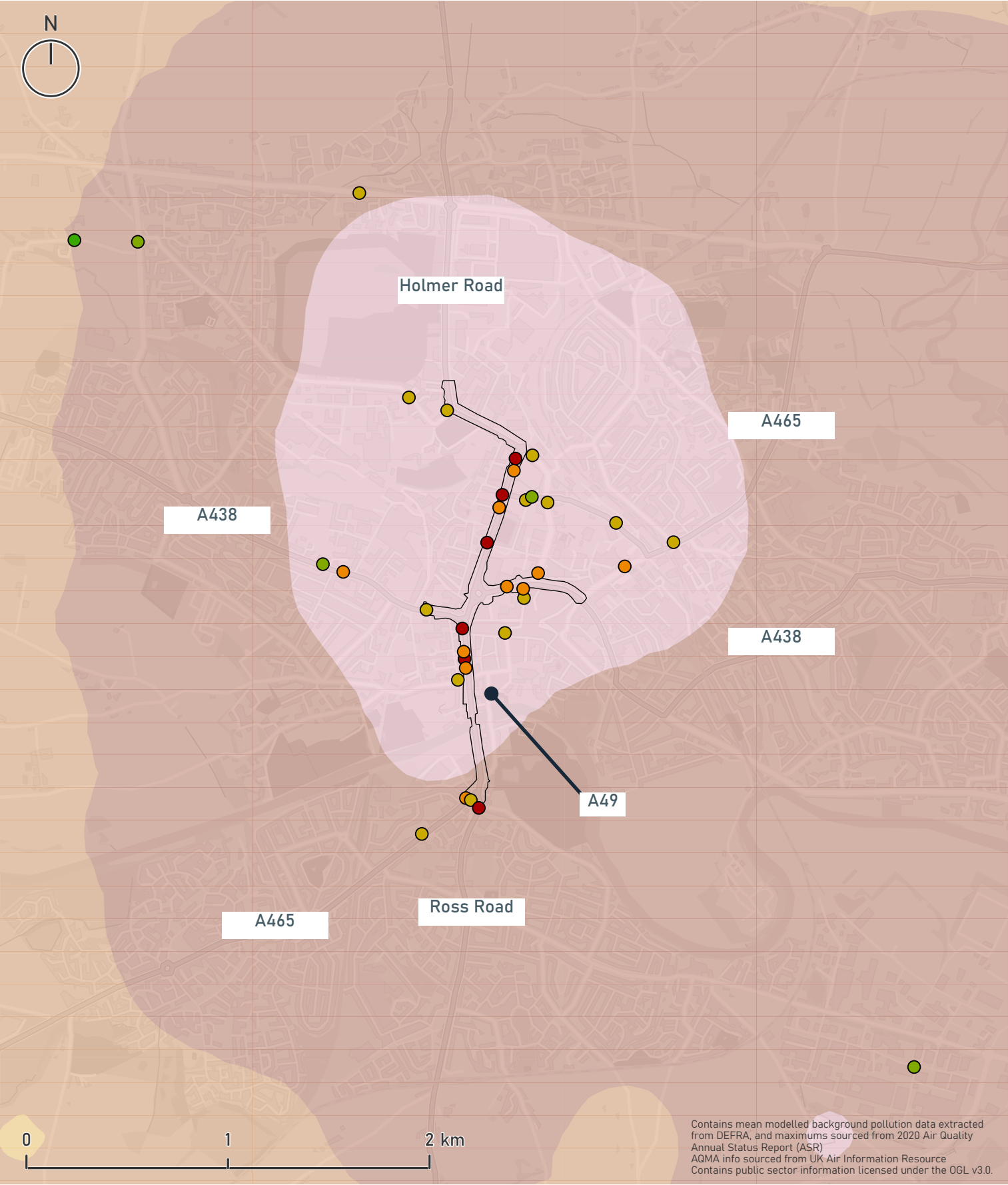
# Air quality

## NO2 - Hereford

An AQMA is in place in Hereford due to NO2 levels exceeding the UK legal limit.

Map 14 on page 105 shows the mean annual mean concentrations of NO2 across Hereford, which suggests that on average, NO2 levels are lower than the UK legal limit. However, data from Herefordshire Council which assesses NO2 monthly diffusion tube results finds that there are considerable peaks across the year where NO2 levels exceed the UK limits. These are predominantly located along the A49, suggesting that the high traffic volumes which route through Hereford contribute significantly to poor air quality.





Map 14 Air quality (NO<sub>2</sub>) in Hereford City Centre

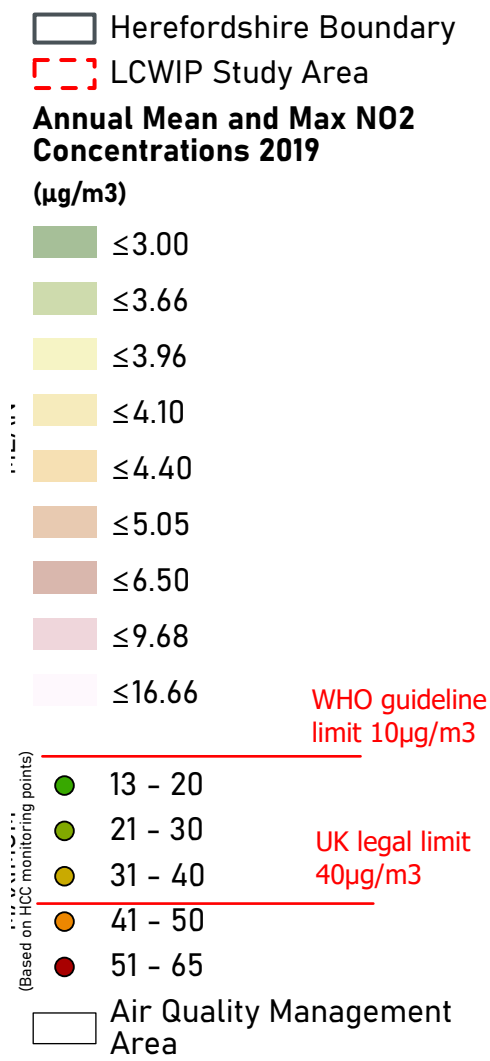


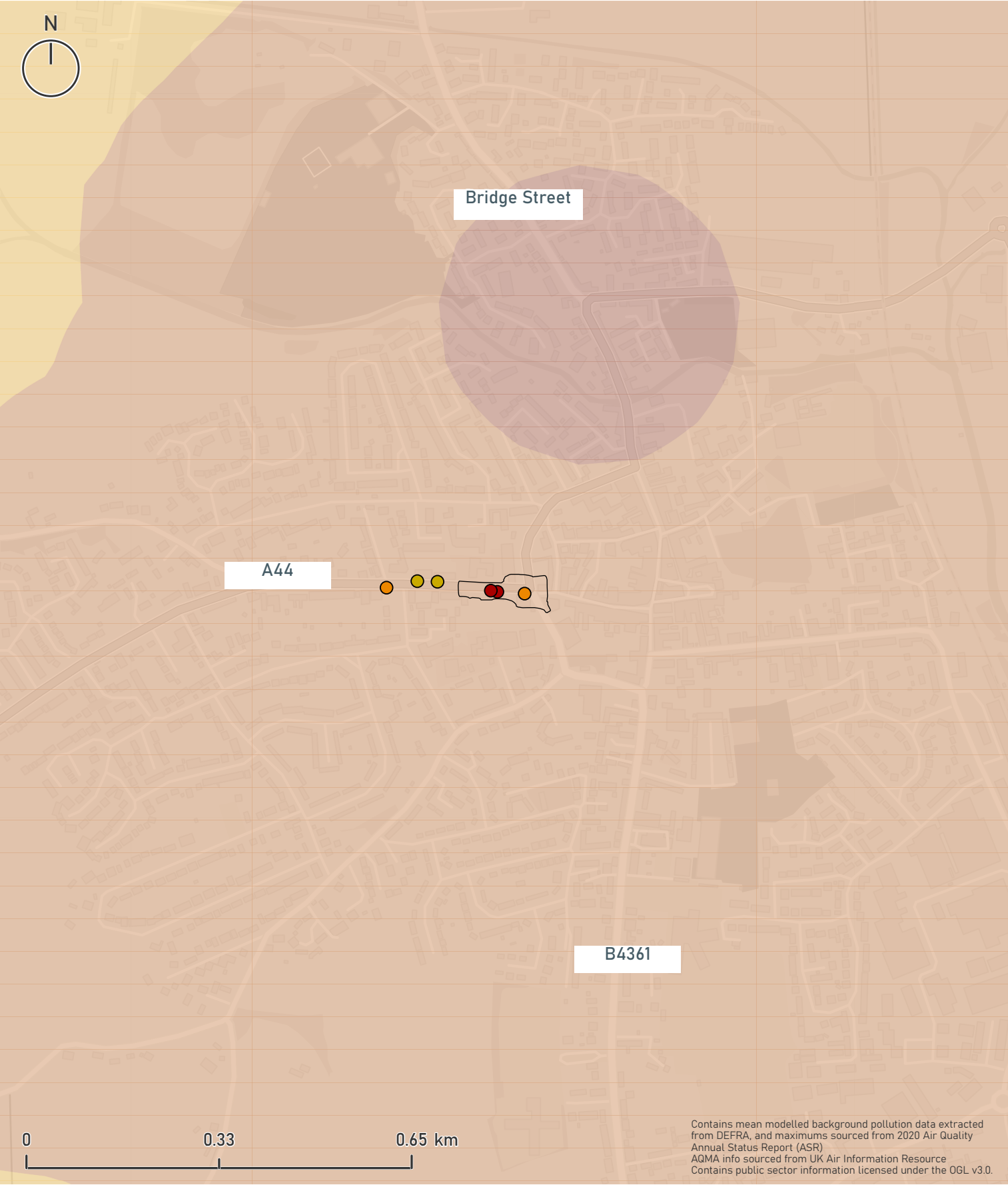
# Air quality

## NO2 - Leominster

An AQMA is also in place in Leominster due to NO2 exceeder above the UK legal limit.

Map 15 on page 107 presents data from Herefordshire Council concerning their monthly diffusion tube test results which show that there are considerable peaks across the year where NO2 levels exceed the UK limits. These NO2 levels are predominately located along the A44, particularly near its junction with the B4361. This shows that the high levels of NO2 could be attributed to the high motor traffic levels within the town, resulting in poor air quality.





**Map 15** Air quality (NO<sub>2</sub>) in Leominster



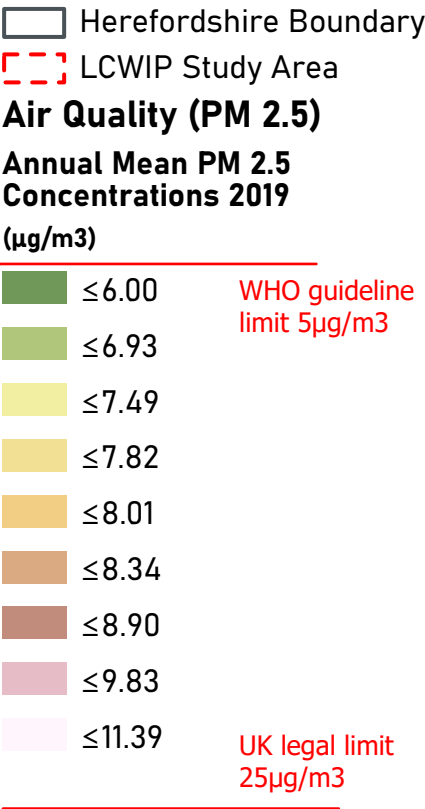
PM2.5

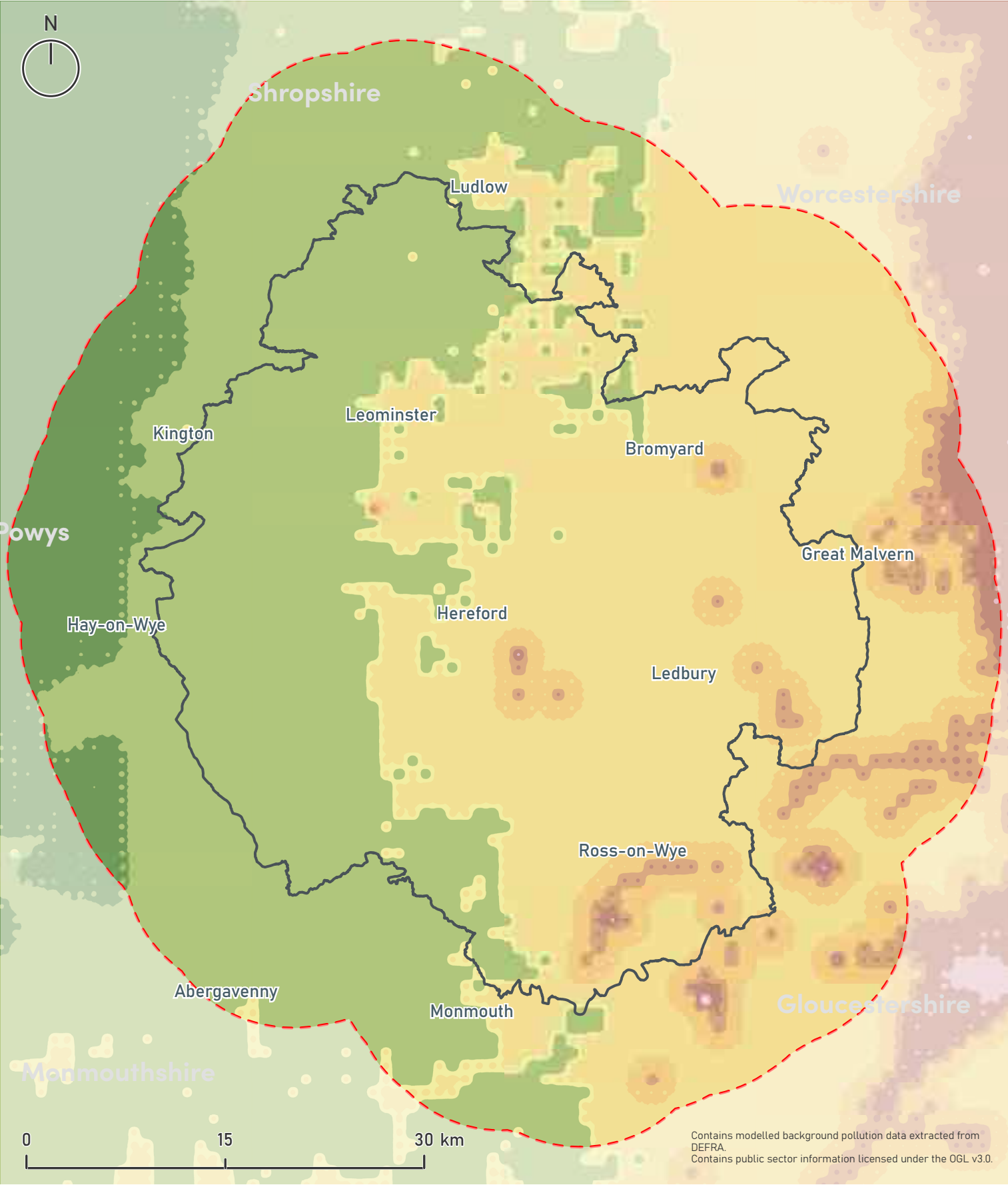
PM 2.5 refers to particulate matter with a diameter of 2.5 micrometres or smaller. It consists of tiny particles suspended in the air that can be inhaled into the respiratory system. PM2.5 is originated from both natural sources e.g. dust, pollen and from human-made sources including vehicle exhausts and the burning of fossil fuels.

Due to its small size, PM 2.5 can cause significant health effects, with inhalation of PM 2.5 being associated with various health problems, including respiratory and cardiovascular diseases.

The Air Quality Standards Regulation 2010 require that concentrations of PM 2.5 must not exceed an annual average of 20 µg/m3.

Map 16 on page 109 demonstrates that PM 2.5 levels across the county are generally low, however there is significant variation between the west and the east of the county, with higher levels of PM 2.5 being located in Hereford and Ross-on-Wye.





**Map 16** Air quality (PM2.5)



PM10

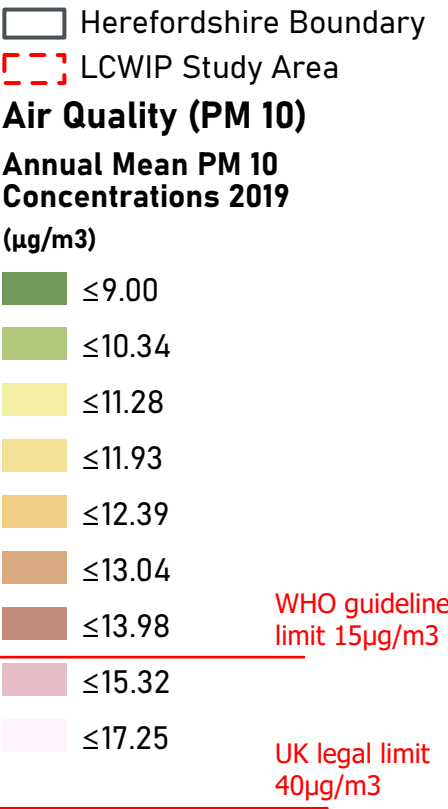
PM 10 refers to particulate matter with a diameter of 10 micrometres or smaller. Like PM 2.5, it consists of tiny particles suspended in the air that can be inhaled into the respiratory system.

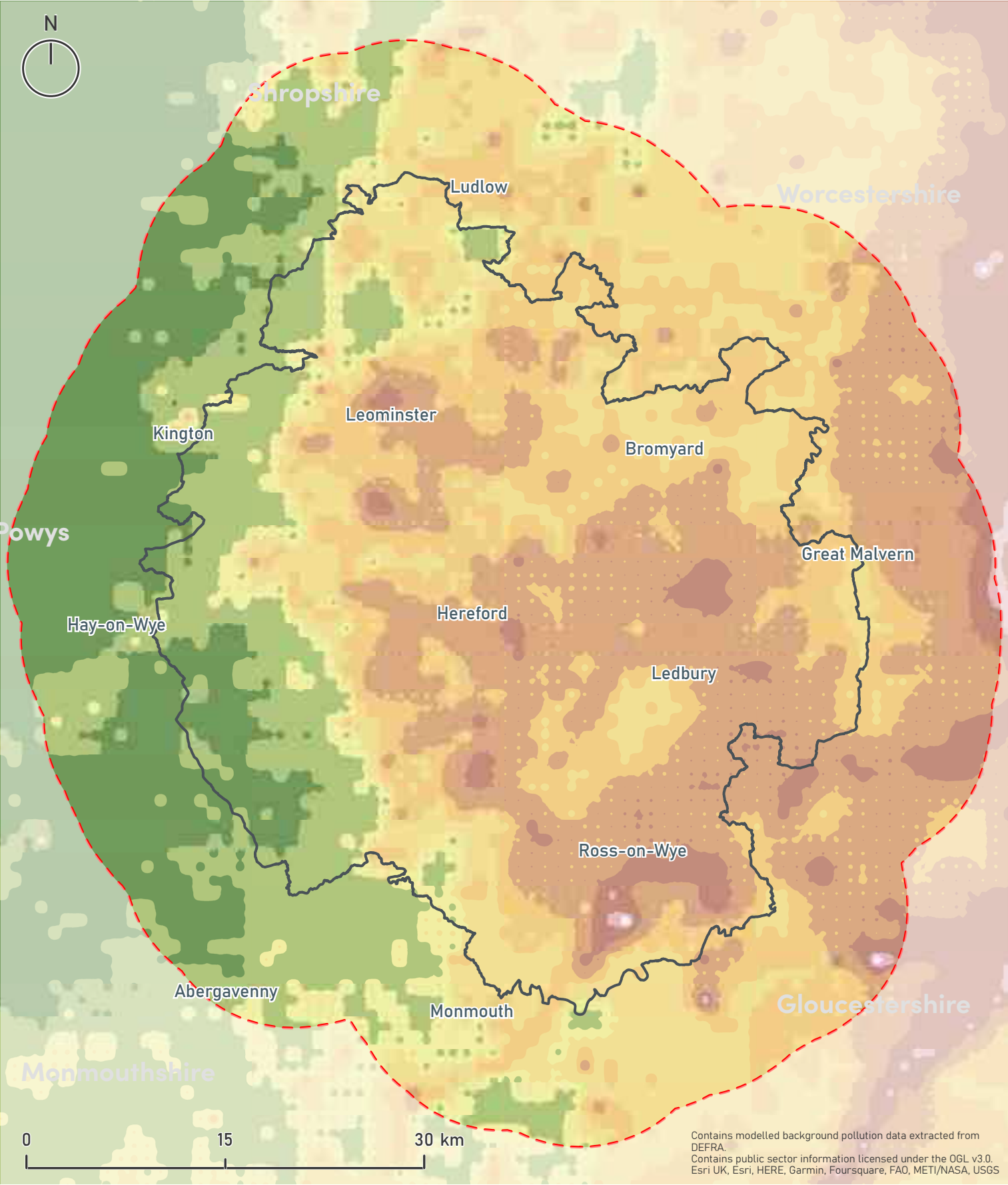
Similar to PM 2.5, it can originate from natural sources such as dust and pollen and human-made sources such as burning of fossil fuels and vehicle exhausts.

Inhalation of PM 10 particles can have adverse health effects, with long-term exposure to high concentrations of PM 10 being associated with respiratory and cardiovascular diseases.

The Air Quality Standards Regulation 2010 require that concentrations of PM 10 must not exceed an annual average of 40 µg/m3.

Map 17 on page 111 demonstrates that PM 10 levels across the county are generally low, but there is significant variation between the west and the east of the county, with higher levels of PM 2.5 being located in Hereford and Ross-on-Wye.





**Map 17** Air quality (PM10)



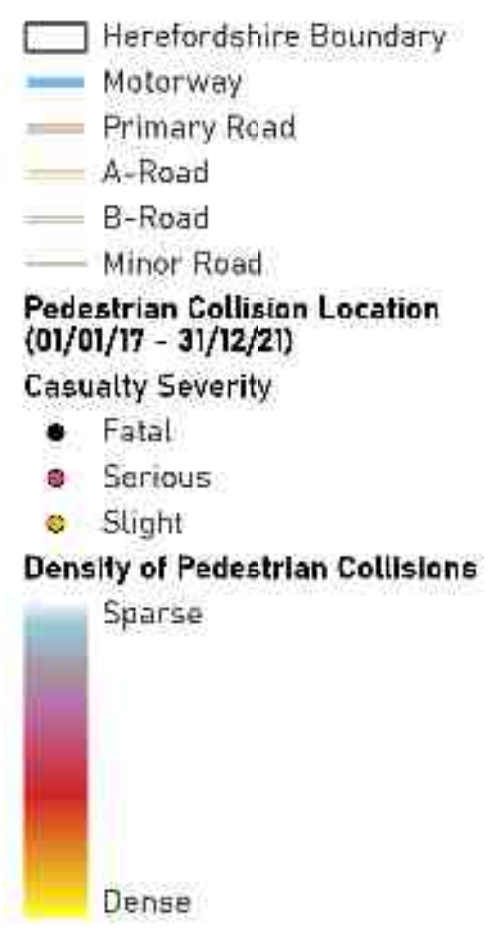
# Collision data

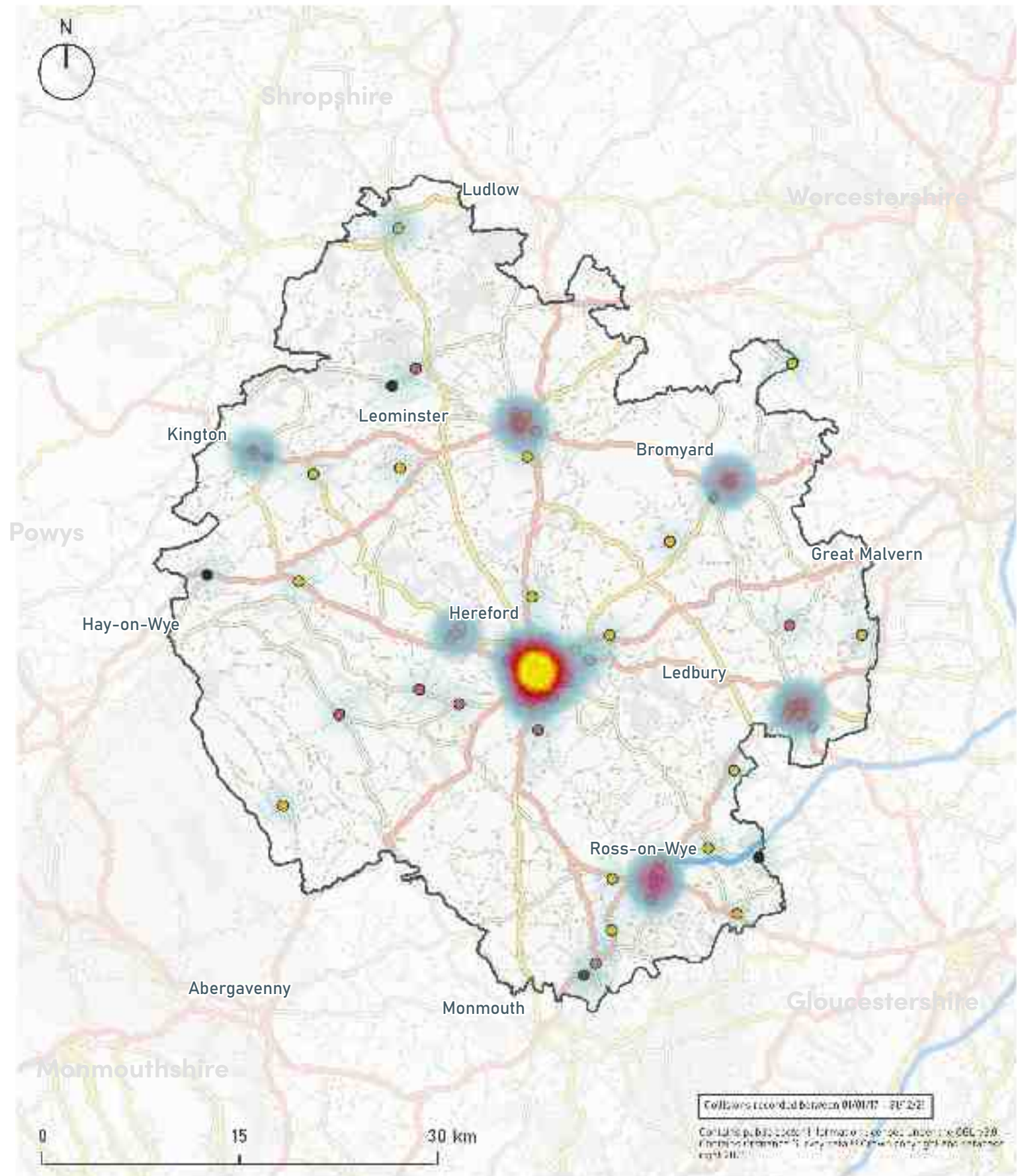
## Pedestrians

Collision data was obtained from the DfT from the most recently available five-year period (01/01/17 – 31/12/21). This plan shows collisions involving a pedestrian casualty of any severities across the study area from this time period. The density of the collisions has been shown to highlight hotspots across the study area where there have been a greater concentration of collisions involving pedestrians.

This is useful to analyse trends or patterns where pedestrian collisions are more likely to occur. Addressing road danger by providing improved walking routes and infrastructure such as crossings is a key outcome of the LCWWIP process.

**Map 18 on page 113** The data shows a clear relationship between the main road network and density of collisions. The highest concentrations of collisions are generally found along the A-Road network, in particular near the market towns and Hereford City.





**Map 18** Pedestrian collision hotspots



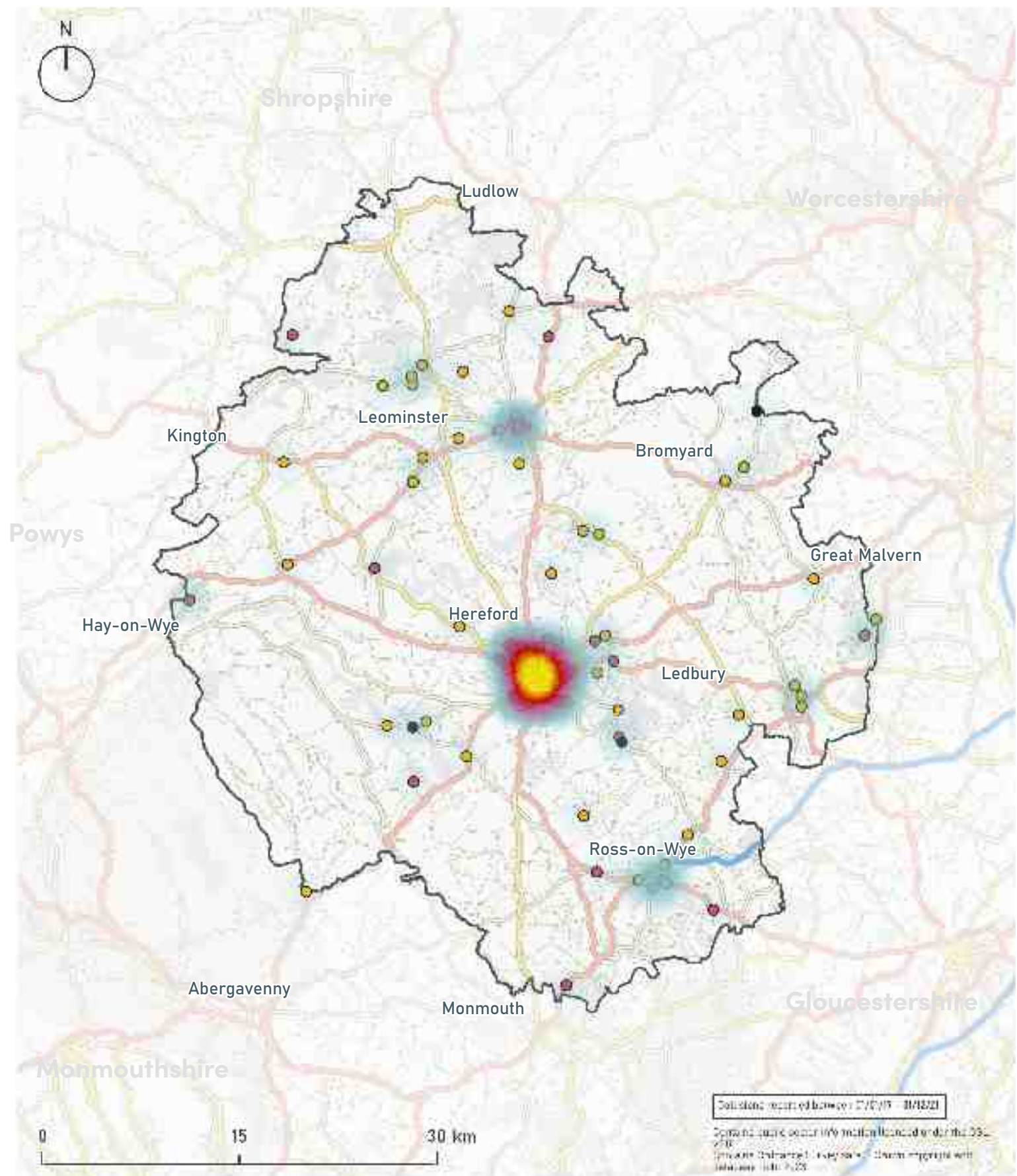
Cyclists

Collision data was obtained from the DfT from the most recently available five-year period (01/01/17 – 31/12/21). This plan shows collisions involving a cyclist casualty of any severities across the study area from this time period. The density of the collisions has been shown to highlight hotspots across the study area where there have been a greater concentration of collisions involving cyclists.

This is useful to analyse trends or patterns where collisions involving cyclists are more likely to occur. Addressing road danger by providing improved cycling routes and infrastructure such as crossings or segregated cycle facilities is a key outcome of the LCWIP process.

Map 19 on page 115 demonstrates a similar outlook to collisions involving pedestrians in that the predominant location for collisions involving cyclists is within the city of Hereford. This could be attributed to the lack of cycle infrastructure across the city, particularly with a high number of collisions being in proximity to the A49.





**Map 19** Cyclist collision hotspots



# Method of travel to work

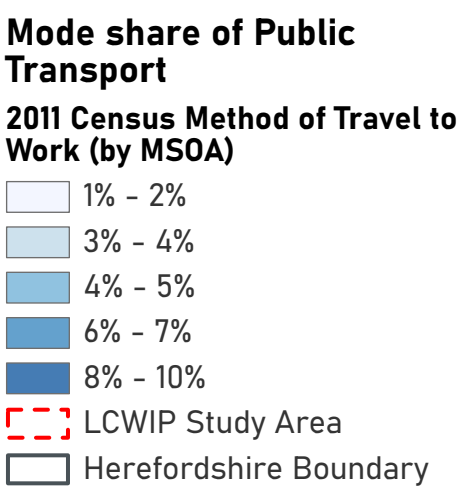
## Public Transport (2011)

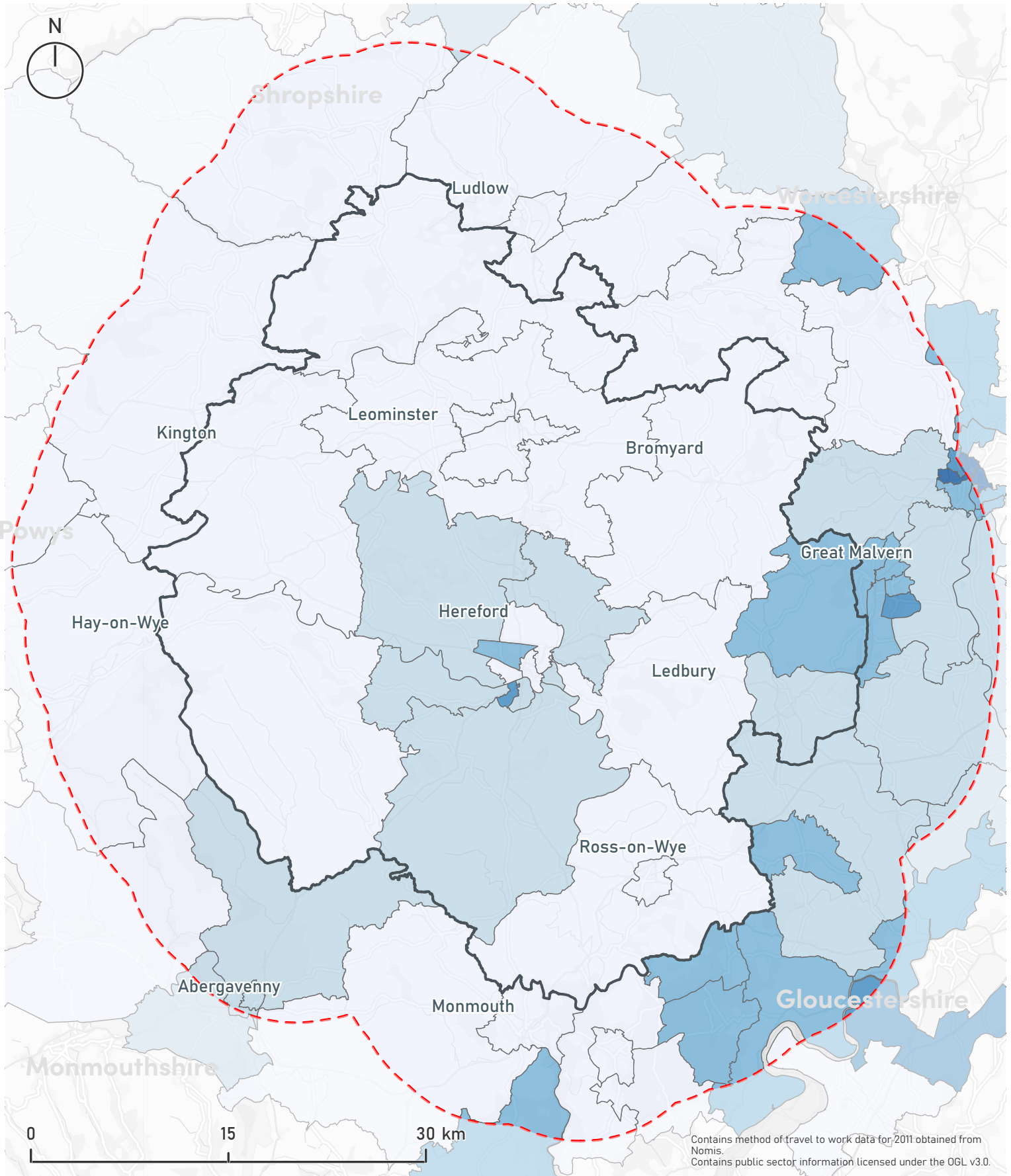
The method of travel to work has been identified through assessing the dataset obtained through the 2011 Census records to understand the share of method of travel to work by distance across the county.

While the data is now ten years old, it still provides an overview of travel patterns in the region.

Map 20 on page 117 shows the mode share of travelling to work by public transport. Of those in employment, travelling to work by public transport is generally low across the county and across the LCWWIP study area, with the highest levels of public transport mode share being located in Hereford city, it's immediate surrounding areas and to the west of the county near Malvern and Worcester.

A key point to highlight is that commuting by public transport is significantly lower in more rural areas of the county. This points towards the lack of suitable public transport networks that connects villages and towns located large distances away from key employment centres such as Leominster and Hereford.





**Map 20** Method of travel to work (public transport) 2011)

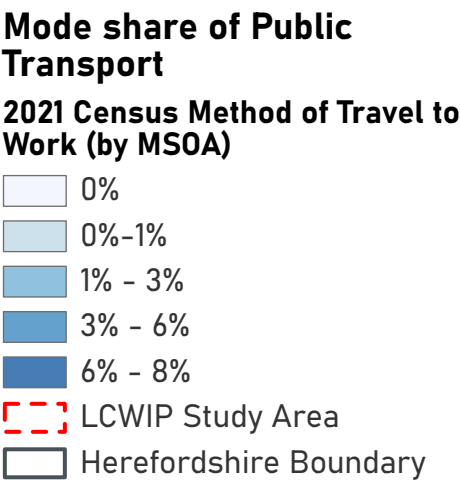


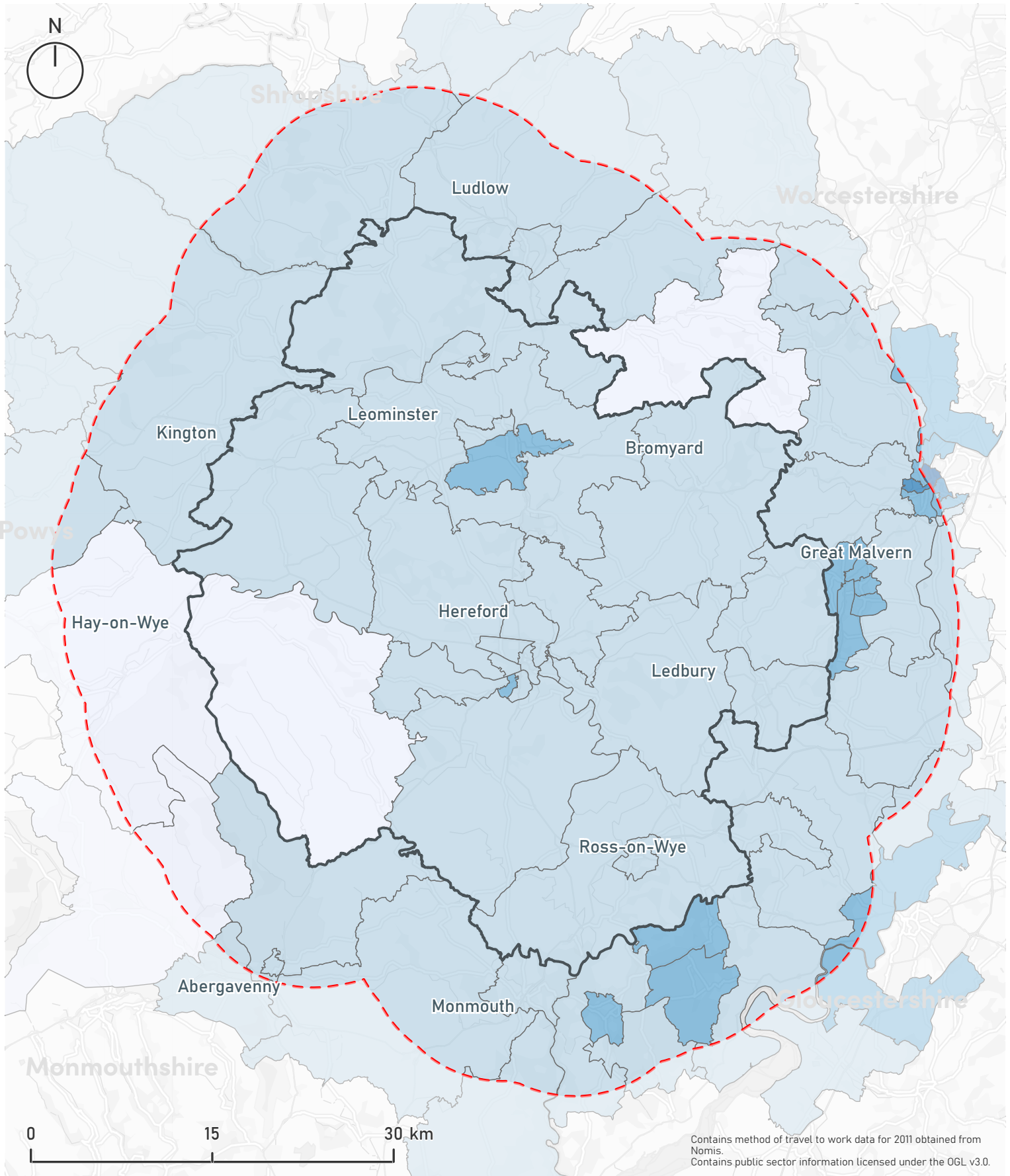
Public Transport (2021)

Given that data obtained from the 2011 Census is over 10 years old, new data has been analysed from the 2021 census to assess a more up to date picture of public transport mode share.

Map 21 on page 119 shows that public transport patronage has remained fairly consistent over the 10 year period, however there has been a slight increase in patronage in more rural areas of the county, however this increase is very small (between 1 - 4% increase). This shows that the majority of people in employment continue to use alternative means of travelling to work rather than public transport.

It is important to note that the 2021 Census data was carried out during the Covid-19 pandemic and therefore may not provide an accurate representation of travel to work patterns due to restrictions concerning working from home flexibility.





**Map 21** Method of travel to work (public transport) 2021



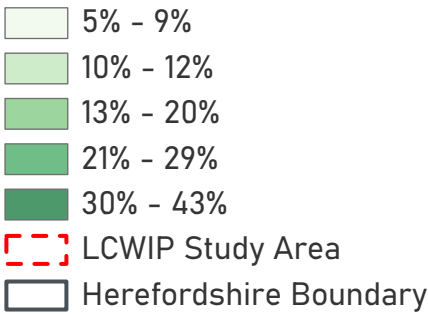
**Walking and Cycling (2011)**

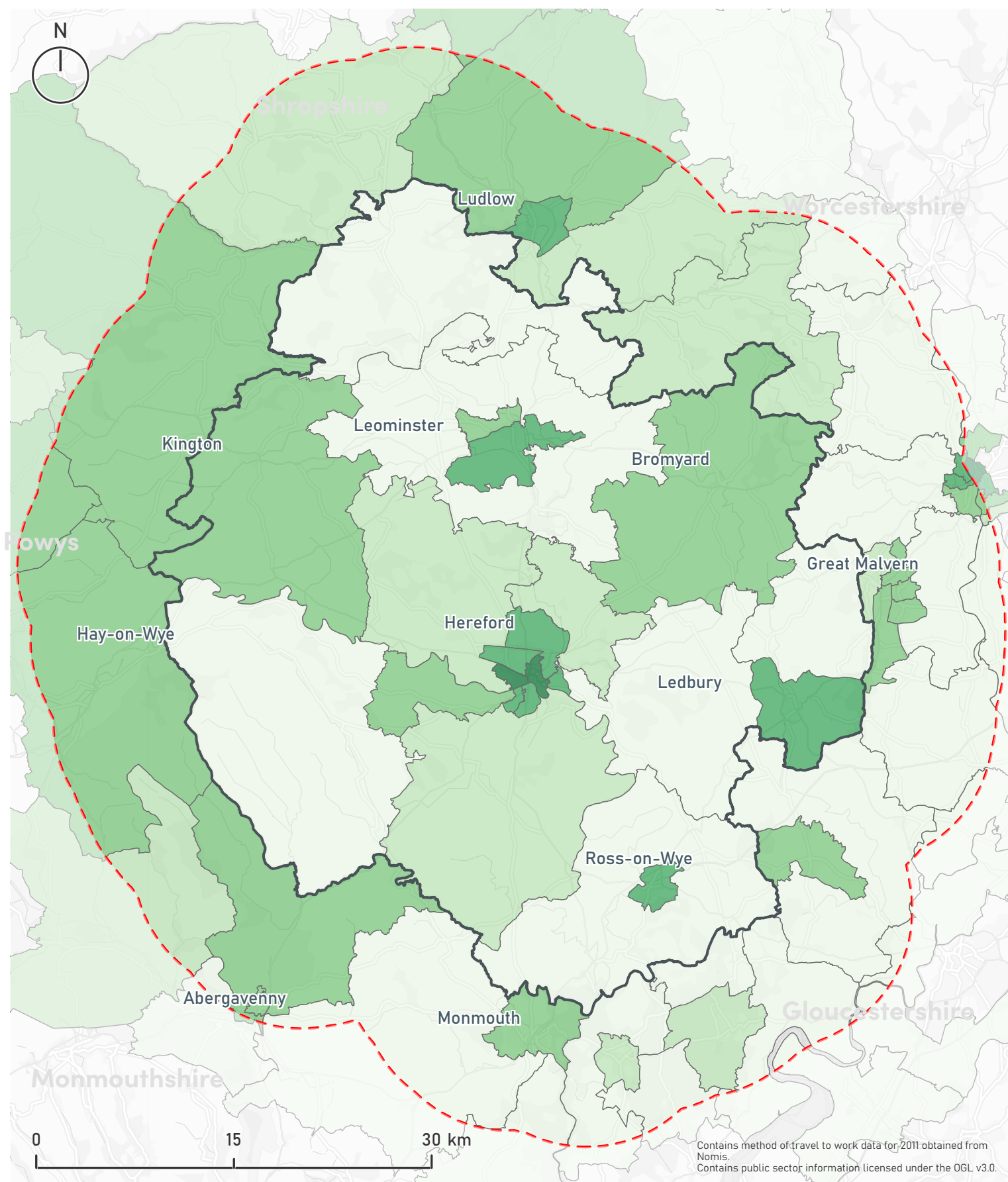
Map 22 on page 121 shows the mode share of travelling to work by walking and cycling.

This indicates that residents living close to the major employment centres of Hereford, Leominster and Ledbury, there is a high proportion of people who choose to walk and cycle to work. This indicates the relatively compact nature of these areas, whilst also reflecting the lack of walking and cycling connections from more rural areas of the county to these employment zones, given that mode share of walking and cycling decreases rapidly away from the city centre and market towns.

**Walking and Cycling Mode Share**

**2011 Census Method of Travel to Work (by MSA)**





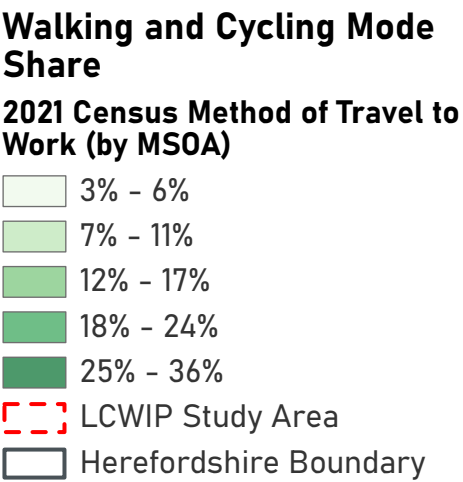
**Map 22** Method of travel to work (walking and cycling) 2011

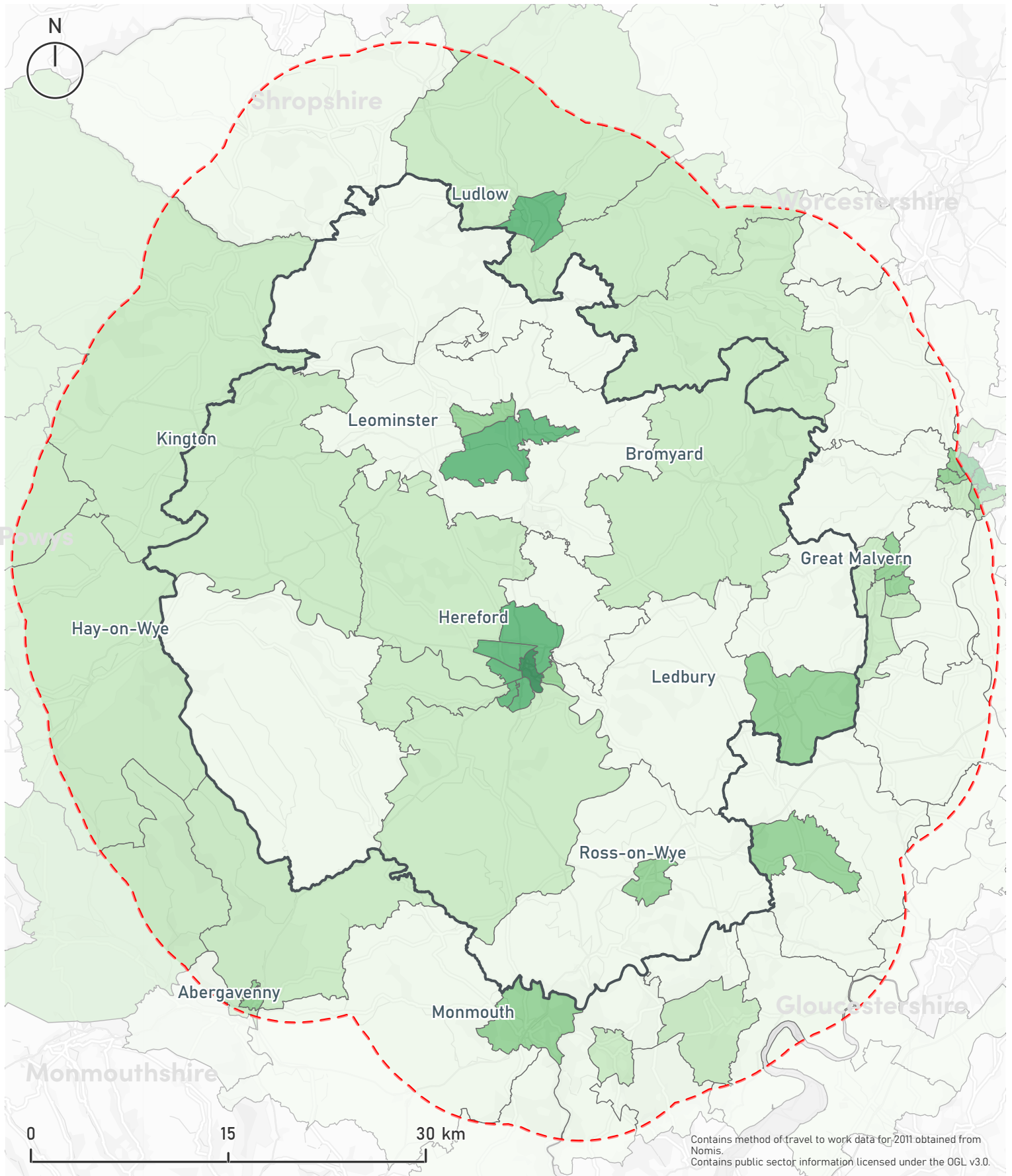


Walking and Cycling (2021)

Map 23 on page 123 shows the mode share of travelling to work by walking and cycling as per the 2021 Census results. This indicates that whilst residents living in close proximity to Hereford city centre walk and cycle to work, the modal share of walking and cycling in other market towns such as Ledbury, Leominster and Ross-on-Wye has decreased compared to findings from the 2011 Census.

It is important to caveat that the 2021 Census was undertaken during the Covid-19 pandemic which could be modifying the results.





**Map 23** Method of travel to work (walking and cycling) 2021



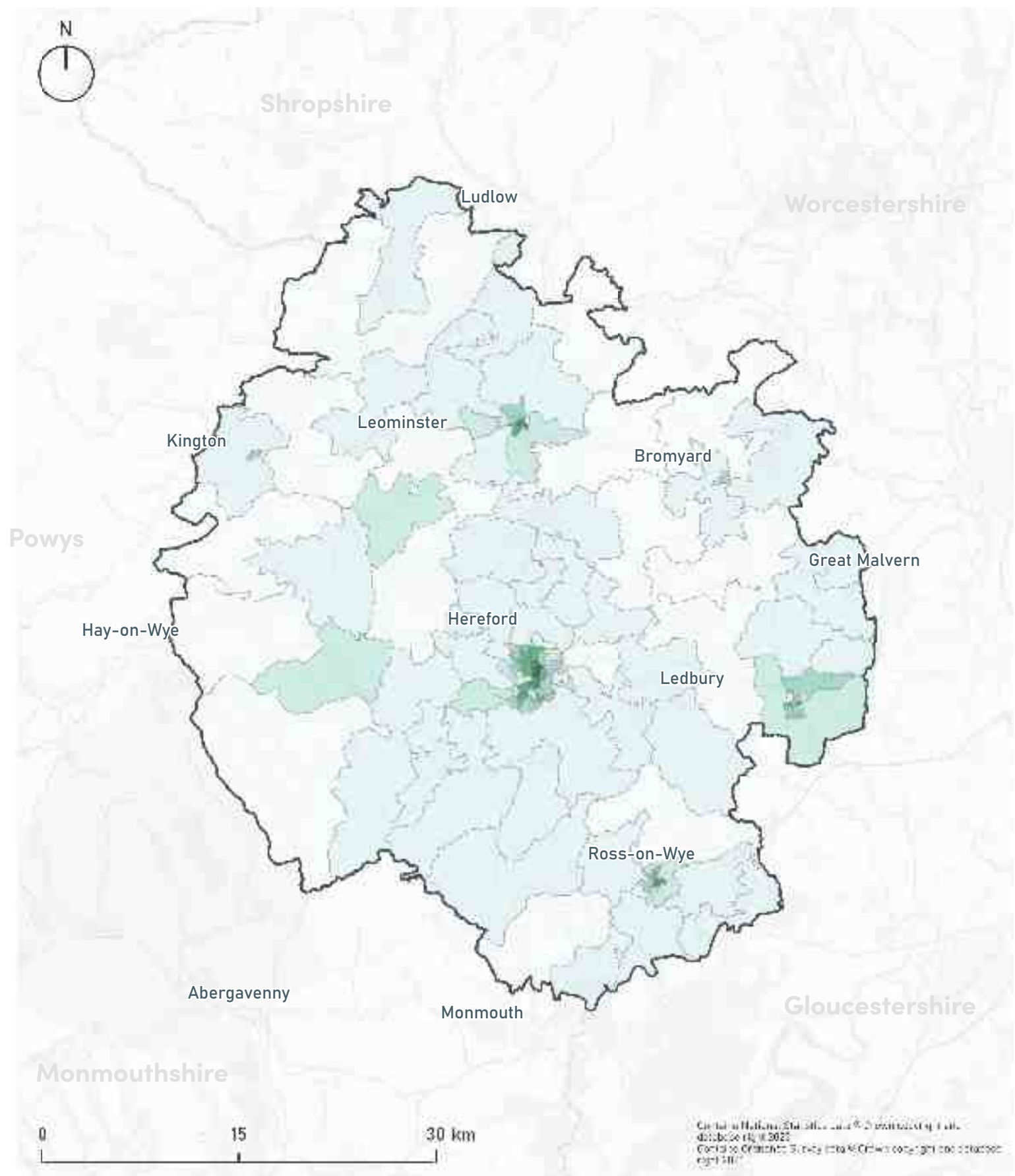
# Proportion of car-free households

It is important to understand the proportion of car-free households across the county to understand accessibility levels and the potential for active travel growth.

Map 24 on page 125 highlights the proportion of households across the county that do not have access to a car or van, taken from the 2021 census. The map generally suggests a relatively high car ownership across the county, particularly in rural areas.

As shown on the map, areas with a relatively high proportion of car-free households are located around Hereford. In addition, towns such as Ross-on-Wye, Leominster and Ledbury have small pockets of car-free households.





**Map 24** Proportion of car-free households (2021)





# Population Density

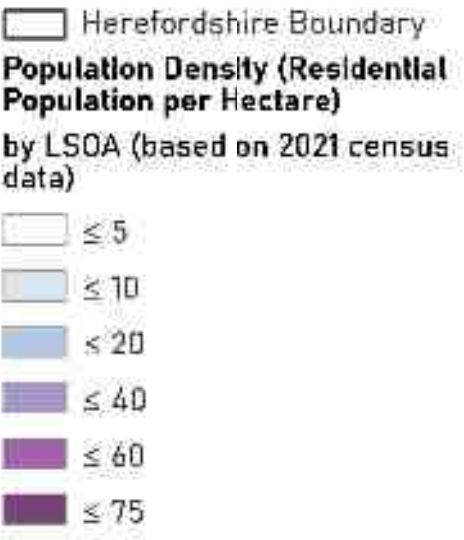
Map 25 on page 127 illustrates how the population is distributed across Herefordshire by LSOA, providing insight into the potential demand for walking and cycling trips.

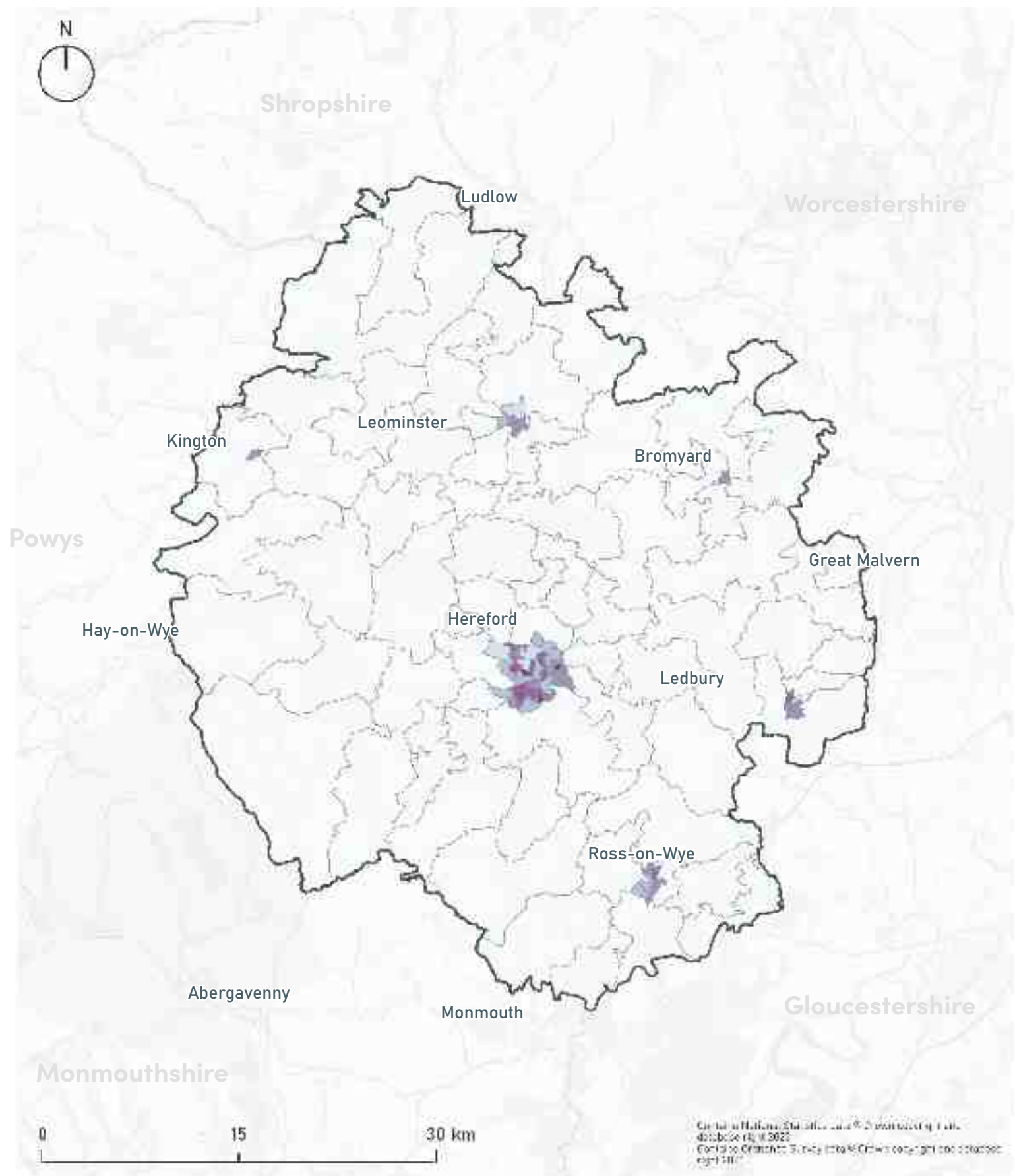
Herefordshire is a predominately rural county, with the 4th lowest population density in England (0.87 persons per hectare).

Overall population density varies considerably across the county. The vast majority of the county's land is rural, with the most densely populated area of the county being in the city of Hereford. All other areas of the county having much lower population densities, with the majority of LSOAs having a population density of less than 5 per hectare.

Map X highlights the sparsity of the county, with small pockets of relatively high population density located in proximity to the city centre and near market towns such as Ross-on-Wye, Leominster, Ledbury and Bromyard.

Whilst Hereford has the highest population density across the county, this is still considerably lower than the estimated current population density of the UK, which is approximately 278 people per square kilometre.





**Map 25** Population density (2021)



# Severance

Understanding the impact of severance is critical for contextualising how pedestrians and cyclists currently move across the county. Severance refers to the physical barriers or obstacles that can make it difficult for pedestrians and cyclists to travel through the area.

Severance can cause physical separation between urban areas and communities, making it difficult for people to access essential services, facilities or destinations, leading to reduced connectivity and inconvenience.

Severance can also create barriers to mobility, with physical barriers making it challenging or unsafe for individuals to cross and access destinations. This can hinder active transportation and limit people's mobility options. It can also act as a psychological barrier, particularly noisy or busy roads which can contribute to feelings of stress, discomfort and reduced sense of safety and well-being.

In the context of this study, there are a range of severance features which contribute to severance:

- Natural environment: e.g. watercourses, terrain
- Transport Infrastructure e.g. railway lines
- Road network e.g. A and B roads









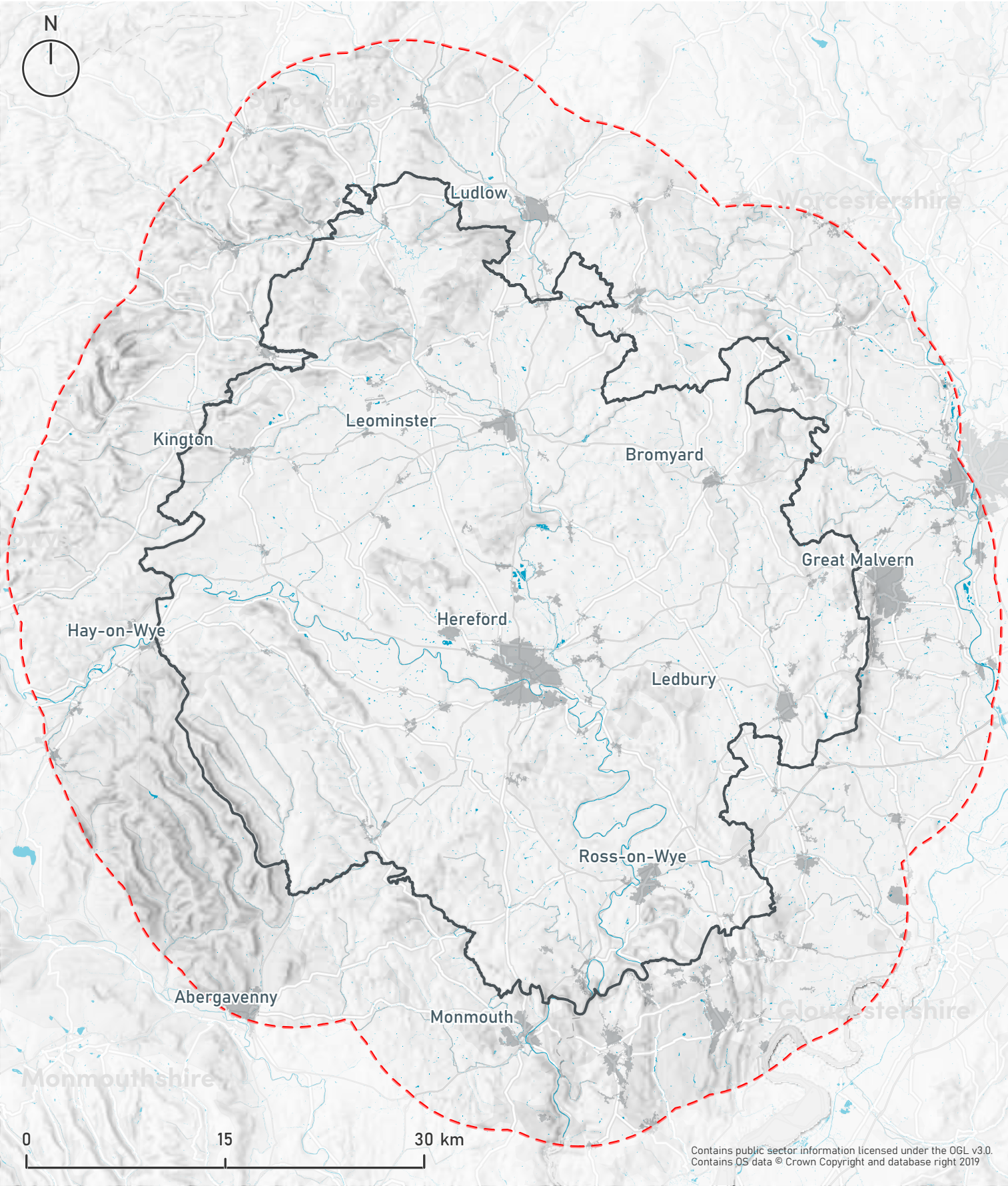
# Severance

## Natural environment

Map 26 on page 131 provides a visual representation of the extensive network of watercourses in Herefordshire, with the River Wye being the prominent and primary feature among them. The source of the Wye is located in the Welsh mountains and runs through several towns and villages in Herefordshire including Hay-on-Wye and Ross-on-Wye. The river also runs through the city of Hereford, providing an attractive feature within the mediaeval city.

Whilst the meandering rivers across Herefordshire provide valuable resources, they also act as severance for many journeys. Rivers across the county create physical barriers that hinder or impede movement between different parts of the landscape, making desire lines tricky to navigate, particularly due to a lack of bridges which route across the river.

-  Herefordshire Boundary
-  LCWIP Study Area
-  Built Area
-  Watercourse



**Map 26** Severance: Natural environment



Public transport network

Map 27 on page 133 builds on Map 26 on page 131 and presents the impact of the railway line that routes through the county.






Two railway lines route through the county:

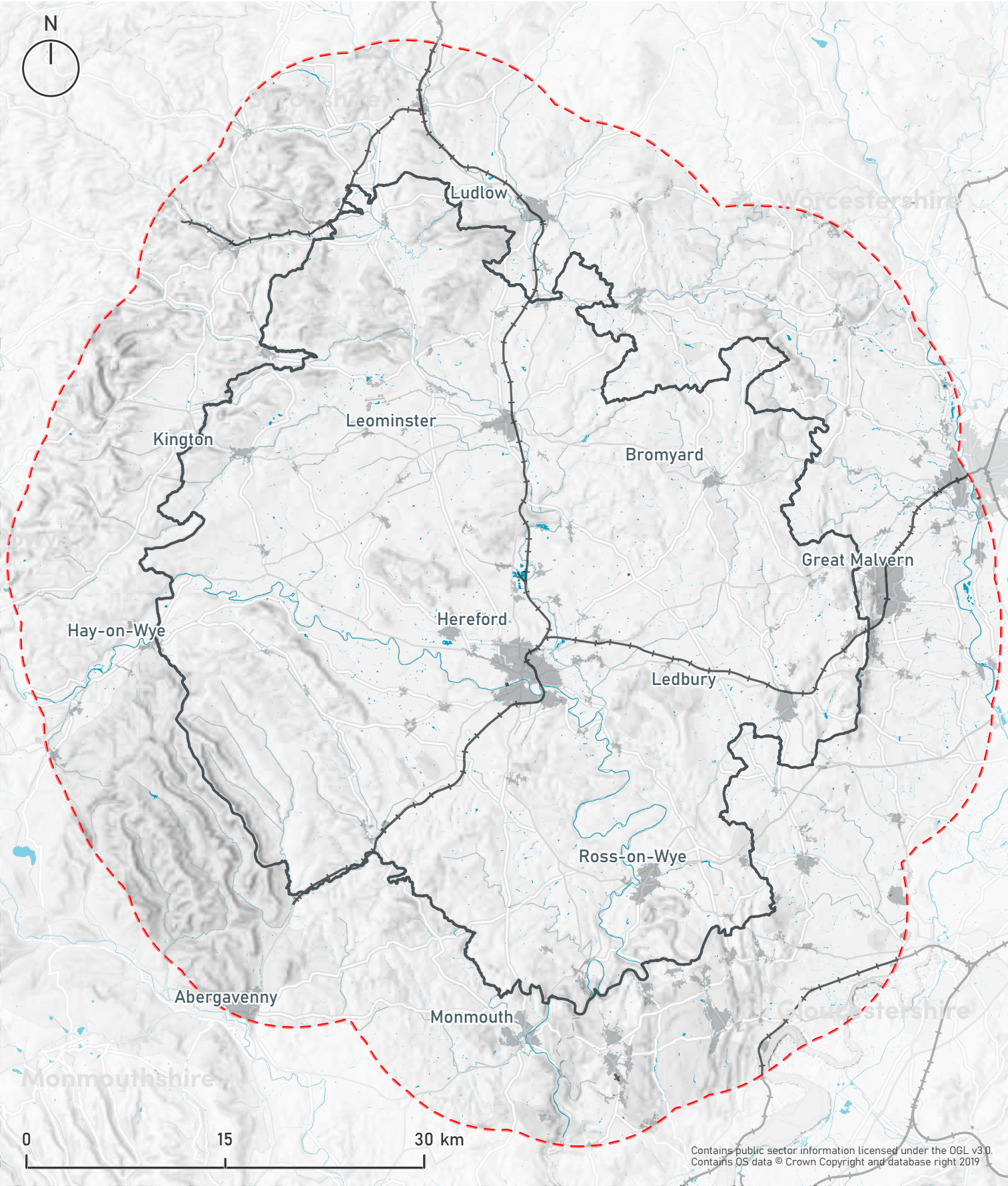
- Cotswold line
- Welsh marshes line

These railway lines traverse urban areas and create divisions, especially in areas where there is a lack of convenient connections, such as accessible bridges for individuals with mobility challenges.

Map 27 on page 133 displays railway routes throughout the county, showcasing on why walking and cycling can be perceived as challenging.

Specifically, the Cotswold line runs from north to south, effectively dividing the county into three distinct sections. The absence of suitable crossing points over the railway line also makes it arduous to navigate for pedestrians and cyclists.

-  Herefordshire Boundary
-  LCWIP Study Area
-  Built Area
-  Watercourse
-  Railway



**Map 27** Severance (public transport network)



Road network

Map 28 on page 135 presents an overview of all severance features across the county.

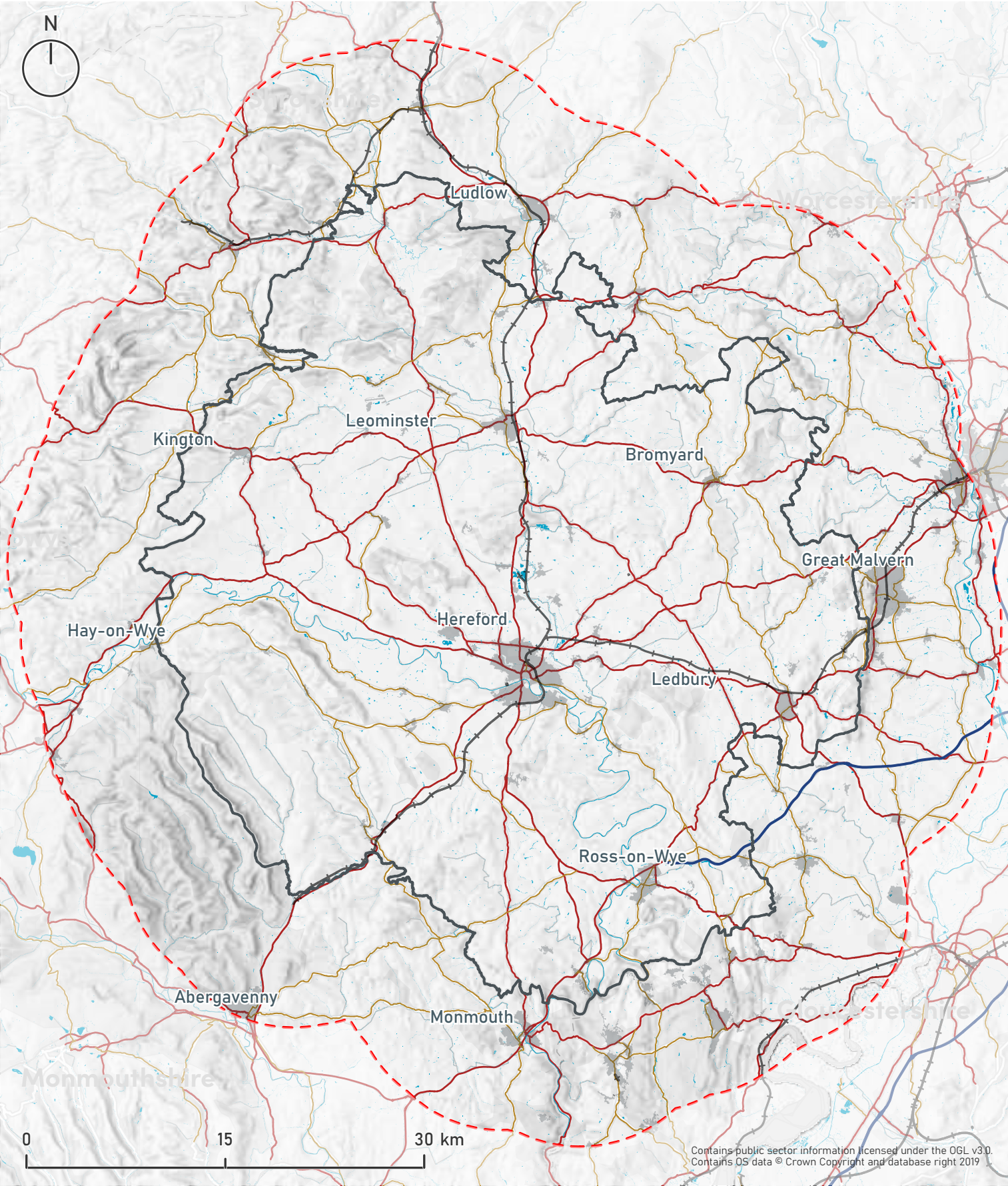
It is essential to consider the road network as a severance feature, especially due to the presence of large, busy roads that can serve as significant barriers for pedestrians and cyclists. The perceived and real risks associated with traveling in close proximity to high volumes of traffic often discourage active modes of transportation.

Busy roads and highways can create physical obstacles, making it difficult for people to safely cross and reach their destinations on foot, using a wheelchair, or cycling. This can impede active travel and limit mobility options for individuals.

Map 28 on page 135 illustrates how the physical landscape, public transport network, and road network collectively contribute to divisions across the county.

Specifically, the heavily trafficked A49, which traverses urban areas like Hereford, Leominster, Ludlow, and Ross-on-Wye from north to south, emerges as a significant severance feature. The limited provision of pedestrian and cyclist crossings, inadequate cycling infrastructure, and absence of footpaths in certain sections make this road unfavourable for active travel.

- Herefordshire Boundary
- LCWIP Study Area
- Built Area
- Watercourse
- Railway
- A Road
- B Road
- Motorway



**Map 28** Severance (road network)



Understanding existing and potential future travel patterns is an important step in developing the LCWWIP networks to ensure they reflect local demand.

Our analysis of travel patterns has combined analysis of commuter patterns (Propensity to Cycle Tool) and non-commuter travel patterns (School Trips, Everyday Trips and Strava analysis).

# Travel demand



# Propensity to cycle

## Overview

The Propensity to Cycle Tool ([www.pct.bike](http://www.pct.bike)) is a nationwide model that identifies where increases in the rates of cycling can be expected through the provision of better infrastructure. It uses Census travel to work data and school travel data and looks at trip distances to see where there may be scope for more short journeys to be undertaken by cycling. It is important to note that one limitation of the PCT is that it uses the 2011 Census and therefore is not based on recent data.

The PCT provides seven scenarios for forecasting future levels of cycling which range in ambition from the 'Government Target' (assumes 6% of commuting trips by bicycle) up to the 'E-Bike' scenario (assumes 22% of commuting trips by bicycle and improved access to e-bikes). The PCT provides two sets of mapping outputs:

- Straight-Line Networks – these plans show direct paths between LSOA Origin-Destination points which gives an overview of the key desire lines for cycling flows
- Applied Networks – applies the straight desire line to the existing road network to provide a more detailed summary of where increased cycle flows would take place on the local network

The PCT tool was used to identify the greatest latent demand for cycle and school commuting. The PCT analysis used the 'E-Bike' scenario, which models the same mode share for cycling as in the Netherlands, adjusting for trip distance and topography and includes improved access to E-Bikes. Using the 'E-Bike' scenario provides a more ambitious and longer-term outlook for cycling flows which is advantageous in network planning as it ensures that the LCWWIP cycle network will provide for assumed future advances in the town's cycle network.

To accommodate for future commuting demand from proposed developments, the population forecasts for each proposed site were incorporated into the PCT forecasts to provide a more accurate reflection of a potential future scenario. The forecast populations were assigned to the nearest available LSOA to each development site.

A limitation of the PCT is its focus on commuting and school trips which tends to produce outputs focussed on key employment and education sites. For the purpose of the LCWWIP, the PCT results were used alongside an analysis of non-commuting and leisure trips to enable the development of a network that covers a wide range of trip purposes.





# Commuting: E-bike scenario (straight lines) MSOA level

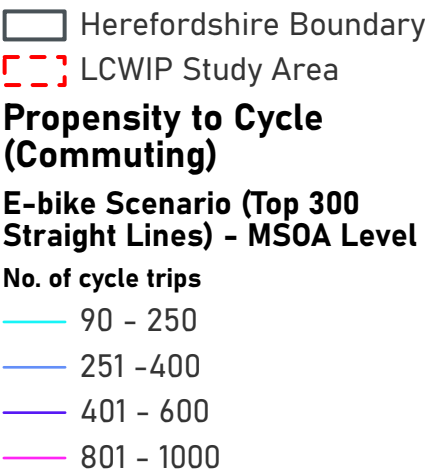
To understand the potential for cycling across the county, the 'E-bike scenario' was used. This models the same mode share for cycling as in the Netherlands, adjusting for trip distance and topography and includes improved access to E-Bikes. This is advantageous for network planning as it ensures that any proposals for improvement to the cycle network will provide for assumed future advances in the county's cycle network. This is shown in [Map 29 on page 141](#).

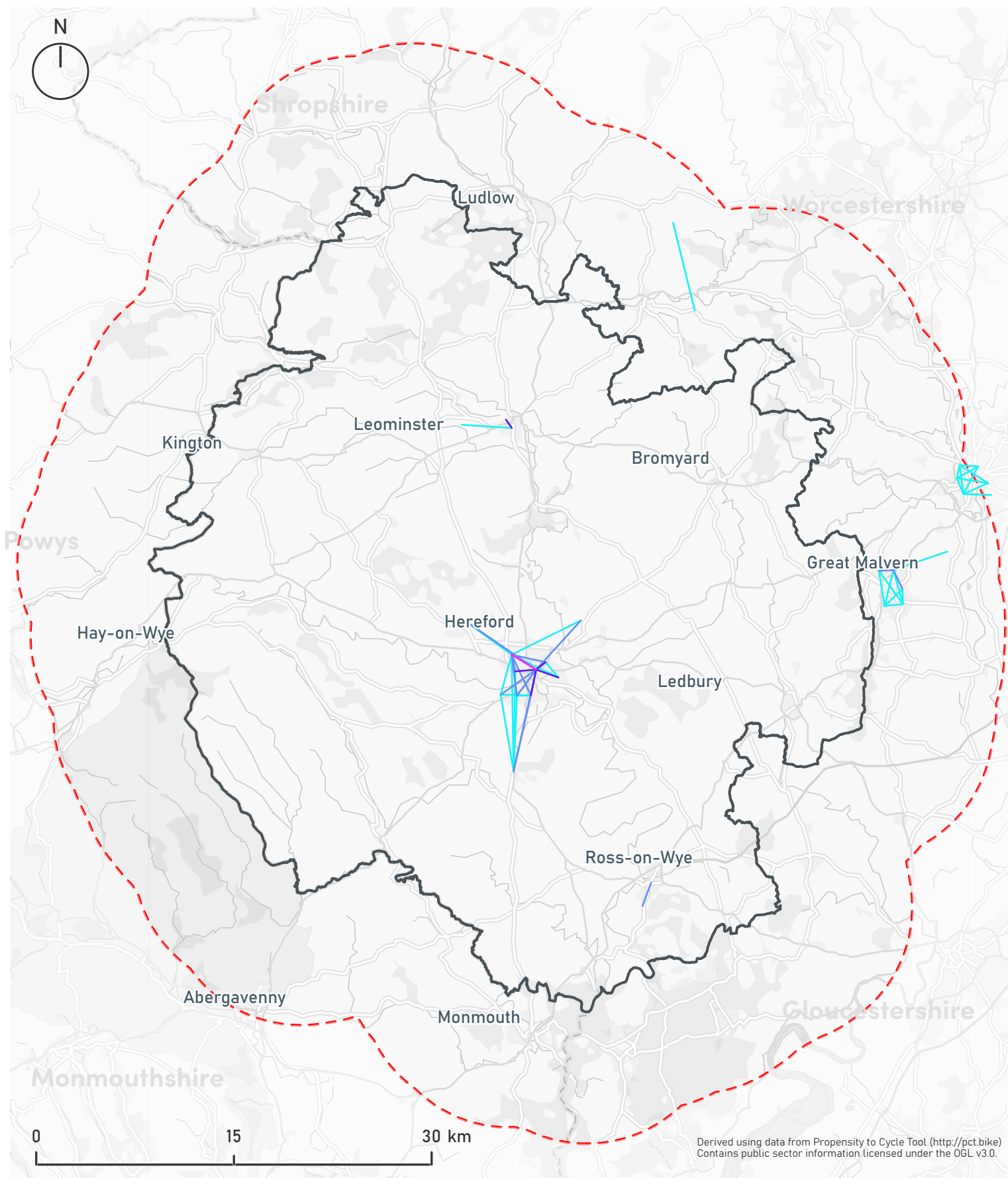
To gain a comprehensive understanding of cycling patterns within the county and the broader study area, the top 300 desire lines were chosen as a representative sample from Middle Super Output Level (MSOA) origin-destination points. These desire lines offer insights into the primary routes taken by cyclists and provide a broader perspective on cycling flows across the region.

This suggests that future commuting demand is likely to be concentrated primarily to/from Hereford city centre and outside the county boundary in Great Malvern and Worcester respectively.

Based on the top 300 desire lines in [Map 29 on page 141](#), the MSOA origin-destination pairs with the highest number of commuters are as follows:

- Herefordshire 010 – Herefordshire 012 (946 commuters)
- Herefordshire 012 – Herefordshire 015 (573 commuters)
- Herefordshire 012 – Herefordshire 013 (535 commuters)
- Herefordshire 011 – Herefordshire 012 (508 commuters)
- Herefordshire 002 – Herefordshire 003 (452 commuters)





**Map 29** PCT 'E-bike' scenario - Top 300 Straight Desire Lines - MSOA level



# Commuting: E-bike scenario (straight lines) LSOA level

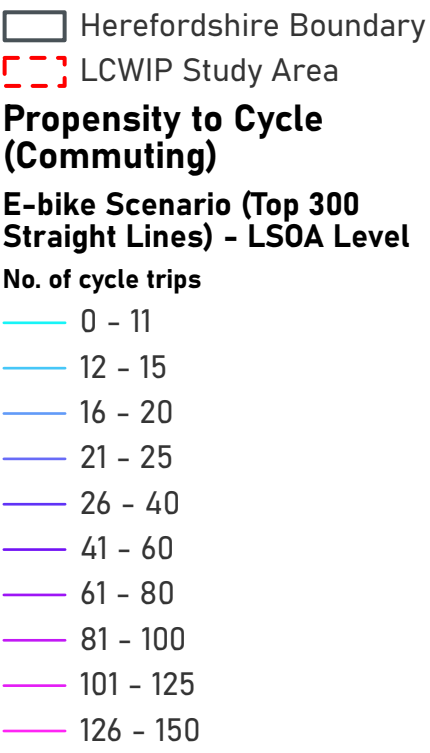
Using MSOA origin-destination points has a limitation as it mainly focuses on commuting flows outside of Herefordshire, specifically in Worcester and Great Malvern. As a result, many straight desire lines may lack relevance for Herefordshire residents, and it may not offer a comprehensive understanding of the overall demand distribution within the county. This is shown in [Map 30 on page 143](#).

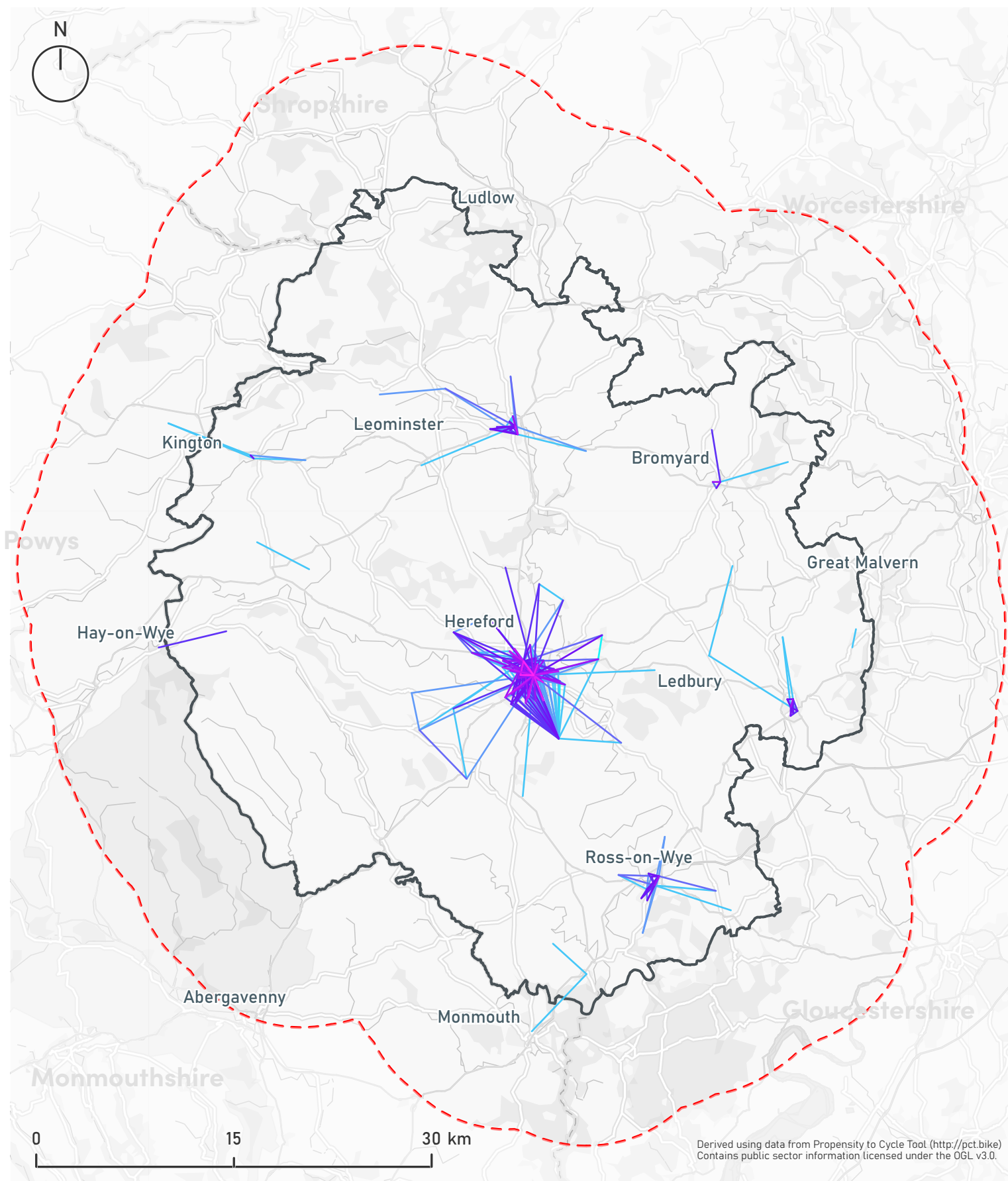
For a comprehensive understanding of cycling flows in the county, the analysis used direct routes between origin-destination points of Lower Super Output Areas (LSOA). Only flows within or starting/ending in Herefordshire were considered, ensuring a well-rounded depiction of cycling patterns specific to the county and providing valuable insights.

[Map 30 on page 143](#) indicates that in addition to the continued concentration of commuting demand to and from Hereford city centre, there are increased commuting desire lines across Herefordshire, particularly in Leominster, Ross-on-Wye, Kington, Bromyard, and Ledbury. .

The top LSOA origin-destination pairs are:

- Herefordshire 012C - Herefordshire 013B (144 commuters)
- Herefordshire 012C - Herefordshire 010B (142 commuters)
- Herefordshire 013B- Herefordshire 010B (110 commuters)
- Herefordshire 013B - Herefordshire 010B (108 commuters)
- Herefordshire 012A - Herefordshire 012C (104 commuters)





**Map 30** PCT 'E-bike' scenario - Top 300 Straight Desire Lines - LSOA level



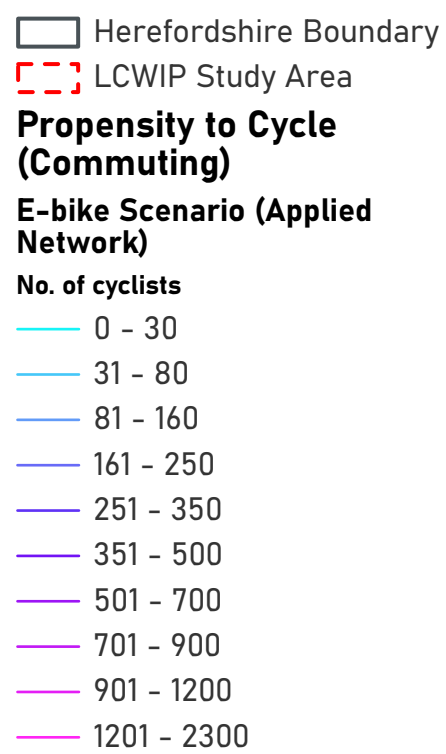
# Commuting: E-bike scenario (applied network)

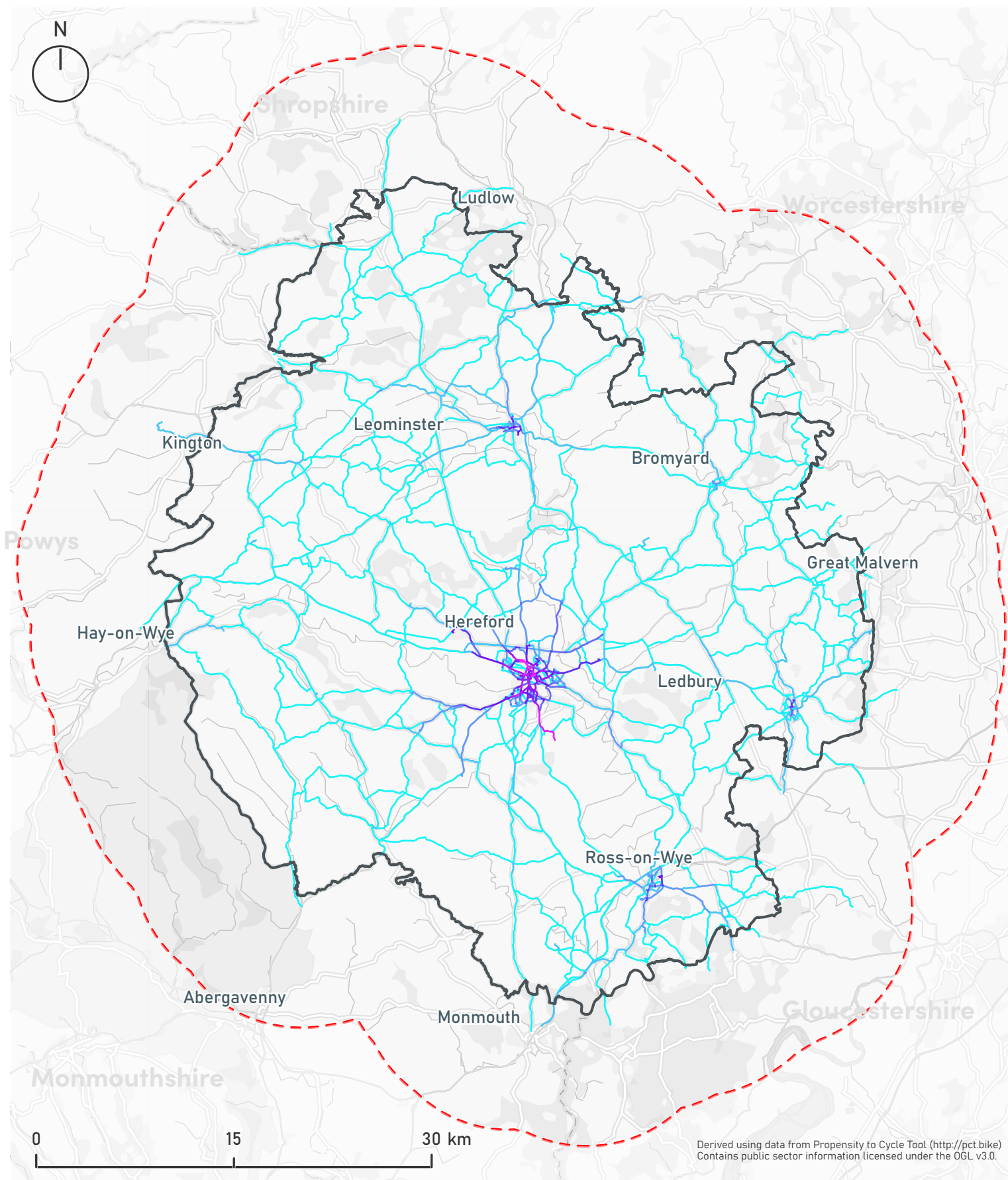
Map 31 on page 145. presents the straight desire lines identified in Map 30 on page 143 and applies these to the existing road network to provide an indication of more applied demand. This helps to provide a more detailed summary of where increases in cycle flows would take place on the local network.

The ‘applied network’ scenario snaps the straight-line desire lines to the closest applicable road alignment to provide an indication of more applied demand. A limitation of this plan is that it uses the closest road alignment, regardless of the conditions for cycling and therefore should not be treated as an accurate prediction of which routes future demand for cycling will use.

Whilst the applied network outputs are useful, it should be noted that the tool does not consider non-highway routes, such as the tree-free routes which traverse across the county and are known to be well-used by residents.

This map suggests that future demand would be concentrated primarily within Widemarsh which provides key connections to Westfield Industrial Estate, Imperial Business Centre, Holmer School and Hereford Leisure Centre.





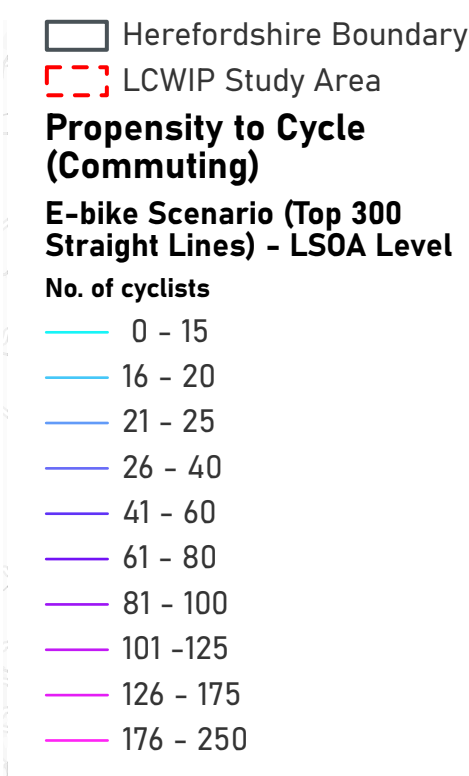
**Map 31** PCT 'E-bike' scenario - Applied Network

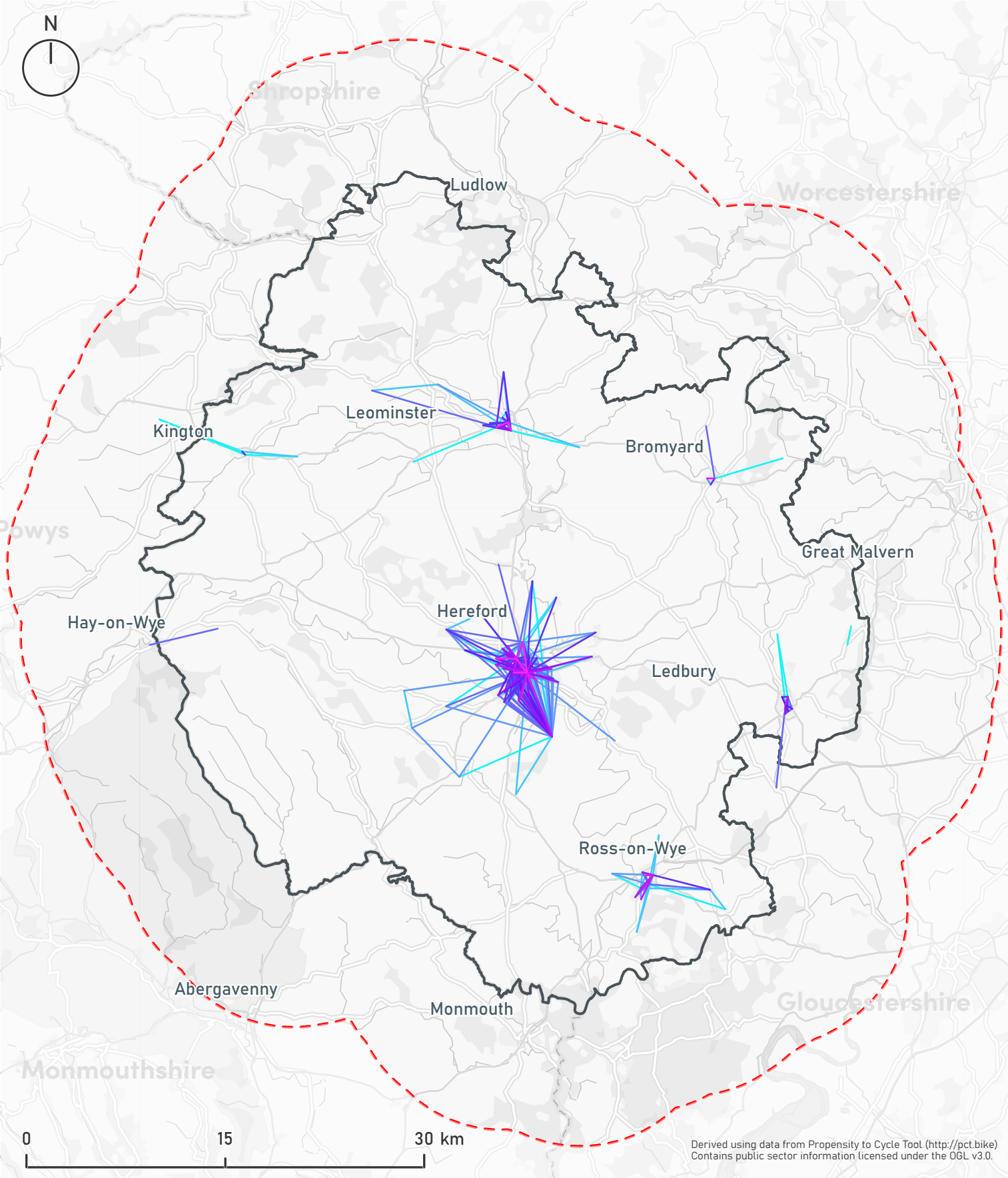


# Commuting: E-bike scenario (straight lines) new development flows

To accommodate for future commuting demand from proposed developments, the population forecasts for each proposed site were incorporated into the PCT forecasts to provide a more accurate reflection of a potential future scenario. The forecast populations were assigned to the nearest available LSOA to each development site.

Map 32 on page 147 indicates that desire lines gravitate towards the key development site of Lower Bullingham in Hereford. In addition, greater demand is identified in Leominster and Ross-on-Wye where new developments in these areas will bring forward considerable housing and employment opportunities, likely to bring additional demand for cycling to the region.





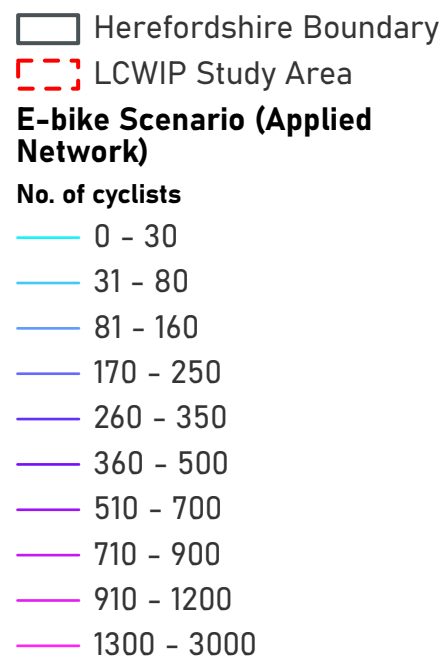
**Map 32** PCT 'E-bike' scenario - Top 300 Straight Desire Lines (updated with development flows)

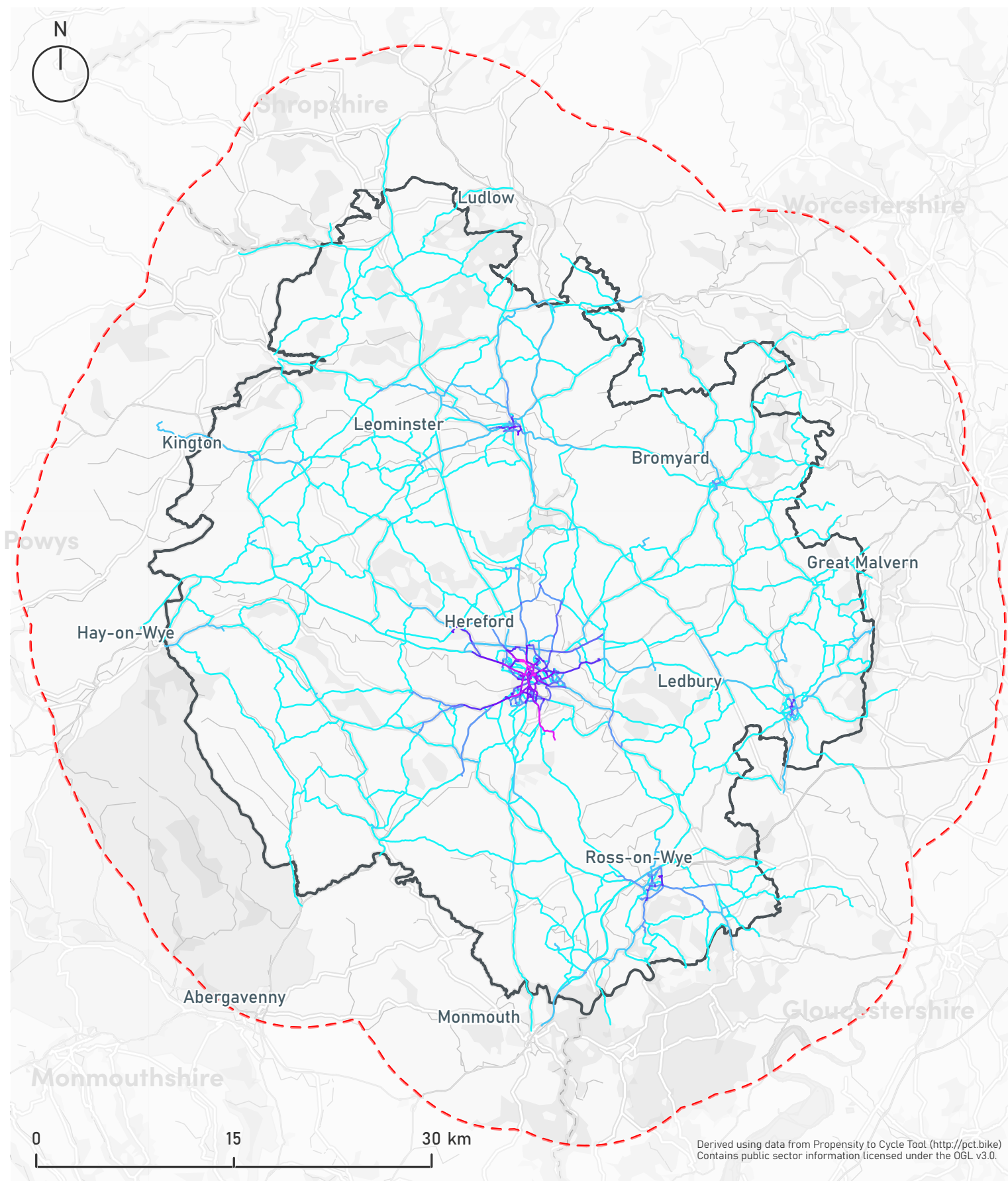


# Commuting: E-bike scenario (applied network) with new development flows

To accommodate for future commuting demand from proposed developments, the population forecasts for each proposed site were incorporated into the PCT forecasts to provide a more accurate reflection of a potential future scenario. The forecast populations were assigned to the nearest available LSOA to each development site.

Map 33 on page 149. shows that cycling demand continues to follow the same routes currently, with high concentration of cycling potential located in Hereford, with smaller poickets located in Leominster, Ledbury and Ross-on-Wye.





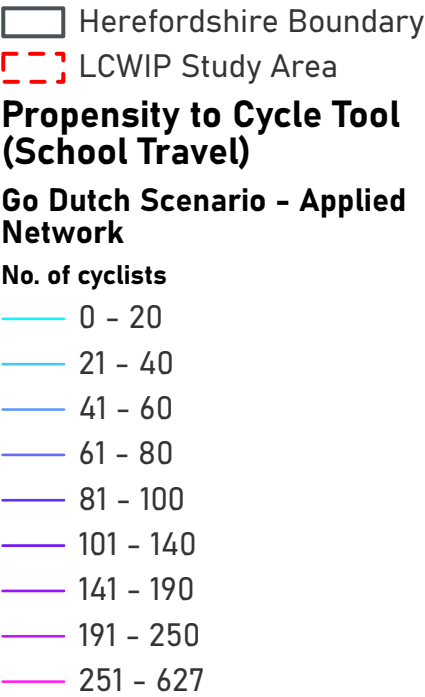
**Map 33** PCT 'E-bike' scenario - Applied Network

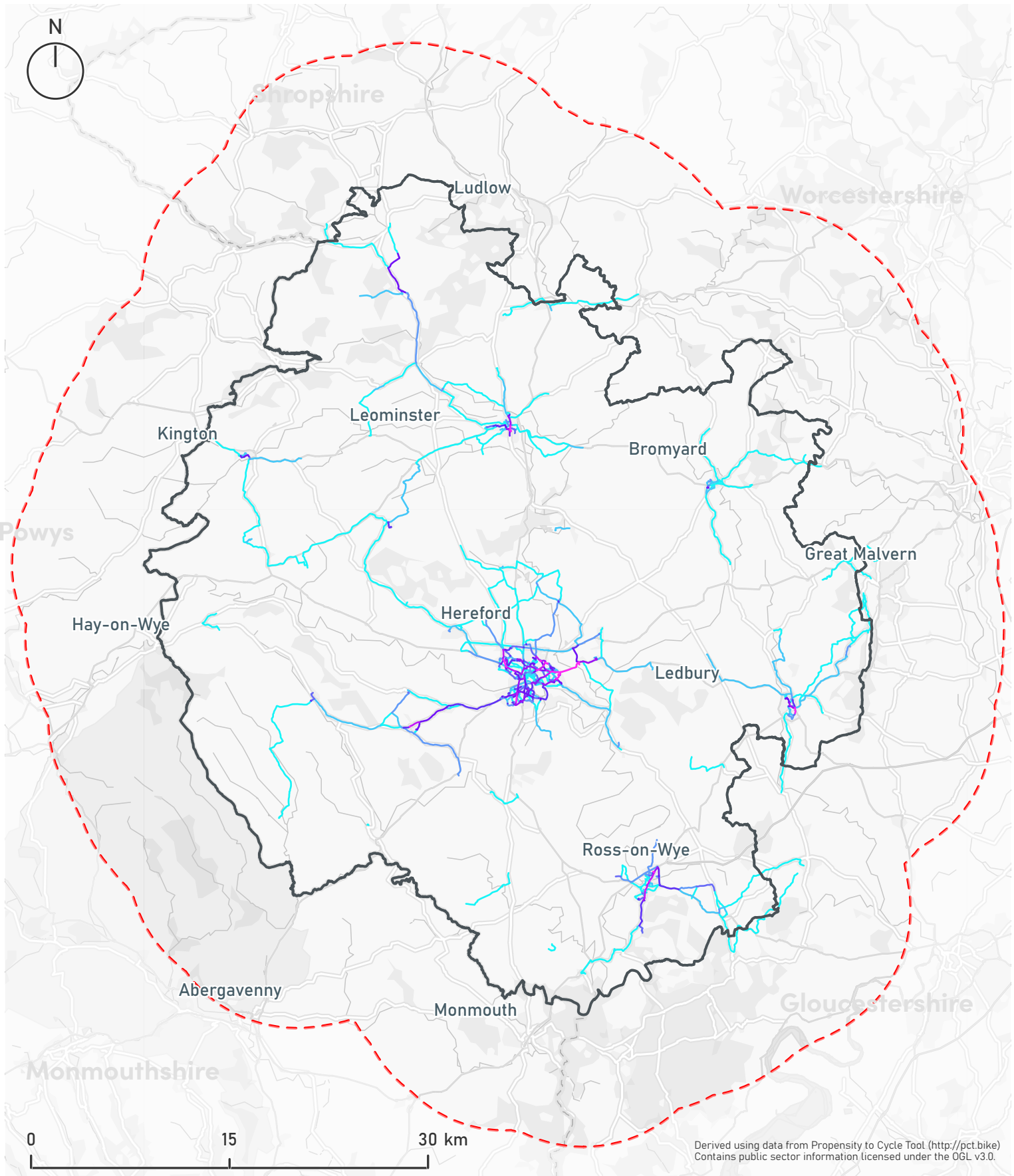


# School Travel: Go Dutch scenario (applied network)

The PCT tool also provides a school travel scenario using the travel to school results from the 2011 Census. The “Go Dutch” scenario assumes that there is the same mode share for cycling trips to school as the Netherlands, which is 41%. The plan highlights the location of several clusters of routes which are anticipated to have significant increases in the number of cycling trips to school.

Map 34 on page 151 presents the school travel results for the ‘Go Dutch’ scenario. This scenario assumes that there is the same mode share for cycling trips to school as the Netherlands, which is 41%. This highlights the location of several clusters of routes which are anticipated to have significant increases in the number of cycling trips to school. These increases are in Hereford (Bishop of Hereford’s Bluecoat School), Ross-on-Wye (John Kyrle High School & Sixth Form School) and Leominster (Earl Mortimer college and sixth form centre).





**Map 34** PCT School Travel - 'Go Dutch' Applied Network



# Third party data

To help supplement the PCT results, Strava data was used to provide additional information on trips ‘on foot’ (including walking, running, hiking etc.) and trips ‘on bike’. The Strava data was extracted from the Strava Metro website and is gathered from Strava users recording walking, running or cycling trips on their Strava app.

Strava data is available in batches of three consecutive months, data was therefore obtained for June – August 2022, which represented the three months of data with the highest levels of activity from the previous year. Strava data consists predominantly of leisure and recreational trips, however it also includes commuter trips which generally account for c.5-10% of entries.

By comparing the patterns of ‘on foot’ and ‘cycling’ trips, it is possible to understand where there are similarities and differences in the preferred routes being used in and around Herefordshire.





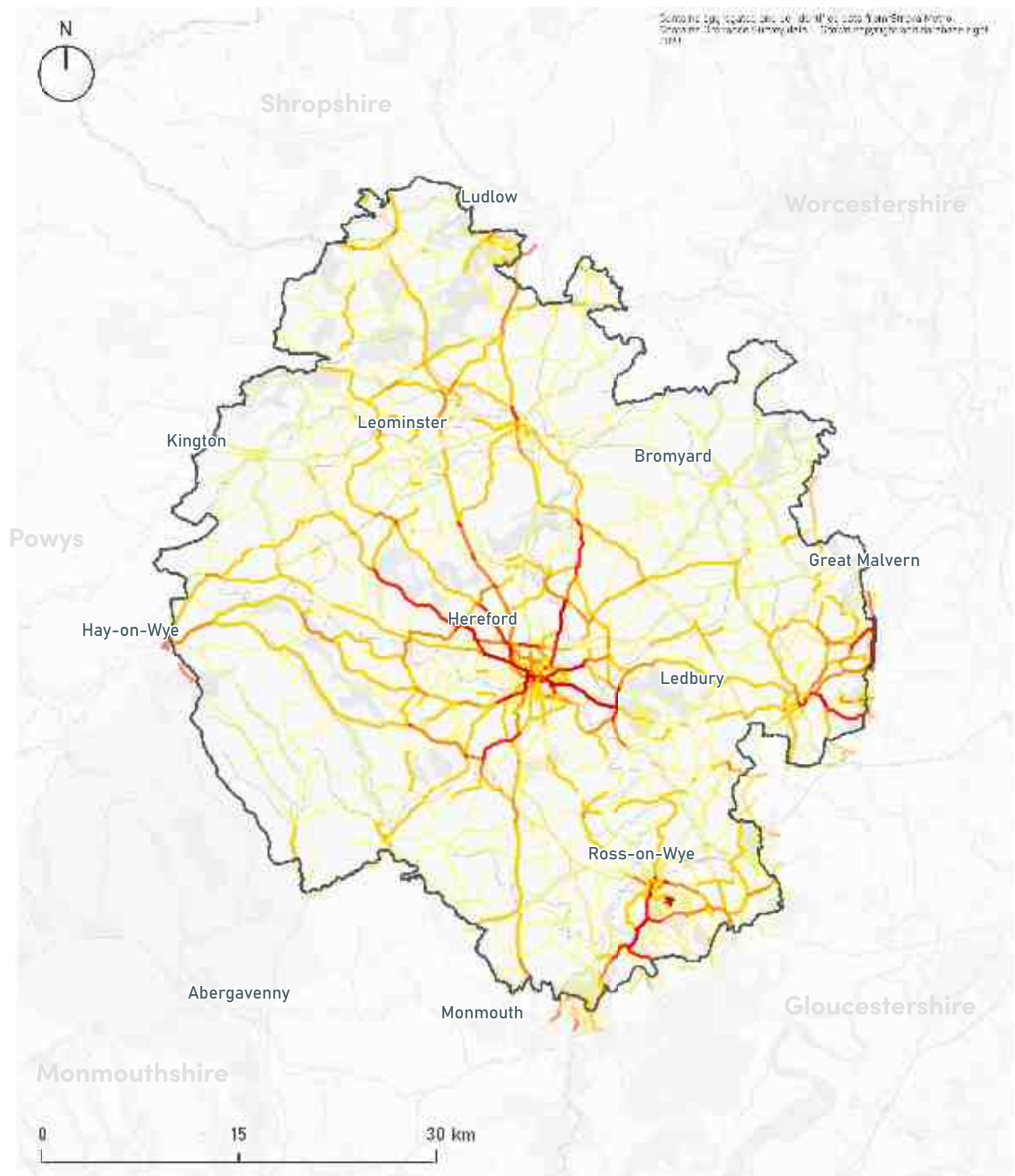
# Strava data June - August 2022 (Cycling)

Map 35 on page 155 highlights several alignments where daily trip volumes are high. The distribution of cycle routes are predominately focused radiating from Hereford city centre, with routes to the west and east of the city being particularly well used. Cycle volumes are also high in areas to the east of the county, particularly along the B4234 in Walford near Ross-on-Wye and within the Malvern Hills Area of Outstanding Natural Beauty (AONB).

As would be expected, there is also high volumes along NCN 46, particularly along the Great Western Way in Hereford, which provides an off-road cycle route from the south of Hereford.

Interestingly, the volume of daily cycling trips along the NCN route 46 outside of Hereford city are low, particularly around Dewsall Court. Whilst the NCN route 46 navigates through Portway and Dewsall Hall, strava data indicates that cycling trips are instead navigating the alternative rural route which runs perpendicular to NCN 46.





**Map 35** Strava data (June - August 2022)



# Strava data June - August 2022 (run, walk, hike)

Strava data can also be obtained to analyse the number of walking trips taken within the county.

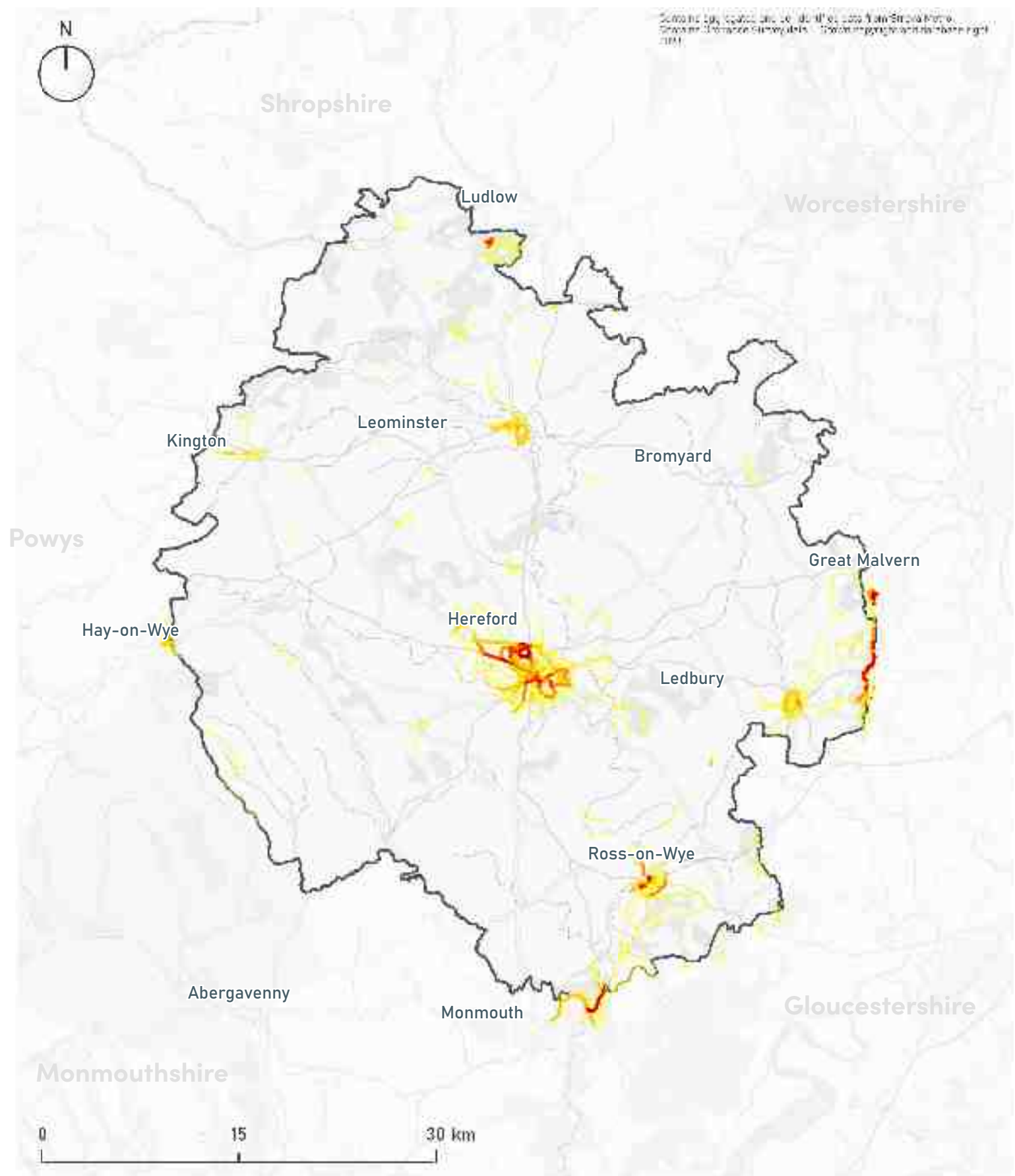
Map 36 on page 157 shows that perhaps unsurprisingly, the daily walking trips recorded on Strava show a greater preference for traffic-free routes, with comparatively lower trips on the main vehicular routes across the county.

In particular, trips within the Malvern Hills Area of Outstanding Natural Beauty proved to be popular, accounting predominately for leisure walks in the large area of hills, woods and fields.

In addition, a large number of strava foot trips take place in Hereford in close proximity to Halo Golf Course and Hereford Race course, which is a popular spot for dog walking.

Finally, additional high demand for leisure walking trips can be found to the south of the county near Wye Valley Area of Outstanding Natural Beauty, home to extensive network of rivers and woodlands for walking.





**Map 36** Strava data (June - August 2022)



# Everyday trip analysis

## Overview

The PCT outputs provided indicative cycling networks based on commuting and school trips, whilst the Strava data is generally focussed on trips for recreation and/or exercise.

The purpose of the Desire Line Clustering therefore was to provide an additional layer of analysis that focussed on ‘Everyday’ cycling trips which would include: leisure and recreation, trips to local centres and amenity trips.

Combining the ‘Everyday’ trips, Strava and PCT outputs provided a comprehensive demand model for developing the LCWWIP network.

Developing the everyday trip analysis consisted of the following steps:

- Identifying origin clusters
- Destination clusters
- Origin - Destination pairs
- Density of everyday desire lines





# Origin clusters

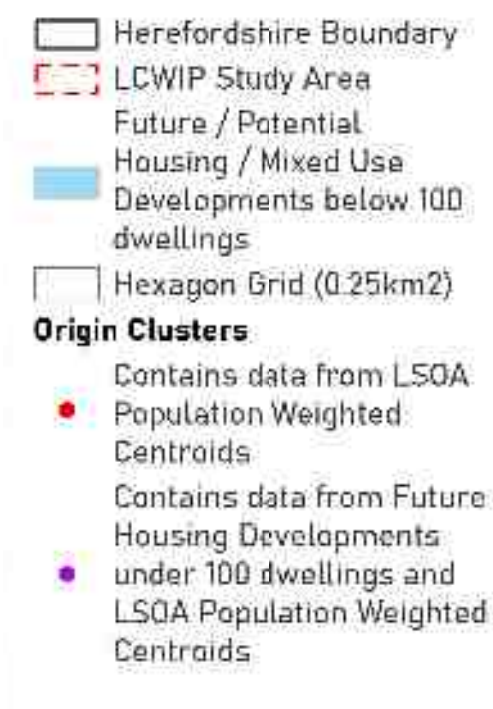
The following series of plans show the methodology for identifying the desire lines for “everyday” cycling trips in the study area.

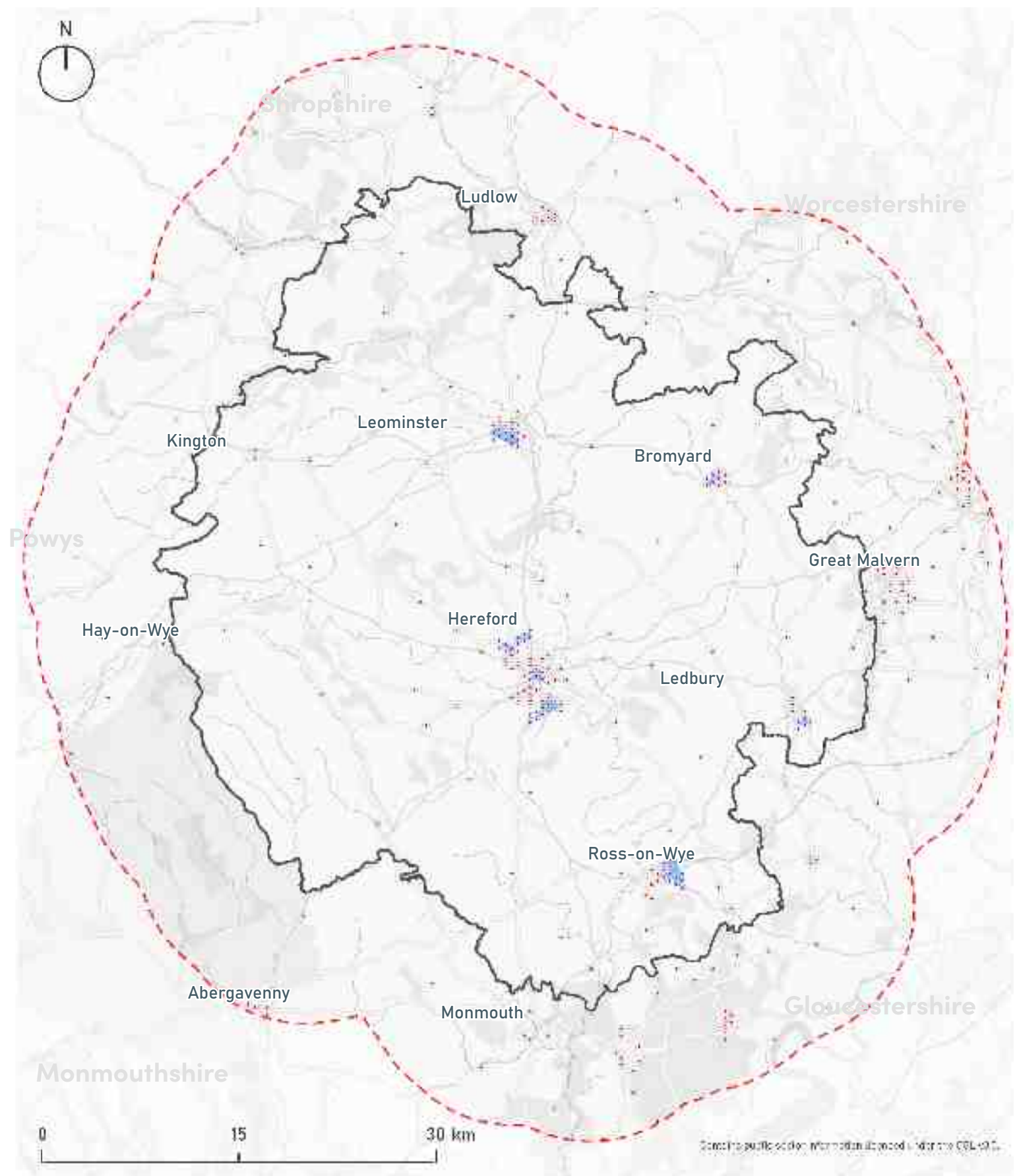
Origin clusters are existing and future residential areas which are grouped together to simplify analysis, creating ‘clusters’.

A grid system was used to identify origin clusters of LSOA population centroids, and future housing development clusters.

For the purposes of the analysis, all hexagons which currently contain an LSOA population weighted centroid and/or are anticipated to include >100 residential dwellings in the future were included as Origins.

Map 37 on page 161 shows origin the origin clusters established across the county. This shows that the majority of origins are centred around the key settlements of Hereford, Leominster and Ross-on-Wye, with limited origin clusters to the west of the county. In addition, clusters of origins are located outside of Herefordshire boundary, but are located within the LCWWIP study area, particularly near Great Malvern and Worcester.





**Map 37** Origin clusters



# Destination clusters



Having identified the starting location of journeys across Herefordshire, destinations were then identified.

Destinations were based on data provided by Herefordshire Council and clustered to highlight the areas with the highest number of destinations.



All destinations were categorised as below:

- Class 1: Town, Village and Local Centres; Key Employment Sites
- Class 2: Bus Stops, Existing and Proposed Schools, Railway Stations, Hospitals, Supermarkets, Leisure Centres and Libraries



Map 38 on page 163 shows that class 1 destinations are clustered sporadically across the county, with a high density of class 1 destinations in Ross-on-Wye. In addition, a high density of class 2 destinations are located in the City Centre. In addition, many class 2 destination clusters are located on the edge of the boundary of Herefordshire, but are located within the LCWWIP study area boundary. This includes destinations near Wye Valley Area of Natural Beauty, the Malvern Hills and Worcester.

-  Herefordshire Boundary
-  LCWIP Study Area

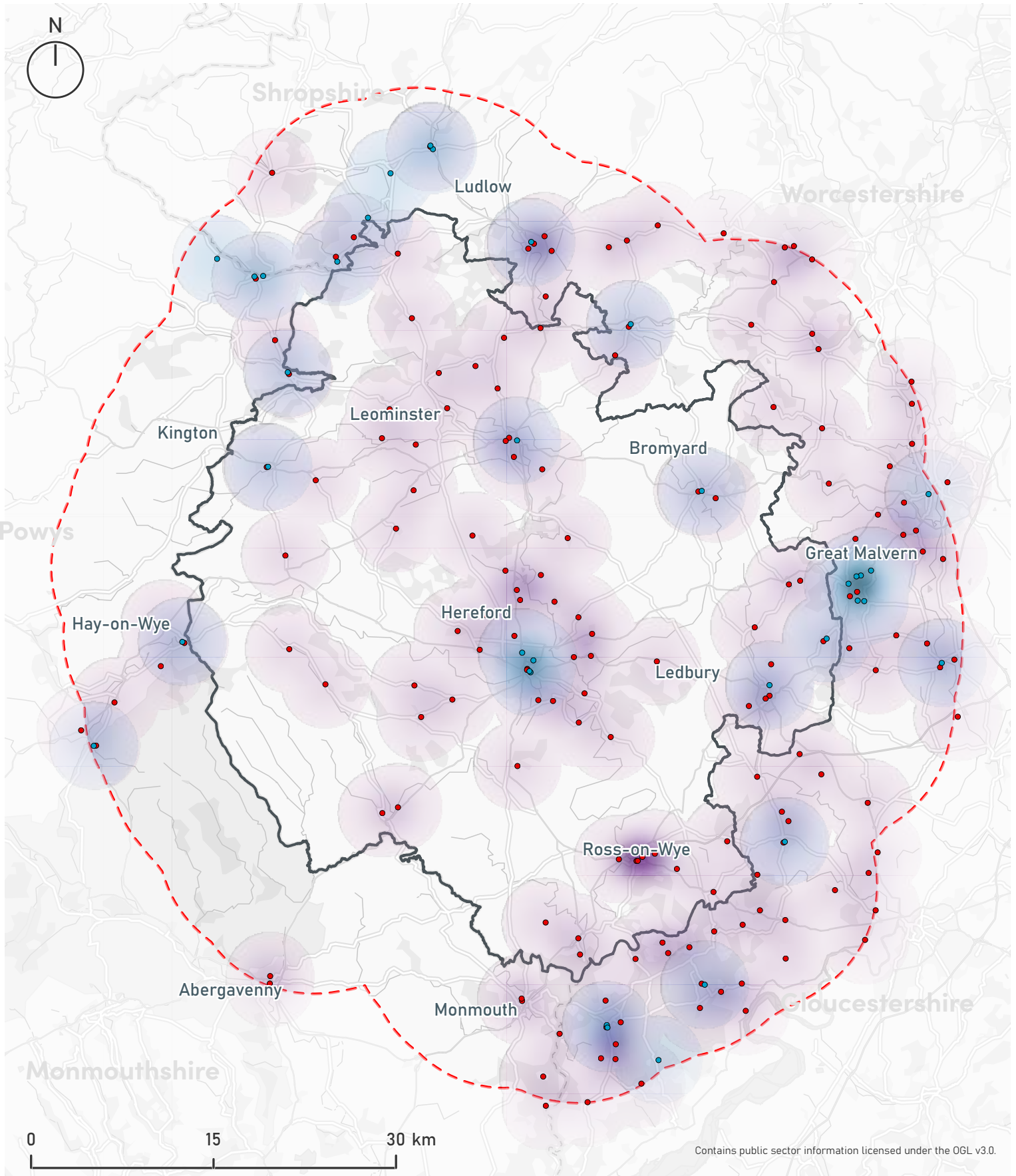
## Class 1 Destination Density

-  Sparse
-  Dense

## Class 2 Destination Density

-  Sparse
-  Dense

- Class 1 Destinations
  - Major Town Centres, Town Centres and Market Town Centres;
  - Employment Sites and Allocations;
  - Built up areas
- Class 2 Destinations
  - District Centres, Local Centres, Small Local Centres, Shopping Centres, Retail Parks
  - National Rail Stations



**Map 38** Destination clusters

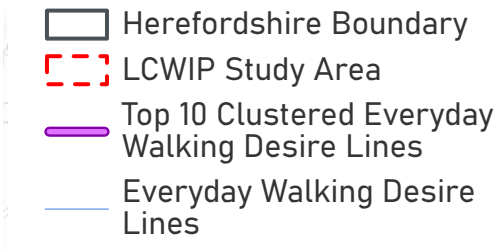


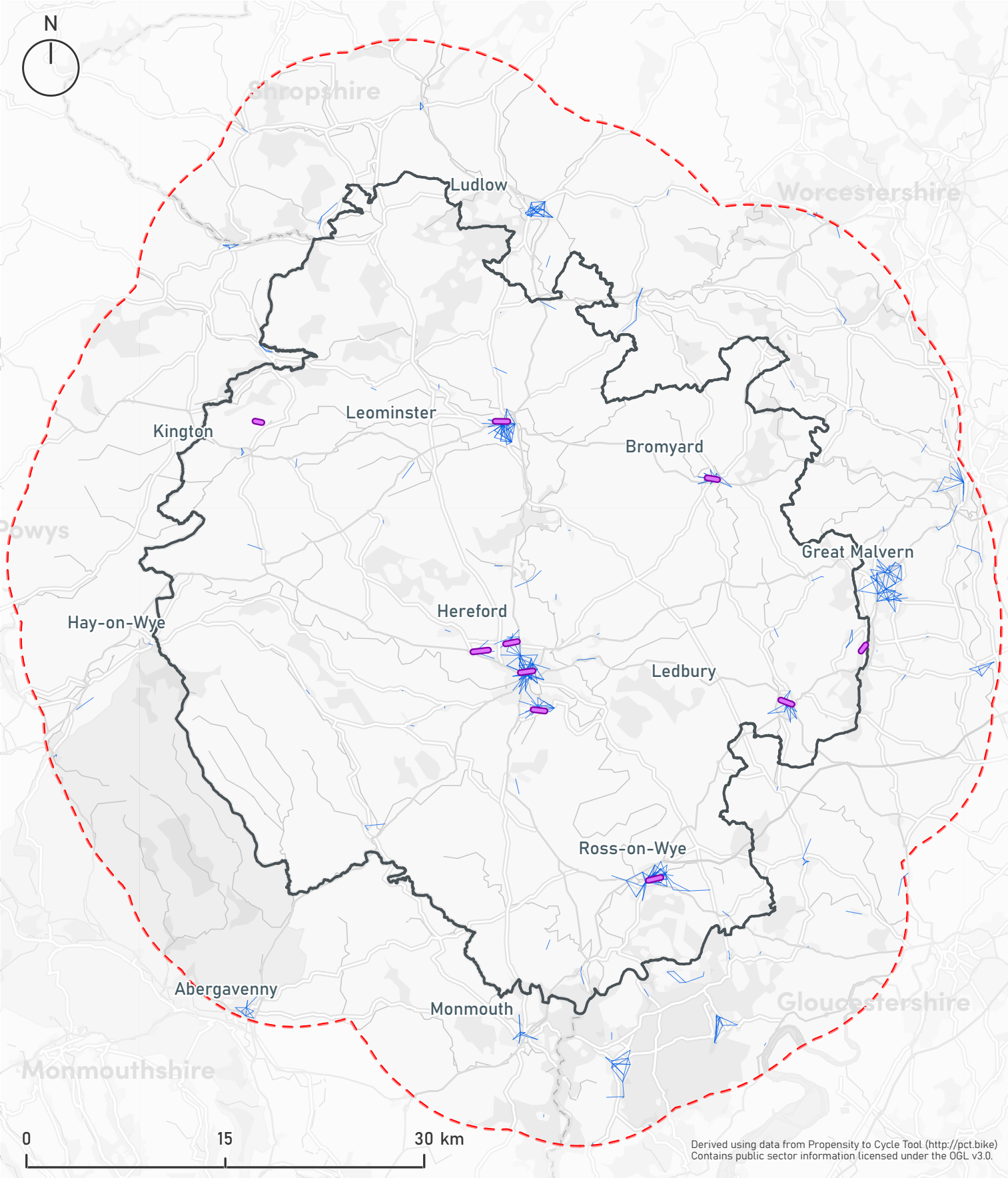
# Origin - Destination pairs for walking and cycling

To understand everyday desire lines for walking across the county, each origin cluster as described in map x were correlated with their closest class 2 destination and all class 1 destinations across the county.

Following this, a density based clustering analysis was used to cluster desire lines into a more refined plan, identifying the top 10 desire line clusters for walking

Map 39 on page 165 shows that most walking desire lines are located within the key towns across the county and most within the city centre. Therefore, as part of the development of this strategic LCWWIP, area based recommendations will be taken forward.





**Map 39**    Everyday walking desire lines (up to 1.6km)



# Everyday cycling origin-destination desire lines (up to 5km)





To determine key desire lines for cycling across the county, the spatial relationship for desire lines up to 5km was also analysed. These desire lines reflect the potential of cycling across the county.

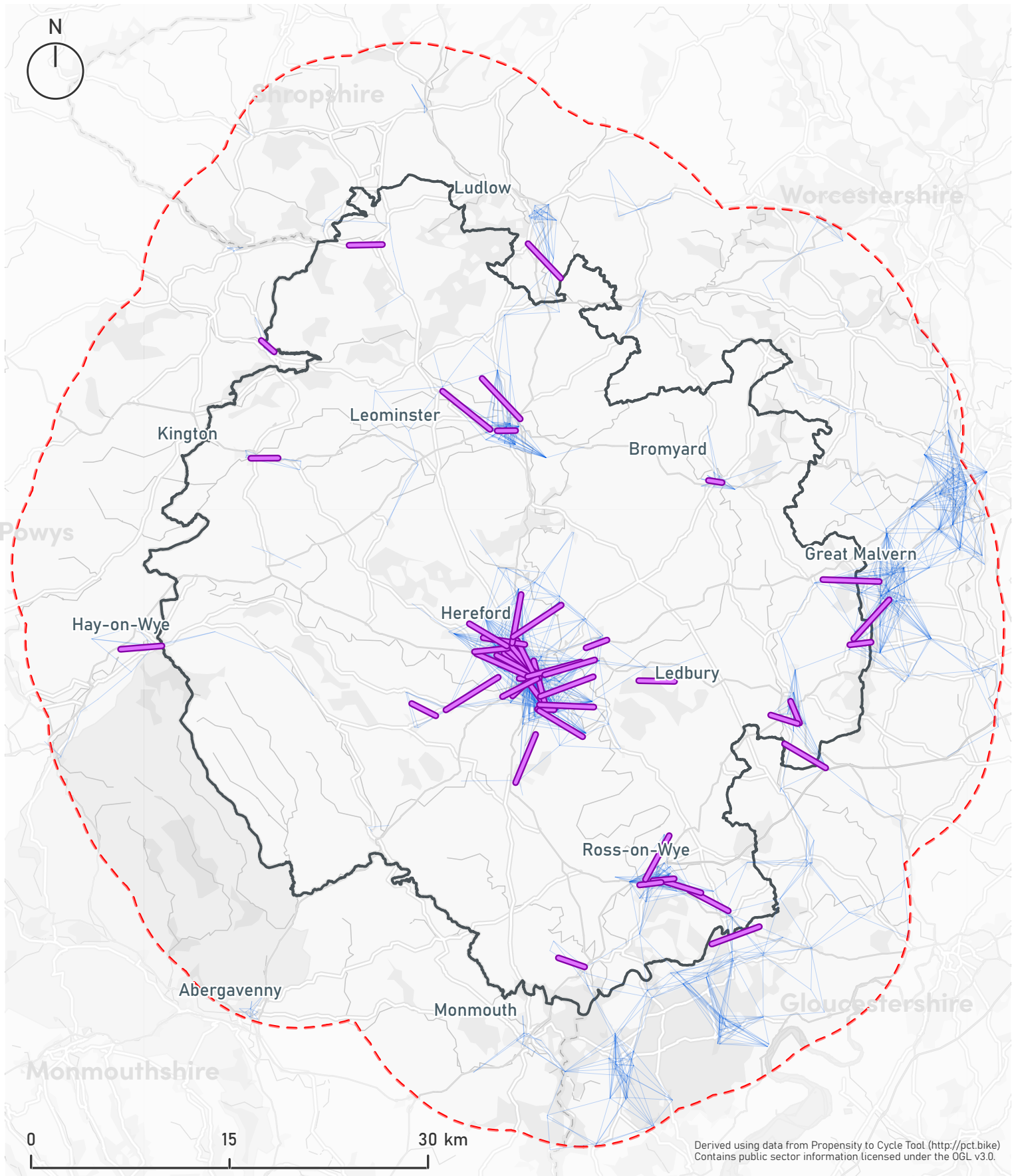
As with the case of map x, desire lines were created from each origin centroid to its nearest Class 2 destination, and then also to all Class 1 destinations in the Study Area (all desire lines >5km were excluded from the analysis). This was based on the assumption that the Class 1 destinations would generate a higher number of trips and that they are also likely to have a larger catchment area of trips from across the study area, compared to Class 2 destinations which would generate more locally based trips.

Following this, a density based clustering analysis was used to cluster desire lines into a more refined plan, identifying the top 50 desire line clusters.

Map 40 on page 167 shows that the majority of the top 50 everyday cycling desire lines up to 5km are clustered primary near the city centre. Alignments for these desire lines are generally east-west movements.

In addition, there are key cycling desire lines across all market towns across the county, including desire lines from Great Malvern into the county boundary.

-  Herefordshire Boundary
-  LCWIP Study Area
-  Top 50 Clustered Everyday Cycling Desire Lines
-  Everyday Cycling Desire Lines



**Map 40** Cycling up to 5km



# Density of everyday cycling desire lines (5-20km)

To determine key desire lines across Herefordshire, the spatial relationship between origin clusters and destination clusters was analysed.

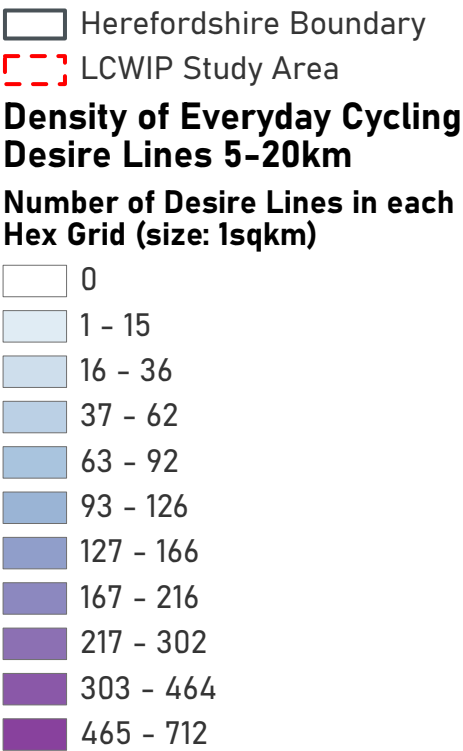
Everyday origin-destination lines were created for cycling journeys between 5km and 20km. This distance was selected due to the rural nature of Herefordshire and the desire to establish a strategic network across market towns, villages and the city centre.

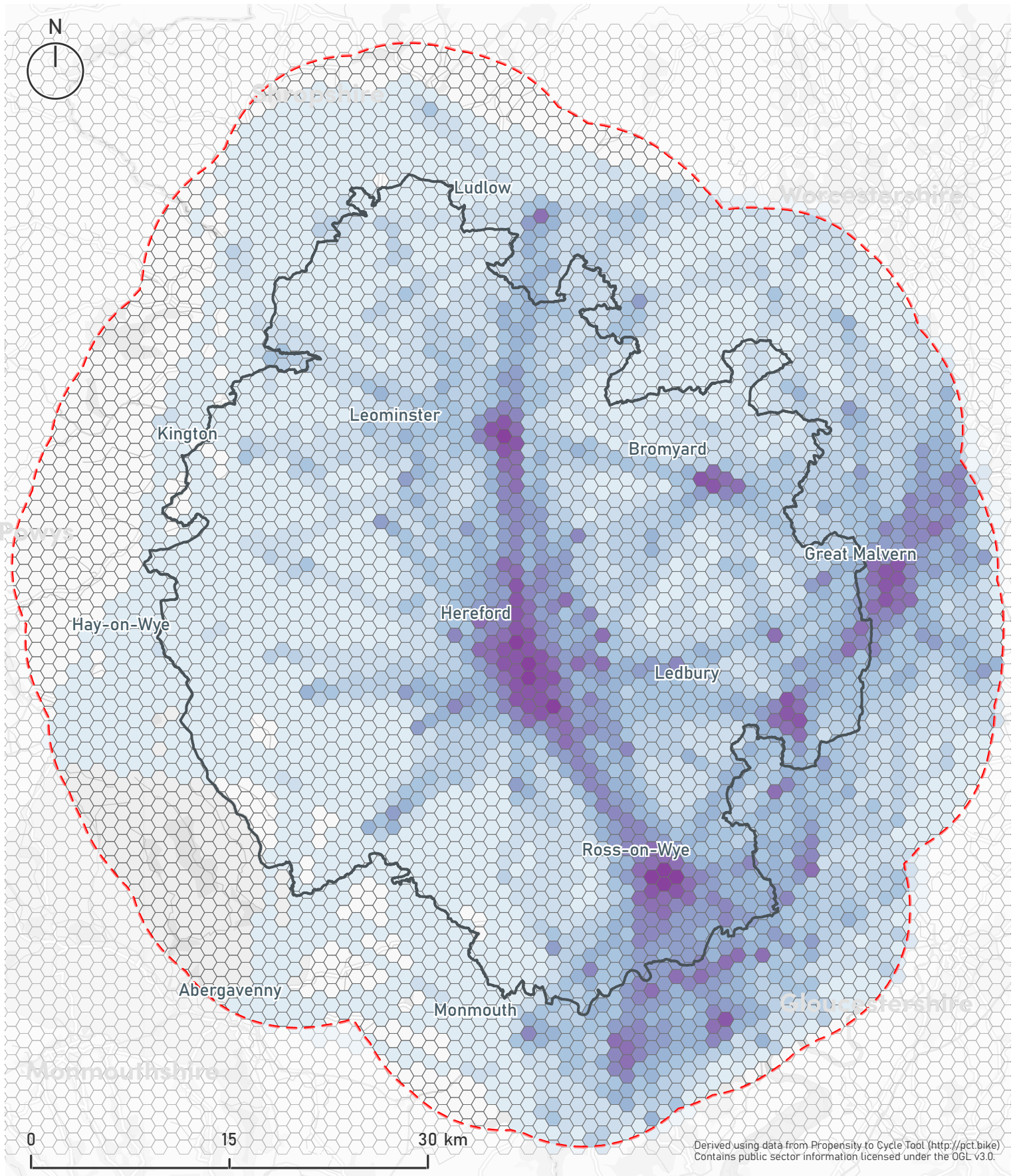
To achieve this, straight lines were drawn between each origin hexagon presented in map x to its nearest class 2 destination and to all Class 1 destinations across the study area.

This was because it was assumed that Class 1 destinations would generate a higher number of trips and that they are also likely to have a larger catchment area of trips from across the study area, compared to Class 2 destinations which would generate more locally based trips.

Following this, these straight lines were 'trimmed' to distances between 5km and 20km to establish the strategic cycling network.

Map 41 on page 169 shows that there are a high number of desire lines which route from the city centre to the north (towards Leominster), south (towards Ross on Wye) and east (towards Great Malvern).





**Map 41** Density of everyday cycling desire lines

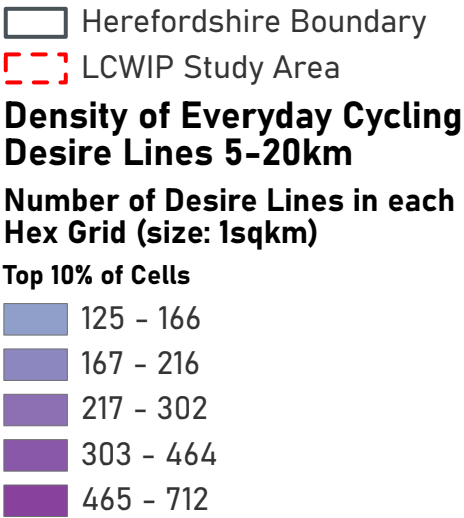


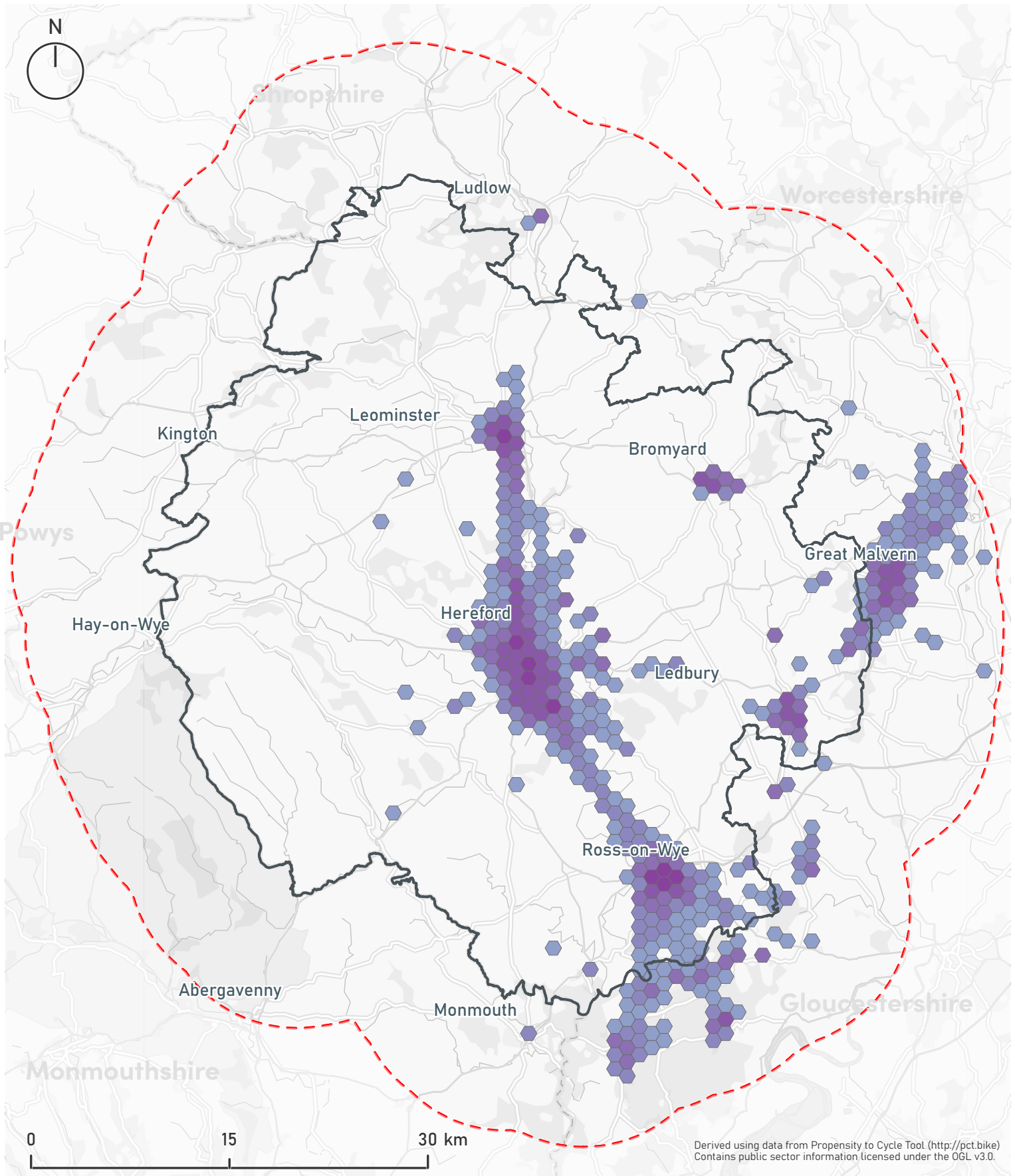
# Density of everyday cycling desire lines (5-20km) (Top 10%)

Having identified all origin-destination desire lines for cycling up to 20km, it was necessary to refine the number of desire lines to a more appropriate number. This was necessary to reflect areas across the county where there is considerable level of demand.

Therefore, a consolidation exercise of the desire line clusters was established to select only the top 10% of everyday cycling desire lines across the county, helping to identify corridors of everyday demand.

Map 42 on page 171 shows that the top 10% of everyday cycling desire lines between 5 and 20km are strategically located primarily between Leominster, Hereford and Ross on Wye. In addition, there is a cluster of desire lines between Great Malvern, Bromyard and Ledbury, showcasing significant demand within the east of the county. To the west, there is a considerable lack of everyday cycling desire lines.





**Map 42** Density of everyday cycling desire lines (top 10%)



# Combined demand analysis

To help compare the results from the PCT, Strava and Everyday Trip analyses, a ‘combined demand analysis map’ was established. This is imperative given that each individual analysis has its limitations, meaning combining the datasets provides a more balanced overview of the three datasets which considers commuting, recreation, and utility trips.

The purpose of this map was to clearly show the analysis of the PCT tool, Strava data and everyday trip analysis, overlaying this data to show where there is high demand for active travel.

To present a strategic network for active travel, a set minimum limit was imposed for each individual analysis. The purpose of this was to ensure that the analysis presents a coherent and strategic picture of demand across the county, ensuring that focus is directed towards the areas where there is the highest demand, establishing a strategic overview of the county. Therefore, the following parameters were used, with only desire lines above this limit being included into the analysis:

## PCT

- Top 300 PCT desire line

## Strava

- Links with more than 20 trips per day (walking or cycling)

## Everyday trip analysis -

- Top 10 desire lines (up to 1.6km)
- Top 50 desire lines (up to 5km)
- Contains top 10% everyday desire line (5km - 20km)

The study area was first split into a grid of hexagons, which were assigned a colour if they contained a certain type of desire line. Hexagons containing all three type of desire lines are shown in **red**.














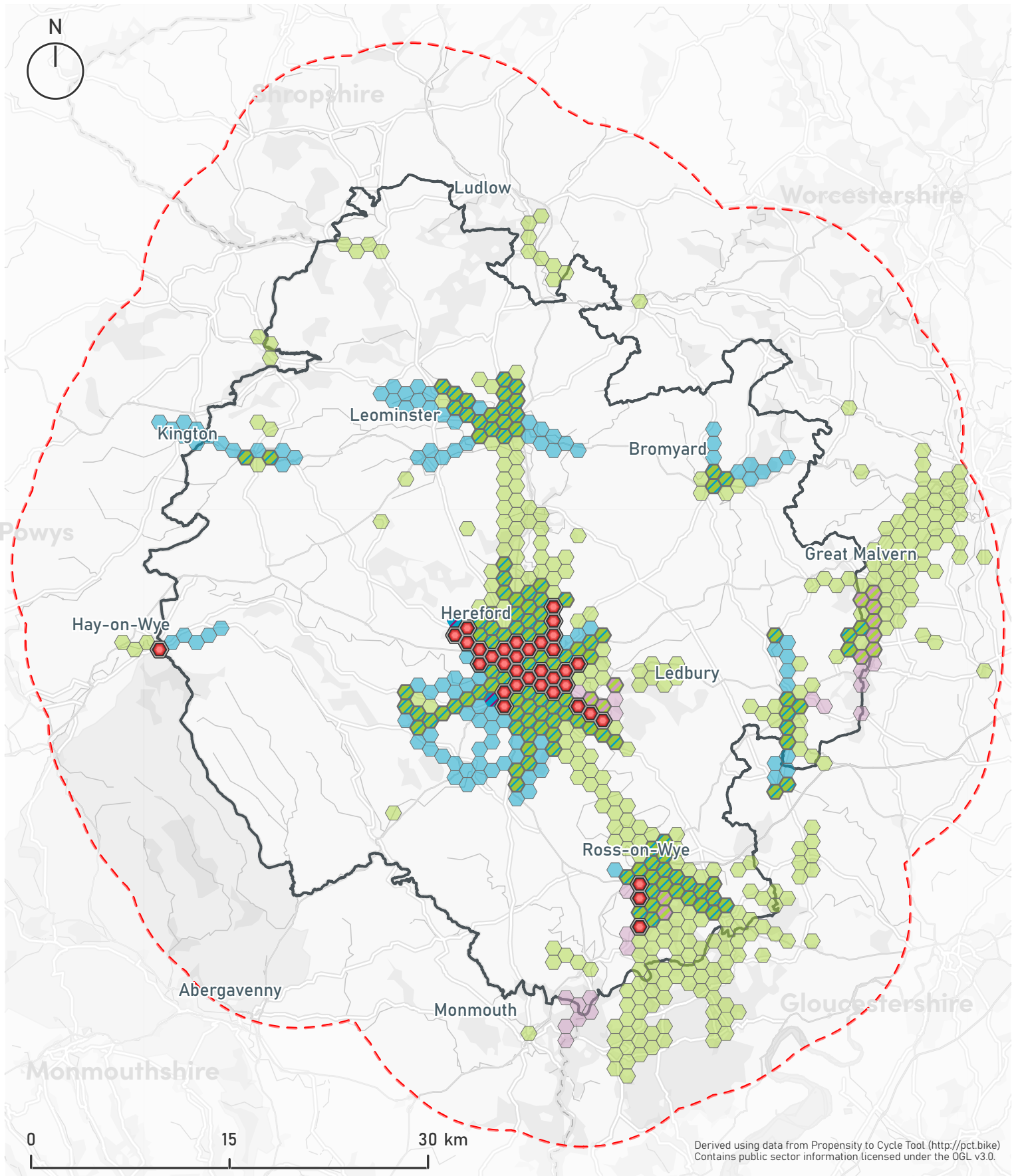
# Combined Demand Analysis

Map 43 on page 175 demonstrates the combined demand analysis for the county. The highest overlap between the three datasets (i.e. desire lines that contain PCT desire lines, Strava links and everyday desire lines) are located primarily within the centre of Hereford, with a direct desire line of all types extending from Hampton Bishop to Credenhill. Within the centre, there is also high demand towards Belmont and Rotherwas Industrial Estate.

Across other key towns across the county, there are pockets of areas where all types of desire lines exist. This includes; Hay-on-Wye and Ross-on-Wye. Other areas of key desire lines (where there are at least two desire lines) include a link between Dymock and Ledbury, Bromyard, Leominster, Kington and Great Malvern.

Finally, desire lines with at least one desire line establish a strategic network of active travel desire lines across the county, including between Hereford and Leominster and near Ross-on-Wye.


-  Herefordshire Boundary
-  LCWIP Study Area
-  Contains All Types of Desire Lines
-  Contains Top 300 PCT Desire Line and Top Everyday Trips Desire Line
-  Contains Top 300 PCT Desire Line and Strava Link with more than 20 walking and cycling trips per day
-  Contains Top Everyday Trips Desire Line and Strava Link with more than 20 walking and cycling trips per day
-  Contains Strava Link with more than 20 walking and cycling trips per day
-  Contains Top 300 PCT Desire Line
-  Contains Top Everyday Trips Desire Line



**Map 43** Combined Demand Analysis



# **Network planning for walking across the county**



This chapter will summarise how the network for walking was  
developed for the county.

# Developing a network for walking



# Core walking zones

The main focus of the infrastructure improvements is to upgrade and extend the quality and coverage of the existing walking network.

Figure 2 on page 180 illustrates how the development of the LCWWIP walking network is based upon the identification of ‘Core Walking Zones’ (CWZ) which represent areas that are expected to contain key walking trip generators and therefore likely to create higher levels of footfall.

As well as reviewing walking conditions within the CWZ itself, the site audits review conditions on the key walking routes into the CWZ. This ensures that the wider connectivity and permeability of the CWZs is considered during the network development.

For the Herefordshire LCWWIP, a total of five main towns were identified:

- Leominster
- Ledbury
- Kington
- Ross-on-Wye
- Bromyard

An analysis of the density of destinations highlights that these five towns represent the areas where there the greatest clusters of existing walking trip generators and therefore the highest levels of footfall.

Within the five towns, walking routes were identified. These routes were generally considered due to their proximity to key trip generators in each town. Each route consisted of several sections, which were determined based on when the characteristic of the road changed in line with guidance outlined within the DfT Walking Route Audit Tool.



Figure 2 Core Walking Zone Graphic





This chapter will summarise the auditing process that was undertaken for walking routes across Herefordshire

# Auditing the walking network



# Walking Route Audit Tool (WRAT)

## Methodology

Having confirmed the Core Walking Routes, each route was then audited on site using the Walking Route Audit Tool (WRAT) methodology set out in the DfT LCWWIP process guidance.

Audits were undertaken on site by PJA. Each of the walking routes was audited in person. and auditing results inputted on site into a site app developed specifically for the WRAT.

The Walking Route Audit Tool (WRAT) is divided into several categories for analysis and uses a Red Amber Green (RAG) scoring technique:

- 1. **Attractiveness:** Considers the impact of maintenance, traffic noise, pollution and fear of crime upon the attractiveness of a route
- 2. **Comfort:** Reviews the amount of space available for walking and the impact of obstructions upon walking such as footway parking, street clutter and staggered crossings
- 3. **Directness:** Assesses how closely pedestrian facilities are aligned with the natural desire line and accommodating the crossing facilities are for pedestrians to follow their preferred route
- 4. **Safety:** Focusses on the impact of vehicle volumes and speeds and interaction with pedestrians
- 5. **Coherence:** Focuses on the provision of dropped kerb and tactile paving for pedestrians

The categories and specific scoring criteria are outlined in more detail in [Figure 3 on page 185](#).

The guidance for the WRAT recommends that generally walking routes should be recommended for improvements if they score less than 70% overall.

| Audit Categories   | 2 (Green)   | 1 (Amber)   | 0 (Red)  |
|--|---|---|--|
| <b>1. ATTRACTIVENESS - maintenance</b>   | Footways well maintained, with no significant issues noted.   | Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).  | Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.  |
| <b>2. ATTRACTIVENESS - fear of crime</b>   | No evidence of vandalism with appropriate natural surveillance.   | Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).   | Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).                                   |
| <b>3. ATTRACTIVENESS - traffic noise and pollution</b>   | Traffic noise and pollution do not affect the attractiveness  | Levels of traffic noise and/or pollution could be improved  | Severe traffic pollution and/or severe traffic noise   |
| <b>4. ATTRACTIVENESS - other</b>   | Examples of 'other' attractiveness issues include:<br>- Evidence that lighting is not present, or is deficient;<br>- Temporary features affecting the attractiveness of routes (e.g. refuse sacks).<br>- Excessive use of guardrail or bollards   |   |  |
| <b>ATTRACTIVENESS</b>  |   |   |  |
| <b>5. COMFORT - condition</b>  | Footways level and in good condition, with no trip hazards.   | Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface. | Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.   |
| <b>6. COMFORT - footway width</b>  | Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.  | Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.  | Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.                         |
| <b>7. COMFORT - width on staggered crossings/ pedestrian islands/refuges</b>   | Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.   | Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.  | Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.   |
| <b>8. COMFORT - footway parking</b>  | No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.  | Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.   | Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines. |
| <b>9. COMFORT - gradient</b>   | There are no slopes on footway.   | Slopes exist but gradients do not exceed 8 per cent (1 in 12).  | Gradients exceed 8 per cent (1 in 12).   |
| <b>10. COMFORT - other</b>   | Examples of 'other' comfort issues include:<br>- Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway);<br>- Barriers/gates restricting access; and<br>- Bus shelters restricting clearance width.<br>- Poorly drained footways resulting in noticeable ponding issues/slippery surfaces |   |  |
| <b>COMFORT</b>   |   |   |  |
| <b>11. DIRECTNESS - footway provision</b>  | Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).   | Footway provision could be improved to better cater for pedestrian desire lines.  | Footways are not provided to cater for pedestrian desire lines.  |
| <b>12. DIRECTNESS - location of crossings in relation to desire lines</b>  | Crossings follow desire lines.  | Crossings partially diverting pedestrians away from desire lines.   | Crossings deviate significantly from desire lines.   |
| <b>13. DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)</b> | Crossing of road easy, direct, and comfortable and without delay (< 5s average).  | Crossing of road direct, but associated with some delay (up to 15s average).  | Crossing of road associated indirect, or associated with significant delay (>15s average).   |
| <b>14. DIRECTNESS - impact of controlled crossings on journey time</b>   | Crossings are single phase pelican/puffin or zebra crossings.   | Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.  | Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.   |
| <b>15. DIRECTNESS - green man time</b>   | Green man time is of sufficient length to cross comfortably.  | Pedestrians would benefit from extended green man time but current time unlikely to deter users.  | Green man time would not give vulnerable users sufficient time to cross comfortably.   |
| <b>16. DIRECTNESS - other</b>  | Examples of 'other' directness issues include:<br>- Routes to/from bus stops not accommodated;<br>- Steps restricting access for all users;<br>- Confusing layout for pedestrians creating severance issues for users.  |   |  |
| <b>DIRECTNESS</b>  |   |   |  |
| <b>17. SAFETY - traffic volume</b>   | Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.   | Traffic volume moderate and pedestrians in close proximity.   | High traffic volume, with pedestrians unable to keep their distance from traffic.  |
| <b>18. SAFETY - traffic speed</b>  | Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.  | Traffic speeds moderate and pedestrians in close proximity.   | High traffic speeds, with pedestrians unable to keep their distance from traffic.  |
| <b>19. SAFETY - visibility</b>   | Good visibility for all users.  | Visibility could be somewhat improved but unlikely to result in collisions.   | Poor visibility, likely to result in collisions.   |
| <b>SAFETY</b>  |   |   |  |
| <b>20. COHERENCE - dropped kerbs and tactile paving</b>  | Adequate dropped kerb and tactile paving provision.   | Dropped kerbs and tactile paving provided, albeit not to current standards.   | Dropped kerbs and tactile paving absent or incorrect.  |
| <b>COHERENCE</b>   |   |   |  |

**Figure 3** Walking Route Audit Tool



# Bromyard

## Why Bromyard?

Bromyard is a market town, with a population of approximately 3,800 (Census, 2021). It is located approximately fifteen miles to the north-east of Hereford and is the centre for a number of parishes in the north-east of the county of Herefordshire.

Often referred to as the 'Town of Festivals', the town centre is vibrant, with a range of food, music and craft festivals. The town centre is also home to a variety of independent retail businesses and has a rich history, with the town mentioned in the Domesday book, with a range of Georgian and Victorian buildings.

The town is bisected by the A44, which provides an important route for vehicle traffic and occupies approximately 6,300 motor vehicles per day (DfT, 2023).

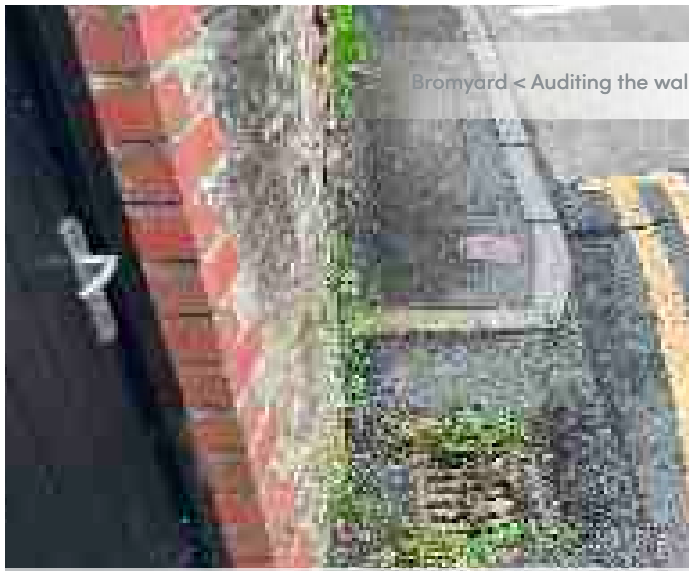
The town centre has suffered from a lack of strategic investment for many years, and it is widely acceptable that improving the town's public realm and making it a more attractive destination would benefit the local economy and accelerate future growth within the town centre.

Site observations undertaken in Bromyard highlighted issues with the public realm and difficulties that residents and visitors travelling around the town by walking or wheeling would experience.

Footway conditions observed are poor quality, with evidence of tactile paving either missing or in disrepair.

At grade crossing points across the A44 Bromyard bypass are minimal, with subways/underpasses providing connectivity across the busy road. However, such underpasses lacked natural surveillance, with minimal lighting, making walking unpleasant, particularly at night.

Many footways are very narrow (less than 1.5m in width) which present difficulties for people walking and wheeling to safely pass each other, posing potential conflict points with motor vehicles.



**Figure 4** Narrow footways and gutters make walking and wheeling difficult



**Figure 5** Wide crossing distances makes walking more difficult



**Figure 6** Lack of dropped kerbs is a barrier to access



**Figure 7** Subways and underpasses can make walking journeys longer and less safe



**Figure 8** Disrepair of surfaces create an unpleasant walking environment



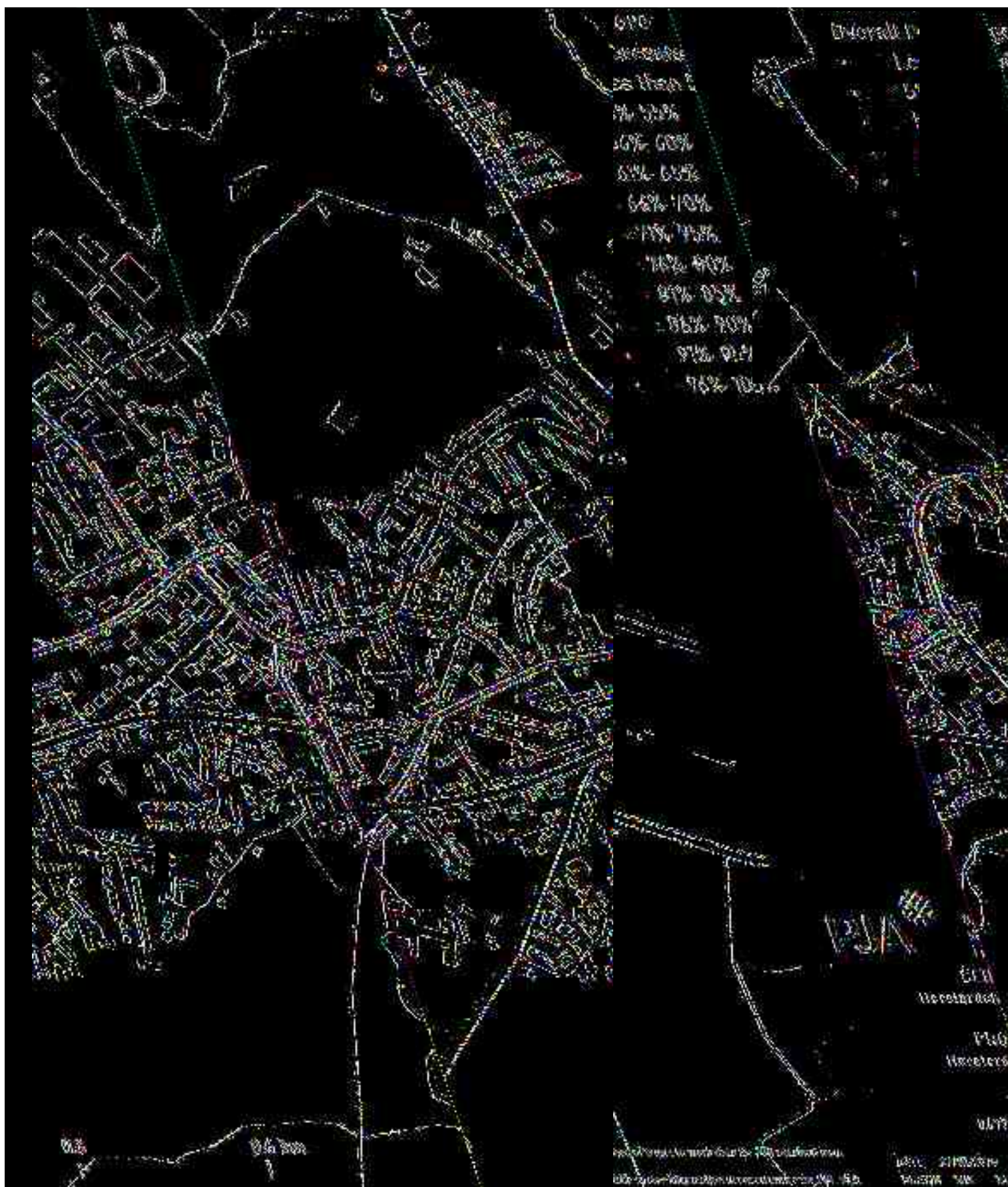
# Results



The results for the WRAT are shown in [Map 44 on page 189](#).

- 1. Attractiveness:** Footways in Bromyard are generally well maintained. However, overgrown vegetation is a common occurrence. Additionally, most routes show no evidence of vandalism and there is appropriate surveillance maintained throughout through houses overlooking the street. Traffic noise and pollution are a minor occurrence, generally not impacting the attractiveness of the route.
- 2. Comfort:** Most routes are comfortable for pedestrians. Footways are level and in good condition and are able to accommodate most users without give and take. However, some routes within the town centre have excessive gradients and some routes audited experienced poorly drained footways, resulting in noticeable ponding issues.

- 3. Directness:** Footways are provided to cater for pedestrian desire lines through being provided adjacent to the road and crossings follow desire lines where available. There are suitable gaps in the traffic where no controlled crossings are present for pedestrians to cross easily, with the exception of the A44 Bromyard bypass (BW-001).
- 4. Safety:** The route is fairly safe for most users. Visibility is somewhat difficult for pedestrians due to some bends in the road and traffic speeds were noted as moderate.
- 5. Cohesion:** The route is not cohesive for pedestrians as dropped kerbs and tactile paving are either absent or in disrepair for the majority of the route, posing significant safety risks for pedestrians.



### Map 44 Bromyard WRAT results



# Kington

## Why Kington?

Kington is a market town in Herefordshire and is situated west of the county, approximately 3.2km away from the Wales border and 31km from Hereford. The town is surrounded by the A44 road, which used to pass through the town centre but now acts as a bypass to the north.

Kington is the smallest among the five market towns in Herefordshire and has a population of around 2,400 (Census, 2021). The town is notable for its historic grid pattern of streets and back lanes, with the High Street serving as the main retail area, housing various independent stores.

Kington is renowned as a hub for walking activities and has been designated as a “walkers are welcome” town. The town hosts the Kington Walking Festival twice a year, which promotes the community and attracts visitors by showcasing the wide range of leisure walking routes available in the area. Given its rural location, the town centre of Kington plays a crucial role in providing essential services for the local population.

Whilst the town is a popular spot for leisure walking, the town centre itself poses difficulties for people walking and wheeling. Wide junction radii's are evident across the town, given its rural nature. Many junctions pose poor visibility and no crossing facilities, which discourage walking.

Some streets lack footways, with Hergest Road in particular noted as having no footway, despite the road acting as a stepped walking route to Lady Hawkins School. Site observations undertaken highlighted some school drop off along this road, posing conflict between school children and motor vehicles.

Other issues observed include narrow footways next to roads where large vehicles frequently drive past, creating an unpleasant experience for pedestrians.

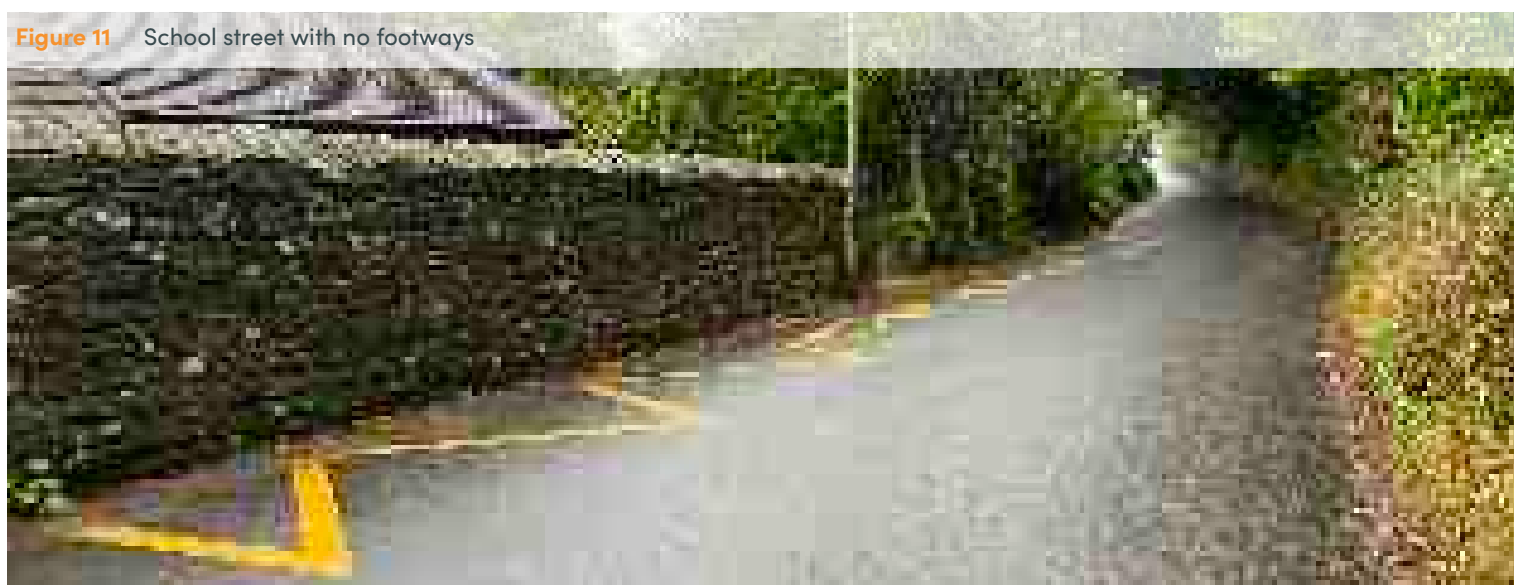
Footway parking and overgrown vegetation also reduce the available width for pedestrians, which can result in people walking and wheeling being forced to navigate into the road.



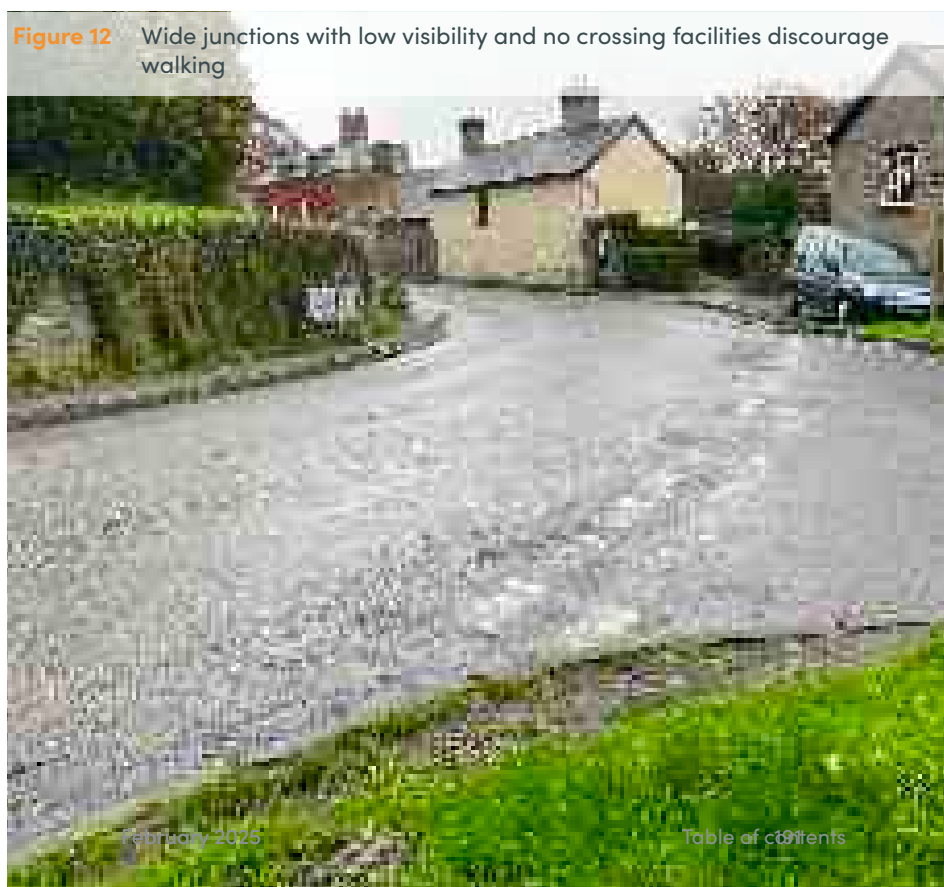
**Figure 9** Wide crossing distances prioritise cars over pedestrians



**Figure 10** Narrow footways result in pedestrians required to walk in the road.



**Figure 11** School street with no footways



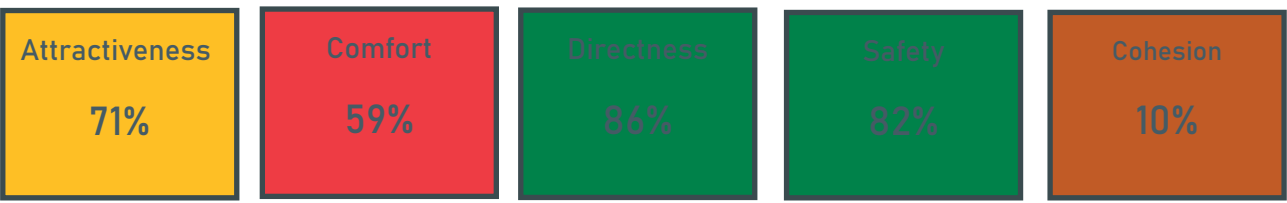
**Figure 12** Wide junctions with low visibility and no crossing facilities discourage walking



**Figure 13** Narrow footways next to Heavy Goods Vehicle



# Results



The results for the WRAT are shown in [Map 45 on page 193](#).

- 1. Attractiveness:** Footways in Kington are generally well maintained. However, overgrown vegetation is a common occurrence. Additionally, most routes show no evidence of vandalism and there is appropriate surveillance maintained throughout through houses overlooking the street. Traffic noise and pollution are a minor occurrence, generally not impacting the attractiveness of the route.
- 2. Comfort:** Some routes within the town centre have excessive gradients and some routes audited experienced poorly drained footways, resulting in noticeable ponding issues. Footway parking is also evident, which results in narrowing of the footway, leading to some instances of pedestrians required to walk or wheel in the road.

- 3. Directness:** The route around Kington is direct. Footways are provided to cater for pedestrian desire lines through being provided adjacent to the road and crossings follow desire lines where available. There are suitable gaps in the traffic where no controlled crossings are present for pedestrians to cross easily.
- 4. Safety:** Overall, most routes audited across Kington are safe for most users. Traffic volumes and speeds are moderate for the majority of the route which means pedestrians are in close proximity. Additionally, visibility is somewhat difficult for pedestrians due to some bends in the road.
- 5. Cohesion:** The route is not cohesive for pedestrians as dropped kerbs and tactile paving are absent for the majority of the route, posing significant safety risks for pedestrians particularly persons with vision impairments.



Map 45 Kington WRAT results



# Ledbury

## Why Ledbury?

Ledbury is a market town, with a population of approximately 8,300 (Census, 2021). It is located approximately fourteen miles to the east of Hereford and acts as a key service centre to the surrounding rural area, East Herefordshire and neighbouring Gloucestershire and Worcestershire.

The town centre is covered by a Conservation Area, with many important historic buildings, many of which are listed.

The town is served by a railway station, which provides regular connections to Hereford, Malvern, Worcester, Birmingham and London.

The Ledbury Town Trail bypasses through the town centre. The town trail is a 2 mile access route around the historic town, which was previously a length of the Ledbury-Gloucester railway line, which closed in 1964.

The town is bounded to the west and south east by the A438 Leaddon Way. Much of the economic activity is centred around the junction between B4216, High Street and Worcester Road where a range of restaurants and hotels are situated.

The pedestrian experience around the town centre is characterised by narrow footways and limited crossing points. The town centre is heavily trafficked, with 'The Homend' (which provides a north-south connection from the railway station to the High Street) carrying over 6,800 motor vehicles per day.

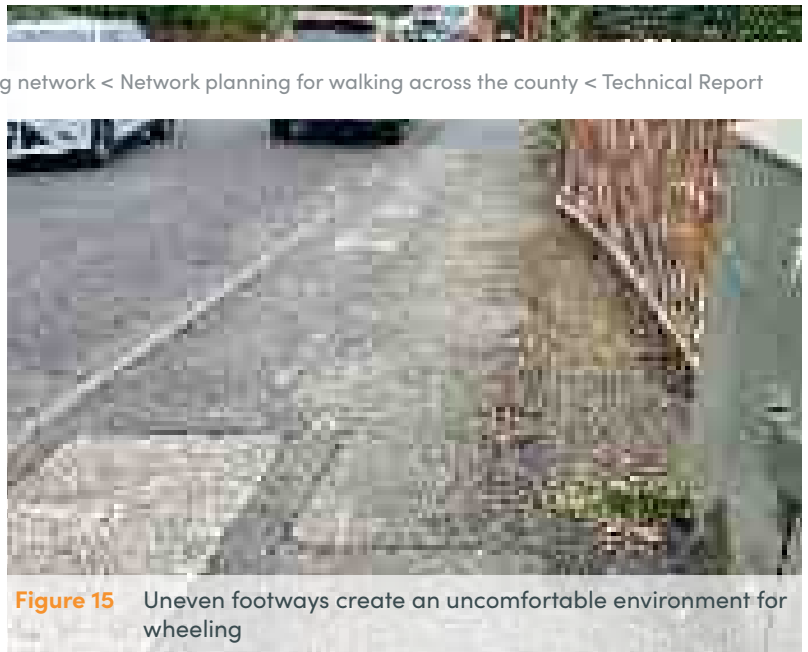
Despite being a key north-south link, the pedestrian experience is poor. No crossing provision, tactile paving or dropped kerb is provided between the junction of Worcester Road and High Street, which poses challenges for people with mobility issues.

Footway narrowing is further exacerbated by outdoor seating along the footway, which can pose particular challenges for blind or partially sighted pedestrians.

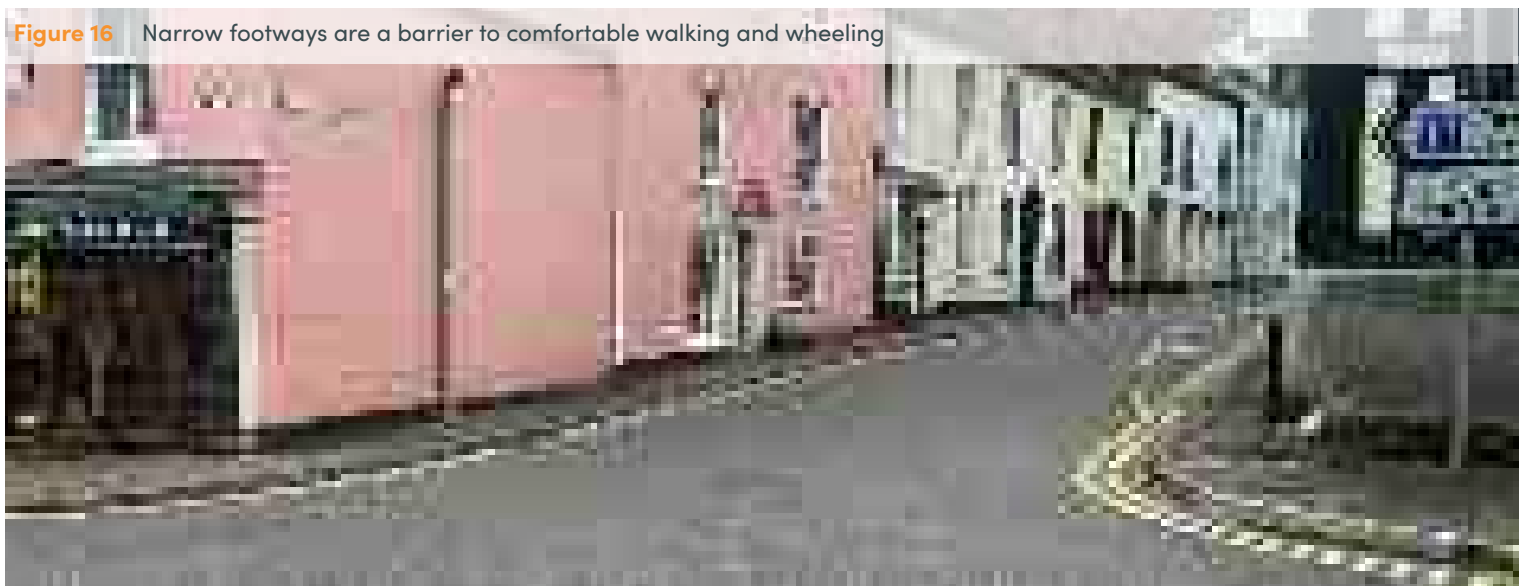
Crossing provision across the town centre is poor, with uncontrolled crossings provided in locations where traffic volumes are likely to be high, which may result in some people not feeling safe crossing the road.



**Figure 14** Wide crossing distances prioritise cars over pedestrians



**Figure 15** Uneven footways create an uncomfortable environment for wheeling



**Figure 16** Narrow footways are a barrier to comfortable walking and wheeling



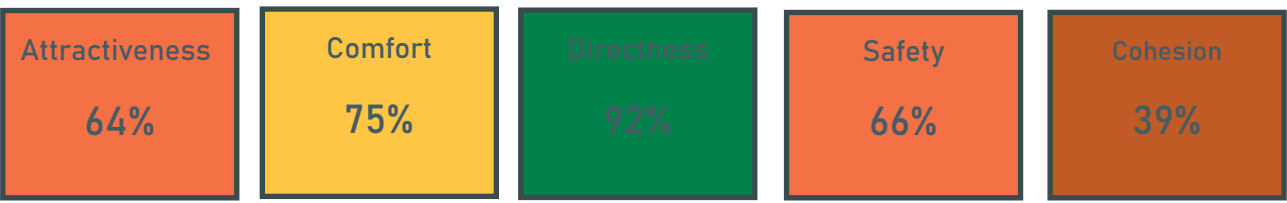
**Figure 17** Wide crossing distances prioritise cars over pedestrians



**Figure 18** Narrow footways limit opportunities to al fresco seating



# Results



The results for the WRAT are shown in [Map 46 on page 197](#).

- 1. **Attractiveness:** Footways in Ledbury are mostly well maintained with a smooth high grip surface and have good levels of natural surveillance. However, evidence of overgrown vegetation is present, which pinch the footway width at certain points.
- 2. **Comfort:** Most routes are comfortable for pedestrians. Footways are level and in good condition and are able to accommodate most users without give and take. However, some instances of overgrown vegetation were noted and poorly drained footways resulting in ponding were observed.
- 3. **Directness:** Footways are provided to cater pedestrian desire lines as they are adjacent to the road, with crossings (where provided) being easy and direct.

- 4. **Safety:** Traffic volumes and speeds across the town are moderate, with pedestrians in close proximity to this traffic due to the narrow footway. Visibility could be somewhat improved, given the layout of the road can lead to difficulties for pedestrians, particularly near Worcester Road and High Street.
- 5. **Cohesion:** The route is not cohesive for pedestrians as dropped kerbs and tactile paving are absent for the majority of the route, posing significant safety risks for pedestrians particularly persons with vision impairments.



Map 46 Ledbury WRAT results



# Leominster

## Why Leominster

Leominster is a typical English market town, with a population of 12,000 (Census 2021). It is located approximately twelve miles to the north of Hereford and is the centre for many parishes in the north of the county, as well as serving several local villages in neighbouring Shropshire.

The town is home to a variety of retail businesses and hosts a regular weekly market. It is strategically located at the crossroads of A49 and A44, with good access to Wales and central locations in the Marches.

The town is compact, with all areas within 2 miles of travel. The centre is advantageous for walking, with it being relatively flat with generous green spaces. Despite this, walking infrastructure is poor, with many pavements being uneven and in disrepair. Public realm across the town centre is also lacking, with minimal street greening and street furniture.

Across the town centre, evidence of poor pedestrian infrastructure was evident. Poor crossing provision was noted, with many people finding it difficult to safely cross the street near West Street.

Narrow and overgrown footways were evident across the town, which considerably reduced footway width and in some instances, made footways inaccessible.

Some footways were underutilised in favour of pedestrian desire lines across unsurfaced areas, showcasing that footways in some instances do not cater to the needs of pedestrians.

Public realm in some instances was in disrepair, with guard railing along footways being damaged and a lack of lighting.



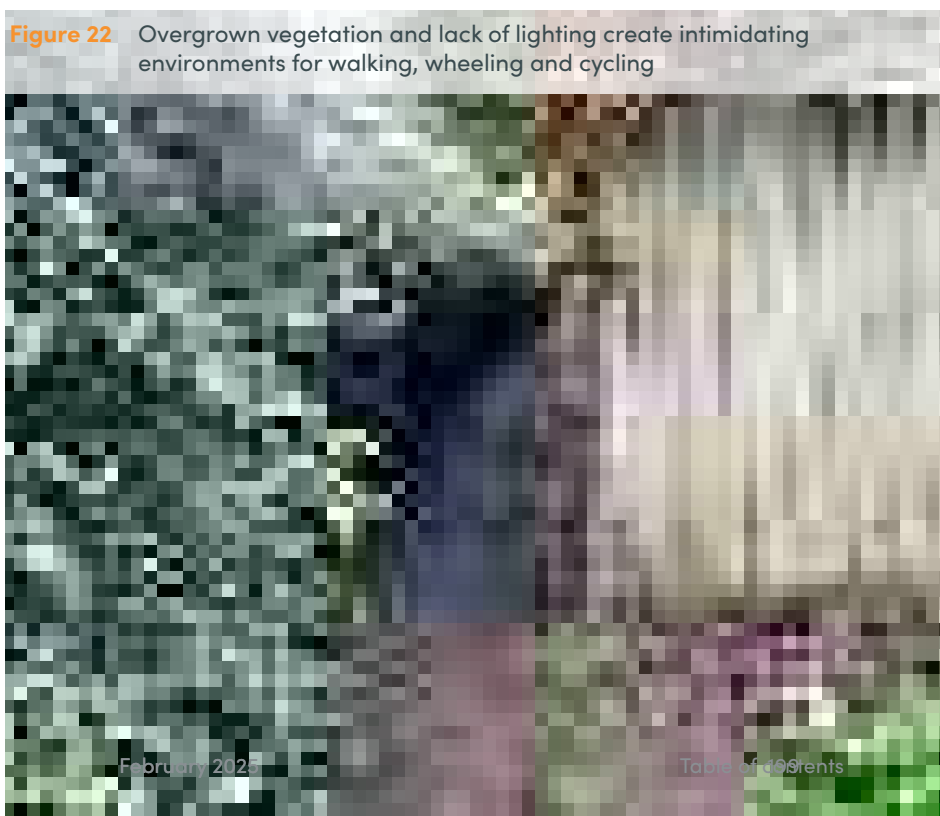
**Figure 19** Uneven footways create an uncomfortable environment for wheeling



**Figure 20** Wide crossing distances prioritise cars over pedestrians



**Figure 21** Unpaved paths are a barrier to comfortable wheeling



**Figure 22** Overgrown vegetation and lack of lighting create intimidating environments for walking, wheeling and cycling



**Figure 23** Street furniture creates an unattractive environment for walking and wheeling



# Results



The results for the WRAT are shown in [Map 47](#) on [page 201](#).

1. **Attractiveness:** Footways in Leominster are mostly well maintained, with some instances of overgrown vegetation and street furniture falling into minor disrepair. Minimal evidence of vandalism, with largely appropriate levels of natural surveillance. Footway lighting could be improved.
2. **Comfort:** Footways are level, but some defects are noted, typically cracked pavements which cause uneven surfaces. Footway widths are typically good, with all users able to pass without give and take. Some instances of footway parking are noted in residential areas.

3. **Directness:** Footways are provided to cater for pedestrian desire lines through being provided adjacent to the road and crossings follow desire lines where available. There are suitable gaps in the traffic where no controlled crossings are present for pedestrians to cross easily.
4. **Safety:** The route is fairly safe for most users. Traffic volumes and speeds are moderate for the majority of the route which means pedestrians are in close proximity.
5. **Cohesion:** The route is not cohesive for pedestrians as dropped kerbs and tactile paving are absent for the majority of the route, posing significant safety risks for pedestrians particularly people with vision impairments.



Map 47 Leominster WRAT results



# Ross-on-Wye

## Why Ross-on-Wye

Ross on Wye is the second largest market town in Herefordshire, with a population of 11,000. It is located within the Area of Outstanding Natural Beauty and is next to the River Wye.

Ross-on-Wye is strategically well placed on the road network (A40 / M50). It acts as a service centre for the surrounding rural area and connections to the motorway network also make it an important gateway into the county, and a tourist destination in its own right.

Economic activity is centred around Market Place, with High Street home to a range of restaurants and shops.

The town has limited highway capacity, with challenges associated with movement around the town for all modes of transport. In particular, the pedestrian and cyclist experience is poor within the town centre, as well as poor connections out into the surrounding countryside.

Site observations undertaken across Ross-on-Wye indicated some instances of narrow footways, which would result in give and take being required.

Overgrown vegetation was apparent, which reduced also reduced footway width. Noticeable slippery surfaces were apparent, with evidence of ponding causing some issues for pedestrians.

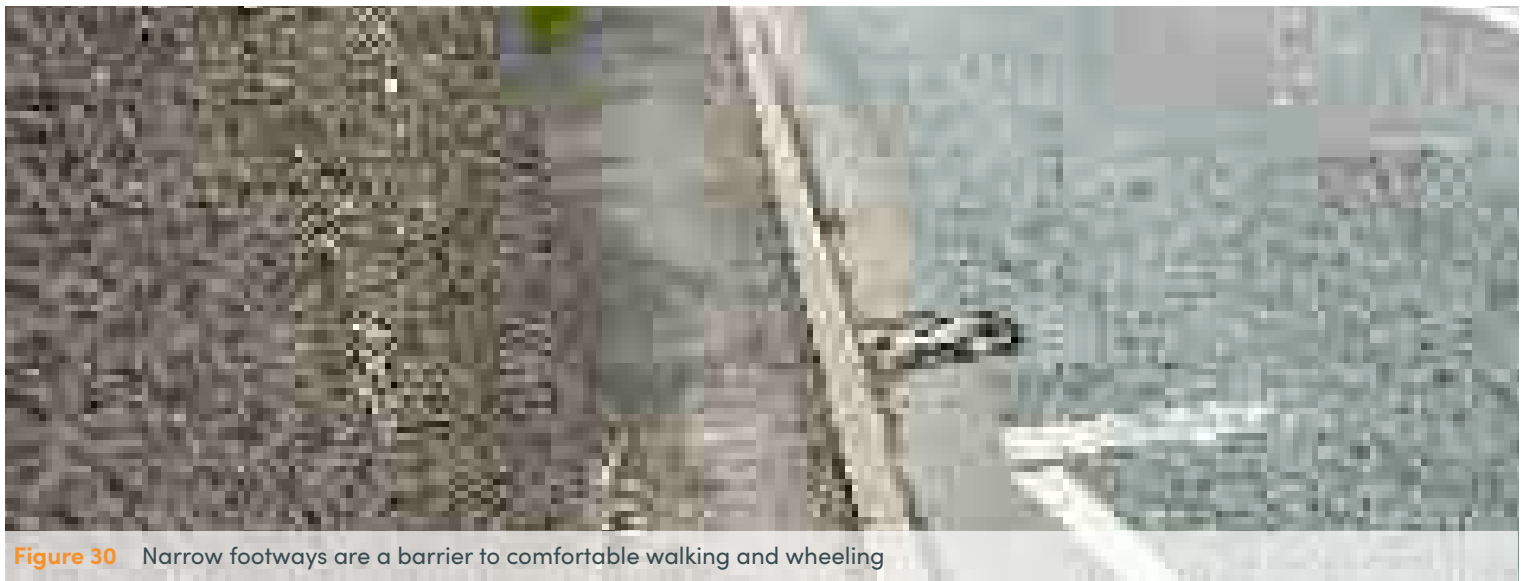
Evidence of street lighting was missing and coupled with minimal natural surveillance, resulted in isolation and a poor pedestrian experience, particularly at night.



**Figure 28** Overgrown vegetation creates an uncomfortable environment for walking, wheeling and cycling



**Figure 29** Overgrown vegetation of lighting create intimidating environments for walking, wheeling and cycling



**Figure 30** Narrow footways are a barrier to comfortable walking and wheeling



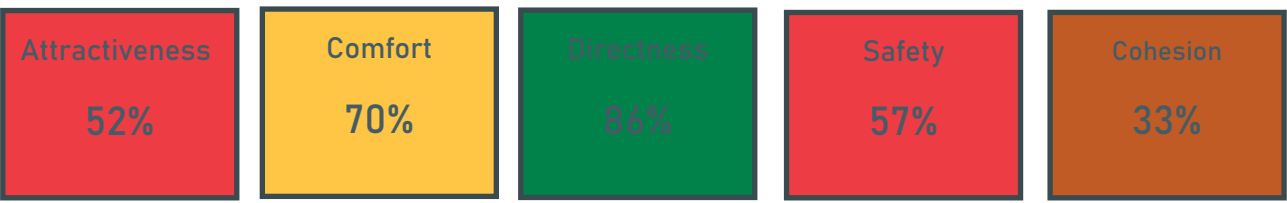
**Figure 31** Fallen leaves on footways can be slip hazards



**Figure 32** Fallen leaves on footways can be slip hazards



# Results



The results for the WRAT are shown in [Map 48 on page 205](#).

- 1. Attractiveness:** Footways in Ross-on-Wye were generally maintained, however overgrown vegetation and street furniture was identified as falling into disrepair. A lack of active frontage and natural surveillance was apparent, with many routes being isolated. There was evidence along some streets that lighting was not present.
- 2. Comfort:** Footways are most level across Ross-on-Wye, with some defects noted such as cracked pavers. Footway width in some instances require users to give and take.
- 3. Directness:** Footways are provided to cater for pedestrian desire lines through being provided adjacent to the road and crossings follow desire lines where available. There are suitable gaps in the traffic where no controlled crossings are present for pedestrians to cross easily.


- 4. Safety:** The route is fairly safe for most users. Traffic volumes and speeds are moderate, which means pedestrians are in close proximity. Additionally, visibility is somewhat difficult for pedestrians due to some bends in the road.
- 5. Cohesion:** The route is not cohesive for pedestrians as dropped kerbs and tactile paving are absent for the majority of the route, posing significant safety risks for pedestrians particularly persons with vision impairments.



Map 48 Ross-on-Wye WRAT results



# Network planning for cycling



This chapter will summarise how the network for cycling was developed for the county.

# Developing a network for cycling









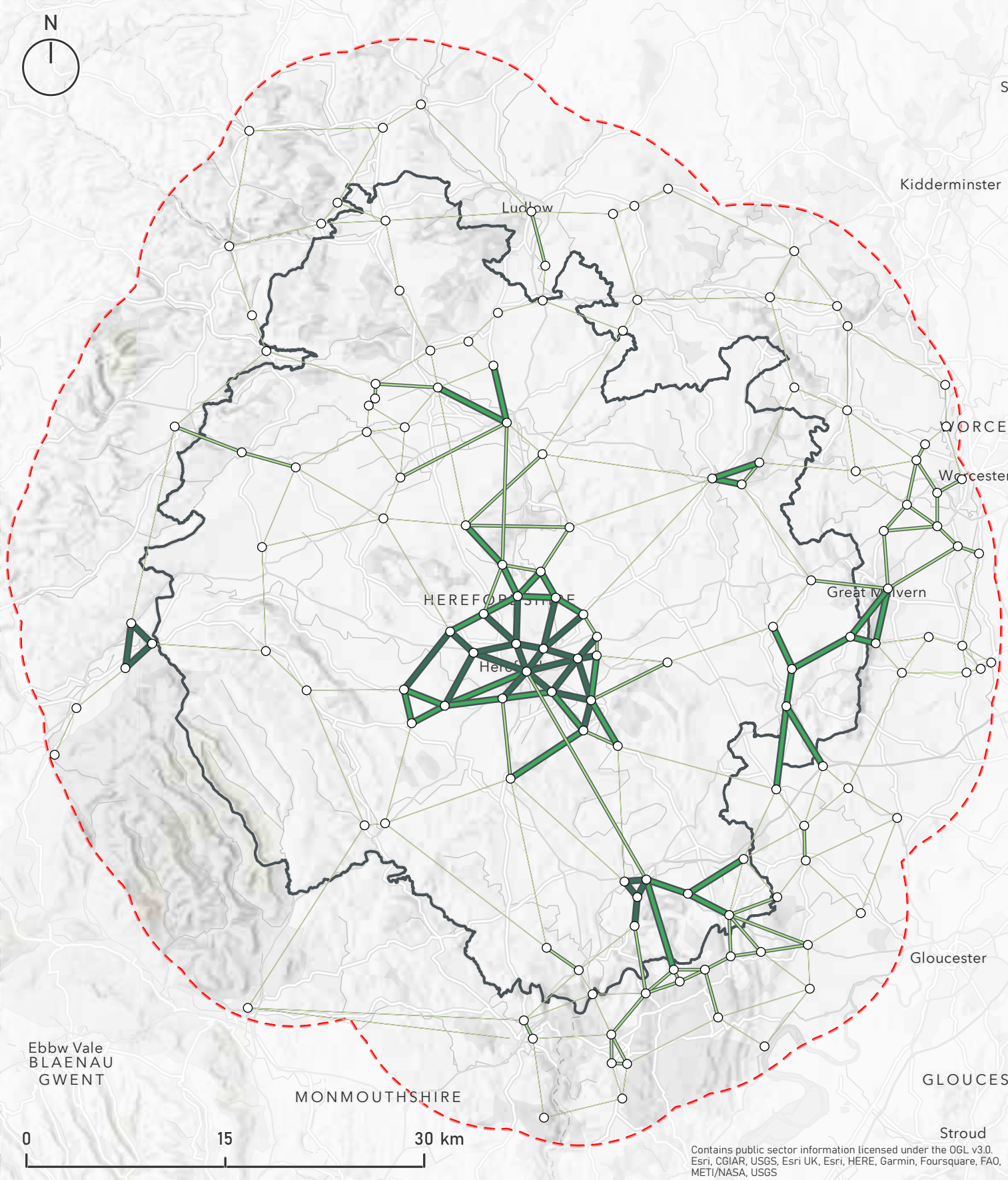
# Key Desire lines

Map 43 on page 175 presents the Combined Demand for cycling across the county in hexagonal format.

To interpret and translate this into desire lines, Map 49 on page 211 illustrates these connections, linking settlements across the county with straight desire lines derived from the combined demand analysis.

Map 49 on page 211 shows that demand is centred within Hereford city, with pockets of high demand for cycling located in the market towns of Ross-on-Wye and Leominster.

-  Herefordshire Boundary
-  LCWIP Study Area
-  Key Origin / Destination
- Link Demand**
-  Low Demand
- 
-  High Demand



**Map 49** Link network across Herefordshire



# Route alignments

Following the identification of key desire lines, route alignments following the highway network across Herefordshire was undertaken.

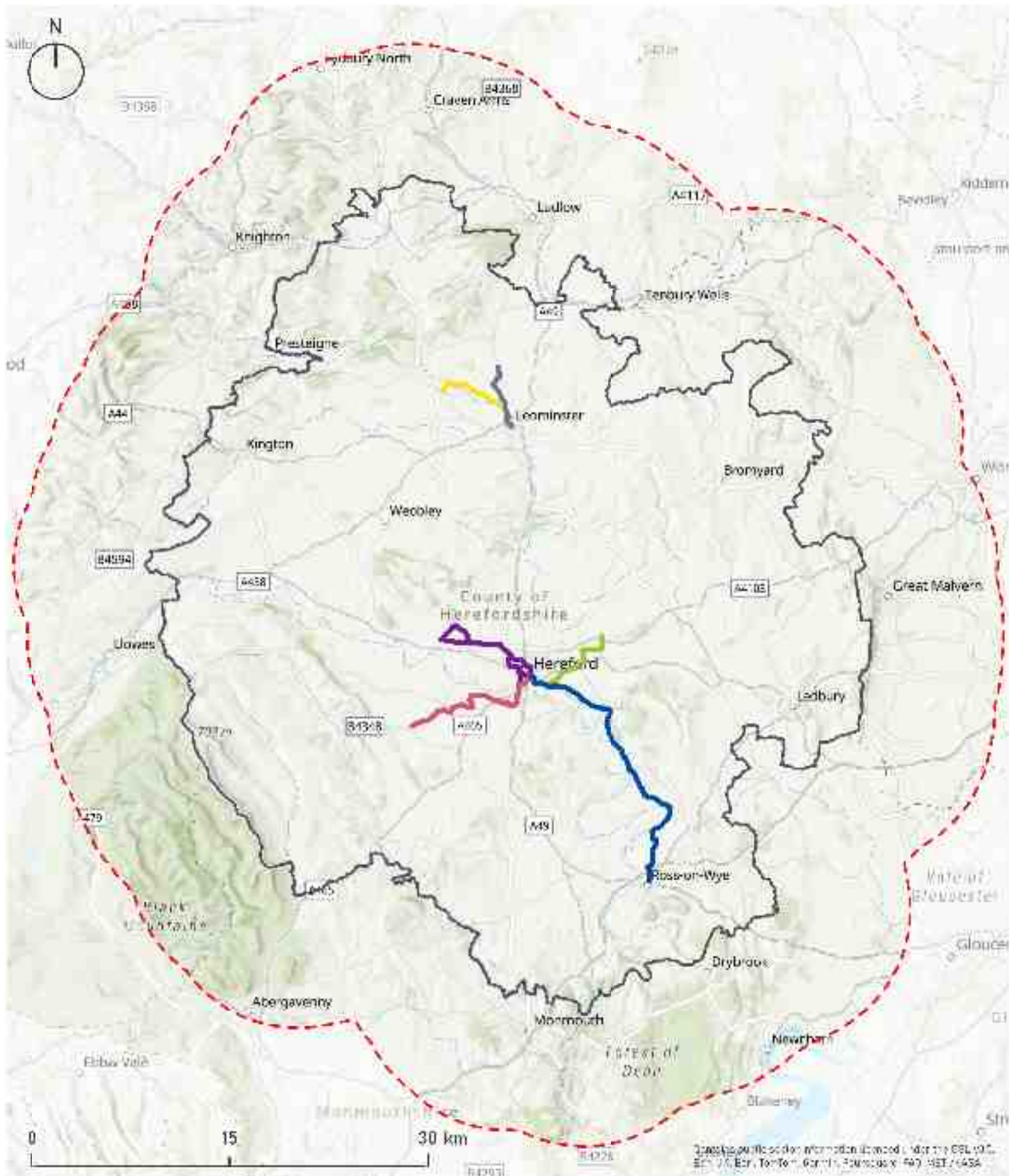
Following analysis, six cycle routes, which aligned with key desire lines and the highway network were identified.

These six routes took into account a range of small villages along their alignment, emphasising the importance of viewing the LCWWIP as a coherent network across the county.

The routes identified are listed below:

- 1. Hereford City Centre to Withington
- 2. Hereford City Centre to Credenhill
- 3. Kingstone to Hereford City Centre
- 4. Leominster to Kingsland
- 5. Leominster to Luston
- 6. Ross-on-Wye to Hereford City Centre





**Map 50** Proposed county-wide route alignments



This chapter will summarise the auditing process that was undertaken for cycling routes across Herefordshire

# Auditing the cycle network



The Level of Service tool uses a simple Red Amber Green (RAG) scoring system to score routes. There are 25 x scoring factors in the assessments spread across the five themes listed below. As part of the audits, consideration was also given to key points that are not considered directly through the LoS assessment, for example the LoS does not consider the general setting of cycle routes and the extent to which they feel welcoming to cycle on. Equally, the inter-urban routes generally scored lower on some criteria due to the inherent nature of the inter-urban routes, particularly criteria related to surveillance, lighting, and the provision of dedicated cycle infrastructure.

| Year | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 | 2041 | 2042 | 2043 | 2044 | 2045 | 2046 | 2047 | 2048 | 2049 | 2050 | 2051 | 2052 | 2053 | 2054 | 2055 | 2056 | 2057 | 2058 | 2059 | 2060 | 2061 | 2062 | 2063 | 2064 | 2065 | 2066 | 2067 | 2068 | 2069 | 2070 | 2071 | 2072 | 2073 | 2074 | 2075 | 2076 | 2077 | 2078 | 2079 | 2080 | 2081 | 2082 | 2083 | 2084 | 2085 | 2086 | 2087 | 2088 | 2089 | 2090 | 2091 | 2092 | 2093 | 2094 | 2095 | 2096 | 2097 | 2098 | 2099 | 2100 | 2101 | 2102 | 2103 | 2104 | 2105 | 2106 | 2107 | 2108 | 2109 | 2110 | 2111 | 2112 | 2113 | 2114 | 2115 | 2116 | 2117 | 2118 | 2119 | 2120 | 2121 | 2122 | 2123 | 2124 | 2125 | 2126 | 2127 | 2128 | 2129 | 2130 | 2131 | 2132 | 2133 | 2134 | 2135 | 2136 | 2137 | 2138 | 2139 | 2140 | 2141 | 2142 | 2143 | 2144 | 2145 | 2146 | 2147 | 2148 | 2149 | 2150 | 2151 | 2152 | 2153 | 2154 | 2155 | 2156 | 2157 | 2158 | 2159 | 2160 | 2161 | 2162 | 2163 | 2164 | 2165 | 2166 | 2167 | 2168 | 2169 | 2170 | 2171 | 2172 | 2173 | 2174 | 2175 | 2176 | 2177 | 2178 | 2179 | 2180 | 2181 | 2182 | 2183 | 2184 | 2185 | 2186 | 2187 | 2188 | 2189 | 2190 | 2191 | 2192 | 2193 | 2194 | 2195 | 2196 | 2197 | 2198 | 2199 | 2200 | 2201 | 2202 | 2203 | 2204 | 2205 | 2206 | 2207 | 2208 | 2209 | 2210 | 2211 | 2212 | 2213 | 2214 | 2215 | 2216 | 2217 | 2218 | 2219 | 2220 | 2221 | 2222 | 2223 | 2224 | 2225 | 2226 | 2227 | 2228 | 2229 | 2230 | 2231 | 2232 | 2233 | 2234 | 2235 | 2236 | 2237 | 2238 | 2239 | 2240 | 2241 | 2242 | 2243 | 2244 | 2245 | 2246 | 2247 | 2248 | 2249 | 2250 | 2251 | 2252 | 2253 | 2254 | 2255 | 2256 | 2257 | 2258 | 2259 | 2260 | 2261 | 2262 | 2263 | 2264 | 2265 | 2266 | 2267 | 2268 | 2269 | 2270 | 2271 | 2272 | 2273 | 2274 | 2275 | 2276 | 2277 | 2278 | 2279 | 2280 | 2281 | 2282 | 2283 | 2284 | 2285 | 2286 | 2287 | 2288 | 2289 | 2290 | 2291 | 2292 | 2293 | 2294 | 2295 | 2296 | 2297 | 2298 | 2299 | 2300 | 2301 | 2302 | 2303 | 2304 | 2305 | 2306 | 2307 | 2308 | 2309 | 2310 | 2311 | 2312 | 2313 | 2314 | 2315 | 2316 | 2317 | 2318 | 2319 | 2320 | 2321 | 2322 | 2323 | 2324 | 2325 | 2326 | 2327 | 2328 | 2329 | 2330 | 2331 | 2332 | 2333 | 2334 | 2335 | 2336 | 2337 | 2338 | 2339 | 2340 | 2341 | 2342 | 2343 | 2344 | 2345 | 2346 | 2347 | 2348 | 2349 | 2350 | 2351 | 2352 | 2353 | 2354 | 2355 | 2356 | 2357 | 2358 | 2359 | 2360 | 2361 | 2362 | 2363 | 2364 | 2365 | 2366 | 2367 | 2368 | 2369 | 2370 | 2371 | 2372 | 2373 | 2374 | 2375 | 2376 | 2377 | 2378 | 2379 | 2380 | 2381 | 2382 | 2383 | 2384 | 2385 | 2386 | 2387 | 2388 | 2389 | 2390 | 2391 | 2392 | 2393 | 2394 | 2395 | 2396 | 2397 | 2398 | 2399 | 2400 | 2401 | 2402 | 2403 | 2404 | 2405 | 2406 | 2407 | 2408 | 2409 | 2410 | 2411 | 2412 | 2413 | 2414 | 2415 | 2416 | 2417 | 2418 | 2419 | 2420 | 2421 | 2422 | 2423 | 2424 | 2425 | 2426 | 2427 | 2428 | 2429 | 2430 | 2431 | 2432 | 2433 | 2434 | 2435 | 2436 | 2437 | 2438 | 2439 | 2440 | 2441 | 2442 | 2443 | 2444 | 2445 | 2446 | 2447 | 2448 | 2449 | 2450 | 2451 | 2452 | 2453 | 2454 | 2455 | 2456 | 2457 | 2458 | 2459 | 2460 | 2461 | 2462 | 2463 | 2464 | 2465 | 2466 | 2467 | 2468 | 2469 | 2470 | 2471 | 2472 | 2473 | 2474 | 2475 | 2476 | 2477 | 2478 | 2479 | 2480 | 2481 | 2482 | 2483 | 2484 | 2485 | 2486 | 2487 | 2488 | 2489 | 2490 | 2491 | 2492 | 2493 | 2494 | 2495 | 2496 | 2497 | 2498 | 2499 | 2500 | 2501 | 2502 | 2503 | 2504 | 2505 | 2506 | 2507 | 2508 | 2509 | 2510 | 2511 | 2512 | 2513 | 2514 | 2515 | 2516 | 2517 | 2518 | 2519 | 2520 | 2521 | 2522 | 2523 | 2524 | 2525 | 2526 | 2527 | 2528 | 2529 | 2530 | 2531 | 2532 | 2533 | 2534 | 2535 | 2536 | 2537 | 2538 | 2539 | 2540 | 2541 | 2542 | 2543 | 2544 | 2545 | 2546 | 2547 | 2548 | 2549 | 2550 | 2551 | 2552 | 2553 | 2554 | 2555 | 2556 | 2557 | 2558 | 2559 | 2560 | 2561 | 2562 | 2563 | 2564 | 2565 | 2566 | 2567 | 2568 | 2569 | 2570 | 2571 | 2572 | 2573 | 2574 | 2575 | 2576 | 2577 | 2578 | 2579 | 2580 | 2581 | 2582 | 2583 | 2584 | 2585 | 2586 | 2587 | 2588 | 2589 | 2590 | 2591 | 2592 | 2593 | 2594 | 2595 | 2596 | 2597 | 2598 | 2599 | 2600 | 2601 | 2602 | 2603 | 2604 | 2605 | 2606 | 2607 | 2608 | 2609 | 2610 | 2611 | 2612 | 2613 | 2614 | 2615 | 2616 | 2617 | 2618 | 2619 | 2620 | 2621 | 2622 | 2623 | 2624 | 2625 | 2626 | 2627 | 2628 | 2629 | 2630 | 2631 | 2632 | 2633 | 2634 | 2635 | 2636 | 2637 | 2638 | 2639 | 2640 | 2641 | 2642 | 2643 | 2644 | 2645 | 2646 | 2647 | 2648 | 2649 | 2650 | 2651 | 2652 | 2653 | 2654 | 2655 | 2656 | 2657 | 2658 | 2659 | 2660 | 2661 | 2662 | 2663 | 2664 | 2665 | 2666 | 2667 | 2668 | 2669 | 2670 | 2671 | 2672 | 2673 | 2674 | 2675 | 2676 | 2677 | 2678 | 2679 | 2680 | 2681 | 2682 | 2683 | 2684 | 2685 | 2686 | 2687 | 2688 | 2689 | 2690 | 2691 | 2692 | 2693 | 2694 | 2695 | 2696 | 2697 | 2698 | 2699 | 2700 | 2701 | 2702 | 2703 | 2704 | 2705 | 2706 | 2707 | 2708 | 2709 | 2710 | 2711 | 2712 | 2713 | 2714 | 2715 | 2716 | 2717 | 2718 | 2719 | 2720 | 2721 | 2722 | 2723 | 2724 | 2725 | 2726 | 2727 | 2728 | 2729 | 2730 | 2731 | 2732 | 2733 | 2734 | 2735 | 2736 | 2737 | 2738 | 2739 | 2740 | 2741 | 2742 | 2743 | 2744 | 2745 | 2746 | 2747 | 2748 | 2749 | 2750 | 2751 | 2752 | 2753 | 2754 | 2755 | 2756 | 2757 | 2758 | 2759 | 2760 | 2761 | 2762 | 2763 | 2764 | 2765 | 2766 | 2767 | 2768 | 2769 | 2770 | 2771 | 2772 | 2773 | 2774 | 2775 | 2776 | 2777 | 2778 | 2779 | 2780 | 2781 | 2782 | 2783 | 2784 | 2785 | 2786 | 2787 | 2788 | 2789 | 2790 | 2791 | 2792 | 2793 | 2794 | 2795 | 2796 | 2797 | 2798 | 2799 | 2800 | 2801 | 2802 | 2803 | 2804 | 2805 | 2806 | 2807 | 2808 | 2809 | 2810 | 2811 | 2812 | 2813 | 2814 | 2815 | 2816 | 2817 | 2818 | 2819 | 2820 | 2821 | 2822 | 2823 | 2824 | 2825 | 2826 | 2827 | 2828 | 2829 | 2830 | 2831 | 2832 | 2833 | 2834 | 2835 | 2836 | 2837 | 2838 | 2839 | 2840 | 2841 | 2842 | 2843 | 2844 | 2845 | 2846 | 2847 | 2848 | 2849 | 2850 | 2851 | 2852 | 2853 | 2854 | 2855 | 2856 | 2857 | 2858 | 2859 | 2860 | 2861 | 2862 | 2863 | 2864 | 2865 | 2866 | 2867 | 2868 | 2869 | 2870 | 2871 | 2872 | 2873 | 2874 | 2875 | 2876 | 2877 | 2878 | 2879 | 2880 | 2881 | 2882 | 2883 | 2884 | 2885 | 2886 | 2887 | 2888 | 2889 | 2890 | 2891 | 2892 | 2893 | 2894 | 2895 | 2896 | 2897 | 2898 | 2899 | 2900 | 2901 | 2902 | 2903 | 2904 | 2905 | 2906 | 2907 | 2908 | 2909 | 2910 | 2911 | 2912 | 2913 | 2914 | 2915 | 2916 | 2917 | 2918 | 2919 | 2920 | 2921 | 2922 | 2923 | 2924 | 2925 | 2926 | 2927 | 2928 | 2929 | 2930 | 2931 | 2932 | 2933 | 2934 | 2935 | 2936 | 2937 | 2938 | 2939 | 2940 | 2941 | 2942 | 2943 | 2944 | 2945 | 2946 | 2947 | 2948 | 2949 | 2950 | 2951 | 2952 | 2953 | 2954 | 2955 | 2956 | 2957 | 2958 | 2959 | 2960 | 2961 | 2962 | 2963 | 2964 | 2965 | 2966 | 2967 | 2968 | 2969 | 2970 | 2971 | 2972 | 2973 | 2974 | 2975 | 2976 | 2977 | 2978 | 2979 | 2980 | 2981 | 2982 | 2983 | 2984 | 2985 | 2986 | 2987 | 2988 | 2989 | 2990 | 2991 | 2992 | 2993 | 2994 | 2995 | 2996 | 2997 | 2998 | 2999 | 3000 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|-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1. **Cohesion:** Considers how well integrated routes are within wider cycling networks both in terms of the provision of dedicated cycling infrastructure and wayfinding to help improve legibility of routes. The Cohesion factors also consider intra-route cohesion and the consistent provision of cycle infrastructure throughout a route.

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2. **Directness:** Compares the directness of cycle routes relative to equivalent vehicle routes, and considers delays caused to cyclists on links and at junctions. The impact of gradients along a route are also included particularly where gradients exceed 2% for a prolonged section. Given the geography of the study area, many routes scored poorly due to gradient.. Alignments that intersected with major junctions also tended to score lower due to the delays caused by trying to cross the junctions.

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3. **Safety:** The focus of safety is the extent to which cyclists are exposed to vehicular traffic and how this impact upon the safety of using a route. The safety criteria specifically consider volumes of vehicular traffic, vehicles speeds, carriageway design, and surface quality.

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4. **Comfort:** Considers the quality of cycling facilities in terms of surface quality, width of cycling facilities and availability of wayfinding.

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5. **Attractiveness:** Assesses the social safety of routes, interaction with pedestrians, impact of any street clutter on cycling, and the availability of cycle parking.

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**Why the Cycling Route Selection Tool was not used as part of the auditing process.**

The Cycling Level of Service (CLoS) tool was preferred over the Route Selection Tool (RST) because it provides a more detailed and user-focused assessment of cycling infrastructure. CLoS evaluates safety, comfort, directness, and compliance with LTN 1/20 standards, ensuring high-quality design and user experience. Unlike the RST, which is route-centric and better suited for initial planning, CLoS offers quantifiable scores that support evidence-based decision-making and prioritisation of improvements.



# Hereford to Credenhill

## Why Hereford to Credenhill?

Map 43 on page 175 identified a strong desire from the City Centre to the north-west of Hereford.

Further analysis undertaken established that demand was centred towards Credenhill, a village and civil parish in Herefordshire.

A key characteristic of this route is its close adjacency to key amenities and employment hubs, most notably, RAF Hereford.

This results in the route potentially having a high catchment of individuals who require connections from this area to the city centre, paving the way for an opportunity for individuals to incorporate active modes of transport into their daily commute.

The route is already partially a popular leisure route, with the alignment following off-road sections of Yazor Brook.

Sections of the route are problematic for cyclists, particularly near Stretton Sugwas, with the A4103 and A480 roundabout providing poor provision for cyclists.

The A4103 provides a shared use path adjacent to the carriageway, with a buffer provided in the form of a grass verge between the carriageway and shared use path. It is likely that pedestrian volumes along this route are low, given its rural natural.

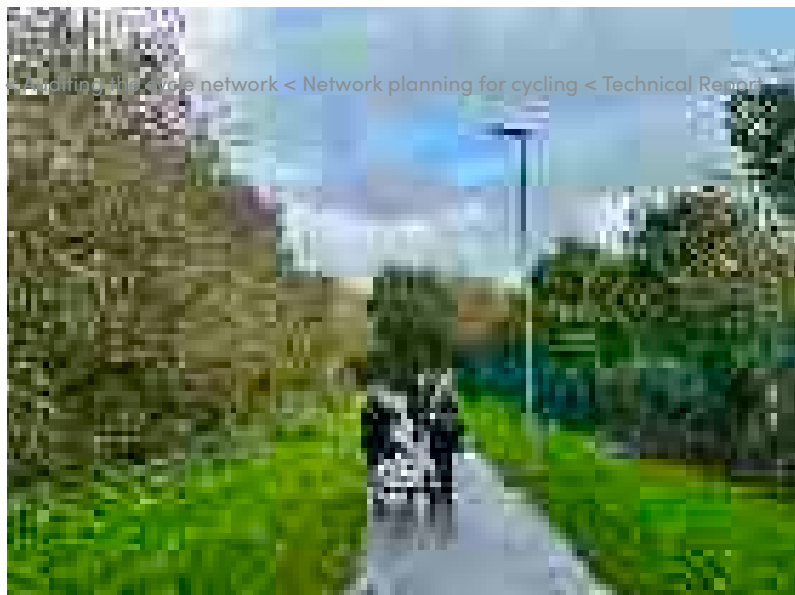
Site observations undertaken found certain sections of the route being inaccessible, with instances of unsurfaced loose material providing challenging terrain for cyclists.

Good quality cycle provision is provided on off-road sections near the city centre, but lighting and natural surveillance is an issue.

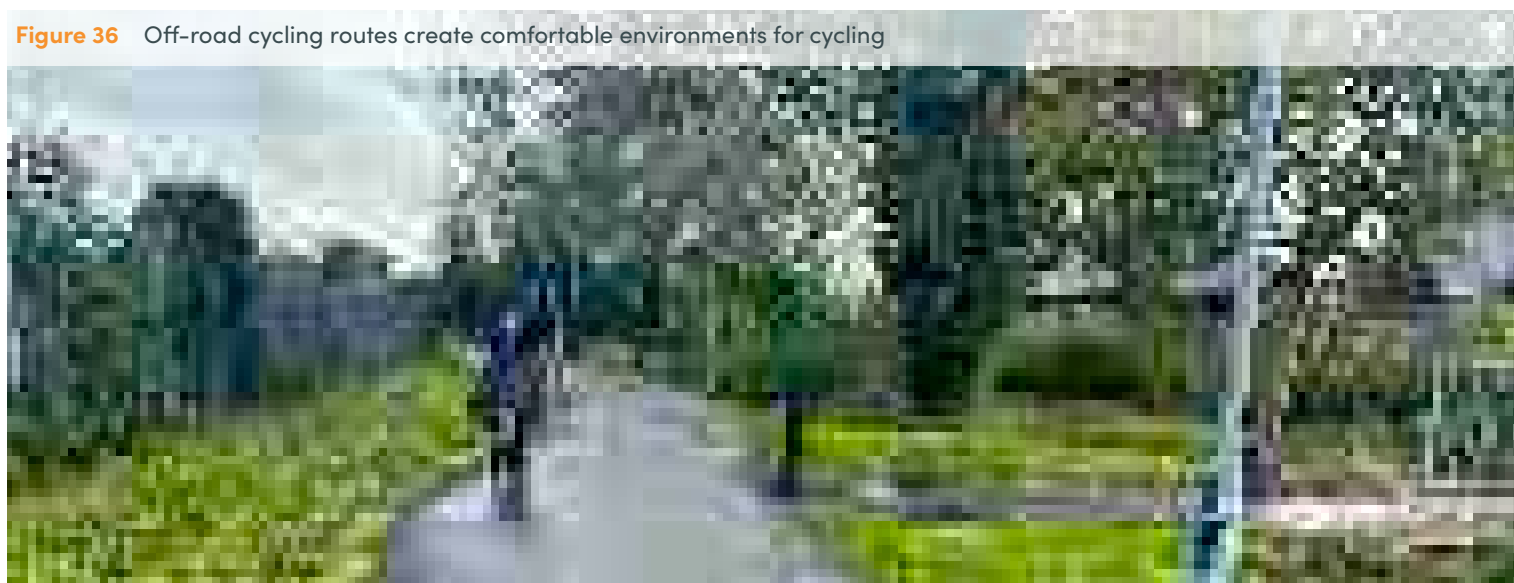
High traffic volumes witnessed within the city centre present difficulties for cyclists, creating an unpleasant experience for cycling on carriageway.



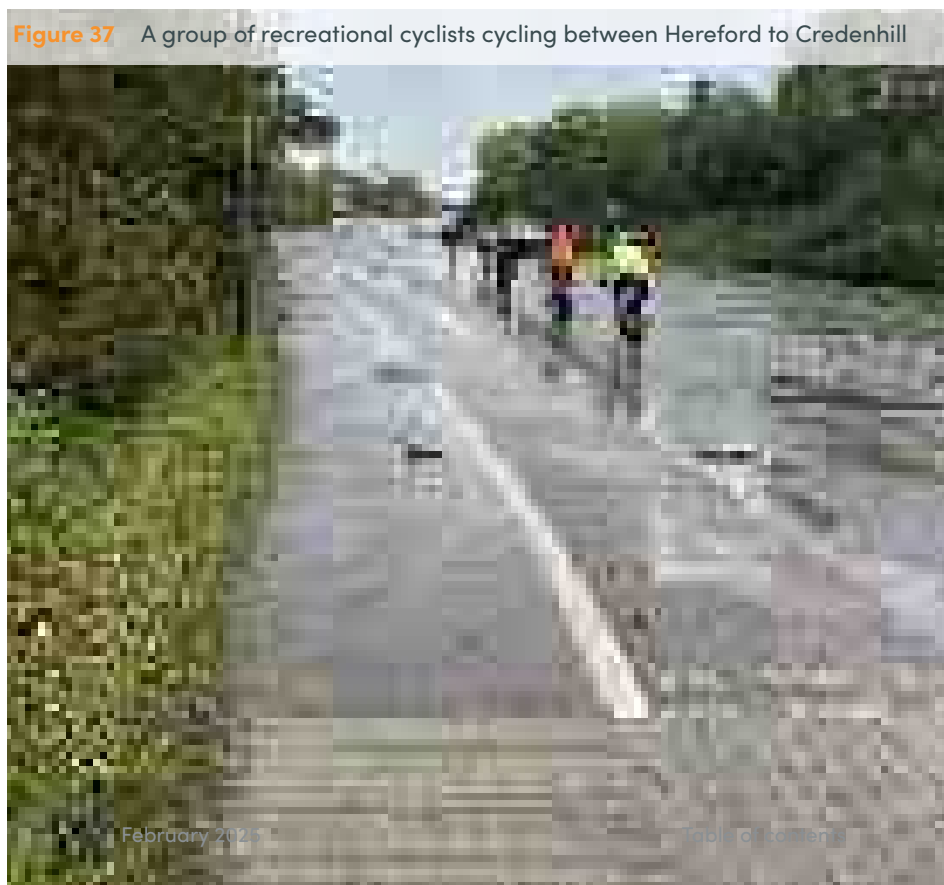
**Figure 34** Unsurfaced trails are barriers to comfortable cycling



**Figure 35** Wide paths allow for use of non conventional cycles



**Figure 36** Off-road cycling routes create comfortable environments for cycling



**Figure 37** A group of recreational cyclists cycling between Hereford to Credenhill



**Figure 38** Fast traffic and narrow footways create an intimidating environment for cycling



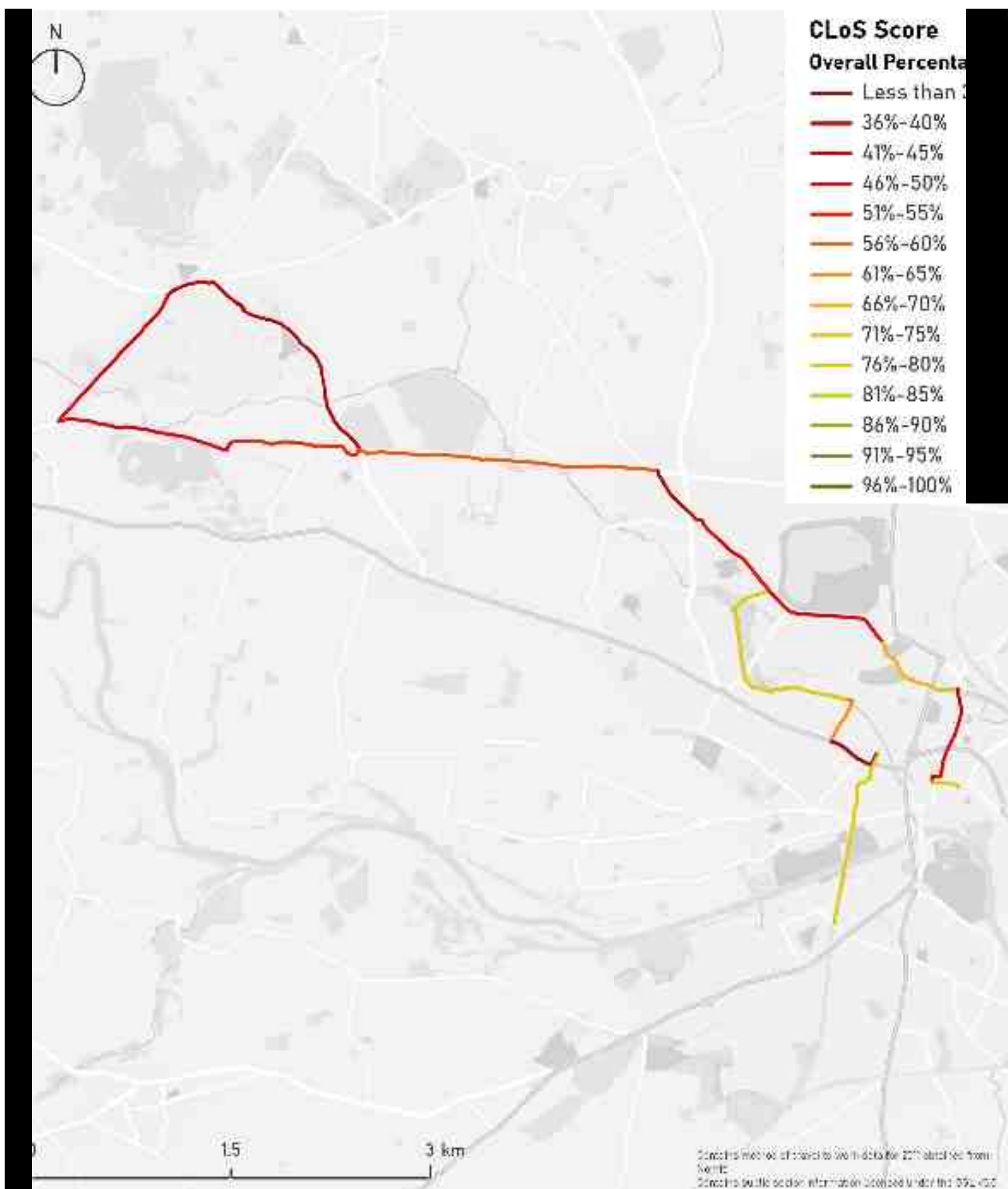
# CLoS Results



The results for the cycling route are shown in [Map 51 on page 221](#).

- 1. **Cohesion:** The route fails to provide a connected experience for cyclists. For the majority of the route, cyclists are not able to easy and safely join and navigate along the route and there are many instances where cyclists routes are ‘ended’ by signage or by poor junction design.
- 2. **Directness:** The route is predominantly direct, following the most straightforward path available, with minimal interruptions such as give way or stops. Cyclists face similar delays at junctions as motor vehicles. However, some sections present challenges due to gradients, potentially increasing the time, effort, and discomfort for cyclists.
- 3. **Safety:** The overall safety of the route is compromised where cyclists share the carriageway with motor vehicles. High speeds near junctions and when sharing carriageway pose a risk, particularly near heavy motor traffic volumes. Despite this, safer designs are prevalent near the city centre, via. off-road sections.

- 4. **Comfort:** The route generally has poor surface quality, marked by potholes and poor carriageway conditions. Wayfinding is not present for much of the route, which could be improved to aid navigation without relying on maps.
- 5. **Attractiveness:** The route lacks overall attractiveness, with concerns about social safety due to poor lighting and the route not being overlooked. The absence of cycle parking along the sections is also an issue.



### Map 51 Credenhill to Hereford City Centre cycling results



# Kingstone to Hereford

## Why Kingstone to Hereford?

Kingstone is a civil parish and large village in rural Herefordshire and is situated south-west of Hereford city. The village is home to two schools (Kingstone & Thruxton Primary School and Kingstone High School) as well as a growing residential population as a result of new housing developments over recent years.

The route connects Kingstone to the City Centre by following the B439 to the north-west, passing through the small village of Clehonger before connecting to Belmont via Ruckhall Lane and Belmont Haywood Country Park.

The route continues into the city centre via the Great Western Way, providing a dedicated off highway route.

Site observations indicated that the B4349 was moderately trafficked, with speeds in excess of 30mph. The junction between the B4349 and A465 near Belmont also presented difficulties, with no crossing provision for cyclists. The A465 is designated as NCN Route 46, but was heavily trafficked and required cycling on carriageway mixed with traffic, which presented a challenging environment for cyclists.

Wayfinding was partially present along the route, but barriers (e.g. kissing gates) resulted in the disruption of the cycling experience.

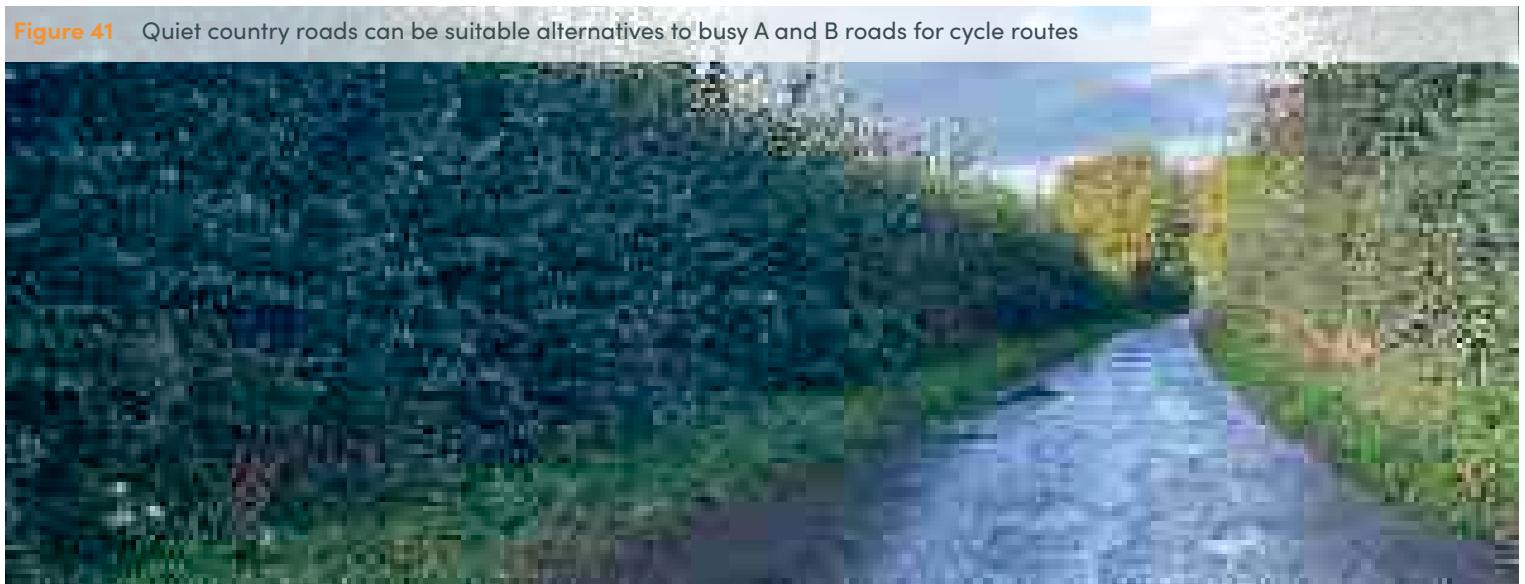


**Figure 39** Signage for NCN 46



**Figure 40** Lack of dedicated cycle lanes on country roads create intimidating environments for cycling

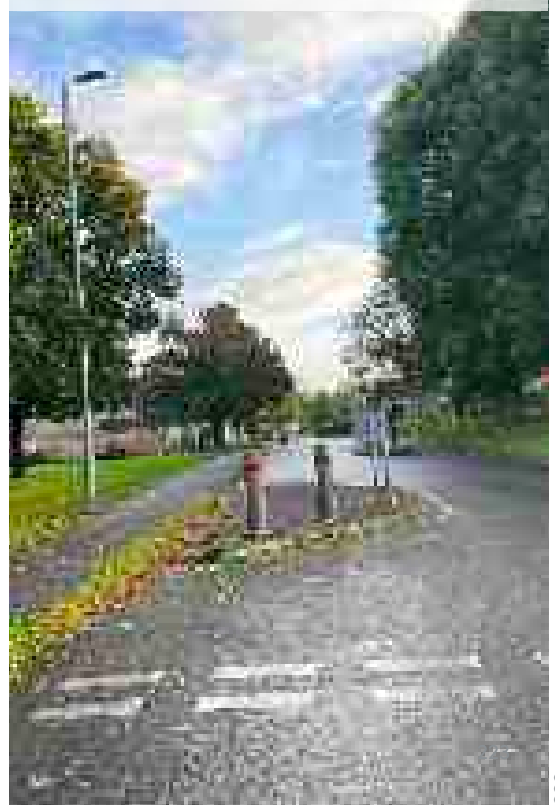
**Figure 41** Quiet country roads can be suitable alternatives to busy A and B roads for cycle routes



**Figure 42** Barriers pose accessibility issues for non traditional cycles



**Figure 43** Priority giveaways without cycle bypass





# CLoS Results

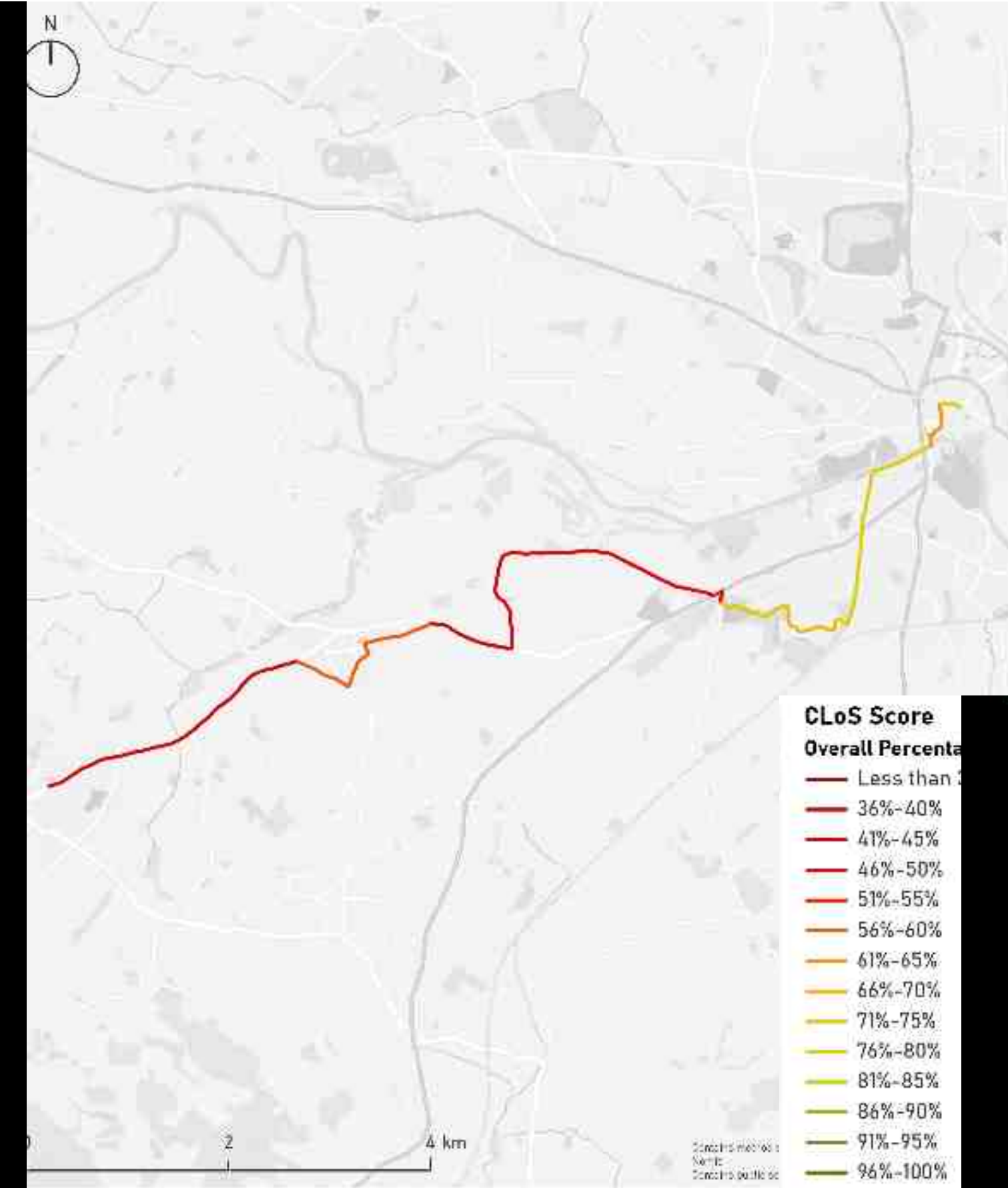


The results for the cycling route are shown in [Map 52 on page 225](#).

- 1. Cohesion:** Overall, the route fails to provide a cohesive cycling experience. Cyclists at certain points are required to dismount, particularly when entering Belmont Haywood Country Park due to the presence of gates. Additionally, wayfinding is minimal along the B4349 which damages the continuity of the route.
- 2. Directness:** The route is direct, following the most straightforward path available, with minimal interruptions such as give way or stops. Cyclists face similar delays at junctions as motor vehicles. However, some sections present challenges due to gradients, potentially increasing the time, effort, and discomfort for cyclists.
- 3. Safety:** Overall, the route presents safety concerns for cyclists. Motor traffic speed on sections of shared carriageway exceeds 30mph given the speed limit along the A465 and B4349 is 40mph. No segregation is provided along these two primary roads for cyclists, resulting in cyclists sharing the sharing the carriageway

with high speed motor vehicles. As the route ventures east towards the city centre (i.e. Great Western Way, Belmont Haywood Country Park) the safety of the route increases given that the route is segregated from motor traffic.

- 4. Comfort:** The route generally has a smooth high grip surface, with some minor defects e.g. potholes evident. Widths are generally maintained for cyclists throughout the route, but limited wayfinding is present which results in non-local cyclists being required to refer to maps.
- 5. Attractiveness:** The route is mostly unlit, particularly along Ruckhall Lane and the B4349 given that the route follows rural lanes in these areas. Street clutter is minimal and there is a lack of secure cycle parking provided.



Map 52 Kingstone to Hereford City Centre cycling results



# Withington to Hereford

## Why Withington to Hereford?

Withington is a small village and civil parish in Herefordshire, situated approximatively 5 miles north east of Hereford. It has a growing population and is connected to Hereford via. A4103.

The selected cycling route also connects Lugwardine to the city centre. Lugwardine is situated to the south of Withington and is also a small village, home to two schools (Lugwardine Primary School and St Mary's Roman Catholic High School).

Many of the estimated 800 children who attend both schools travel from nearby locations within Hereford City Centre and Withington. However, given the strategic nature of Hereford Road, connections by walking or cycling are unsuitable for most people, given high traffic volumes, speeds and a lack of segregated cycling facilities.

Therefore, despite the strong desire for travel to this area, active travel for many is not feasible.

Site observations of the current conditions for cycling from Withington to Hereford confirmed that high traffic volumes and speeds along the A438 exist, meaning the current provision for cycling (on carriageway with no segregation) is currently unsuitable for most people.

The low density of alternative routes to access the city centre from Withington and Lugwardine results in limited choice for active travel users.



Figure 45 Old Eign Hill

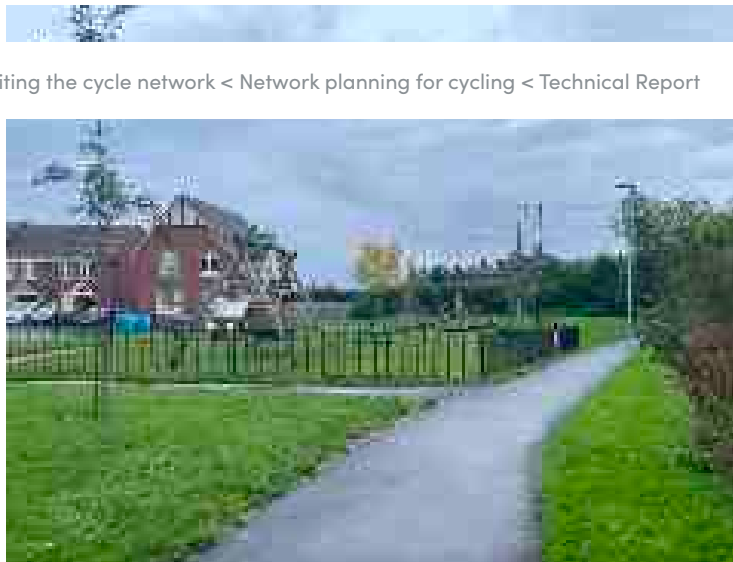
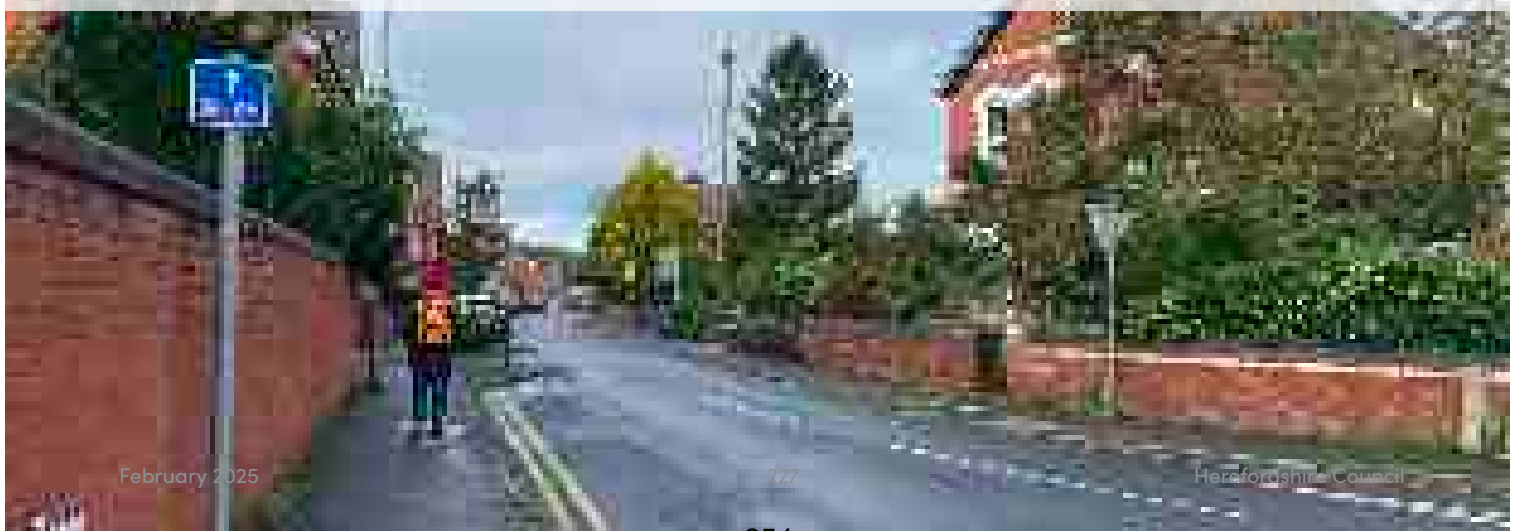


Figure 44 Off-road cycling routes create comfortable environments for cycling



Figure 46 Traffic control on Eign Road

Figure 47 Signage for NCN 44 on Nelson Street





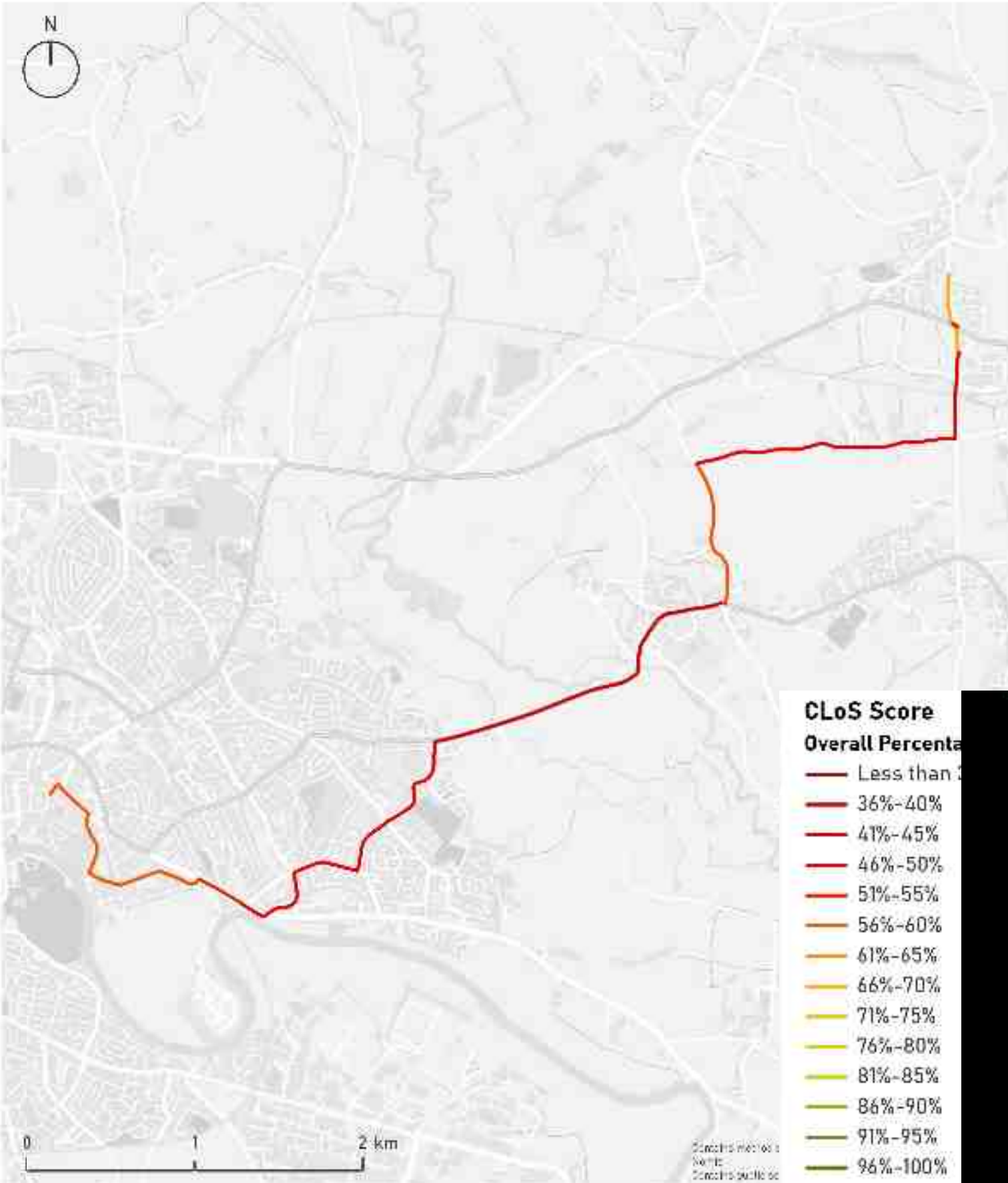
# CLoS Results



The results for the cycling route are shown in [Map 53 on page 229](#).

- 1. Cohesion:** The route fails to provide a connected experience for cyclists. For the majority of the route, cyclists are not able to easy and safely join and navigate along the route and there are many instances where cyclists routes are ‘ended’ by signage or by poor junction design.
- 2. Directness:** The route is predominately direct, attributed to the lack of alternative options to connect Withington with the city centre. Delays for cyclists at junctions along the route is similar to the delay for motor vehicles given the lack of cycle priority features (e.g. bypass as signals).
- 3. Safety:** The overall safety of the route is compromised, particularly along the A438 which is subject to the national speed limit and motor traffic volumes are in excess of 11,000. As cyclists are required to cycle mixed with motor traffic given that there is no segregation, most people would not feel comfortable cycling.

- 4. Comfort:** The route generally has a smooth high grip surface which is machine laid. Signage is partially acceptable along the route, but could be improved at key decision points.
- 5. Attractiveness:** Most of the route is generally lit, but are not overlooked given their rural nature. Pedestrian comfort level is not impacted as a result of the route as cyclists are required to cycling on carriageway mixed with traffic. No cycle parking is available along the route.



Map 53 Withington to Hereford City Centre cycling results



# Leominster to Luston

## Why Leominster to Luston?

Luston is a small village situated in north Herefordshire and is located approximately 3 miles north of Leominster on the B4361 road.

The village has a small population of 525 (Census 2021) but is home to a primary school attended by 95 pupils (Luston primary school).

The main route to access Luston from Leominster is via the B4361, which was the previous Leominster to Ludlow road prior to the A49. The A49 has resulted in a reduction in motor traffic utilising the B4361, but still plays a key role in local traffic, particularly through the village and into Leominster.

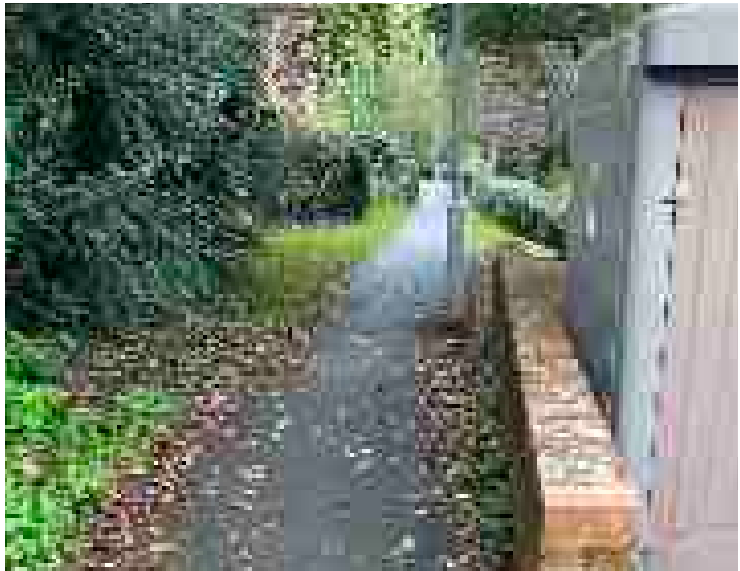
Despite Luston being approximately 3 miles away from Leominster, active travel options are limited, with the B4361 having no segregated cycling facilities, meaning people are required to cycle on carriageway mixed with motor traffic.

Public transport services in Luston are limited, with buses running irregularly, approximately one every two hours.

Given the limited connections to and from Luston and Leominster, the route audited follows the B4361 and Croft Lane, where traffic volumes are very low (less than 1,000 motor vehicles per day).



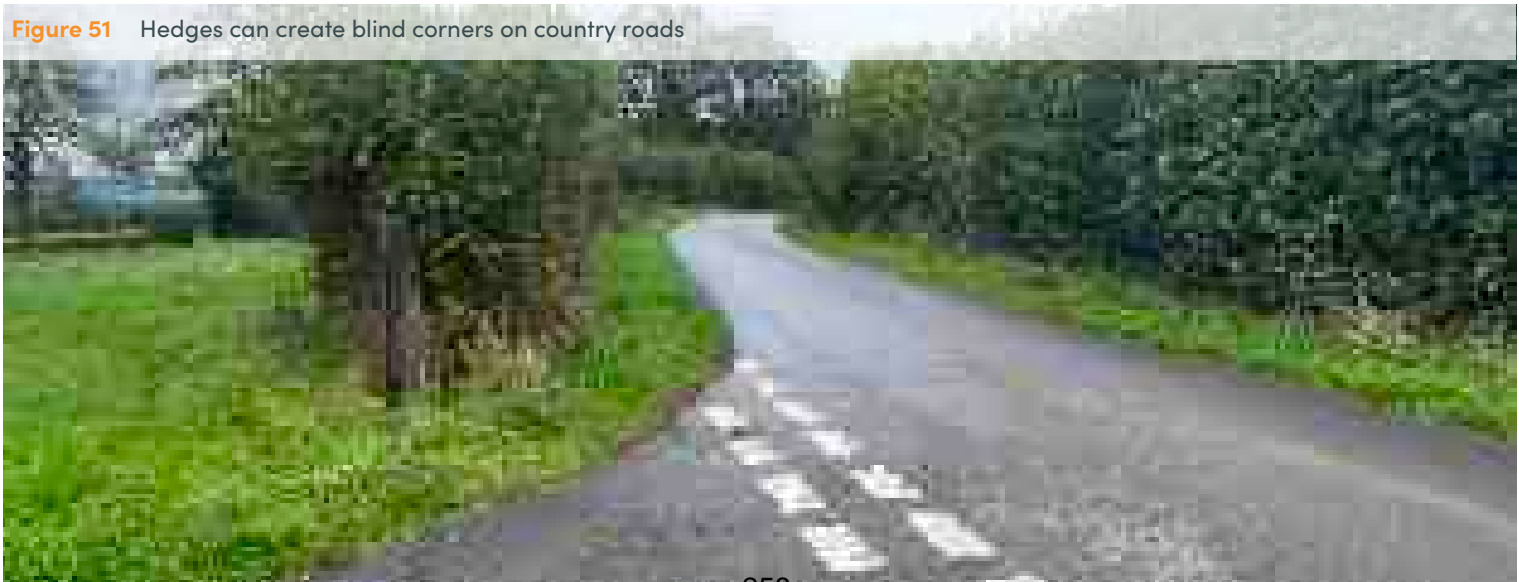
**Figure 49** Rainbow Street, Leominster



**Figure 48** Narrow paths are may cause conflicts between walkers, wheelers and cyclists



**Figure 50** Large, sweeping junctions encourage high vehicle speeds through junctions



**Figure 51** Hedges can create blind corners on country roads



# CLoS Results

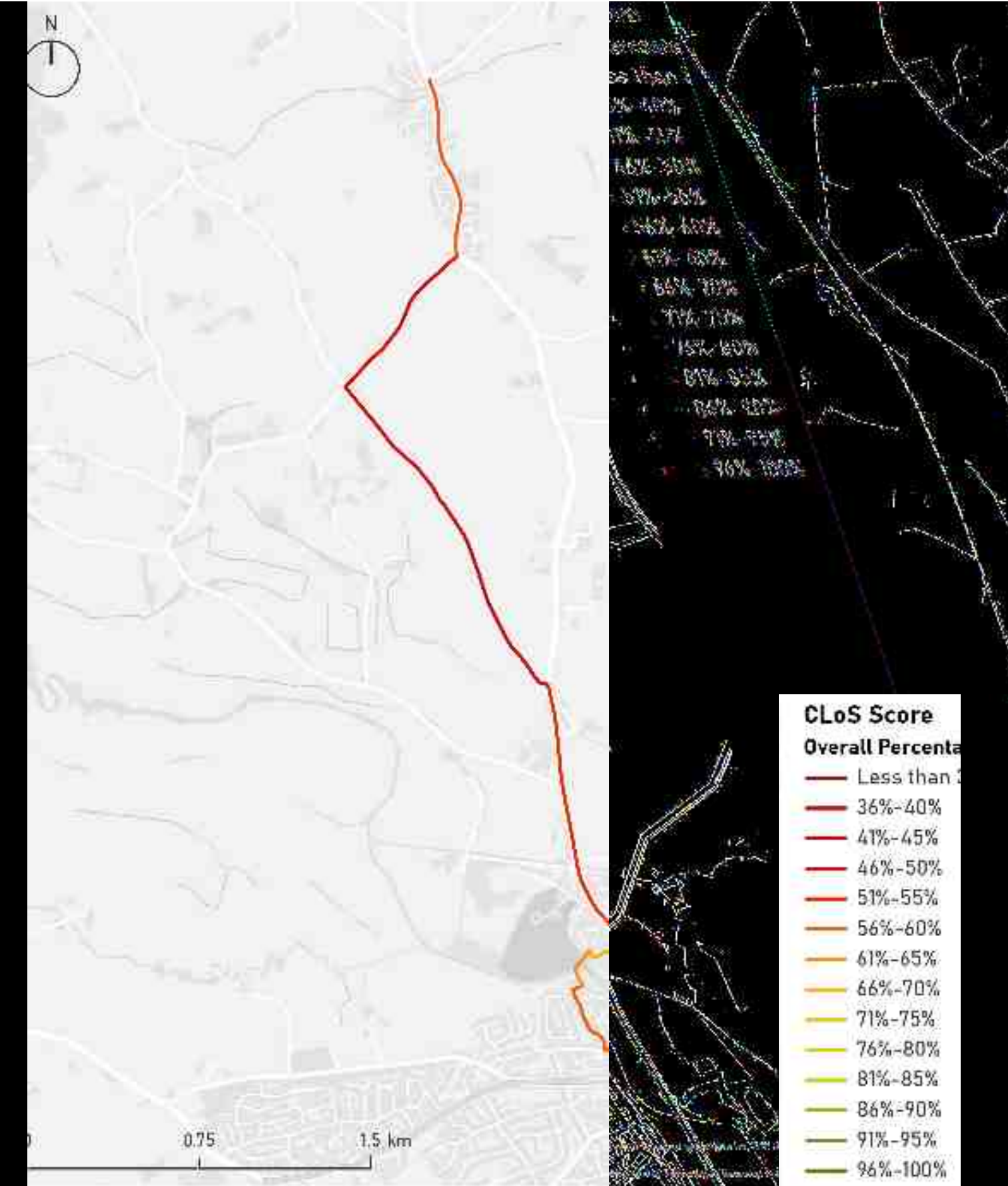


The results for the cycling route are shown in [Map 54 on page 233](#).

without any segregation, cyclists are forced to cycle on carriageway mixed with traffic.

- 1. **Cohesion:** The route fails to provide a connected experience for cyclists. For the majority of the route, cyclists are not able to easy and safely join and navigate along the route and there are many instances where cyclists routes are ‘ended’ by signage or by poor junction design.
- 2. **Directness:** The route is direct, following the most straightforward path available, with minimal interruptions such as give way or stops. Cyclists face similar delays at junctions as motor vehicles. However, some sections present challenges due to gradients, potentially increasing the time, effort, and discomfort for cyclists.
- 3. **Safety:** Some sections of the route are unsafe. In particular, the connection in Leominster across the A44 fails to provide a safe experience for cyclists, who are forced to navigate across the A44 (with motor traffic volumes in excess of 16,000 vehicles per day) via an uncontrolled crossing. Speed limit along Bridge Street vary from 30mph to 40mph and

- 4. **Comfort:** The majority of the route is smooth high grip surface and machine laid, with the exception of the off highway section between Oldfields Close and Osborne Place, which whilst away from motor traffic, is poor surface quality.
- 5. **Attractiveness:** The route lacks overall attractiveness, with concerns about social safety due to poor lighting and the route not being overlooked. The absence of cycle parking along the route is also an issue, with no cycle parking provided.



Map 54 Leominster to Luston cycling results



# Ross-on-Wye to Hereford

## Why Ross on Wye to Hereford?

Ross-on-Wye is a market town and civil parish in Herefordshire, located to the south-east of Hereford.

Ross-on-Wye and Hereford are both large economic hubs across the county, with a range of small villages and parishes located between both hubs including; Hole-in-the-Wall, Fownhope and Holme Lacy.

The main vehicle connection between Ross-on-Wye and Hereford is the A49. However, cycling along this road is impracticable for most people given high speeds and traffic volumes, resulting in many residents living in Ross-on-Wye, Hereford and in villages in between relying on motor vehicles to travel.

Map 43 on page 175 indicated demand between Ross-on-Wye and the city centre, particularly for 'everyday trips', evidencing the reliance of many smaller settlements have on Ross and Hereford.

The audited route follows Ross Road, which runs adjacent to the River Wye. The route is very lightly trafficked (less than 1,000 motor vehicles per day).. Site observations undertaken confirmed the lightly trafficked nature of Ross Road and also identified the lack of natural surveillance and lighting along the route.

The route continues along the B4224, which provides onward connectivity to the city centre via Fownhope and Hampton Bishop.



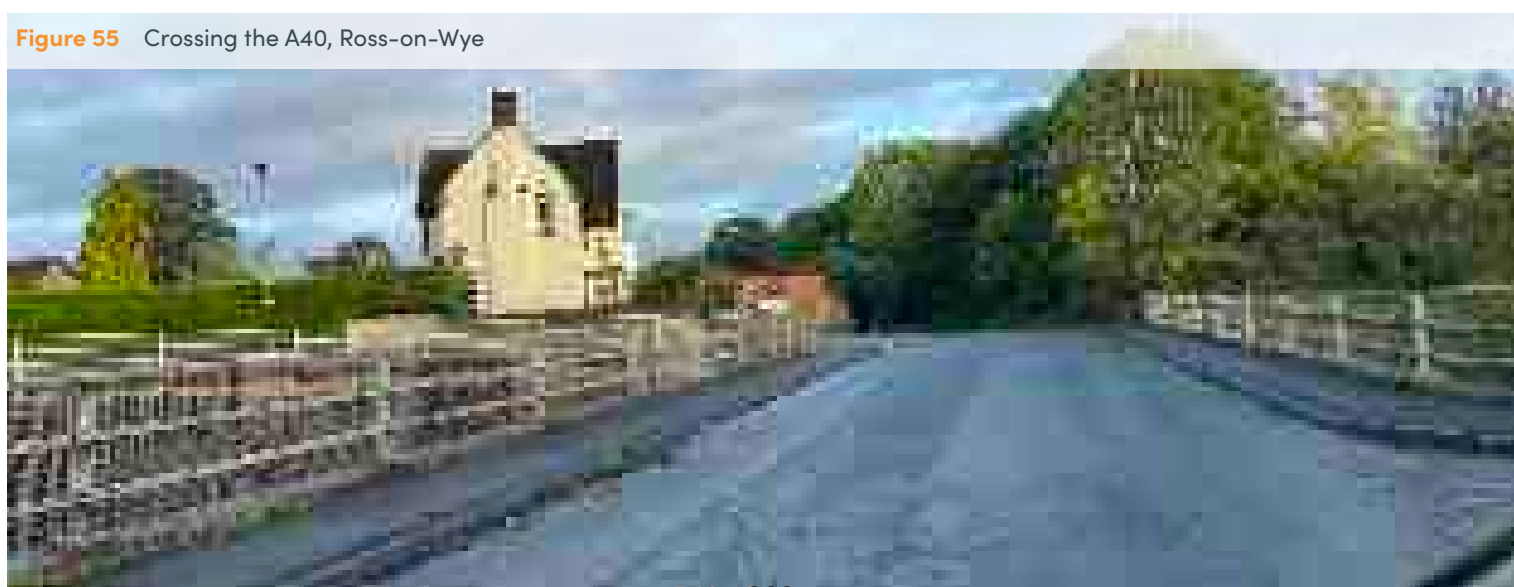
**Figure 53** Wayfinding by the Millennium Bridge, York



**Figure 52** Large, sweeping junctions encourage high vehicle speeds through junctions



**Figure 54** Brampton Road



**Figure 55** Crossing the A40, Ross-on-Wye



# CLoS Results

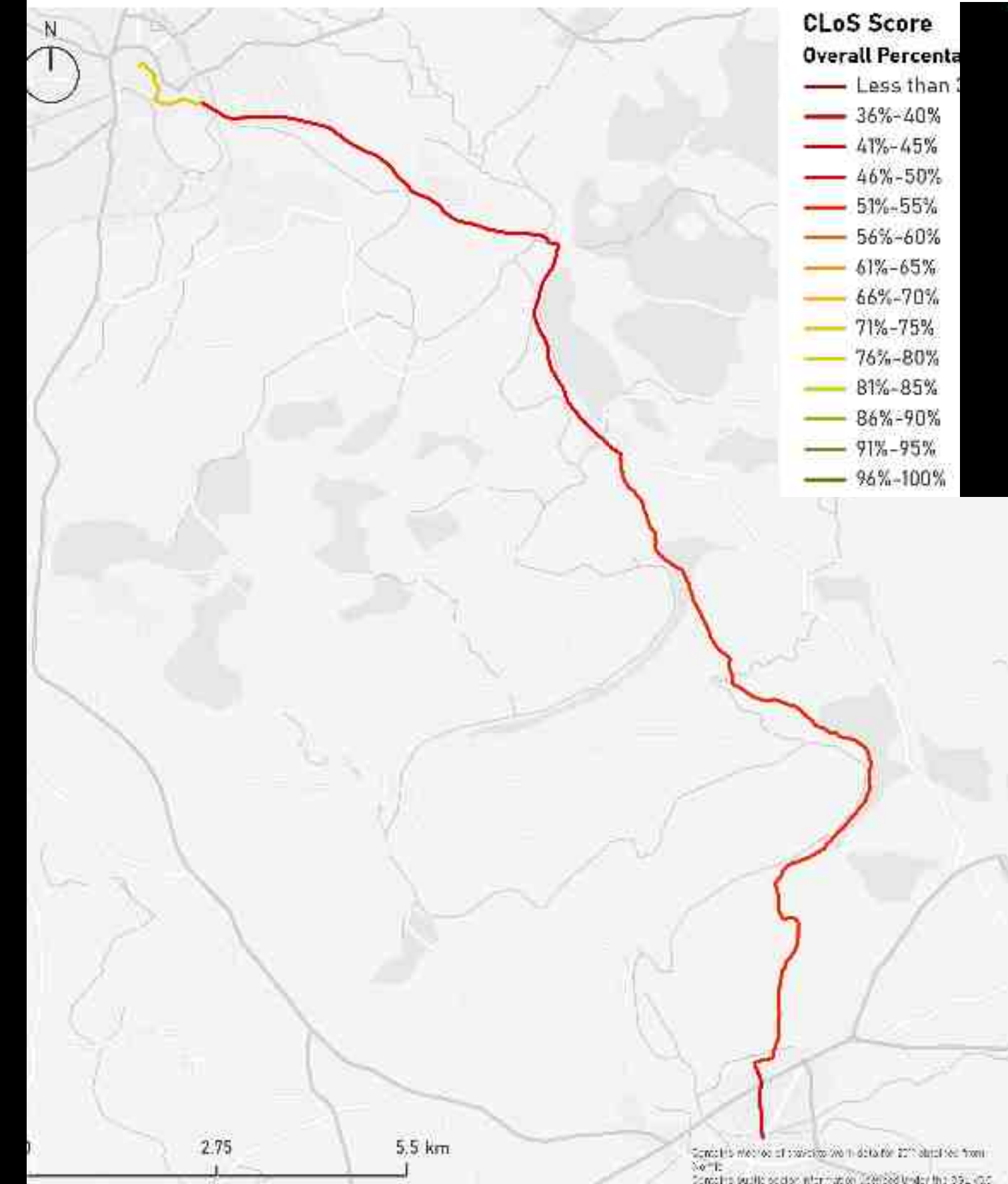


The results for the cycling route are shown in [Map 55 on page 237](#).

route are untreated with conflicting cycle and motor traffic movements.

- 1. Cohesion:** Overall, cyclists have minimal disruption to their journey, particularly along Ross Road given the route being continuous and are not required to dismount at any stage of the route. Wayfinding could be improved in rural sections of the route.
- 2. Directness:** The route is direct, following the most straightforward path available, with minimal interruptions such as give way or stops. Cyclists face similar delays at junctions as motor vehicles. However, some sections present challenges due to gradients, potentially increasing the time, effort, and discomfort for cyclists.
- 3. Safety:** Some sections of the route are unsafe. For example, the route follows the B4224 where the speed limit of the road is 60mph, meaning traffic speeds are likely to be in excess of 37mph. As there is no segregated facilities for cyclists, most people would not feel comfortable cycling on carriageway mixed with motor traffic. Side roads for the majority of the


- 4. Comfort:** Overall, the route is mostly machine laid smooth with high grip surface provided. No cycle provision is available along the route and a lack of wayfinding signage is present, meaning people would be required to navigate the route needing to refer to maps.
- 5. Attractiveness:** Overall, the route is generally well lit. However, Ross Road which runs adjacent to the River Wye lacks lighting and natural surveillance due to its rural nature which presents potential feelings of poor social safety, particularly at night. No cycle parking is present along the route.



Map 55 Ross-on-Wye to Hereford City Centre cycling results



# **Network planning for walking and cycling in Hereford**



This chapter will summarise how the network for walking was  
developed for the city

# Developing a network for walking and cycling in Hereford



# Hereford city

## Why a network plan for Hereford is needed

### Why develop a network plan for Hereford?

Key desire lines and the combined demand analysis presented in [Map 43 on page 175](#) indicate a strong desire for active travel within the city centre.

During the development of the LCWWIP, Herefordshire Council published a draft Hereford City Masterplan. The masterplan created a vision for the city, which sought to create an integrated transport network, with better provision for active travel and public transport.

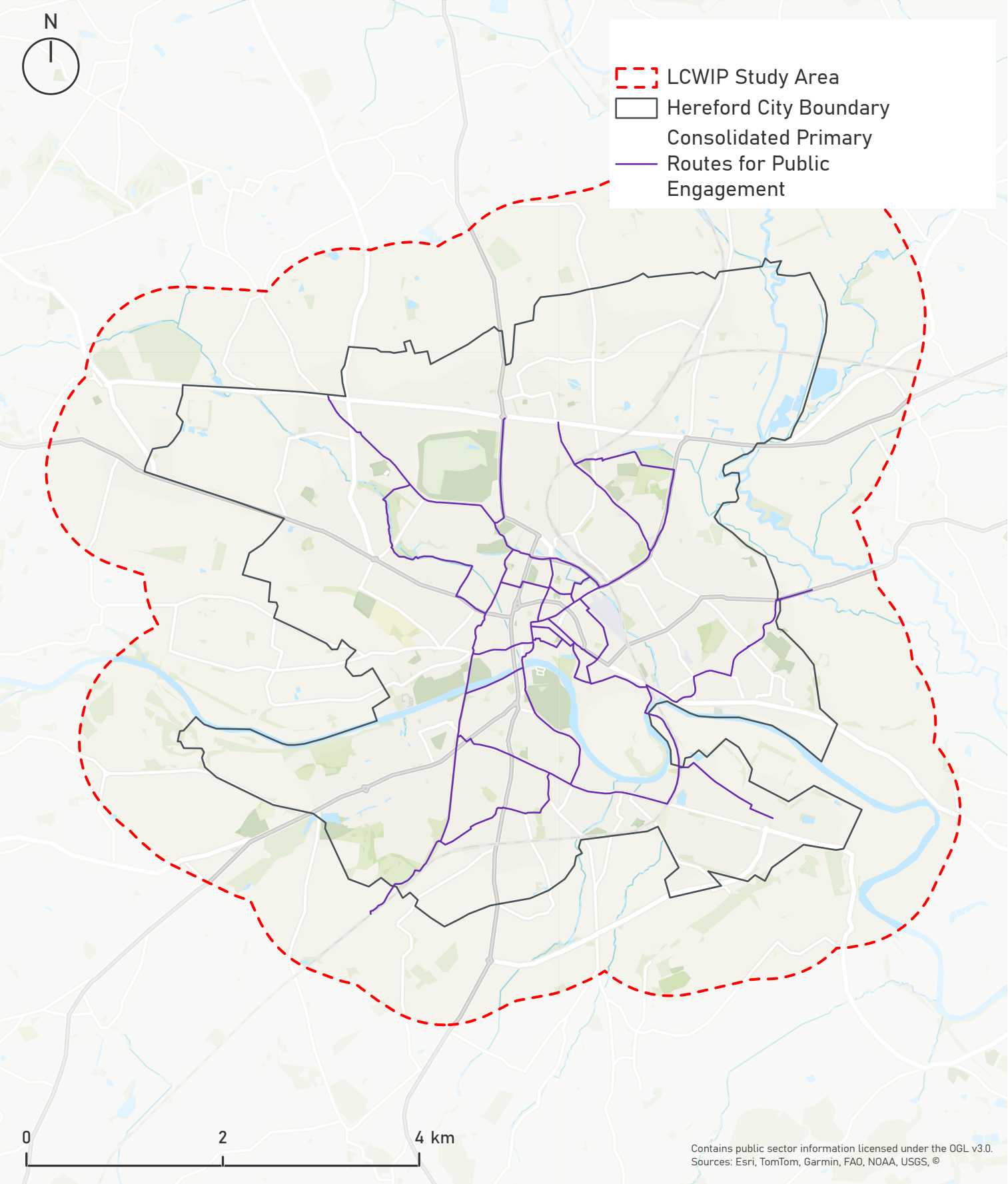
The Masterplan was accompanied by a comprehensive movement strategy which set out a strategic framework for local transport in the city of Hereford.

The strategy also set out a plan for mobility in the city centre, focusing on a network for cyclist movement, developed through analysis completed as part of the Movement Strategy.

### Strategic cycle network

This network consisted of primary and secondary active routes. Primary routes tend to follow main roads, and are typically the most used across Hereford and are designed for trips across the city and to/from neighbouring suburbs. It is anticipated that these routes will be categorised by their potential to enlist high cycle flows of traffic. Conversely, secondary cycle routes help to create a finer network between the primary routes and whilst these routes may have lower levels of cycle flow, they combine to help form part of a holistic strategic cycling network across Hereford.

The initial active travel network developed as part of the Hereford city masterplan can be found in [Map 56 on page 243](#).



**Map 56** Primary and Secondary cycle network developed as part of Hereford City Masterplan



# Adding local knowledge

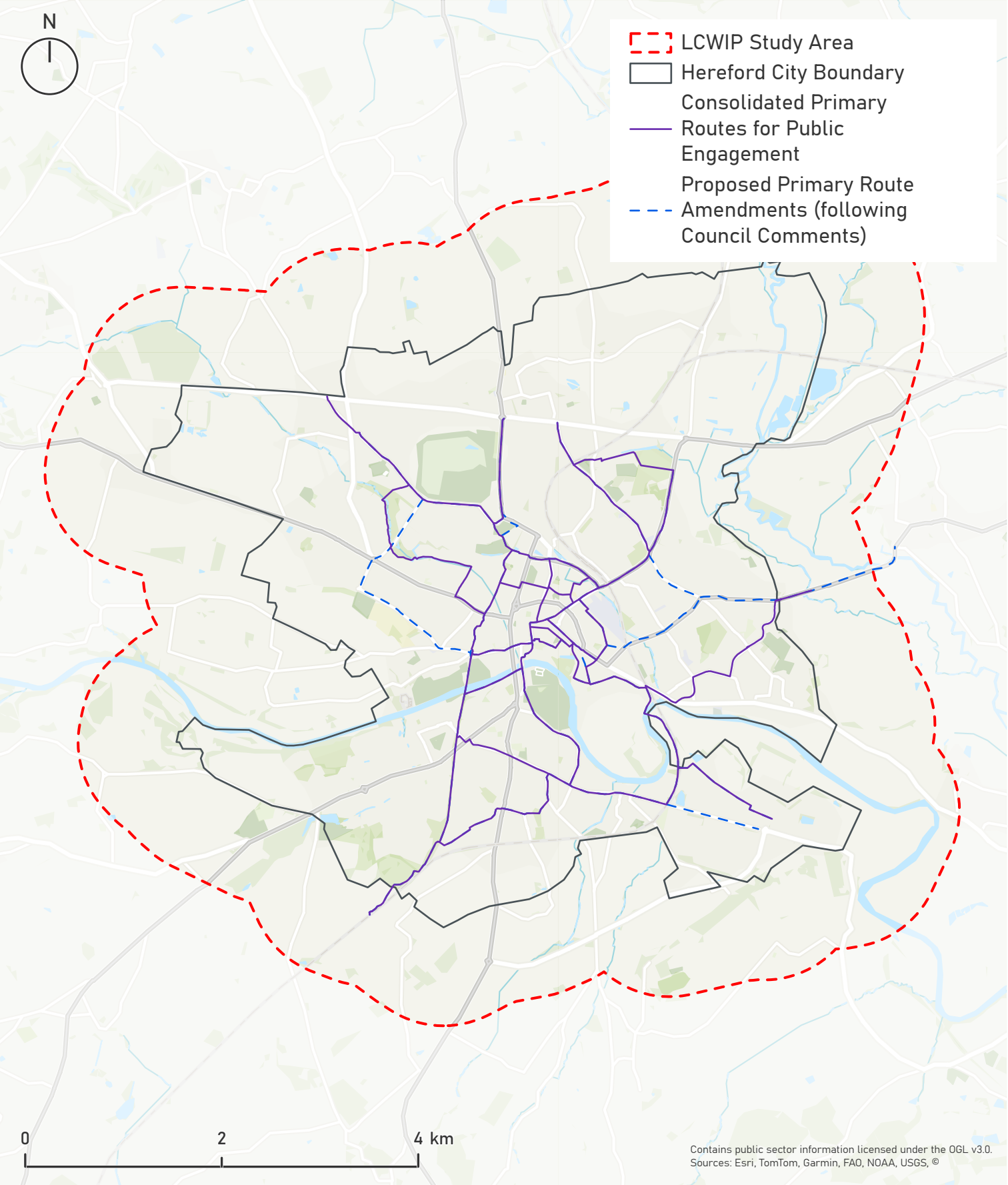
## Officer Engagement

The analysis conducted for the LCWIP was integrated with the masterplan findings to validate the primary and secondary cycle networks, ensuring the proposed routes aligned with those most likely to be used.

The primary and secondary cycle networks were also presented to Herefordshire Council highways officers, who applied their local knowledge and expertise to refine the networks. This involved making adjustments while preserving the core goal of establishing a comprehensive cycle network.

Officers focused primarily on refining the secondary cycle network, identifying optimal route alternatives based on current cycling activity, perceived social safety, and connections to key destinations and residential areas.

Map 57 on page 245 presents the revised primary and secondary cycle network based on officer feedback.



**Map 57** Primary and Secondary cycle network across Hereford city



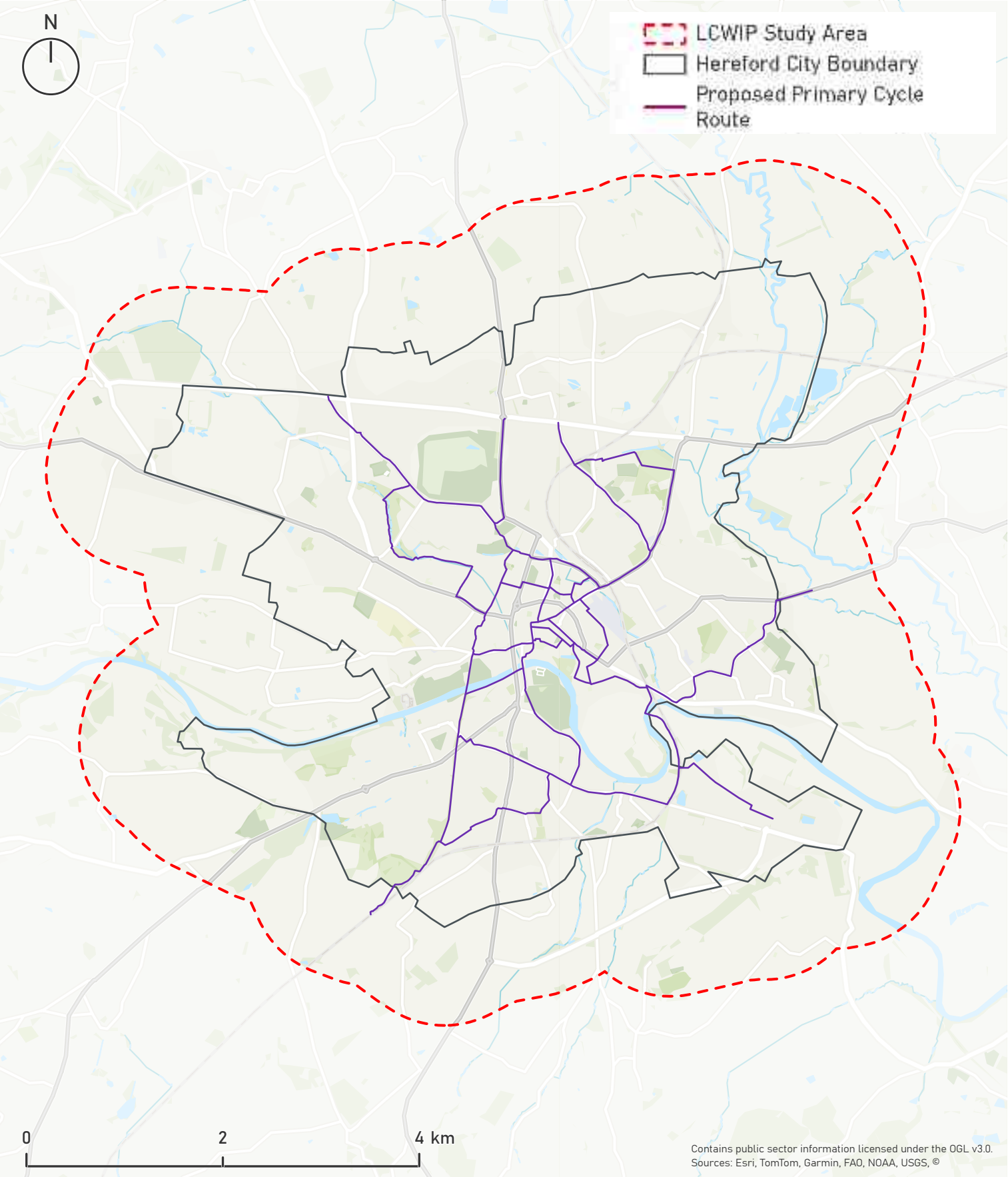
# Consolidating route alignments with complementary measures

Following engagement with officers, further refinement work was undertaken to establish a coherent network for cycling, walking, and wheeling across the city.

This process involved shaping the network based on available infrastructure and filtering out interventions where a suitable alternative route was already available.

Map 58 on page 247 illustrates the refined proposed primary cycle routes across the city, which were presented to key stakeholders for review and feedback.

The network reflects aspirations to create strong north-south connections by making use of the high-quality existing infrastructure of the Great Western Way while also seeking to enhance east-west links through strategically placed crossing points across the A49 where feasible.



**Map 58** Primary cycle network across Hereford city



# Walking, wheeling and cycling in Hereford

Hereford, the cathedral city of Herefordshire, is situated on the banks of the River Wye. It is a vibrant and attractive city with a rich history and a central role in the success of the wider county. The city provides regionally important employment, retail, leisure, and learning opportunities, serving both residents and those from surrounding towns and villages.

Walking, wheeling, and cycling in Hereford presents challenges. Cracked concrete and dislodged brick pavers are common across the city, creating difficulties for pedestrians and those using mobility aids. Narrow footways alongside high traffic volumes, further contribute to an unpleasant experience for pedestrians.

While Hereford boasts over 20 miles of traffic-free paths that enable cycling around the city, gaps in connectivity cause issues. High traffic volumes and speeds, especially along the A49, create substantial barriers to active travel. The absence of safe cycling infrastructure along this key route discourages cycling as a practical option for most people.

Hereford's compact layout offers significant potential for active travel. Its scale supports the opportunity for short trips to be made by bike, while improving walking and cycling conditions would enhance the city's appeal, benefiting both residents and visitors. Given Hereford's strategic importance to the county's economy and its potential to grow tourism, creating a high-quality environment for walking and cycling is essential.



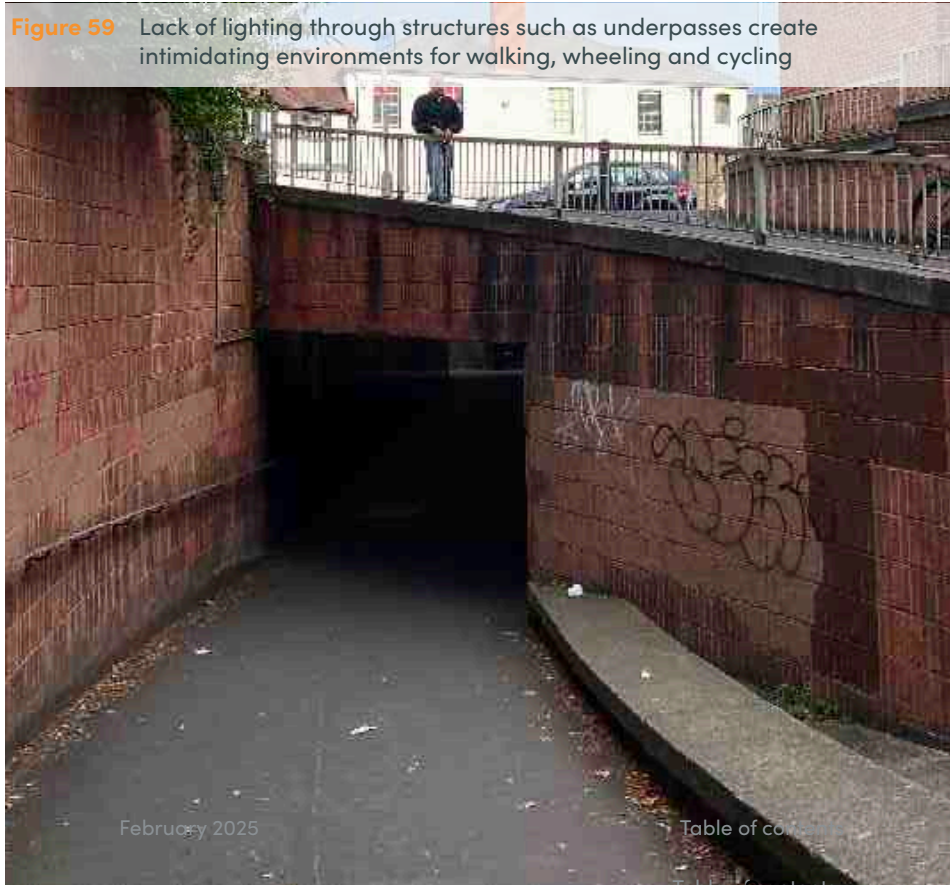
**Figure 56** Narrow footways require users to give way



**Figure 57** Guardrailing can impede on directness



**Figure 58** A 'disappearing' cycle track



**Figure 59** Lack of lighting through structures such as underpasses create intimidating environments for walking, wheeling and cycling



**Figure 60** Cycle lanes separated from motor traffic promotes the uptake of cycling



# Auditing Route Methodology

## Auditing walking, wheeling and cycling routes across Hereford

Due to the comprehensive work undertaken as part of the city masterplan to identify the most suitable walking and cycling routes, auditing the existing conditions through using the WRAT and CLoS was deemed unnecessary. Instead, efforts were directed toward identifying deficiencies across the primary and secondary network based on findings of the movement study and the project team's knowledge of the city.

Elements of both auditing tools were utilised to frame the project teams' understanding of current conditions for walking, wheeling and cycling across the city.

## Junction Assessment Tool (JAT) Assessments

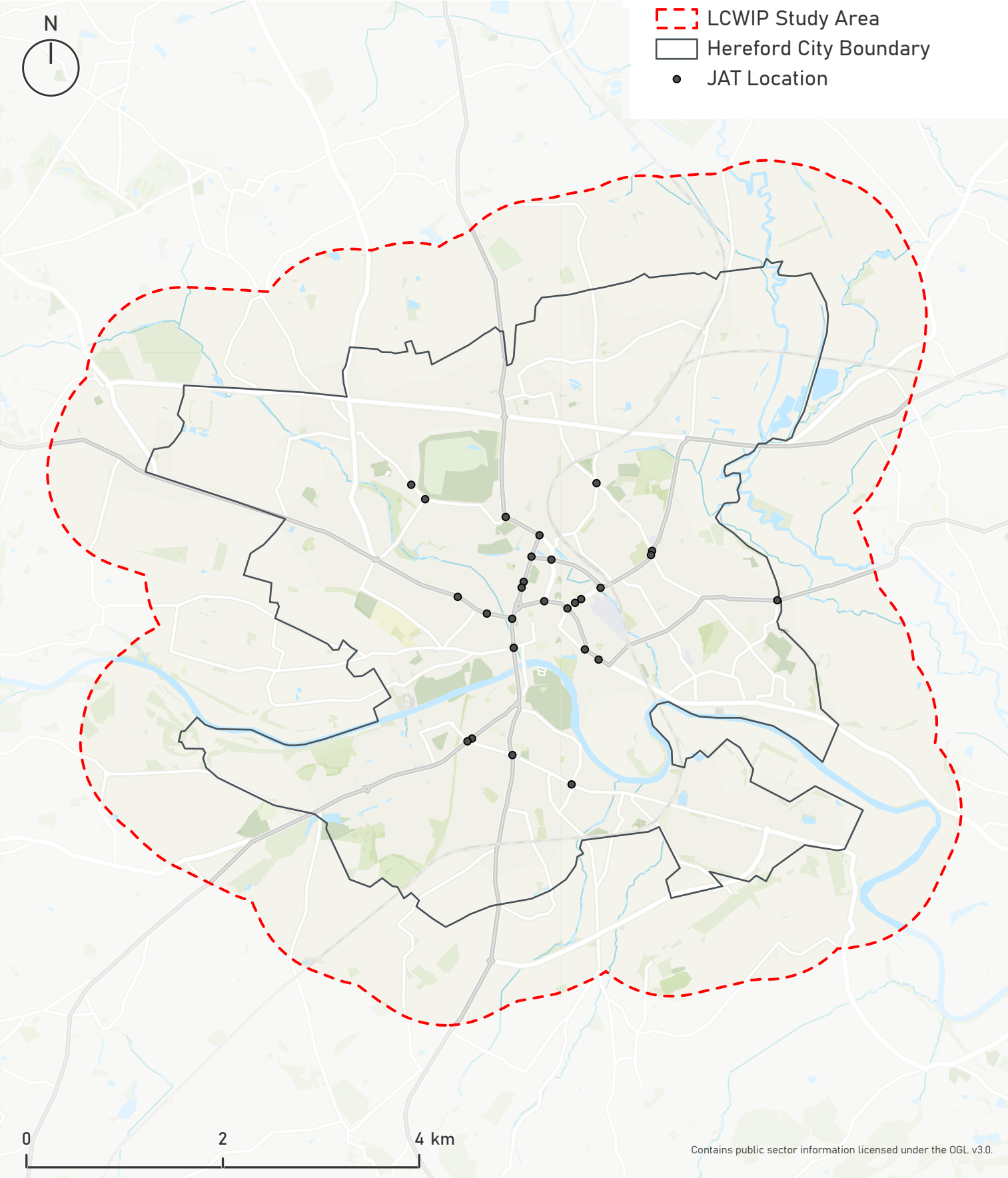
Whilst completing a WRAT and CLoS assessment was deemed unnecessary during the development of primary and secondary routes across the city, it was recognised that there are many junctions across the city where active travel provision is poor.

Most junctions pose the highest safety risk for active travel users. Junctions are also where the relationship between safety, comfort and directness is most complex. Creating safe junctions can help to create a joined up active travel network.

To assess how well a junction provides for walking, wheeling and cycling, a JAT assessment was conducted, examining all potential movements at a junction to identify potential conflicts and identify what measures may be required to reduce them.

Junctions that were assessed are mapped on [Map 59 on page 251](#).





**Map 59** Identified junctions for auditing across Hereford



# Understanding the pedestrian experience across Hereford

Site observations conducted during the development of the LCWIP and the Hereford City masterplan highlighted the following findings related to walking across Hereford.

- 1. **Attractiveness:** Footways across Hereford are generally well maintained, with some instances of minor littering and overgrown vegetation. Minor evidence of vandalism is noted (graffiti) and levels of traffic noise and pollution could be improved. Excessive use of guardrail or bollards are also evident across the city.
- 2. **Comfort:** Footways are mostly level, with some defects noted such as cracked pavers. Footway widths are generally acceptable, however near Hereford Cathedral, footway widths are sometimes less than 1.5m, which requires users to give and take frequently. Footway parking is evident in some locations, with causes difficulties for pedestrians.

- 3. **Directness:** Footways are provided to cater for pedestrian desire lines (i.e. adjacent to the road) and crossings where available, following desire lines and are easy, direct and comfortable without delay. Crossings are mostly single phase and where signalised crossings are in place, green man time is of sufficient length to cross comfortably.
- 4. **Safety:** Traffic volumes and speeds across the city are moderate to high, with pedestrians in close proximity to motor traffic. Visibility for pedestrians is typically good.
- 5. **Cohesion:** Dropped kerbs and tactile paving are absent for the majority of the route, posing significant safety risks for pedestrians particularly persons with vision impairments.

# Understanding the cycling experience across Hereford

Site observations conducted during the development of the LCWIP and the Hereford City masterplan highlighted the following findings related to cycling across Hereford.

1. **Cohesion:** Overall, the routes around Hereford are made up of discrete sections given the high number of junctions. Some of these junctions require cyclists to dismount. Wayfinding across the city is good, with cyclists not abandoned and a clear indication of how to continue their journey.

2. **Directness:** Cycle routes across the city are direct and typically face delays similar delays at junctions as motor vehicles, with some cycle priority features (advanced stop lines, cycle lanes) in place. Some routes across the city pose challenges due to steep gradients, potentially increasing time, effort and discomfort for cyclists.

3. **Safety:** Some routes across the city (e.g. Great Western Way) are separated from motor traffic and provide a pleasant experience for cyclists. However, when cyclists are required to cycle on carriageway, they are typically faced with high traffic volumes (above 5,000 vehicles per day) which creates an unpleasant experience for cyclists.

4. **Comfort:** Surface quality is mostly machine laid smooth with high grip surface provided. A lack of wayfinding signage is present, meaning people are required to navigate the route needing to refer to maps.

5. **Attractiveness:** Routes within the city are generally well lit. Some routes (e.g. Great Western Way) lack natural surveillance which presents potential feelings of poor social safety, particularly at night. Cycle parking is available across the city, mostly in the form of Sheffield cycle stands.



## Auditing Results – Junction Assessment Tool

| Junction No. | Junction Name  | Percentage Score | No. Red Movements | Summary of design recommendations  |
|--------------|--|------------------|-------------------|--|
| 1            | Venns Lane/<br>College Road/<br>Old School Lane          | 28%              | 10                | Junction design score 9 out of a possible 32 (28%). Signalised crossings are available across College Road and Venns Lane. A zebra crossings provided across Old School Lane, but is not along the desire line. Cyclists are required to cycle in carriageway in assumed heavy traffic flow on all junction arms.  |
| 2            | Green Lane/<br>Cursneah Road/<br>Rainbow Street          | 28%              | 10                | Junction design score 9 out of a possible 32 (28%). Dropped kerbs and tactile paving is present along Green Lane / Rainbow Street but crossing is not on desire line. Pedestrian refuge is provided on New Street & Cursneah Road, but assumed there are over 2,500 vehicles per day, meaning pedestrian provision is poor.  |
| 3            | Grandstand Road/<br>Highmore Street/<br>Sidney Box Drive | 38%              | 5                 | Junction design score 12 out of a possible 32 (38%). No crossing provision of any kind is available along Grandstand Road. An uncontrolled crossing with a refuge island and dropped kerbs is provided on Highmore street and dropped kerbs are present on Sidney Box Drive, albeit tactile paving is only present on one side of carriageway. Cyclists are required to cycle in carriageway in assumed moderate traffic flow on all junction arms. Cyclists to/from Highmore Street to Sidney Box Drive however are required to cross more than one traffic lane on Grandstand Road.  |
| 4            | Grandstand Road/<br>Yazor Road                           | 44%              | 2                 | Junction design score 8 out of a possible 18 (44%). No crossing provision of any kind is available along Grandstand Road. Uncontrolled crossing with a refuge island and dropped kerbs are provided along Yazor Road. Cyclists are required to cycle in carriageway in assumed moderate traffic flow on all junction arms.   |
| 5            | Holmer Road/<br>Newtown Road/<br>Priory Place            | 28%              | 4                 | Junction design score 5 out of a possible 18 (28%). On Holmer Road, uncontrolled crossing with a refuge island and dropped kerbs/tactile paving is provided, however it is assumed traffic volumes are above 2,500 vehicles per day on Holmer Road, meaning pedestrian provision is poor. Controlled crossings are provided on Newtown Road, but crossing is away from desire line and no pedestrian crossing provision is available along Priory Place. To/From Priory Place allows cyclists to be on the carriageway due to their being no shared use provision on Priory Place, with high traffic flows assumed. Cycle movements to Newtown Road and Holmer Road are made by transitioning onto shared use. |
| 6            | Edgar Street/<br>A465/<br>Priory Street                  | 44%              | 4                 | Junction design score 14 out of a possible 32 (44%). A signalised crossing is provided on Edgar Street North and a staggered signalised crossing is provided on the A465. Uncontrolled crossing with dropped kerbs/tactile paving is provided on Priory Street and low traffic flows are assumed, meaning pedestrian provision is good. No crossing provision of any kind is available on Edgar Street South. Shared use facility is present on Edgar Street South and A465 whilst Edgar Street North and Priory Street requires cyclists to cycle on carriageway. Whilst this is acceptable on Priory Street due to low traffic flows, this is challenging for cyclists along Edgar street North.             |

| Junction No. | Junction Name                          | Percentage Score | No. Red Movements | Summary of design recommendations   |
|--------------|--|------------------|-------------------|---|
| 7            | A465/<br>Widemarsh Street              | 53%              | 3                 | Junction design score 17 out of a possible 32 (53%). Signalised crossings are provided along on all arms and cycle movements to the A465 East, Widemarsh Street South, A465 West and Edgar Street South are made by transitioning onto shared use facility, whilst cyclists are required to cycle on the carriageway which is assumed to have heavy motor traffic flow on Edgar Street North. Given Prior Street is assumed to have low traffic flows, cycling on carriageway is deemed acceptable. |
| 8            | A465/<br>Commercial Road/Retail Access | 13%              | 12                | Junction design score 4 out of a possible 32 (13%). Staggered signalised crossing is provided on all arms of the junction. No cycling infrastructure on carriageway and multiple queuing lanes are present on all arms with the exception of cyclists travelling from the Retail Access, but cyclists are still expected to cycle on carriageway with assumed heavy traffic flow.   |
| 9            | A465/Venns Lane                        | 6%               | 8                 | Junction design score 1 out of a possible 18 (6%). Zebra crossings are provided on Venns Lane, but they are staggered and away from the desire line. No crossing provision of any kind is available on A465 North and South. Cyclists on all arms of the junction are required to cycle on carriageway and assumed heavy traffic flow on all arms of the junction.  |
| 10           | A465 / Folly Lane                      | 6%               | 8                 | Junction design score 1 out of a possible 18 (6%). Zebra crossings are provided on A465 North, but they are staggered and away from the desire line. No crossing provision of any kind is available on A465 South and crossing provision on Folly Lane not suitable given the assumed traffic volumes. Cyclists on all arms of the junction are required to cycle on carriageway and assumed heavy traffic flow on A465.  |
| 11           | Commercial Road/Union Walk             | 44%              | 4                 | Junction design score 8 out of a possible 18 (44%). Signalised crossing is available on all arms of the junction. ACSL and cycle lanes on approach are provided on Union Walk to Commercial Road East and West. No cycling infrastructure on carriageway and multiple queuing lanes are provided on all other arms of the junction.   |
| 12           | Commercial Road/<br>Monkmoor Street    | 11%              | 8                 | Junction design score 2 out of a possible 18 (11%). Dropped kerbs and tactile paving is present on Commercial Road East and no crossing provision is available on Union Walk or Commercial Road West. On all arms of the junction, cyclists are required to cycle on carriageway in assumed heavy traffic flow.   |
| 13           | A438/<br>Widemarsh Street              | 25%              | 3                 | Junction design score 8 out of a possible 32 (25%). Uncontrolled crossing with restricted traffic access is available along Widemarsh Street South. Signalised crossings are provided on all other arms of the junction. On all arms of the junction, cyclists are required to cycle on carriageway in assumed heavy traffic flow on A438 and Widemarsh Street North.   |

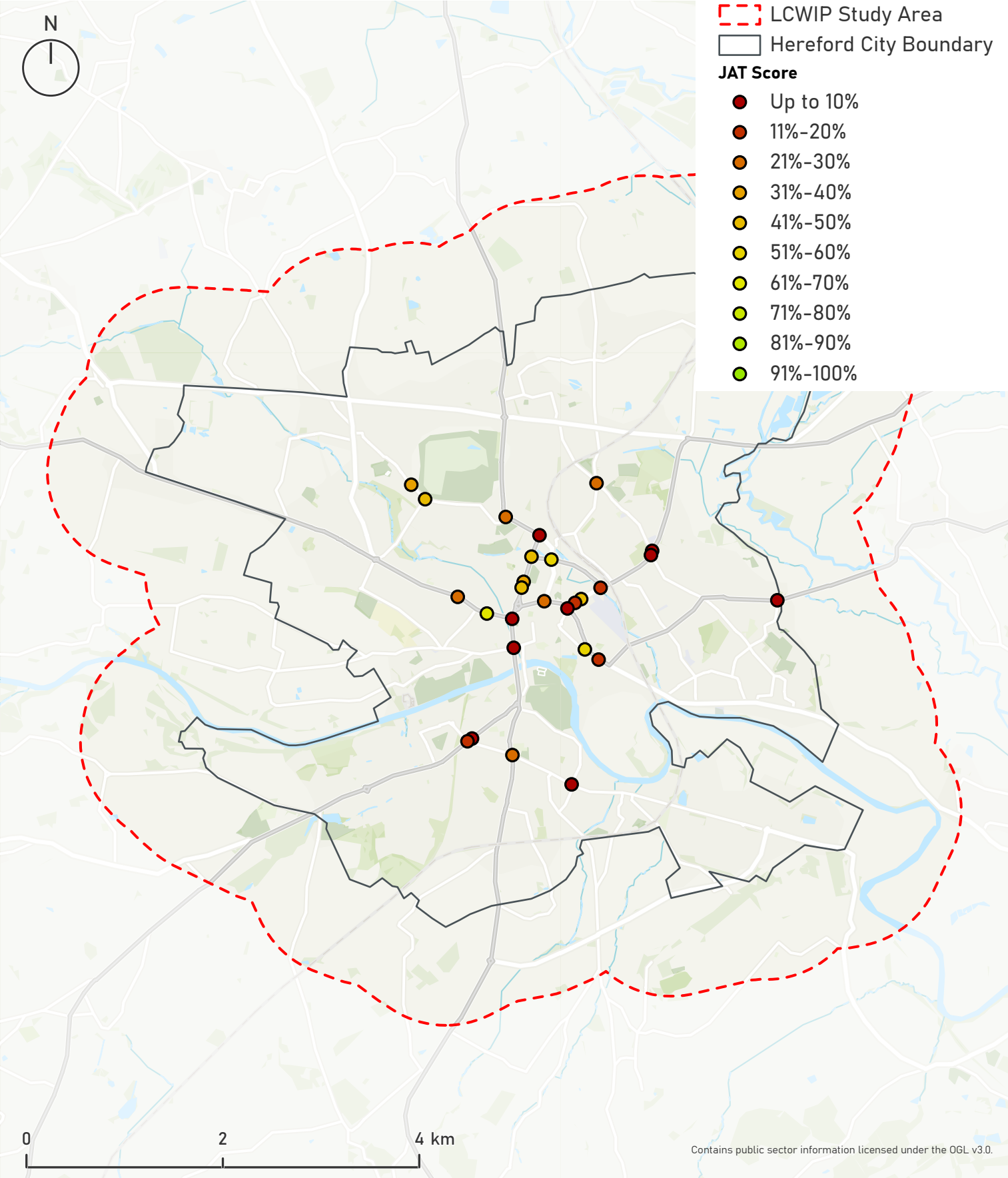


| Junction No. | Junction Name   | Percentage Score | No. Red Movements | Summary of design recommendations  |
|--------------|---|------------------|-------------------|--|
| 14           | Commercial Road/Bath Street/<br>Union Street/<br>Commercial Street/Blue School Street | 10%              | 21                | Junction design score 5 out of a possible 50 (10%). Staggered signalised crossings are provided on Commercial road, Bath Street and Blue School Street. Along Commercial Street and Union Street, uncontrolled crossings are provided, with Union Street having dropped kerbs and tactile paving whilst Commercial Street is missing tactile paving on one side of the carriageway and is away from the pedestrian desire line. For cyclists, ASCL are provided on Commercial Road, but no cycling infrastructure is present on carriageway and multiple queuing lanes are provided. On all other arms, cyclists are required to cycle on carriageway in assumed heavy traffic flow on A438 and Commercial Road. |
| 15           | Edgar Street/<br>Blackfriars Street   | 39%              | 2                 | Junction design score 7 out of a possible 18 (39%). A staggered signalised crossing is provided on Edgar Street North, but no crossing provision is present on Blackfriars Street or Edgar Street (South). Cycle movement is made by transitioning to shared use from Edgar Street North to South, and ACSL and cycle lane is provided on approach from Blackfriars street to Edgar Street (North and South). Cyclists are required to cycle on the carriageway in assumed moderate traffic flow from Blackfriars Street and Edgar Street South to Blackfriars Street  |
| 16           | Edgar Street/<br>Canonmoor Street   | 44%              | 8                 | Junction design score 8 out of a possible 18 (44%). Uncontrolled crossings are provided on Edgar Street South and Canonmoor Street, but it is assumed traffic volumes exceed 2,500 vehicles per day on Edgar Street south, meaning pedestrian provision is poor. No crossing provision of any kind is available on Edgar Street North. For cyclists, cycle movement is made by transitioning to shared use facility on Edgar Street North and South, with cyclists required to cycle on carriageway in assumed moderate traffic flow on Canonmoor Street.  |
| 17           | Industrial Access/<br>Eign Street/<br>Grimmer Road/<br>Whitecross Road                | 63%              | 0                 | Junction design score 20 out of a possible 32 (63%). Signalised crossings are provided on all arms of the junction. Cycle movement is made by transitioning to shared use facility from; Industrial Access to Whitecross Road, Industrial Access to Eign Street, Grimmer Road to Eign Street, Grimmer Road to Industrial Access, Grimmer Road to Whitecross Road, Whitecross Road to Eign Street and Whitecross Road to Industrial Access. ACSL and cycle lane on approach are provided from Eign Street to all other arms of the junction and cyclists are required to cycle on carriageway in assumed moderate traffic flow on Grimmer Road.   |
| 18           | Plough Lane/<br>Whitecross Road   | 28%              | 4                 | Junction design score 5 out of a possible 18 (28%). On Plough Lane, dropped kerbs and tactile paving is present, but is not provided on the desire line. No crossing provision is available on Whitecross Road East or West. Cycle moves are made by transitioning to shared use facility on Whitecross Road East and Plough Lane, whilst cyclists are required to cycle on carriageway in assumed heavy traffic flow on Whitecross Road West.   |
| 19           | Victoria Street/St Nicholas Street/<br>Barton Road                                    | 9%               | 13                | Junction design score 3 out of a possible 32 (9%). Staggered uncontrolled crossing is provided on St Nicholas Street and Barton Road, but it is assumed traffic volumes are above 2,500 vehicles per day, meaning pedestrian provision is poor. Uncontrolled crossings are provided on Victoria Street, but again assumed to be above 2,500 vehicles per day. Cyclists are required to cycle on carriageway on all arms of the junction, with assumed heavy traffic flow on Victoria Road. An ACSL and cycle lane is present on approach along St Nicholas Street.   |

| Junction No. | Junction Name  | Percentage Score | No. Red Movements | Summary of design recommendations  |
|--------------|--|------------------|-------------------|--|
| 20           | Belmont Road/Walnut Tree Avenue                        | 0%               | 9                 | Junction design score 0 out of a possible 18 (0%). Uncontrolled crossings are provided on Belmont Road East and Walnut Tree Avenue, but assumed traffic volumes are above 2,500 vehicles per day, meaning pedestrian provision is poor. No crossing provision is available on Belmont Road West. Cyclists are required to cycle on carriageway in assumed heavy traffic flow on all arms of the junction.  |
| 21           | Hunderton Road/Belmont Road                            | 11%              | 7                 | Junction design score 2 out of a possible 18 (11%). Dropped kerbs but no tactile paving is present on Hunderton Road and an uncontrolled crossing with dropped kerbs/tactile paving is provided on Belmont Road West, but is not on the pedestrian desire line and it is assumed traffic volumes are above 2,500 vehicles per day, meaning pedestrian provision is poor. No crossing provision is provided on Belmont Road East. Cycling on carriageway in assumed heavy traffic flow is evident on Belmont Road, whilst cycling on carriageway in assumed moderate traffic flow is evident on Hunderton Road. |
| 22           | Ross Road/Holme Lacy Road/Walnut Tree Avenue           | 25%              | 10                | Junction design score 8 out of a possible 32 (25%). Signalised crossings are provided on Ross Road North and Walnut Tree Avenue whilst a staggered signalised crossing is provided on Holme Lacy Road and Ross Road South. Cyclists are required to cycle on carriageway in assumed heavy traffic flow with the exception of cycle movements made by transitioning onto shared use facility to/from Holme Lacy Road and Ross Road South.   |
| 23           | Newton Road/Edgar Street/Farriers Way                  | 6%               | 15                | Junction design score 2 out of a possible 32 (6%). Refuge with dropped kerbs are provided on all arms with the junction. However, along Edgar Street, Newtown Road East and West, traffic volumes are assumed to be above 2,500 vehicles per day, meaning pedestrian provision is poor. Cyclists are required to cycle on carriageway with assumed heavy traffic volumes on all arms of the junction.  |
| 24           | A49 Victoria Street / A438 Eign Street / Bewell Street | 6%               | 14                | Junction design score 2 out of a possible 32 (6%). No crossing provision is provided on Victoria Street North and Bewell Street, whilst a subway is provided along Victoria Street South, but is not on the pedestrian desire line. A staggered signalised crossing is provided on Eign Street. Cyclists are required to cycle on carriageway in assumed heavy traffic flow on all arms of the junction.   |
| 25           | Holme Lacy Road/Hinton Road/Winston Road               | 0%               | 16                | Junction design score 0 out of a possible 32 (0%). No crossing provision is provided on all arms of the junction. Cyclists are required to cycle on carriageway in assumed heavy traffic flow on Holme Lacy Road.  |




| Junction No. | Junction Name  | Percentage Score | No. Red Movements | Summary of design recommendations   |
|--------------|--|------------------|-------------------|---|
| 26           | Bath Street/<br>St Owen's<br>Street/Mill<br>Street     | 56%              | 4                 | Junction design score 18 out of a possible 32 (56%). Signalised crossings are provided across St Owen's Street East and West and tactile paving and dropped kerbs are provided via. an uncontrolled crossing across Mill Street, deemed acceptable given assumed low traffic volumes. No crossing provision and guard railing is present on Bath Street. Multiple queuing lanes with no cycle lane on approach are present on St Owen's Street West and cycle movements on Mill Street to other arms of the junction are made by transitioning onto the ASCL on St Owen's Street West, although this is indirect and potentially confusing. From Mill Street to St Owen's Street, cyclists are physically separated in time from all from of traffic. From St Owen's Street East to West, cyclists have own signal and protected infrastructure and to Mill Street, cyclists also have own signal and continue their journey on carriageway in low traffic flow on Mill Street. an ACSL and cycle lane on approach are provided on Bath Street. |
| 27           | Turner<br>Street/<br>St Owen's<br>Street/Grove<br>Road | 19%              | 13                | Junction design score 6 out of a possible 32 (19%). Dropped kerbs are provided, but no tactile paving is provided on Turner Street or Grove Road. Signalised crossings are provided on St Owen's Street East and West. For cyclists, cycling on carriageway is required in assumed heavy traffic flow on all arms of the junction.  |
| 28           | A438/<br>Hampton<br>Dene Road                          | 6%               | 18                | Junction design score 1 out of a possible 18 (6%). No crossing provision is provided on all arms of the junction. Cyclists are required to cycle on carriageway on all arms of the junction and in moderate traffic flow on Hampton Dene Road, but in heavy traffic flows on all other arms of the junction.  |
| 29           | Cranes<br>Lane/Green<br>Lane                           | 56%              | 2                 | Junction design score 10 out of a possible 18 (56%). Dropped kerbs are provided on Cranes Lane and Green Lane East, but no tactile paving is provided on Cranes Lane. No crossing provision of any kind is provided on Green Lane West. Cyclists are required to cycle on carriageway in assumed moderate traffic flow on Green Lane, whilst low traffic flow is assumed on Cranes Lane.  |
| 30           | St Peters<br>Field/A4103/<br>Ramblers<br>Park          | 13%              | 14                | Junction design score 4 out of a possible 32 (13%). No crossing provision is available on any arm of the junction. Cyclists are required to cycle on carriageway in assumed heavy traffic flow on all arms of the junction, with the exception of St Peters Field and Ramblers Park which are assumed to have low traffic flows.  |



Map 60 JAT results in Hereford



# Projects & prioritisation



This chapter will summarise the engagement that took place  
in developing the LCWWIP and its outcomes.

# Stakeholder engagement



# Undertaking engagement

## Why engage?

Following the development of the draft route alignments and auditing process, a series of engagement sessions were held with internal (Herefordshire Council) and external (local businesses).

The purpose of these engagement sessions were to communicate findings, utilising local knowledge to help shape route alignments and provide feedback. Contributions were sought to:

1. Share what stakeholders liked and didn't like about the proposed route alignments, including any features or aspects that they believed would benefit the community.
2. Identify missing routes that stakeholders felt were not picked up in the LCWWIP.
3. Identify Commitment to strive towards a county-wide Local Cycling, Walking and Wheeling Infrastructure Plan is dependent on the participation of supportive stakeholders.

To provide a framework for engagement, an engagement plan was created, outlining the following key information about stakeholders:

- Who will be engaged with?
- What engagement materials will be developed?
- When will engagement take place?
- How will engagement take place?
- What are stakeholders likely interests, positions or first impressions to the emerging LCWWIP?

The full engagement plan can be found in Appendix XX. **Figure 61 on page 265** presents an extract of the engagement plan.

At this early stage of developing the LCWWIP, engagement was targetted to stakeholders who would be bold and supportive of measures to increase walking and cycling activity as well as focusing on stakeholders who would be able to add value to local insight and project delivery.

# Public Rights of Way Team

It is the policy of the Council to ensure that the public has access to the public rights of way.

## Public Rights of Way Team



## Public Rights of Way Team

- 1. The Public Rights of Way Team is responsible for the maintenance and improvement of the public rights of way in the Council's area.
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Figure 61 Extract from Engagement Plan



# Stakeholders

Commitment to strive towards a county-wide Local Cycling, Walking and Wheeling Infrastructure Plan is dependent on the participation of supportive stakeholders.

In the development of the LCWWIP, engagement has focused on ‘working with the willing’ i.e. stakeholders who are:

- Bold and supportive of championing proposals
- Able to add value to project delivery
- Willing to work collaboratively to contribute to future project success

Following an internal stakeholder mapping exercise, the following stakeholders were identified:

- Parish and Town Councillors
- Major Projects
- School Liaison Officers
- Public Health
- Equalities
- Communications
- Local Plan
- The Garrison / Ministry of Defence
- Emergency Services
- Road Safety
- Public Rights of Way
- Economic Development
- Neighbouring Authorities
- Accessibility Groups
- Young People





# Engagement Methods

Following the identification of stakeholders and developing a bespoke engagement plan for each stakeholder, a suite of engagement materials was required to be developed, including:

- One to One Engagement Sessions
- Online Mapping Tool
- Core narrative
- Input to briefing notes
- Equality Impact Assessment
- Frequently Asked Questions
- Input to text for webpages
- Questions for Questionnaire

## Engagement Sessions

To brief stakeholders on the LCWWIP and to gather thoughts, Microsoft TEAMS meetings were held. Sessions lasted approximately 1 hour and were held individually with nominated teams.

Further information concerning the reaction to proposals by stakeholder can be found [on page 272](#).

## Online Mapping Tool

A bespoke online mapping tool was created to gather feedback from key stakeholders on proposed route alignment across the county and for route alignments within Hereford City (as shown in [Map 57 on page 245](#)).

The online mapping tool was circulated to all key stakeholders as identified [on page 266](#). Stakeholders were able to share what they like and don't like about the proposed routes as well as identifying any routes or areas that stakeholders felt should be included in the plan but are currently missing.

# STAKEHOLDER ENGAGEMENT FEEDBACK APPLICATION

## STAKEHOLDER ENGAGEMENT FEEDBACK APPLICATION

The purpose of this application is to provide a structured and organized way for stakeholders to provide feedback on the project. The application will be used to collect feedback from stakeholders who are involved in the project, including project managers, team members, and external stakeholders. The application will be used to collect feedback on the project's progress, the project's impact, and the project's overall success.

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Page 1 of 1

**Figure 62** Extract from Feedback Application set up for Stakeholder Engagement



# Engagement Methods

## Core narrative

The reason 'why' change is required was co-developed with Herefordshire Council officers. Microsoft TEAMS sessions were held with all stakeholders, with the core narrative presented to explain the ambition of the plan.

## Input to briefing notes

Formal reports to cabinet members and portfolio holders to provide regular updates to the development of route alignments and check-ins following engagement sessions with other key stakeholders.

## Equality Impact Assessment

Identify and remove barriers in the development of the LCWWIP which might stop people from accessing information within the report.

A separate meeting with Communications and Equalities team was also established to gather more information on accessibility requirements.

## Frequently Asked Questions

A list of key questions that were likely to arise as part of engagement sessions was developed. This helped to provide clear and concise answers to common questions, ensuring stakeholders had a clear understanding of the project.

## Input to text for webpage

To keep members of the public involved at this early stage, a bespoke webpage was created on Herefordshire Council website. This provided information on what a LCWWIP was and next steps that Herefordshire Council was to take.

## Questionnaire

To supplement the online mapping tool, a short questionnaire was developed to allow stakeholders to express their feelings towards if they agree/disagree with the proposed route alignments.

# FAQs - Answer Planning

What are the most frequently asked questions about the new **LAEP** and how can we answer them? This document provides a list of frequently asked questions and answers to help you understand the new **LAEP** and how to answer them.

## What are the most frequently asked questions about the new **LAEP**?

- 1. **What is the purpose of the new **LAEP**?** The purpose of the new **LAEP** is to provide a clear and concise overview of the new **LAEP** and how it will be implemented. It is intended to be a reference document for all **LAEP** stakeholders.
- 2. **What are the key changes in the new **LAEP**?** The key changes in the new **LAEP** are:
  - The new **LAEP** is a single document, rather than a collection of separate documents.
  - The new **LAEP** is a living document, meaning it will be updated as needed.
  - The new **LAEP** is a collaborative effort, meaning it will be developed by a team of stakeholders.

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Figure 63 Extract of Frequently Asked Questions



# Key Themes

This section of the report outlines the general response from stakeholders spoken to as part of engagement sessions.

## Parish & Town councillors

Several online engagement sessions were held to brief councillors on the development of the LCWWIP process. Councillors provided comments on route alignments and many added new routes via the online mapping tool.

## Major Projects

Officers from Herefordshire Council were supportive of investment in walking/cycling improvements and emphasised the importance of a multi-modal approach, integrating active travel with major projects e.g. Southern Bypass.

## School Liaison Officers

Officers provided insight into the Levelling Up Fund proposals currently being developed around schools in Hereford as well as wider initiatives discussed by schools across rural Herefordshire.

## Public health

Officers from public health attended a briefing session on the LCWWIP and were highly supportive of active travel measures. Officers also explained the strong link between walking,

cycling and mental/physical health and identified external stakeholders who would be interested in developing proposals when projects are further designed.

## Equalities

Officers provided valuable insight into equality considerations as well as providing guidance on developing an Equality Impact Assessment.

## Communications

Offered insight into the style and format of the LCWWIP report.

## Local Plan

Strong support from officers on measures which aligned with ambition of the Herefordshire Local Plan which is currently being drafted.

## The Garrison / Ministry of Defence

An online meeting was set up with officers from The Garrison located at Credenhill given that the route from Credenhill to the City Centre was identified as having high demand potential for cycling. Officers at the Garrison confirmed quantitative analysis, identifying many employees willingness to cycle to/from the city centre and were keen to continue to develop proposals.

### Emergency Services

Emergency Services were briefed on the purpose of the LCWWIP, with further information to be circulated once specific projects are developed on the ground.

### Public Rights of Way

Officers recognised the alignment with the Public Rights of Way Improvement Plan and were keen to understand potential future funding opportunity alignments.

### Road Safety

Emphasised the need for safe cycling infrastructure and identified certain locations where road safety was a particular concern.

### Economic Development

Highlighted the important role active travel has in economic growth across the county and shared potential future funding opportunities through market town investment studies.

### Neighbouring Authorities

A workshop with neighbouring local authorities was held to share Herefordshire Council's LCWWIP progress and looked to explore lessons learnt and opportunities for collaboration as

cross-county projects are recognised and developed.

### Accessibility Groups

An engagement session was held with Accessible Hereford to present the LCWWIP and discuss potential design recommendations which could be incorporated. The group emphasised the importance of embedding 'wheeling' within interventions, ensuring this is embedded within designs.

### Young People

To gather the views from young people, engagement with Hereford Sixth Form and College was sought. The online mapping tool was circulated to all students via their weekly newsletter, calling for students to provide comments on route alignments and draw new routes if deemed necessary.



# Engagement outcomes

## Slow Ways

Engagement with key stakeholders identified that despite Herefordshire's extensive public rights of way network, long distance walking routes were omitted from the proposed route alignments.

Further engagement with councillors identified the website 'Slow Ways'. Slow Ways is a UK-based initiative aimed at creating a national network of walking routes that connect towns, cities, and villages across the country.

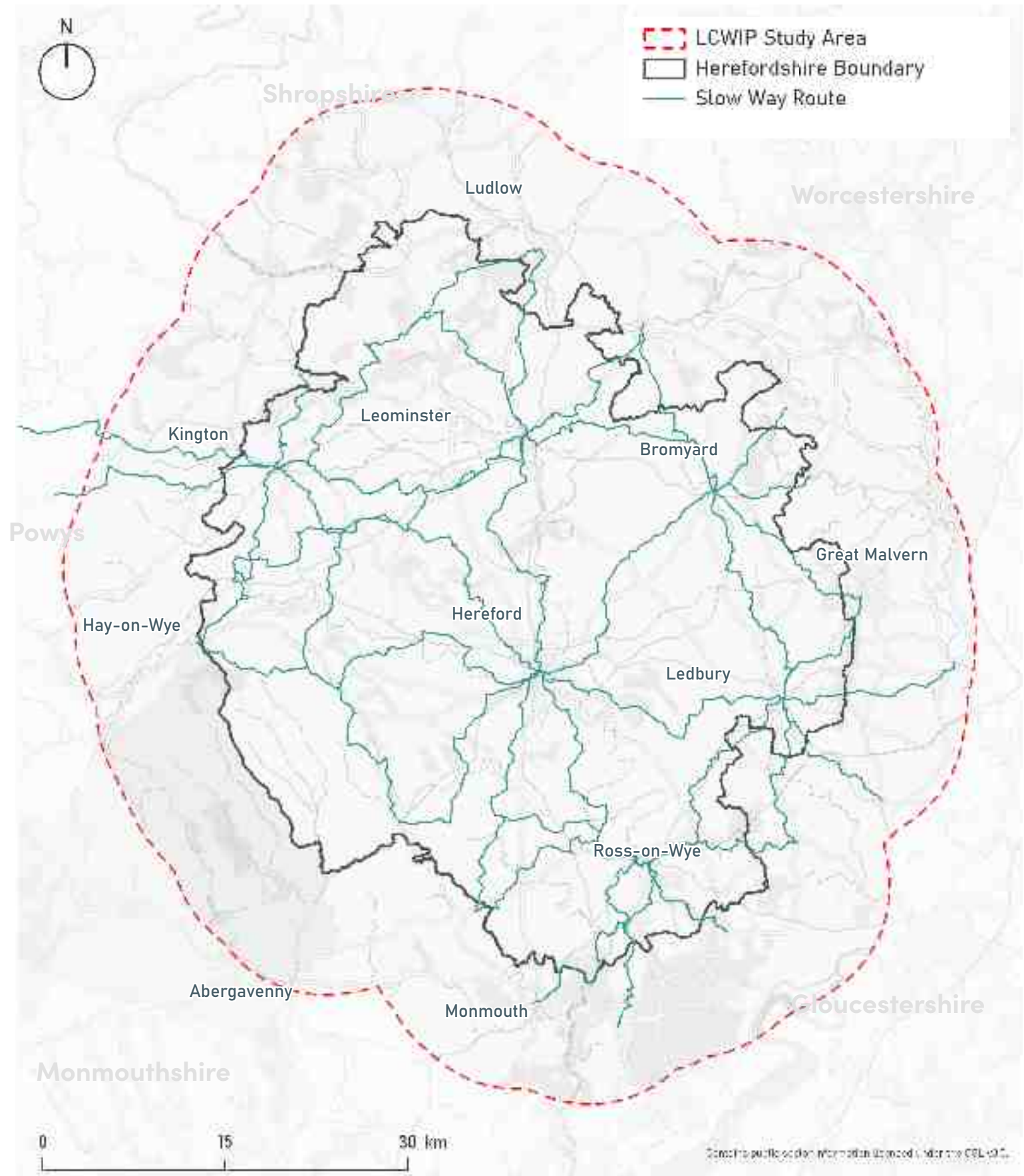
The project focuses on promoting active travel, encouraging people to walk more for leisure, health, and practical journeys. Slow Ways routes are designed to be accessible, safe, and easy to navigate, utilizing existing footpaths, rights of way, and quiet streets.

By fostering connections between communities and providing an alternative to car travel, Slow Ways supports sustainable transport, reduces carbon emissions, and enhances well-being while celebrating the beauty and heritage of the British countryside and urban landscapes.

Herefordshire has an abundance of paths and public rights of way, but many are underused or inaccessible.

Map 61 on page 275 presents all the X identified Slow Ways across the county which have at least one positive review by volunteer walkers.

Each Slow Way has been incorporated into the long list of projects identified as part of the LCWWIP.



**Map 61** Slow Ways



# Greenways

Many stakeholders identified that greenways across the county were missing from the online mapping tool, with many drawing these on.

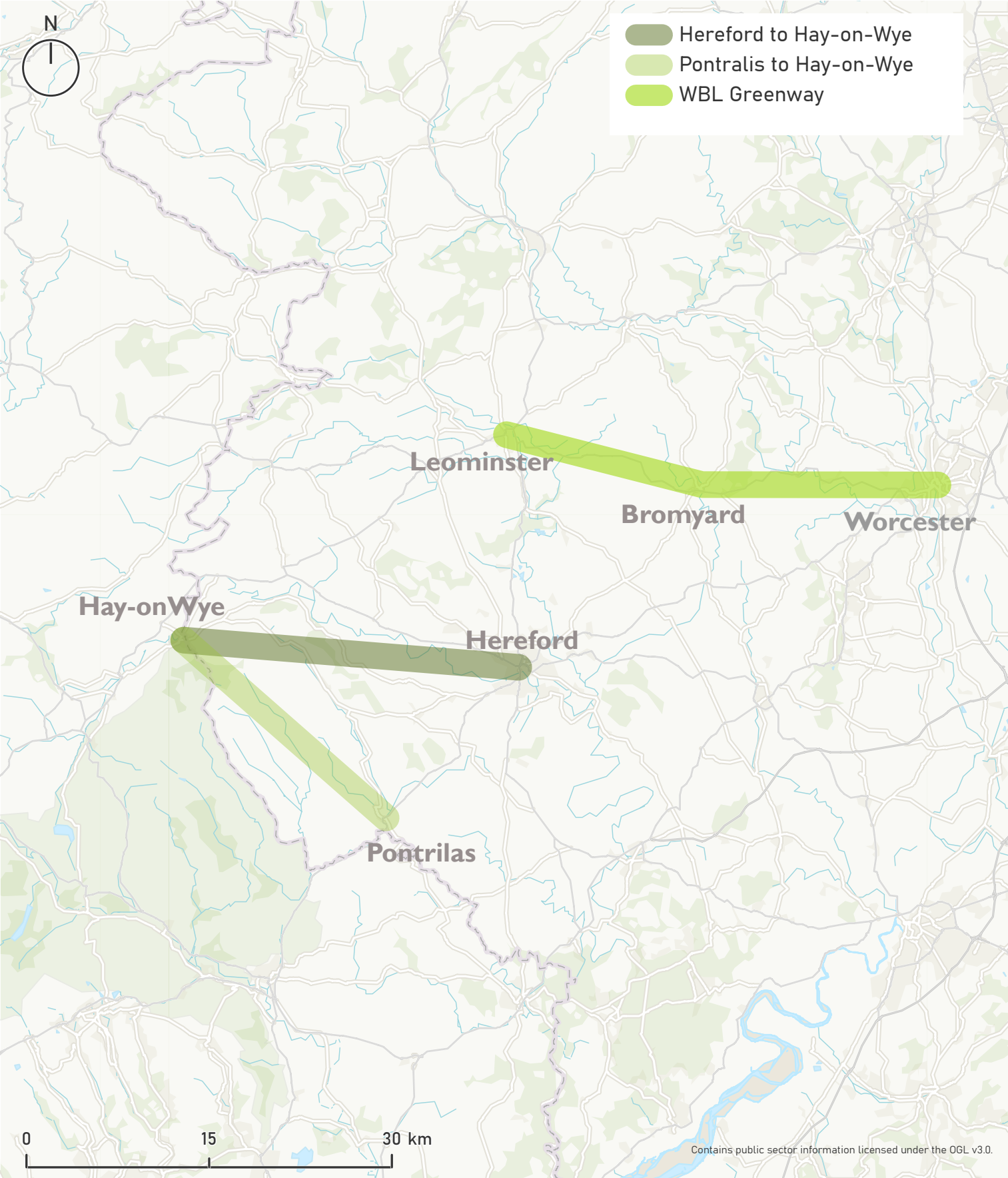
Greenways were known to the project team, with three greenway feasibility studies commissioned by Herefordshire Council in 2021 being incorporated into the policy review section [on page 58](#).

Further technical work is required to explore the feasibility of greenways across the county. Indicative 'as the crow flies' route alignments for each of the three greenways identified by stakeholders during engagement are presented in [Map 62 on page 277](#).

The following greenways have been included within the long list of projects identified as part of the development of this LCWWIP:

- Bromyard to Leominster Greenway
- Ledbury to Hereford Greenway
- Ross-on-Wye to Hereford Greenway

Each greenway has been incorporated into the long list of projects as identified across the LCWWIP.



**Map 62** Greenways



# Route Alignment: County

As mentioned on page 270, stakeholders were able to comment on proposed route alignments and identify if any changes are required, based on local knowledge and key amenities.

The following amendments to routes have been incorporated based on local knowledge:

## Leominster to Luston

Stakeholders proposed extending the existing route alignment to include connections to Berrington Hall and Croft Castle. They highlighted that both destinations attract significant numbers of tourists throughout the year but currently lack accessible options for active travel.

## Kingstone to Hereford






Stakeholders identified an alternative and logical route between Kingstone and Herford city centre. This would entail creating a new path to be provided from Belmont Abbey to connect to the existing shared use path near Abbey View. The alternative route would continue through Hunderton and along the River Wye to connect to the city centre. This alternative also avoids the challenging junction between Ruckhall Lane and A465.

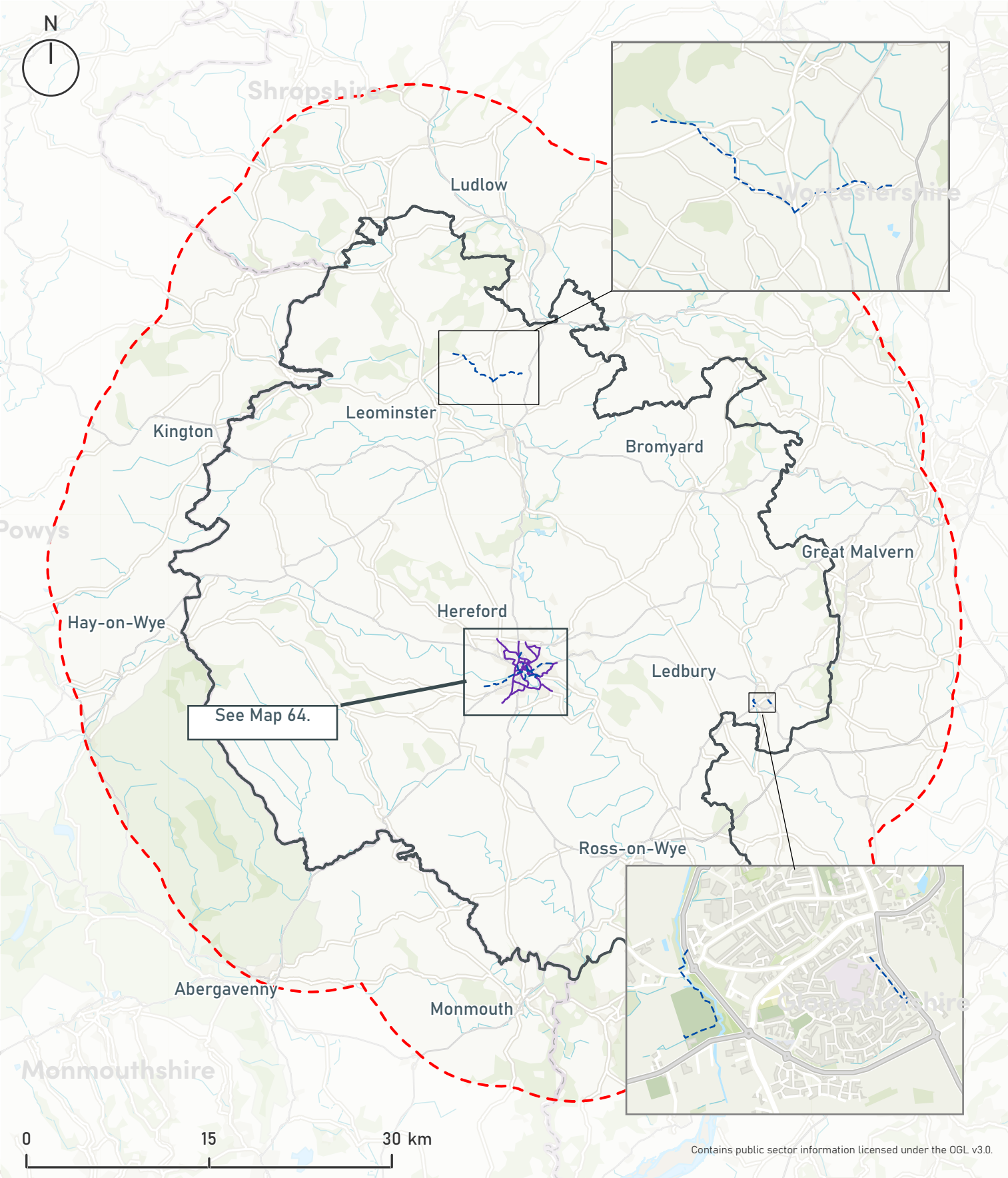
## Hereford to Withington

Stakeholders identified the desire to create an off-road cycle lane along Ledbury Road, providing onward connectivity to Bishop's School and St Mary's School, helping to establish stronger active travel links.

## Ledbury Walking Zone

Stakeholders identified expanding the Core Walking Zone of Ledbury to recognise pedestrian connections to key destinations situated on the edge of the A49, most notably; Ledbury Football & Rugby Club and Ledbury Park.

-  LCWIP Study Area
-  Herefordshire Boundary
-  Consolidated Primary
-  Routes for Public Engagement
- Public Comments**
-  Route Alignments



**Map 63** Route alignment amendments: County



# Route Alignment: City

As mentioned on page 270, stakeholders were able to comment on proposed route alignments and identify if any changes are required, based on local knowledge and key amenities.

## Hereford City Routes

Local knowledge from stakeholders identified several route alignment changes/considerations for the city centre. This included:

- Friars Street to be made bi-directional for cyclists
- Northerly continuation of the Great Western Way to link with Newtown Road and Burcott Road.
- Bartonsham Meadows Permissive Path
- Green Street, Bath Street, Blueschool Street to connect to the Ross-on-Wye and Credenhill routes.
- Bishops Meadow

LCWIP Study Area

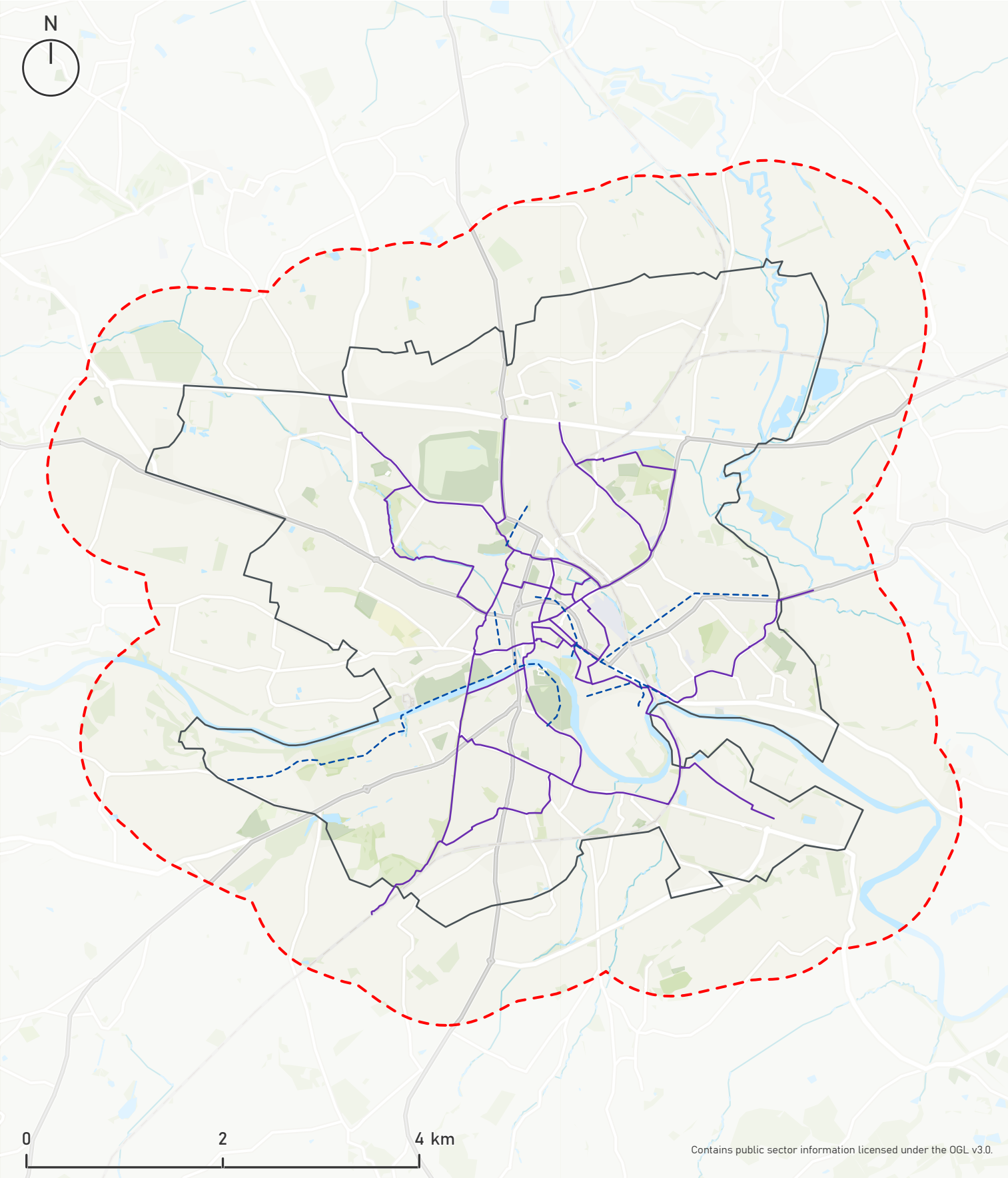
Hereford City Boundary

Consolidated Primary

Routes for Public Engagement

Public Comments

Route Alignments



**Map 64** Route alignment amendments: City



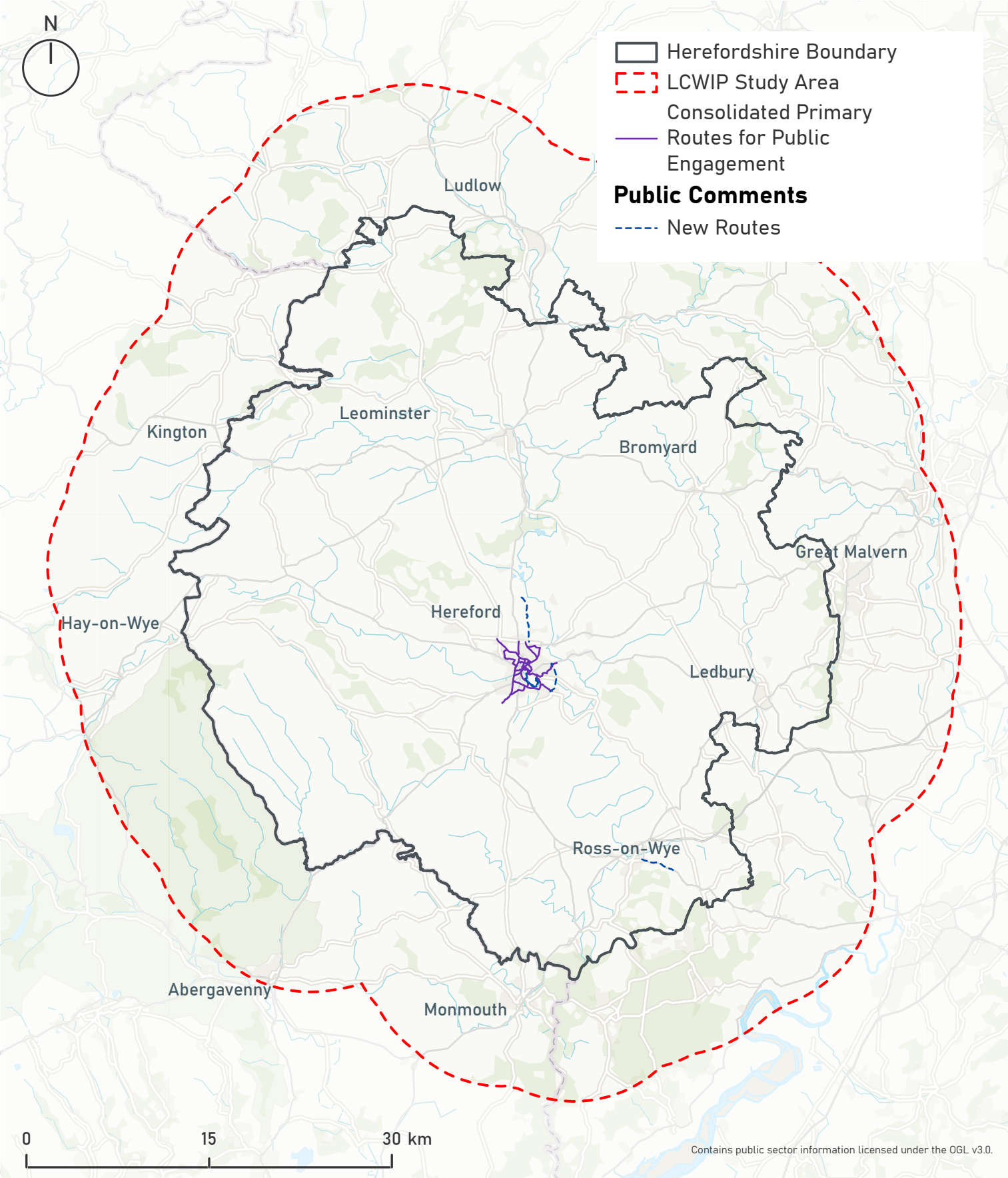
# New Routes: County

As mentioned on page 270, stakeholders were also able to identify routes that they felt were missing from the proposed route alignments.

The following routes were drawn by stakeholders via the online mapping tool.

## Ross-on-Wye to Weston under Penyard

Stakeholders noted that there is a footpath from the Model Farm entrance to Weston, which could potentially be widened to enable a shared use facility, removing the need for cyclist to use the highly trafficked and high speed A40.



**Map 65** New routes identified through public consultation: County



# New Routes: City

As mentioned on page 270, stakeholders were also able to identify routes that they felt were missing from the proposed route alignments.

The following routes were drawn by stakeholders via the online mapping tool.

## Rotherwas to Tupsley

Stakeholders identified a route connecting Rotherwas Industrial Estate to the residential area of Tupsley, connected via Holywell Gutter Lane and Hampton Dene Road as far as the Cock of Tupsley on the A438. A new pedestrian and cycle bridge would be required across the River Wye. This route would provide a north-south connection to the east of Hereford, where active travel connectivity is challenging given the severance of the A49.

## Hereford to Moreton on Lugg

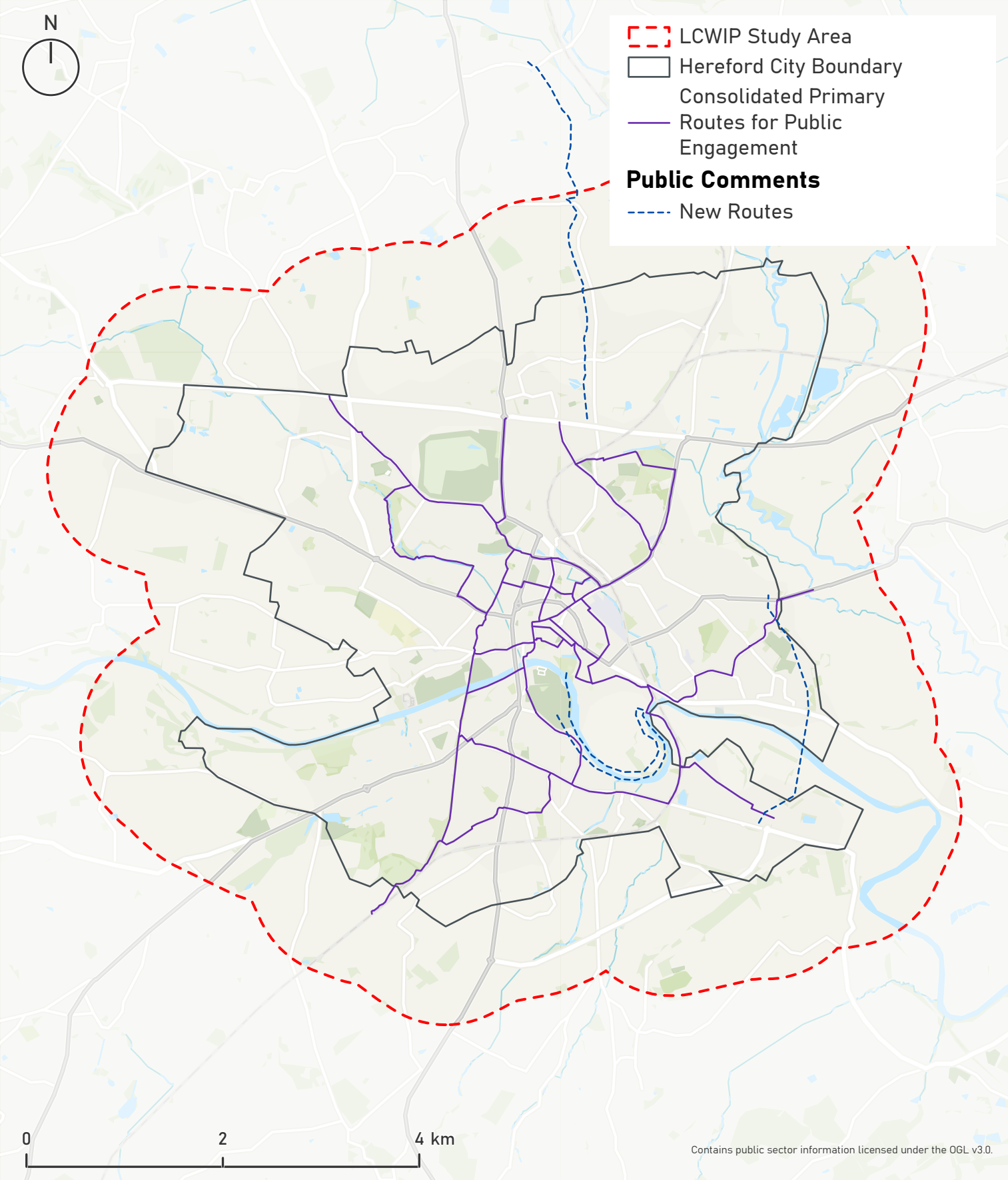
Moreton-on-Lugg is a major commuter village to the north of Hereford. The proposed new route would connect via quiet lanes, passing near Lower Lyde Farm and would require a new surfaced route from Church Road to Moreton-on-Lugg to provide a safe cycling and walking route.

## Ross-on-Wye to Weston under Penyard

Stakeholders noted that there is a footpath from the Model Farm entrance to Weston, which could potentially be widened to enable a shared use facility, removing the need for cyclist to use the highly trafficked and high speed A40.

## River Wye

Stakeholders expressed a desire to create a predominately leisure walking route around the River Wye. Noting investment would be required to repair paths and footbridge, the route is currently disused, but could provide an important leisure and tourist route for the city centre.



**Map 66** New routes identified through public consultation: City



# Individual Interventions: County

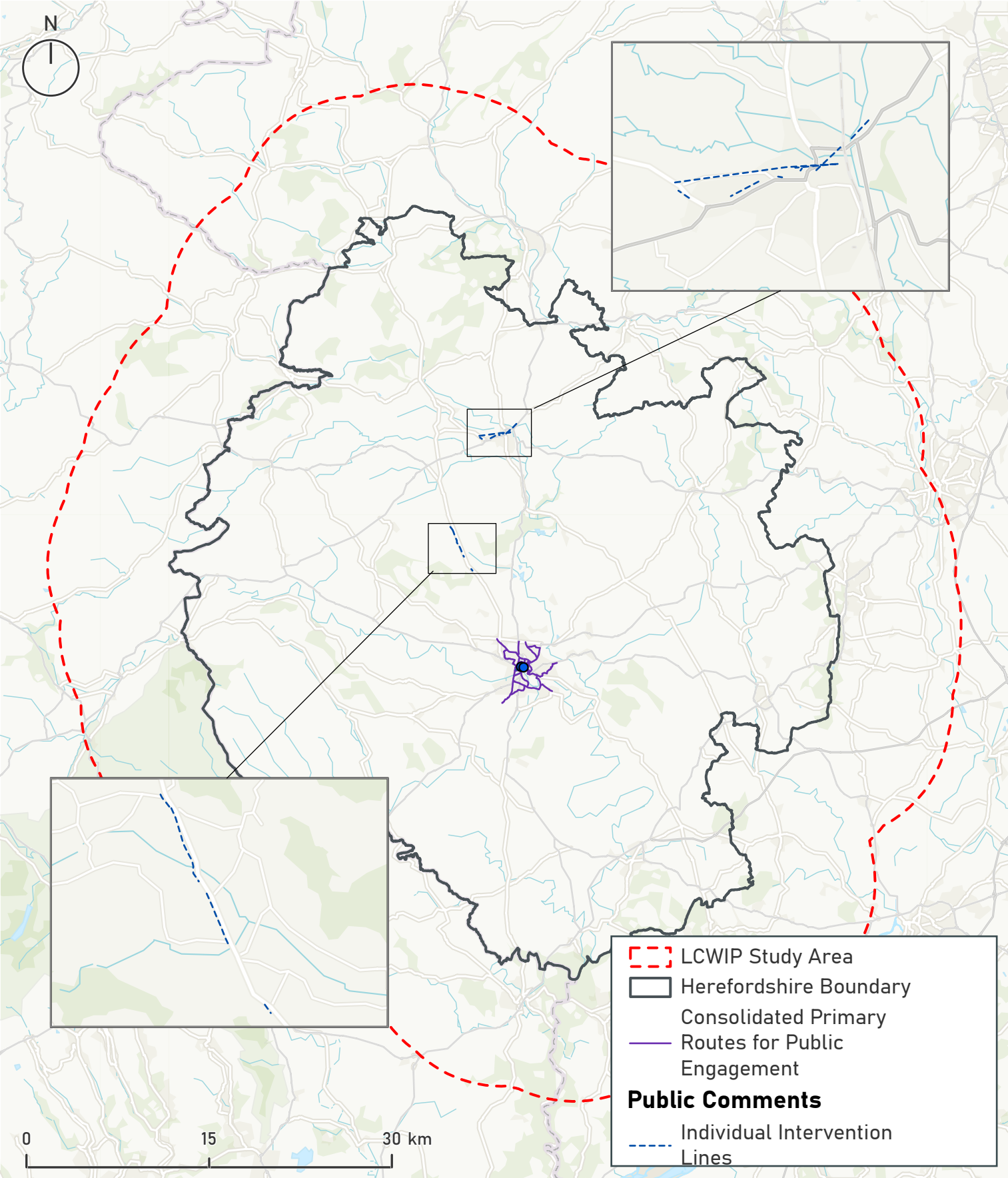
Stakeholders also identified key considerations that are required as part of the development of the LCWWIP. This included:

## Canon Pyon

Stakeholders identified the desire to provide safe walking links along the A4110 to connect Canon Pyon Church of England Academy to the village centre.

## Leominster

Stakeholders identified key issues for pedestrians and cyclists across the market town, highlighting the need to reduce the speed limit across the residential area to 20mph and improve the inadequate provision for cycling which is unusable and sometimes dangerous for most users.



**Map 67** Individual interventions identified through stakeholder engagement: County

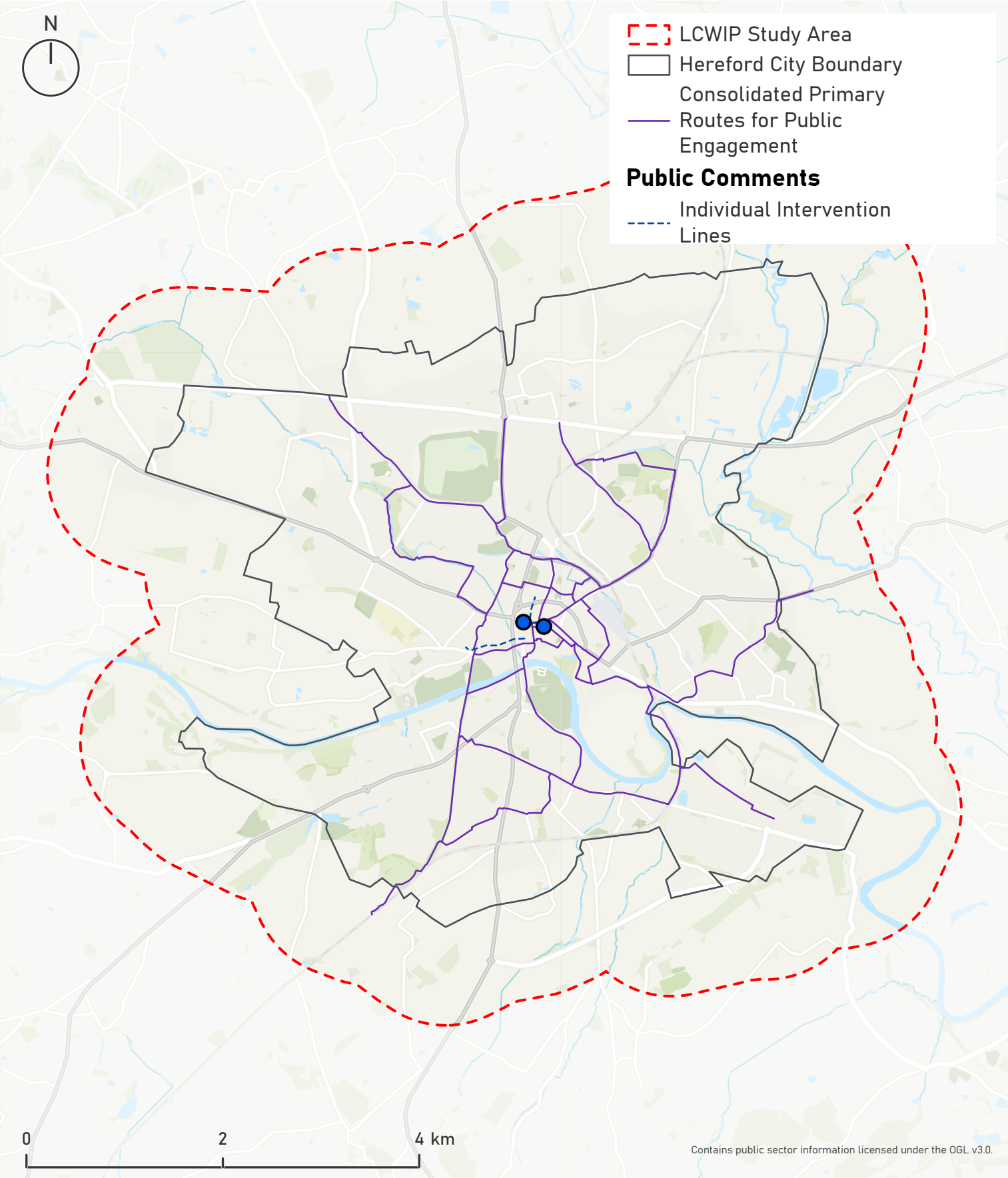


# Individual Interventions: City

Stakeholders also identified key considerations that are required as part of the development of the LCWWIP. This included:

## City Centre

Stakeholders identified several changes required within the city centre to enable cycling as per the route alignments. Most notably, the need to allow bi-directional cycling along one way streets, helping to create improved permability acorss the city.



**Map 68** Individual interventions identified through stakeholder engagement: City



This chapter will set out a long list of projects identified as part  
of the development of the LCWWIP

# Identifying projects



# Defining future projects

## Intervention

An intervention is a discrete measure focused on an individual site. For instance, it might include recommending a new crossing point or widening of a footway. Generally speaking in this context, an intervention may help address a localised issue or problem help, but it is unlikely to contribute to strategic goals nor will it achieve any substantial outcome by itself.

## Project

A project is a group of interventions which when combined can achieve a specific outcome(s) or goal(s). For instance, a project might comprise a series of interventions along a road, which when combined lead to an improved level of service for cycle traffic and pedestrian movement from a residential area to and from a town centre.

Projects can generally be route-based or area-based depending on the types of interventions required and the outcomes that the project is trying to achieve or contribute to.

## Long List

Findings from the route analysis, alongside insights gathered through stakeholder engagement, have been consolidated to create a comprehensive long list of potential projects. This list includes initiatives identified primarily through the Local Cycling, Walking and Wheeling Infrastructure Plan (LCWWIP) as well as other known projects currently being developed by Herefordshire Council or those in the pipeline.

The purpose of this combined list is to provide Herefordshire Council with a clear overview of active travel projects across the county. This enables the Council to demonstrate the extensive range of interventions needed to enhance walking and cycling infrastructure countywide.





# List of future projects

| ID    | Route #                            | Alignment   | Summary of design recommendations  | Budget (£) |
|-------|------------------------------------|---|--|------------|
| 00001 | City Links                         | Aylestone Hill to Venns Lane  | - Enable a route for cycle traffic and improve walkability (assumed to be achieved through levelling up fund programme)  | NOT COSTED |
| 00002 | City Links                         | Aylestone Hill to College Road via. Aylestone Park                      | - Consider removal or redesign barriers into Aylestone Park to ensure the route is accessible to pedestrians and cyclists with a minimum 1.5m gap and cut back on vegetation<br>- Consider recommendations along A465 Aylestone Hill as per levelling up fund programme (Continuation of cycle track into Aylestone Park).<br>- Consider lighting along route through Aylestone Park | 317000     |
| 00003 | Hereford to Credenhill Cycle Route | Tillington Road   | - Consider potential modal filter on Tillington Road to create a low-traffic environment for walking and cycling   | 57000      |
| 00004 | City Links                         | Aylestone Hill to Hereford City Link Road / Commercial Road junction    | - Enable a route for cycle traffic and improve walkability through junction improvements (assumed to align with levelling up fund programme)   | NOT COSTED |
| 00005 | Complementary Packages             | Safer Routes to School (levelling up fund)                              | - Enable route for cycle traffic and improve walkability to/from schools (assumed to be achieved through Safer Routes to School programme)   | NOT COSTED |
| 00006 | Hereford to Credenhill Cycle Route | Yazor Brook to Grandstand Road  | - Consider lighting to avoid sense of isolation when dark and improve perceived safety<br>- Consider providing additional rest spots beside path   | 33000      |
| 00007 | City Links                         | Holme Lacy Road to A49 Ross Road  | - Align with ambitions and ongoing work being completed on Holme Lacy Road as per levelling up fund proposals (i.e. Improved cycle and pedestrian amenities along Holme Lacy Road)   | NOT COSTED |
| 00008 | City Links                         | A49 Ross Road to A465 Belmont Road (Walnut Tree Avenue)                 | - Consider signalised crossing over Walnut Tree Avenue away from its junctions to provide pedestrian access to Our Lady's Catholic Primary School  | 45000      |
| 00009 | City Links                         | Plough Lane / Whitecross Road   | - Consider signalised pedestrian crossing over Whitecross Road away from its junctions to provide pedestrian access to Plough Lane.<br>- Investigate provision of a raised table across Plough Lane.<br>- Consider tighten junction radii to improve walkability and reduce vehicle speeds when turning  | 120000     |
| 00010 | City Links                         | Widemarsh Street / Hereford City Link Road                              | - Consider toucan crossing over Widemarsh Street / Hereford City Link Road upgrading current pedestrian only signal crossing. This would provide access for cyclists to connect to shared use path on northern side of Hereford City Link Road and improve walkability   | 70000      |
| 00011 | City Links                         | Union Walk / St Guthlac Street, Turner Street to St Owen Street (A438). | - Set out an action plan for enabling contraflow cycling along Union Walk to allow for greater permeability of the cycle network and improve pedestrian/cycle connectivity to Hereford Bus Station   | 78000      |
| 00012 | City Links                         | High Town, St Peter's Street to St Peter's Square junction              | - Consider placemaking and additional cycle parking provision and planting/trees on High Town<br>- Consider extending timeframe for cycling along High Town (currently between 4:30pm and 10:30am) to establish a pedestrian and cycle zone  | 1500000    |

**Table 5** List of future projects in Herefordshire (1)

| ID    | Route #                            | Alignment   | Summary of design recommendations  | Budget (£) |
|-------|------------------------------------|---|--|------------|
| 00013 | Complementary Packages             | Quiet Routes Package (levelling up fund)  | - Enable routes for cycle traffic with minimal interaction with motor traffic (assumed to be achieved through Quiet Routes package as per levelling up fund programme) and pedestrian improvements   | NOT COSTED |
| 00014 | Complementary Packages             | Holme Lacy Road Cycle Improvements (levelling up fund)  | - Enable a route for cycle traffic and improve walkability (assumed to be achieved through levelling up fund programme)  | NOT COSTED |
| 00015 | City Links                         | Hunderton Road / Belmont Road   | - Consider signalised crossing for pedestrians to connect Great Western Way across Hunderton Road to Walnut Tree Avenue as well providing improved pedestrian accessibility to bus stop provision along Hunderton Road   | 250000     |
| 00016 | Leominster                         | Northholme Road / Off-road connection to Golden Post Road.                                    | - Consider appropriate lighting and surface improvements to provide smooth journey for cyclists<br>- Consider straight ahead cycle priority crossing on raised table across Abbottsmead Road and pedestrian improvements   | 81000      |
| 00017 | Kingstone to Hereford Cycle Route  | Ruckhall Lane to Dorchester Way   | - Explore extending off carriageway walking/ cycling route from Abby View East to Ruckhall Lane, connecting to shared use path through Belmont (subject to land ownership discussions)   | 238000     |
| 00018 | Hereford to Credenhill Cycle Route | Yazor Brook / Yazor Road junction   | - Consider additional crossing time at Toucan Crossing installed between Yazor Brook and Yazor Road<br>- Widen existing shared use path to improve the level of service for pedestrians and cycle traffic  | 5000       |
| 00019 | City Links – Councillor Addition   | Friars Street   | - Set out an action plan for enabling contraflow cycling along Friars Street to improve connectivity and provide greater permeability of the cycle network and pedestrian improvements   | 33000      |
| 00020 | City Links                         | Hunderton Road to Great Western Way   | - Remove or redesign barriers on Pembridge Close to ensure the route is accessible to pedestrians and cyclists with a minimum 1.5m gap to connect to Great Western Way<br>- Establish appropriate side road entry treatment onto Hunderton Road i.e. continuous crossings and tighten junction radii   | 20000      |
| 00021 | City Links                         | Widemarsh Street to New Market Street / Blue School Street (A438)                             | - Upgrade zebra crossing over Widemarsh Street outside St Thomas Cantilupe Street to signalised pedestrian crossing.<br>- Investigate provision of a raised table crossing across side roads. Consider tighten junction radii / continuous crossing treatments   | 76000      |
| 00022 | City Links                         | Ross Road / Holme Lacy Road / Walnut Tree Avenue  | - Set out an action plan to improve this junction to enable multimodal movement, matching those being developed for Holme Lacy Road  | 1000000    |
| 00023 | City Links                         | Venns Lane to Venns Lane/ Aylestone Hill junction   | Package of measures along Venns Lane:<br>- Increase frequency of crossings for pedestrians (likely to be x2 zebras)<br>- Explore footway widening along route, particularly outside Primary School<br>- Traffic calming features to provide priority for cyclists and pedestrians across side roads<br>- Provide lighting along the route<br>- Review car parking, exploring opportunities for formalisation and/or restrictions | 437000     |
| 00024 | City Links                         | Grove Road / Green Street   | - Investigate making Green Street one-way for motor traffic to allow footway widening, whilst retaining two-way for cycling  | 137000     |
| 00025 | City Links                         | Great Western Way, Canonmoor Street to Edgar Street   | - Consider removal or redesign barriers to ensure the connection onto GWW from Canonmoor Street is accessible to pedestrians and cyclists with a minimum 1.5m gap  | 2000       |
| 00026 | City Links                         | Great Western Way, Whitecross Road to Plough Lane / Yazor Brook link via. Shared Use Facility | - Widen existing shared use path along Whitecross Road and Plough Lane to improve the level of service for pedestrians and cycle traffic. Extend shared use path along Plough Lane to connect to Heineken and Yazor Brook  | 138000     |



| ID    | Route #                            | Alignment  | Summary of design recommendations  | Budget (£) |
|-------|------------------------------------|--|--|------------|
| 00027 | City Links                         | Roman Road / Holmer Road junction to Holmer Road / Newtown Road junction | <ul style="list-style-type: none"> <li>- Set out an action plan for enabling contraflow cycling along Holmer Road service road, providing linear route following the highly trafficked A49 to allow for greater permeability of the cycle network and pedestrian improvements.</li> <li>- Improve crossing provision across A49 from Holmer Road to connect to Grandstand Road.</li> </ul> | 101000     |
| 00028 | Hereford to Credenhill Cycle Route | The Co-Operative Food / Three Elms Road                                  | <ul style="list-style-type: none"> <li>- Consider signalised toucan crossing across Three Elms Road, connecting to the service road adjacent to The Co-Operative</li> </ul>  | 70000      |
| 00029 | City Links                         | Venns Lane / Aylestone Hill (A465)                                       | <ul style="list-style-type: none"> <li>- Align changes with ongoing design development of corridor improvements along Aylestone Hill (enabled by levelling up funding)</li> </ul>  | NOT COSTED |
| 00030 | City Links                         | A465 / Folly Lane  | <ul style="list-style-type: none"> <li>- Align changes with ongoing design development of corridor improvements along Aylestone Hill (enabled by levelling up funding)</li> </ul>  | NOT COSTED |
| 00031 | City Links                         | Walnut Tree Avenue / A465 Belmont Road                                   | <ul style="list-style-type: none"> <li>- Consider upgrading uncontrolled crossing over Belmont Road to signalised toucan crossing.</li> <li>- Consider implementing short section of shared use path from Walnut Tree Avenue to Hunderton Road to connect to GWW.</li> </ul>   | 81000      |
| 00032 | Hereford to Credenhill Cycle Route | A4103 to A480  | <ul style="list-style-type: none"> <li>- Improve surfacing along shared use path and remove white line segregation</li> <li>- Cut back and maintain vegetation, exploring opportunities for widening shared use path</li> <li>- Investigate provision of raised table crossings across side roads. Consider tighten junction radii / continuous crossing treatments</li> </ul>             | 344000     |
| 00033 | City Links                         | A465 City Link Road to Widemarsh Street                                  | <ul style="list-style-type: none"> <li>- Consider converting footway to shared use path along City Link Road to establish connectivity either side of the carriageway to improve walkability and cycle accessibility</li> <li>- Upgrade signalised crossing to Toucan Crossing to facilitate north-south movement across City Link Road</li> </ul>   | 192000     |
| 00034 | City Links                         | A465 to A49 Edgar Street   | <ul style="list-style-type: none"> <li>- Consider converting footway to shared use path along City Link Road to establish connectivity either side of the carriageway to improve walkability and cycle accessibility</li> </ul>  | 41000      |
| 00035 | City Links                         | Great Western Way, Barton Road to A49 Victoria Street                    | <ul style="list-style-type: none"> <li>- Investigate provision of raised table crossings of Broomy Hill / Barton Road. Consider tighten junction radii / continuous crossing treatments</li> </ul>   | 78000      |
| 00036 | City Links                         | Monkmoor Street, Canal Road to Station Approach                          | <ul style="list-style-type: none"> <li>- Set out an action plan for enabling contraflow cycling along Monkmoor Street</li> <li>- Consider signalised pedestrian crossing over Commercial Road to provide access onto Monkmoor Street</li> </ul>  | 245000     |
| 00037 | Ross-on-Wye to Hereford            | B4224 Fownhope / Wallflower Row / Eign Road                              | <ul style="list-style-type: none"> <li>- Investigate placemaking and consider appropriate surface treatments, centre line removal and footway widening to improve walkability and cycle accessibility</li> </ul>   | 3472000    |
| 00038 | Leominster to Kingsland            | Rainbow Street / A44 New Street / Green Lane                             | <ul style="list-style-type: none"> <li>- Consider signalised toucan crossing across A44 from Rainbow Street to Green Lane</li> </ul>   | 72000      |
| 00039 | City Links                         | Grandstand Road / Highmore Street / Sidney Box Drive                     | <ul style="list-style-type: none"> <li>- Consider signalised pedestrian crossing across Grandstand Road onto Highmore Street as well connecting to bus stop provision on Grandstand Road</li> <li>- Consider dropped kerbs and tactile paving on pedestrian desire line to access bus stop</li> <li>- Investigate provision of a Raised table crossing across Highmoor Street.</li> </ul>  | 95000      |
| 00040 | City Links                         | Edgar Street / Blackfriars Street  | <ul style="list-style-type: none"> <li>- Consider replacing stagger toucan crossing with a single stage toucan crossing to access Edgar Street and Blackfriars Street shared use facility for improved walkability and cycle access</li> </ul>   | 120000     |
| 00041 | City Links                         | Grove Road / St Owen's Street junction                                   | <ul style="list-style-type: none"> <li>- Investigate provision of Raised table crossings across St Owen's Street. Consider tighten junction radii / continuous crossing treatments</li> </ul>  | 50000      |

**Table 6** List of future projects in Herefordshire (2)

| ID    | Route #                     | Alignment  | Summary of design recommendations  | Budget (£) |
|-------|-----------------------------|--|--|------------|
| 00042 | City Links                  | East Street, St Ethelbert Street, Cantilupe Street, Mill Street, Nelson Street                         | <ul style="list-style-type: none"> <li>- Investigate provision of Raised table crossings across side roads from St Ethelbert Street and Cantilupe Street. Consider tighten junction radii / continuous crossing treatments</li> <li>- Set out an action plan for enabling contraflow cycling along East Street through enforcing access-only order for motor vehicles</li> </ul>   | 184000     |
| 00043 | City Links                  | Broad Street, Church Street, Hereford Cathedral, Castle Street, Ferrers Street to East Street junction | <ul style="list-style-type: none"> <li>- Consider upgrading zebra crossing over Broad Street to a cycle priority / parallel crossing. This would provide cycle access into Hereford Cathedral.</li> <li>- Set out an action plan for enabling contraflow cycling on Broad Street / High Street to allow for greater permeability of the cycle network</li> </ul>   | 90000      |
| 00044 | City Links                  | Outfall Works Road to Holme Lacy Road / The Straight Mile junction                                     | <ul style="list-style-type: none"> <li>- Consider appropriate lighting along Outfall Works Road &amp; Canary Bridge</li> </ul>   | 107000     |
| 00045 | City Links                  | King George V Playing Fields to St Martin's Street   | <ul style="list-style-type: none"> <li>- Consider footway widening and resurfacing shared-use path width to desirable widths of 3-5m for pedestrians and cyclists</li> <li>- Remove or redesign existing bollards on link between King George V Playing Field at St Martin's Street to ensure route is accessible to all with a minimum 1.5m gap</li> <li>- Surface improvement with camber and side drains, including marked painted cycle symbols</li> </ul> | 154000     |
| 00046 | City Links                  | Eign Street / Grimmer Road / Whitecross Road   | <ul style="list-style-type: none"> <li>- Tighten junction radii and raised entry treatments on approach to junction to slow vehicle speeds at conflict point on A49</li> </ul>   | 10000      |
| 00047 | City Links                  | Venns Lane / College Road  | <ul style="list-style-type: none"> <li>- Consider signalised crossing with separate cycle stage parallel to provide east-west connectivity and improve walkability</li> </ul>  | 40000      |
| 00048 | City Links                  | Edgar Street / A465 / Prior Street   | <ul style="list-style-type: none"> <li>- Consider implementing a wider toucan crossing and improve access onto Prior Street</li> </ul>   | 70000      |
| 00049 | City Links                  | College Road to Venns Lane   | <ul style="list-style-type: none"> <li>- Consider reducing speed through and on the approach to junction through traffic calming features</li> <li>- Consider continuous footway or Raised table crossing across College Road onto Venns Lane. Consider tighten junction radii to slow vehicle turning speeds and reduce crossing distance to improve walkability</li> </ul>   | 71000      |
| 00050 | City Links                  | Edgar Street, Blackfriars Street, Widemarsh Street, Coningsby Street to Canal Road                     | <ul style="list-style-type: none"> <li>- Consider upgrading uncontrolled crossing to signalised crossing across Blackfriars Street to support pedestrian safety.</li> <li>- Explore traffic calming features to enhance cyclist safety on carriageway</li> </ul>   | 85000      |
| 00051 | City Links                  | St Martin's Street / Gwynne Street   | <ul style="list-style-type: none"> <li>- Explore reducing carriageway width and enable footway widening</li> <li>- Set out an action plan for enabling contraflow cycling along Gwynne Street</li> <li>- Consider upgrading current pedestrian crossing located over St Martin's Street to Toucan Crossing to provide connectivity across to River Shared Use Paths</li> </ul>   | 328000     |
| 00052 | City Links                  | Golden Post Road, Villa Street   | <ul style="list-style-type: none"> <li>- Provide dedicated pedestrian space to access onto Great Western Way</li> </ul>  | 278000     |
| 00053 | City Links                  | Villa Street / River route connecting to St Martin's Street  | <ul style="list-style-type: none"> <li>- Widen exiting shared use path to improve the level of service for pedestrians and cycle traffic</li> </ul>  | 226000     |
| 00054 | Ross-on-Wye Investment Plan | Ross on Wye Urban Area   | <ul style="list-style-type: none"> <li>- Recommendations outlined within Ross-on-Wye Investment Plan (i.e. High Street pedestrianisation)</li> </ul>   | 500000     |



| ID    | Route #                         | Alignment   | Summary of design recommendations   | Budget (£) |
|-------|---------------------------------|---|---|------------|
| 00055 | City Links                      | Sidney Box Drive, Grandstand Road, Millbrook Street and Prior Street to A49 via. Westfields Football Club | - Align proposals with new development access from Chave Court Close, seeking to reduce traffic levels along Grandstand Road and potential upgrades along off-highway route through Westfields, connecting towards Heineken for pedestrians and cyclists  | 112000     |
| 00056 | Ledbury Transport Strategy      | Ledbury Urban Area  | Package B as outlined within Ledbury Transport Strategy. This includes:<br>- Real time information especially by the Market House, War Memorial and railway station<br>- Upgrading of PT facilities within the town centre to include shelters, kerbing etc.<br>- Widened footway to increase public space around Market House including additional parking capacity<br>- Implement Bye Street / Town Trail Crossing  | 500000     |
| 00057 | Ledbury Transport Strategy      | Ledbury Urban Area  | Package C as outlined within Ledbury Transport Strategy. This includes:<br>- Town Trail refurbishment, resurfacing and widening where appropriate   | 242000     |
| 00058 | Ledbury Area Wide Improvements  | Ledbury Urban Area  | Area-wide pedestrian improvements across the town to enhance walking. This includes:<br>- Consider removal of guard railings, replaced with public realm improvements such as green infrastructure and rest areas<br>- 'Gateway Features' designed to slow down motor vehicles entering Ledbury (e.g. Ledbury Railway Station)<br>- Consider frequency of controlled pedestrian crossings (e.g. along The Homend)<br>- Consider continuous crossings, providing priority for pedestrians<br>- Benches across the town to provide suitable resting spots<br>- Dropped kerbs and tactile paving package to create inclusive, accessible crossing points | 500000     |
| 00059 | Bromyard Area Wide Improvements | Bromyard Urban Area   | Area-wide pedestrian improvements across the town to enhance walking. This includes:<br>- Consider removal of guard railings, replaced with public realm improvements such as green infrastructure and rest areas<br>- 'Gateway Features' designed to slow down motor vehicles<br>- Consider frequency of controlled pedestrian crossings<br>- Consider continuous crossings, providing priority for pedestrians<br>- Benches across the town to provide suitable resting spots<br>- Dropped kerbs and tactile paving package to create inclusive, accessible crossing points   | 500000     |
| 00060 | Kington Area Wide Improvements  | Kington Urban Area  | Area-wide pedestrian improvements across the town to enhance walking. This includes:<br>- Consider removal of guard railings, replaced with public realm improvements such as green infrastructure and rest areas<br>- 'Gateway Features' designed to slow down motor vehicles<br>- Consider frequency of controlled pedestrian crossings<br>- Consider continuous crossings, providing priority for pedestrians<br>- Benches across the town to provide suitable resting spots<br>- Dropped kerbs and tactile paving package to create inclusive, accessible crossing points   | 500000     |

**Table 7** List of future projects in Herefordshire (3)

| ID    | Route #                            | Alignment                                       | Summary of design recommendations   | Budget (£) |
|-------|------------------------------------|---|---|------------|
| 00061 | Leominster Area Wide Improvements  | Leominster Urban Area                           | Area-wide pedestrian improvements across the town to enhance walking. This includes:<br>- Consider removal of guard railings, replaced with public realm improvements such as green infrastructure and rest areas<br>- 'Gateway Features' designed to slow down motor vehicles<br>- Consider frequency of controlled pedestrian crossings<br>- Consider continuous crossings, providing priority for pedestrians<br>- Benches across the town to provide suitable resting spots<br>- Dropped kerbs and tactile paving package to create inclusive, accessible crossing points | 500000     |
| 00062 | Ross-on-Wye Movement Study         | Ross-on-Wye Urban Area                          | Package C as outlined within Ross on Wye Movement Study:<br>- 20mph zones: Implementation including around schools and in the town centre   | 86000      |
| 00063 | Ross-on-Wye Area Wide Improvements | Ross-on-Wye Urban Area                          | Area-wide pedestrian improvements across the town to enhance walking. This includes:<br>- Consider removal of guard railings, replaced with public realm improvements such as green infrastructure and rest areas<br>- 'Gateway Features' designed to slow down motor vehicles<br>- Consider frequency of controlled pedestrian crossings<br>- Consider continuous crossings, providing priority for pedestrians<br>- Benches across the town to provide suitable resting spots<br>- Dropped kerbs and tactile paving package to create inclusive, accessible crossing points | 500000     |
| 00064 | Ross-on-Wye to Hereford            | Brampton Road                                   | - Consider traffic calming feature such as build-outs, road humps, chicanes and planters along Brampton Road to create slower speed environment<br>- Consider additional signalised crossing point(s) across Brampton Road<br>- Investigate provision of Raised table crossings across side roads along Brampton Road. Consider tighten junction radii / continuous crossing treatments   | 150000     |
| 00065 | City Links                         | Grandstand Road / Yazor Road                    | - Junction redesign, introducing signalised junction with Advanced Stop Lines for cyclists  | 250000     |
| 00066 | City Links                         | Commercial Road / Union Walk                    | Reduce junction radii on Union Walk   | 25000      |
| 00067 | City Links                         | Commercial Road / Monkmoor Street               | - Consider improvements to pedestrian experience through junction tightening and footway improvements.  | 25000      |
| 00068 | City Links                         | Newtown Road (A49) / Edgar Street/ Farriers Way | - Consider reducing traffic speeds and reduce lane width so that other traffic cyclists can safely share the single lane entries, exits and circulatory carriageway position  | 500000     |
| 00069 | Hereford to Credenhill Cycle Route | A480, Station Road                              | - Consider widening shared use path along full extent of A480 from Roundabout to avoid cycling in carriageway, potentially through investigating "behind the hedge" routes<br>- Consider appropriate toucan crossing near Stirling Lines to facilitate safe crossing from shared use path to base<br>- Consider lighting along full route to avoid sense of isolation   | 1289000    |
| 00070 | City Links                         | Commercial Road to Bath Street                  | - Consider priority to pedestrians across side roads through raised table crossings<br>- Review car parking along Commercial Road, exploring opportunities for rationalisation<br>- Tie into Aylestone Hill levelling up fund Proposals   | 84000      |



| ID    | Route #                                  | Alignment  | Summary of design recommendations  | Budget (£) |
|-------|--|--|--|------------|
| 00071 | Hereford to Withington                   | Ledbury Road (From Hampton Dene Road to Lumber Lane)   | <ul style="list-style-type: none"> <li>- Measures along streets which seek to reduce vehicle speeds and tighten junction radii to slow vehicle turning speeds and improve walkability</li> <li>- Consider area wide measures to reduce overall motor traffic volumes to allow for most people to feel comfortable cycling on carriageway mixed with motor traffic</li> </ul>   | 500000     |
| 00072 | City Links                               | Edgar Street / Canonmoor Street  | <ul style="list-style-type: none"> <li>- Review and action policies that enable removal of street clutter to maintain suitable widths for walking and cycling</li> </ul>   | 1000       |
| 00073 | City Links                               | A49 Victoria Street, St Nicholas Street to King Street/Broad Street junction   | <ul style="list-style-type: none"> <li>- Improve pedestrian connectivity through continuous crossings across Berrington Street</li> </ul>  | 30000      |
| 00074 | City Links                               | Eign Road, Hampton Park Road, St Margaret's Road, Vineyard Road, Old Eign Hill, Hampton Dene Road to A438 Ledbury Road | <ul style="list-style-type: none"> <li>- Measures along streets which seek to reduce vehicle speeds and tighten junction radii to slow vehicle turning speeds and improve walkability</li> <li>- Consider area wide measures to reduce overall motor traffic volumes to allow for most people to feel comfortable cycling on carriageway mixed with motor traffic</li> </ul>   | 150000     |
| 00075 | Leominster to Kingsland                  | Cranes Lane to Milers Close via. Kenwater  | <ul style="list-style-type: none"> <li>- Widen shared-use path to 3m if feasible, providing traffic free route across residential area</li> <li>- Resurfacing of off-carriageway route across River Kenwater, which is currently loose material</li> </ul>   | 763000     |
| 00076 | City Links                               | Blue School Street / Widemarsh Street  | <ul style="list-style-type: none"> <li>- Align changes with ongoing design development of corridor improvements along Blue School Street (enabled by levelling up funding) Consider bus lanes in both directions along the A438 to enable quick and reliable bus journeys; consider these lanes as 'mobility lanes' for sustainable transport - consider this holistically with major changes along this corridor and at its junctions</li> <li>- Reduce turning motor traffic movements in order to retain reasonable levels of capacity for motorised through-traffic on the A438 Protect signalised movements for cycle traffic prioritising north-south movements</li> <li>- Remove right-turn slip lane; introduce controlled crossing for pedestrians</li> </ul> | 1000000    |
| 00077 | City Links                               | Holme Lacy Road / Hinton Road junction to Hinton Road / King George V Playing Fields                                   | <ul style="list-style-type: none"> <li>- Package of measures along Holme Lacy Road, aligning with levelling up fund programme:</li> <li>- Consider centre line removal to reduce traffic speeds along Hinton Road</li> <li>- Consider tightening roundabout of Hinton Road / Peregrine Close to facilitate cyclist movements</li> <li>- Consider appropriate parking management measures e.g. pavement parking</li> <li>- Investigate redesign of Hinton Road / Hinton Crescent roundabout to signalised T-junction (subject to traffic flows)</li> <li>- Consider appropriate surfacing treatments to provide easy access from carriageway onto shared-use path through King George V Playing Fields</li> </ul>   | NOT COSTED |
| 00078 | Kington Transport Study (In Development) | Kington Urban Area   | <ul style="list-style-type: none"> <li>- Implement recommendations outlined within Kington Transport Study</li> </ul>  | 500000     |
| 00079 | Ross-on-Wye Movement Study               | Ross-on-Wye Urban Area   | <ul style="list-style-type: none"> <li>- Package E as outlined within Ross on Wye Movement Study: Address traffic flow and pedestrian safety on Copse Cross Street</li> </ul>  | 500000     |
| 00080 | City Links                               | Commercial Road / Hereford City Link Road / Aylestone Hill   | <ul style="list-style-type: none"> <li>- Consider removal of staggered crossing and redesign a straight-ahead crossing for pedestrians</li> </ul>  | 500000     |

**Table 8** List of future projects in Herefordshire (4)

| ID    | Route #                             | Alignment   | Summary of design recommendations  | Budget (£) |
|-------|-------------------------------------|---|--|------------|
| 00081 | City Links                          | Blue School Street / Commercial Road / Commercial Street / Union Street                             | <ul style="list-style-type: none"> <li>- Reduce turning motor traffic movements in order to retain reasonable levels of capacity for motorised through-traffic on the A438</li> <li>- Introduce controlled pedestrian crossings on all arms of junction</li> <li>- Narrow Blue School Street to two motor traffic lanes in both directions; take a long-term view and consider bus lanes in both directions along the A438 to enable quick and reliable bus journeys; consider these lanes as 'mobility lanes' for sustainable transport</li> <li>- Coordinate changes on Union Street with city centre traffic circulation plans; reversing the flow of general traffic on Union Street could be explored to support traffic circulation plans</li> </ul> | 1000000    |
| 00082 | Hereford to Credenhill Cycle Route  | A4103 / A480 Roundabout   | - Introduce signal control to the roundabout, with protected space or other suitable facilities for cycling and pedestrian improvements  | 2000000    |
| 00084 | City Links                          | Widemarsh Street (from New Market Street), High Street to West Street/East Street junction          | - Set out an action plan for enabling contraflow cycling along Broad Street.   | 34000      |
| 00085 | City Links                          | St Peter's Square, St Owen Street to junction with Green Street / A438 Junction                     | <ul style="list-style-type: none"> <li>- Measures along streets which seek to reduce vehicle speeds and tighten junction radii to slow vehicle turning speeds and improve walkability</li> <li>- Consider area wide measures to reduce overall motor traffic volumes to allow for most people to feel comfortable cycling on carriageway mixed with motor traffic</li> </ul>   | 150000     |
| 00086 | City Links                          | Nelson Street, Green Lane, Halford Street, Park Street, Crozen Lane to Outfall Works Road Junction. | <ul style="list-style-type: none"> <li>- Measures along streets which seek to reduce vehicle speeds and tighten junction radii to slow vehicle turning speeds and improve walkability</li> <li>- Consider area wide measures to reduce overall motor traffic volumes to allow for most people to feel comfortable cycling on carriageway mixed with motor traffic</li> </ul>   | 150000     |
| 00087 | City Links                          | Priory Place to Newtown Road / Holmer Road junction   | <ul style="list-style-type: none"> <li>- Measures along streets which seek to reduce vehicle speeds and tighten junction radii to slow vehicle turning speeds and improve walkability</li> <li>- Consider area wide measures to reduce overall motor traffic volumes to allow for most people to feel comfortable cycling on carriageway mixed with motor traffic</li> </ul>   | 150000     |
| 00088 | City Links                          | Newtown Road (A49), Holmer Road (A49) and Priory Place junction                                     | - Consider major redesign of junction to provide segregated space for cyclists   | 2000000    |
| 00089 | City Links                          | Hampton Dene Road / Ledbury Road (A438) junction  | - Implement signalised pedestrian crossing over Ledbury Road to improve pedestrian connectivity  | 45000      |
| 00090 | Kingstone to Hereford Cycle Route   | Ruckhall Lane to Belmont Pool   | - Junction improvement from Ruckhall Lane & A465. Implement signalised toucan crossing and shared use path along A465 to connect to Belmont Pool   | 500000     |
| 00091 | City Links                          | Edgar Street / Victoria Street / Portland Street / A438   | - Consider a long-term plan for a major redesign of this junction to enable growth in walking, wheeling and cycling  | 2000000    |
| 00092 | Ledbury Market Town Investment Plan | Ledbury Urban Area  | - Recommendations outlined within Ledbury Market Town Investment Plan  | 500000     |
| 00093 | Bromyard Traffic Management Study   | Bromyard Urban Area   | - Recommendations outlined within Bromyard Traffic Management Study  | 500000     |
| 00094 | Leominster to Kingsland             | Milers Close to Lugg Green Road (via. Eyton)  | <ul style="list-style-type: none"> <li>- Traffic calming features e.g. warning signs</li> <li>- Implement appropriate lighting</li> <li>- Public realm improvements (Gateway Features) to signify entrance to Kingsland</li> </ul>   | 619000     |



| ID    | Route #                                    | Alignment   | Summary of design recommendations  | Budget (£) |
|-------|--|---|--|------------|
| 00095 | Leominster to Luston                       | Milers Close to Luston (Eye Lane)   | <ul style="list-style-type: none"> <li>- Traffic calming features to provide priority for cyclists</li> <li>- Public realm improvements (Gateway Features) to signify entrance to Luston</li> </ul>  | 65000      |
| 00096 | City Links                                 | A49 Victoria Street / St Nicholas Street / Barton Road                        | <ul style="list-style-type: none"> <li>- Reduce turning motor traffic movements in order to retain reasonable levels of capacity for motorised through traffic on the A49. Protect signalised movements for cycle traffic prioritising east-west movements</li> <li>- Introduce controlled pedestrian crossings on all arms of junction; tighten junction radii at junction where reasonable to increase level of service for pedestrians</li> <li>- Remove left turn slip lane</li> </ul> | 1000000    |
| 00097 | City Links                                 | A49 Victoria Street / A438 Eign Street / Bewell Street                        | <ul style="list-style-type: none"> <li>- Remove pedestrian underpass on A49</li> <li>- Investigate providing at-grade crossings to replace underpass</li> </ul>  | 200000     |
| 00098 | City Links - Councillor Addition           | Off-road Widemarsh Brook rail line  | <ul style="list-style-type: none"> <li>- Consider reopening redundant rail line to provide a continuation of the GWW to link it with Newtown Road and on to Burcott Road and the employment sites in that area</li> </ul>  | 239000     |
| 00099 | Ross-on-Wye Movement Study                 | Ross-on-Wye Urban Area  | <ul style="list-style-type: none"> <li>- Package A - New pedestrian crossings in the town (Hildersley, Archenfield Road and Wilton Road) 3 crossings</li> </ul>  | 135000     |
| 00100 | Ross-on-Wye to Hereford                    | Brampton Road to Common Hill Lane   | <ul style="list-style-type: none"> <li>- Consider implementing closely spaced (100mm) threaded rod bars for cattle grids</li> </ul>  | 90000      |
| 00101 | Ledbury Transport Strategy                 | Ledbury Urban Area  | <ul style="list-style-type: none"> <li>- Recommendations outlined within Ledbury Transport Study package A: Widening narrow footbridge on Town Trail over Orchard Lane</li> </ul>  | 100000     |
| 00102 | Bromyard Market Town Investment Plans      | Bromyard Urban Area   | <ul style="list-style-type: none"> <li>- Recommendations outlined within Market Town Investment Plan, notably Bromyard Greenway restoration</li> </ul>   | NOT COSTED |
| 00103 | Kington Economic Investment Plan           | Kington Urban Area  | <ul style="list-style-type: none"> <li>- Recommendations outlined within Kington Economic Investment Plan (i.e. Kington High Street improvements)</li> </ul>   | 500000     |
| 00104 | Leominster Market Town Investment Plans    | Leominster Urban Area   | <ul style="list-style-type: none"> <li>- Recommendations outlined within Market Town Investment Plan (i.e. Mobility Hub &amp; Greenway Development)</li> </ul>   | NOT COSTED |
| 00105 | Ross-on-Wye Investment Plan                | Ross-on-Wye Urban Area  | <ul style="list-style-type: none"> <li>- Recommendations outlined within Ross-on-Wye Investment Plan (i.e. Brampton &amp; Sellack Cycleway/Cycle network development)</li> </ul>   | NOT COSTED |
| 00106 | Kingstone to Hereford Cycle Route          | Kingstone to Ruckhall Lane  | <ul style="list-style-type: none"> <li>- Reduce through traffic volumes if required to adopt Quiet Lane Principles (if identified as a problem) along Ruckhall Lane</li> </ul>   | 1010000    |
| 00107 | City Links - Councillor Addition           | B4399 Straight Mile roundabout to Hampton Dene Road via. Holywell Gutter Lane | <ul style="list-style-type: none"> <li>- Consider a new cycle/pedestrian bridge across River Wye to provide a north-south active travel route</li> <li>- Consider a new toucan crossing over Hampton Park Road / Holywell Gutter Road</li> </ul>   | 299000     |
| 00108 | Hereford to Withington                     | St Peters Field   | <ul style="list-style-type: none"> <li>- Reduce through traffic volumes if required to adopt Quiet Lane Principles (if identified as a problem) along road linking into Withington</li> </ul>  | 29000      |
| 00109 | Ross-on-Wye Movement Study                 | Ross-on-Wye Urban Area  | <ul style="list-style-type: none"> <li>- Recommendations outlined within Ross on Wye Movement Study: Package B New A449 crossing to enhance connectivity north of the town</li> </ul>  | 120000     |
| 00110 | Ross-on-Wye Movement Study                 | Ross-on-Wye Urban Area  | <ul style="list-style-type: none"> <li>- Recommendations outlined within Ross on Wye Movement Study: Package F Enhanced riverside walking routes need to be explored with partners and establishment of land ownership/opportunities</li> </ul>  | 508000     |
| 00111 | Leominster to Luston (Councillor Addition) | Eye Lane to Berrington Hall   | <ul style="list-style-type: none"> <li>- Traffic calming features to provide priority for cyclists</li> </ul>  | 52000      |
| 00112 | Hereford to Credenhill Cycle Route         | Bridleway from Station Road to Roman Road                                     | <ul style="list-style-type: none"> <li>- Implement smooth surfacing along Bridleway to provide a sealed surface to enable cycling to take place all-year round</li> <li>- Implement appropriate lighting</li> </ul>  | 543000     |

**Table 9** List of future projects in Herefordshire (5)

| ID    | Route #   | Alignment                                  | Summary of design recommendations  | Budget (£) |
|-------|---|--|--|------------|
| 00113 | Slow Ways   | Hereford to Ross on Wye Slow Way Route (2) | Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives            | 9023000    |
| 00114 | Slow Ways   | Hereford to Ledbury Slow Way Route         | Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives            | 9138000    |
| 00115 | Slow Ways   | Leominster to Bromyard Slow Way Route (4)  | Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives            | 7951000    |
| 00116 | Hereford to Withington                            | Lumber Lane to A4103 Junction              | - Reduce through traffic volumes if required to adopt Quiet Lane Principles (if identified as a problem) along Lumber Lane   | 313000     |
| 00117 | City Links – Councillor Addition                  | River Wye                                  | - Consider repairs along route for improved walkability and cycle accessibility<br>- Tie in with Project Wyeside to help make it safer and more accessible for people walking, wheeling and cycling. This includes creating a ramp leading onto the GWW to connect the south and northside pathways. | 2078000    |
| 00118 | Slow Ways   | Hereford to Leominster Slow Way Route (4)  | - Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives          | 9569000    |
| 00119 | Bromyard to Leominster Greenway Feasibility Study | Worcester, Bromyard, Leominster            | - Implement the Worcester, Bromyard, Leominster Greenway, converting the historic rail line between Bromyard and Leominster to a new multi-use track, or 'greenway'  | 10016000   |
| 00120 | Golden Valley Greenway Implementation             | Pontrilas to Hay-on-Wye                    | - Implement the Golden Valley Greenway, converting the historic Hay-on-Wye to Pontrilas rail line into a new active travel route or 'greenway'   | 8571000    |
| 00121 | Slow Ways   | Hereford to Bromyard Slow Way Route (1)    | - Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives          | 8446000    |
| 00122 | Slow Ways   | Bromyard to Ledbury Slow Way Route (2)     | - Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives          | 7939000    |
| 00123 | Hereford to Withington                            | A4103 Junction                             | - Consider incorporating cycle movement across junction to Withington via. Dedicated cycle signs or cycle priority.<br>- Highway maintenance of existing modal filter positioned on Ramblers Court   | 500000     |
| 00124 | City Links – Councillor Addition                  | Bartonsham Meadows Permissive Path         | - Consider resurfacing of route, providing machine laid surfacing to enable accessible path for all  | 149000     |
| 00125 | Hay-on-Wye to Hereford Greenway Feasibility Study | Hay-on-Wye to Hereford                     | - Implement the Hay-on-Wye to Hereford Greenway, converting the historic Hereford to Hay-on-Wye rail line to a new multi-use track, or 'greenway'  | 9245000    |
| 00126 | City Links  | Great Western Way                          | - Resurfacing of route where required  | 340000     |



| ID    | Route #   | Alignment                                   | Summary of design recommendations   | Budget (£) |
|-------|-----------|---|---|------------|
| 00127 | Slow Ways | Hereford to Ewyas Harold Slow Way Route (1) | - Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives | NOT COSTED |
| 00128 | Slow Ways | Hereford to Orcop Hill Slow Way Route (1)   | - Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives | NOT COSTED |
| 00129 | Slow Ways | Kington to Leominster Slow Way Route (1)    | - Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives | NOT COSTED |
| 00130 | Slow Ways | Weobley to Leominster Slow Way Route        | - Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives | NOT COSTED |
| 00131 | Slow Ways | Leominster to Tenbury Wells Slow Way Route  | - Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives | NOT COSTED |
| 00132 | Slow Ways | Leominster to Ludlow Slow Way Route (2)     | - Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives | NOT COSTED |
| 00133 | Slow Ways | Hundred House to Kington Slow Way Route     | - Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives | NOT COSTED |
| 00134 | Slow Ways | Orcop Hill to Ross on Wye Slow Way Route    | - Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives | NOT COSTED |
| 00135 | Slow Ways | Ross on Wye to Ledbury Slow Way Route (4)   | - Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives | NOT COSTED |
| 00136 | Slow Ways | Ross on Wye to Newent Slow Way Route (2)    | - Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives | NOT COSTED |

**Table 10** List of future projects in Herefordshire (6)

| ID    | Route #   | Alignment                                   | Summary of design recommendations   | Budget (£) |
|-------|-----------|---|---|------------|
| 00137 | Slow Ways | Bromyard to Knightwick Slow Way Route       | - Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives | NOT COSTED |
| 00138 | Slow Ways | Hereford to Peterchurch Slow Way Route (1)  | - Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives | NOT COSTED |
| 00139 | Slow Ways | Hereford to Weobley Slow Way Route (3)      | - Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives | NOT COSTED |
| 00140 | Slow Ways | Wigmore to Leominster Slow Way Route        | Mixture of on-road and off-carriageway improvements for walking route.<br>Recommendations include:<br>- Highway maintenance, providing a smooth, sealed surface and lighting / vegetation maintenance<br>- Improved wayfinding and signage  | NOT COSTED |
| 00141 | Slow Ways | Hay-on-Wye to Kington Slow Way Route        | Mixture of on-road and off-carriageway improvements for walking route.<br>Recommendations include:<br>- Highway maintenance, providing a smooth, sealed surface and lighting / vegetation maintenance<br>- Improved wayfinding and signage  | NOT COSTED |
| 00142 | Slow Ways | Kington to Presteigne Slow Way Route        | - Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives | NOT COSTED |
| 00143 | Slow Ways | Kington to Weobley Slow Way Route           | Mixture of on-road and off-carriageway improvements for walking route.<br>Recommendations include:<br>- Highway maintenance, providing a smooth, sealed surface and lighting / vegetation maintenance<br>- Improved wayfinding and signage  | NOT COSTED |
| 00144 | Slow Ways | Kington to Wigmore Slow Way Route           | Mixture of on-road and off-carriageway improvements for walking route.<br>Recommendations include:<br>- Highway maintenance, providing a smooth, sealed surface and lighting / vegetation maintenance<br>- Improved wayfinding and signage  | NOT COSTED |
| 00145 | Slow Ways | Llandrindod Wells to Kington Slow Way Route | Mixture of on-road and off-carriageway improvements for walking route.<br>Recommendations include:<br>- Highway maintenance, providing a smooth, sealed surface and lighting / vegetation maintenance<br>- Improved wayfinding and signage  | NOT COSTED |
| 00146 | Slow Ways | Coleford to Ross on Wye Slow Way Route (2)  | - Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives | NOT COSTED |



| ID    | Route #   | Alignment                                       | Summary of design recommendations   | Budget (£) |
|-------|-----------|---|---|------------|
| 00147 | Slow Ways | Monmouth to Ross on Wye Slow Way Route          | - Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives | NOT COSTED |
| 00148 | Slow Ways | Ross on Wye to Mitcheldean Slow Way Route (2)   | - Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives | NOT COSTED |
| 00149 | Slow Ways | Skenfrith to Ross on Wye Slow Way Route         | Mixture of on-road and off-carriageway improvements for walking route.<br>Recommendations include:<br>- Highway maintenance, providing a smooth, sealed surface and lighting / vegetation maintenance<br>- Improved wayfinding and signage  | NOT COSTED |
| 00150 | Slow Ways | Ledbury to Malvern Slow Way Route (1)           | - Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives | NOT COSTED |
| 00151 | Slow Ways | Ledbury to Newent Slow Way Route (2)            | - Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives | NOT COSTED |
| 00152 | Slow Ways | Ledbury to Staunton Slow Way Route (2)          | - Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives | NOT COSTED |
| 00153 | Slow Ways | Ledbury to Upton upon Severn Slow Way Route (3) | - Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives | NOT COSTED |
| 00154 | Slow Ways | Bromyard to Clifton upon Teme Slow Way Route    | Mixture of on-road and off-carriageway improvements for walking route.<br>Recommendations include:<br>- Highway maintenance, providing a smooth, sealed surface and lighting / vegetation maintenance<br>- Improved wayfinding and signage  | NOT COSTED |
| 00155 | Slow Ways | Bromyard to Malvern Slow Way Route              | - Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives | NOT COSTED |
| 00156 | Slow Ways | Tenbury Wells to Bromyard Slow Way Route        | Mixture of on-road and off-carriageway improvements for walking route.<br>Recommendations include:<br>- Highway maintenance, providing a smooth, sealed surface and lighting / vegetation maintenance<br>- Improved wayfinding and signage  | NOT COSTED |

**Table 11** List of future projects in Herefordshire (7)

| ID    | Route #  | Alignment  | Summary of design recommendations   | Budget (£) |
|-------|--|--|---|------------|
| 00157 | Slow Ways  | Hay-on-Wye to Peterchurch Slow Way Route (1)                   | - Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives | NOT COSTED |
| 00158 | Slow Ways  | Hay-on-Wye to Weobley Slow Way Route                           | Mixture of on-road and off-carriageway improvements for walking route.<br>Recommendations include:<br>- Highway maintenance, providing a smooth, sealed surface and lighting / vegetation maintenance<br>- Improved wayfinding and signage  | NOT COSTED |
| 00159 | Slow Ways  | Peterchurch to Weobley Slow Way Route                          | Mixture of on-road and off-carriageway improvements for walking route.<br>Recommendations include:<br>- Highway maintenance, providing a smooth, sealed surface and lighting / vegetation maintenance<br>- Improved wayfinding and signage  | NOT COSTED |
| 00160 | Slow Ways  | Skenfrith to Orcop Hill Slow Way Route (1)                     | Mixture of on-road and off-carriageway improvements for walking route.<br>Recommendations include:<br>- Highway maintenance, providing a smooth, sealed surface and lighting / vegetation maintenance<br>- Improved wayfinding and signage  | NOT COSTED |
| 00161 | Moreton on Lugg to Hereford City - Councillor Addition | Moreton on Lugg to Hereford City via. Quietway                 | - Route avoids dangerous roads. There is one section between the Moreton sewage works and Lower Lyde Farm that crosses an arable field that is not fit for cycling at the moment. Resurfacing and quiet lane principles required.   | 942000     |
| 00162 | Parish Councillor Additions                            | A4110 - Bush Inn   | - To Link CP9/Wyche Way LD Path to Bush Inn. Allow safe circular walking route for residents. Footway creation.   | NOT COSTED |
| 00163 | Parish Councillor Additions                            | A4110 - Bush Bank Service Station to Canon Pyon Primary School | - Provide safe walking links to allow circular routes connecting CP9, CP10, CP11 and CP30. Footway creation.  | NOT COSTED |
| 00164 | Parish Councillor Additions                            | A4110 - Canon Pyon Primary School to Tennis Court              | Create safe circular route linking U93401 with CP16, as well as safe walking route connecting Village School with the village of Canon Pyon. Footway creation.  | NOT COSTED |
| 00165 | Parish Councillor Additions                            | A4110 / Wellington Lane  | - Provide safe circular route linking U93413 with CP1. Footway creation.  | NOT COSTED |
| 00166 | Parish Councillor Additions                            | Ross-on-Wye to Weston under Penyard                            | - There is a footpath from the Model Farm entrance to Weston. If this could be widened to make it dual use, that would remove the need for cyclist to use the very dangerous A40. Conversion of footpath to shared use facility.  | 540000     |
| 00167 | Parish Councillor Additions                            | Ginhall Lane   | - Reduce through traffic volumes if required to adopt Quiet Lane Principles (if identified as a problem) along Ginhall Lane   | 155000     |
| 00168 | Slow Ways  | Peterchurch to Ewyas Harold (2)                                | Mixture of on-road and off-carriageway improvements for walking route.<br>Recommendations include:<br>- Highway maintenance, providing a smooth, sealed surface and lighting / vegetation maintenance<br>- Improved wayfinding and signage  | NOT COSTED |
| 00169 | Slow Ways  | Wigmore to Ludlow (2)  | Mixture of on-road and off-carriageway improvements for walking route.<br>Recommendations include:<br>- Highway maintenance, providing a smooth, sealed surface and lighting / vegetation maintenance<br>- Improved wayfinding and signage  | NOT COSTED |



| ID    | Route #                | Alignment  | Summary of design recommendations  | Budget (£) |
|-------|------------------------|--|--|------------|
| 00170 | Slow Ways              | Bromyard to Kinghtwick                                 | Mixture of on-road and off-carriageway improvements for walking route.<br>Recommendations include:<br>- Highway maintenance, providing a smooth, sealed surface and lighting / vegetation maintenance<br>- Improved wayfinding and signage | NOT COSTED |
| 00171 | Hereford to Credenhill | Grandstand Road from Sandown Drive to Sidney Box Drive | Consider light segregation along Grandstand Road through the use of wands to physically separate cyclists from motor traffic.  | 184000     |
| 00172 | City Links             | Penhaligion Way to Westfields Football Club            | Additional wayfinding and signage along route to provide greater connectivity to existing cycle infrastructure e.g. Great Western Way  | 4000       |
| 00173 | City Links             | Old School Lane  | Minor resurfacing of Old School Lane to provide smoother journey for cycling on carriageway. Extend 20mph speed limit to junction with Roman Road.   | 2000       |
| 00174 | City Links             | Commercial Road to Union Walk                          | - Consider priority to pedestrians across side roads through raised table crossings<br>- Review car parking along Commercial Road, exploring opportunities for rationalisation<br>- Tie into Aylestone Hill levelling up fund Proposals    | 34000      |
| 00175 | City Links             | Commercial Street from Bath Street to St Petrus Street | - Allow contraflow cycling on entry from Bath Street onto Commercial Street.   | 22000      |
| 00176 | City Links             | St Owen Street from Turner Street to Green Street      | Consider light segregation through the use of wands to physically separate cyclists from motor traffic.<br><br>Consider footway management measures to reduce pavement parking.  | 38000      |
| 00177 | City Links             | Skylon View  | Consider additional signage and wayfinding along Skylon View to provide onward connectivity to existing infrastructure e.g. Holme Lacy Road.   | 60000      |
| 00178 | City Links             | Belmont Pool to Treago Grove                           | Remove kissing gates along Belmont Pool shared use path to provide greater connectivity for cyclists   | 1000       |

**Table 12** List of future projects in Herefordshire (8)





This chapter will set out how the long list of projects was  
prioritised.

# Prioritising projects



# Why prioritise projects?

## Overview of proposed approach

The DfT's LCWWIP guidance includes a suggested approach for prioritising potential interventions and projects. Guidance emphasises that the approach should be tailored to the local context.

This chapter sets out a proposed approach for prioritisation of LCWWIP projects based on an initial identification of a long-list of potential factors. The purpose of this section is to identify a list of factors which can be included in a prioritisation matrix to be used to prioritise active travel projects for further funding, design and delivery.

A schedule of proposed interventions and projects was shown in **Table 5 on page 294** in the context of relevant local, regional and national policies and outcomes. This was undertaken in line with national guidance.

This emerging list of prioritised interventions and projects should be treated as 'live'. Our recommendations for prioritising projects are intended to be dynamic over the lifespan of the LCWWIP, as circumstances change, and more information becomes available. We recommend that Herefordshire Council periodically revisit the list of interventions/projects, and their prioritisation, to review progress, identify additional schemes if necessary or re-prioritise

projects based on new information (for example, new funding sources).

For the county-wide Local Cycling, Walking and Wheeling Infrastructure Plan, two prioritised list of projects have been developed:

**'Rural' projects in market towns and other areas:**

Creating a framework to identify and prioritise projects beyond Hereford is essential due to the significant demand disparity between Hereford and rural areas. Failing to consider this difference could skew prioritisation, neglecting rural routes in favour of high-demand routes within the city. A dedicated list for rural projects helps mitigate this bias, ensuring that improvements across the county are recognised.

**'Urban' projects in and around the city of Hereford:**

A framework to prioritise interventions within Hereford. A dedicated list for Hereford interventions helps to target funding opportunities for the city whilst making sure rural interventions are still recognised.

The prioritisation factors used for each list of projects is summarised on the following pages. Further detail on each of the prioritisation factors, including scoring criteria, is provided in the subsequent sections of this chapter.

# Prioritisation factors

| Factor   | Explanation   | Rural? | Urban? |
|--|---|--------|--------|
| Demand   | Meeting or exceeding propensity to walk, wheel and cycle                                  |        |        |
| Timescales   | Speed of delivery on the ground   |        |        |
| Complexity   | Design<br>Deliverability<br>Delivery partners   |        |        |
| Budget allowance   | Funding sources<br>Cost estimates   |        |        |
| Strategic benefit  | Contribution to growing active travel<br>Alignment with policies and local priorities     |        |        |
| Proximity to schools   | Enabling safer routes to school for children  |        |        |
| Proximity to development site  | Reducing car dependency in new communities<br>Accessing funding from developers           |        |        |
| Integration with existing active travel infrastructure or third-party projects | Joining the dots and filling in the gaps  |        |        |
| Integration with existing public rights of way                                 | Focusing on rural connectivity through the many public rights of way across the county    |        |        |
| Integration with Market Town Investment Plans                                  | Alignment with previously completed studies to avoid duplication                          |        |        |
| Multi-Modal Integration  | Recognising the need for walking and cycling to be part of a wider journey in rural areas |        |        |

**Table 13** Prioritisation factors



# Factors to help prioritise – Urban & Rural

|           |   |  |
|-----------|---|--|
| Demand    | <p>This factor has been included in the prioritisation to ensure that LCWWIP-led active travel demand is factored into the prioritisation.</p>                                | <p>High (3): The project demonstrates a relatively high level of identified demand, for different trip types (commuting, leisure and everyday trips)</p>   |
|           | <p>Projects with a higher level of demand identified through the LCWWIP analysis are scored more highly for this factor.</p>  | <p>Medium (2): The project demonstrates a medium level of identified demand for different trip types; the project is likely to enable fewer types of trips (e.g. high demand for commuting but lower demand for leisure trips or everyday trips)</p> |
|           | <p>Generally, it is easier to make a business case for new projects with a higher level of demand, and therefore these projects are more likely to attract funding.</p>       | <p>Low (1): The project demonstrates a medium or lower level of identified demand; the project is likely to enable substantially fewer types of trips (e.g. medium demand for commuting and lower demand for leisure trips or everyday trips)</p>    |
| Timescale | <p>This factor recommends a timescale for delivery. It would generally be correlated to design complexity of interventions needed to enable walking, wheeling or cycling.</p> | <p>High (3) – High level of certainty that project could be progressed within the next 1-2 years.</p>  |
|           | <p>For example, a less complicated scheme with low levels of complexity would generally be considered to have short-timescales for its delivery.</p>                          | <p>Medium (2) – Reasonable level of certainty that project could be progressed within the next 2-5 years, however there is likely to be some complexity</p>  |
|           |   | <p>Low (1) – Projects requiring extensive planning, coordination and resources which result in longer-term implementation timescales exceeding 10 years.</p> <p>None (0) – Project cannot be delivered within these timescales.</p>                  |

---

## Complexity

Complexity is a qualitative measure of the level of uncertainty in project delivery on the ground.

For identified interventions / projects, there will be qualitative differences in the scale of challenges, obstacles, and constraints regarding their design and delivery (e.g. political support; availability of funding; ecological risk; design constraints).

This factor considers the relative complexity of interventions / projects.

High (3): Projects that have a low level of design complexity and a low level of uncertainty in terms of its design, cost and deliverability

Medium (2): Projects that have a medium level of design complexity and medium level of uncertainty in terms of design, cost and deliverability

Low (1): Projects that have a higher level of design complexity or higher level of uncertainty in terms of their design, cost and deliverability

---

## Budget allowance

High-level budget allowances have been developed for identified projects.

Projects with higher budget allowances will generally include more expensive, complicated interventions; projects with lower budget allowances will generally include cheaper, less complicated interventions.

High (3): Projects that are less complicated and/or likely to require a lower budget

Medium (2): Projects that are likely to require a medium-level budget

Low (1): Projects that are more complicated and/or likely to require a higher budget



## Factors to help prioritise – Urban & Rural

### Strategic Benefit

This factor prioritises proposed interventions / projects based on their likely strategic contribution to relevant goals and outcomes across Herefordshire Council.

This may include some level of urgency in delivering benefits – for example in overcoming an existing weak-link in an existing active travel route or network.

It might also be related to the geographic scale of benefit of the project – for example a project with district/borough-wide impact for increasing levels of active travel might be considered to have a high level of strategic benefit.

High (3): Projects which are likely to provide a high-level of strategic contribution(s) to relevant goals and outcomes.

Medium (2): Projects which are likely to provide reasonable contributions to relevant goals and outcomes.

Low (1): Projects which are likely to have a lack of substantial strategic contribution(s) to relevant goals and outcomes.

### Proximity to school(s)

Proposed projects which pass by, or are near to schools can play an important part in enabling children (and their parents/guardians) to walk, wheel or cycle to/from school.

High Proximity (3): The project is located near to school(s) and would likely reduce road danger and enable substantially more children to walk, wheel or cycle to/from school.

Medium Proximity (2): The project is located near to school(s) and would likely reduce road danger and enable some children to walk, wheel or cycle to/from school, but would exclude others.

Low Proximity (1): The project is not located near to school(s) and/or would not likely reduce road danger nor enable more children to walk, wheel or cycle to/from school.

## Factors to help prioritise – Urban

|  |   |  |
|--|---|--|
| Proximity to development site  | <p>It is important that the LCWWIP network provides new connections or improves existing connections to new development sites in the district and borough.</p> <p>It is also recognised that s106 is currently a main source of future funding across the county.</p> <p>This factor therefore scores projects based on whether they improve access by walking, wheeling and cycling to, from or through new development sites.</p>         | <p>High Proximity (3): The project is located in close proximity to, or provides a direct link to, a new development site and would improve access by walking, wheeling or cycling.</p> <p>Medium Proximity (2): The project does not provide a direct link to a new development site, however it may contribute to a future coordinated set of routes improving access by walking, wheeling or cycling to or from development sites.</p> <p>Low Proximity (1): The project is not located close to a new development site.</p>  |
| Alignment with existing active travel infrastructure or third-party projects | <p>Proposed projects which interface with, or overlap with, existing walking and/or cycling routes (e.g. routes along Yazor Brook) are scored more highly in this prioritisation factor.</p> <p>Projects which interface with other complementary third-party proposals/ studies (such as proposed cycling routes) are also identified as higher priority as these provide important opportunities for onward connection in the future.</p> | <p>High level of alignment and/or integration with infrastructure already on the ground (3): The route connects to or interfaces with an existing walking/cycling route</p> <p>High level of alignment and/or integration with other planned active travel projects or planned infrastructure (2): The route has a reasonable level of interface with other active travel proposals, or third-party projects or plans</p> <p>Low level of alignment and/or integration (1): The route does not connect to or overlap with existing active travel infrastructure which meets LTN 1/20 principles; nor has an interface with other active travel proposals, or third-party projects or plans</p> |



## Factors to help prioritise – Rural

|  |  |  |
|--|--|--|
| Integration with existing public rights of way | <p>“Integration with existing public rights of way” is a qualitative assessment of how smoothly a project aligns with and utilizes existing pathways accessible to the public.</p>   | <p>High (3): Projects encounter minimal challenges and obstacles in connecting to, or utilising public rights of way. There is low ecological risk and public rights of way utilised are well established and minimal design improvements are required.</p>                        |
|  | <p>The complexity of this integration varies depending on factors like political support, funding availability, ecological considerations, and design limitations, all of which influence the relative ease or difficulty of implementing the project effectively.</p>   | <p>Medium (2): Projects face manageable challenges and obstacles related to; current low usage of public right of way, ecological concerns or design challenges.</p>   |
|  |  | <p>Low (1): The project does not integrate or align with existing public rights of way and/or significant design constraints result in the public right of way not being passable.</p>   |
| Integration with Market Town Investment Plans  | <p>This would be a qualitative assessment based on the extent to which the project aligns with the ambition and list of interventions outlined within Market Town Investment Plans created by Herefordshire Council.</p>   | <p>High (3): Projects have been listed for development within Market Town Investment Plans and/or align with the overarching vision and strategy for the market town.</p>  |
|  |  | <p>Medium (2): Projects moderately align with the vision and objectives of the market town.</p>  |
|  |  | <p>Low (1): The project does not integrate or align with the Market Town Investment Plan.</p>  |
| Multi-Modal Integration                        | <p>This is an assessment of how well the routes connect with other modes of transport across rural areas. This is important given the considerable distances required in rural areas, meaning walking and cycling considerable distances is not necessarily feasible. This factor would seek to take this into account by understanding the connections with bus, rail, park &amp; ride and horse riding, ensuring that routes provide a seamless journey.</p> | <p>High (3): Routes are well-connected with other modes of transport, providing seamless transitions for users. High accessibility and convenience are ensured. Examples include direct connections to bus stops, train stations, or park-and-ride facilities along the route.</p> |
|  |  | <p>Medium (2): Routes have some connection with other modes of transport, but improvements are needed. Accessibility to public transport options is present but could be enhanced. Examples include nearby bus stops or train stations that require moderate detours.</p>          |
|  |  | <p>Low (1): Routes have minimal or no connection with other modes of transport. There are significant gaps in accessibility, making combined travel difficult. Examples include no nearby bus stops, train stations, or park-and-ride facilities.</p>                              |



# Prioritised list of projects in the city of Hereford

| Rank | Overall Rank | Alignment  | Reduce Speed Limits | Highway Maintenance | Wayfinding & Signage | Dropped Kerbs / Tactile Paving Package |
|------|--------------|--|---------------------|---------------------|----------------------|--|
| 1    | 1            | Aylestone Hill to College Road via. Aylestone Park                   |                     |                     |                      |  |
| 2    | 1            | Aylestone Hill to Venns Lane   |                     | ✓                   | ✓                    |  |
| 3    | 3            | Aylestone Hill to Hereford City Link Road / Commercial Road junction | ✓                   | ✓                   | ✓                    |  |
| 4    | 3            | Tillington Road  | ✓                   | ✓                   | ✓                    |  |
| 5    | 3            | Yazor Brook to Grandstand Road                                       |                     | ✓                   | ✓                    |  |
| 6    | 3            | Safer Routes to School (levelling up fund)                           |                     |                     |                      |  |
| 7    | 7            | A49 Ross Road to A465 Belmont Road (Walnut Tree Avenue)              |                     | ✓                   |                      | ✓                                      |
| 8    | 7            | High Town, St Peter's Street to St Peter's Square junction           |                     |                     |                      |  |
| 9    | 7            | Holme Lacy Road to A49 Ross Road                                     | ✓                   | ✓                   | ✓                    | ✓                                      |

**Table 14** List of prioritised projects in the city of Hereford (1)

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## Summary of design recommendations

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- Consider removal or redesign barriers into Aylestone Park to ensure the route is accessible to pedestrians and cyclists with a minimum 1.5m gap and cut back on vegetation
- Consider recommendations along A465 Aylestone Hill as per levelling up fund programme (Continuation of cycle track into Aylestone Park).
- Consider lighting along route through Aylestone Park

- 
- Enable a route for cycle traffic and improve walkability (assumed to be achieved through levelling up fund programme)

- 
- Enable a route for cycle traffic and improve walkability through junction improvements (assumed to align with levelling up fund programme)

- 
- Consider potential modal filter on Tillington Road to create a low-traffic environment for walking and cycling

- 
- Consider lighting to avoid sense of isolation when dark and improve perceived safety
  - Consider providing additional rest spots beside path

- 
- Enable route for cycle traffic and improve walkability to/from schools (assumed to be achieved through Safer Routes to School programme)

- 
- Consider signalised crossing on Walnut Tree Avenue to provide pedestrian access to Our Lady's Catholic Primary School

- 
- Consider placemaking and additional cycle parking provision and planting/trees on High Town
  - Consider extending timeframe for cycling along High Town (currently between 4:30pm and 10:30am) to establish a pedestrian and cycle zone

- 
- Align with ambitions and ongoing work being completed on Holme Lacy Road as per levelling up fund proposals (i.e. Improved cycle and pedestrian amenities along Holme Lacy Road)
-

| Rank | Overall Rank | Alignment   | Reduce Speed Limits | Highway Maintenance | Wayfinding & Signage | Dropped Kerbs / Tactile Paving Package |
|------|--------------|---|---------------------|---------------------|----------------------|--|
| 10   | 7            | Plough Lane / Whitecross Road   |                     | ✓                   | ✓                    | ✓                                      |
| 11   | 7            | Union Walk / St Guthlac Street, Turner Street to St Owen Street (A438). | ✓                   | ✓                   | ✓                    | ✓                                      |
| 12   | 7            | Widemarsh Street / Hereford City Link Road                              | ✓                   |                     |                      | ✓                                      |
| 13   | 7            | Quiet Routes Package (levelling up fund)                                |                     |                     |                      |  |
| 14   | 7            | Holme Lacy Road Cycle Improvements (levelling up fund)                  |                     |                     |                      |  |
| 15   | 15           | Friars Street   |                     |                     |                      |  |
| 16   | 15           | Hunderton Road / Belmont Road   | ✓                   |                     |                      | ✓                                      |
| 17   | 15           | Northolme Road / Off-road connection to Golden Post Road.               |                     | ✓                   | ✓                    |  |
| 18   | 15           | Yazor Brook / Yazor Road junction                                       |                     | ✓                   | ✓                    |  |
| 19   | 20           | A465 / Folly Lane   | ✓                   | ✓                   | ✓                    |  |
| 20   | 20           | A465 City Link Road to Widemarsh Street                                 | ✓                   | ✓                   | ✓                    |  |
| 21   | 20           | A465 to A49 Edgar Street  | ✓                   |                     | ✓                    |  |

**Table 15** List of prioritised projects in the city of Hereford (2)

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## Summary of design recommendations

- 
- Consider pedestrian signal crossing across Whitecross Road
  - Investigate provision of a raised crossing across Plough Lane. Consider tighten junction radii to improve walkability and reduce vehicle speeds when turning

- 
- Set out an action plan for enabling contraflow cycling along Union Walk to allow for greater permeability of the cycle network and improve pedestrian/cycle connectivity to Hereford Bus Station

- 
- Consider toucan crossing on Widemarsh Street / Hereford City Link Road upgrading current pedestrian only signal crossing. This would provide access for cyclists to connect to shared use path on northern side of Hereford City Link Road and improve walkability

- 
- Enable routes for cycle traffic with minimal interaction with motor traffic (assumed to be achieved through Quiet Routes package as per levelling up fund programme) and pedestrian improvements

- 
- Enable a route for cycle traffic and improve walkability (assumed to be achieved through levelling up fund programme)

- 
- Set out an action plan for enabling contraflow cycling along Friars Street to improve connectivity and provide greater permeability of the cycle network and pedestrian improvements

- 
- Consider signalised crossing for pedestrians to connect Great Western Way via. Hunderton Road to Walnut Tree Avenue as well providing improved pedestrian accessibility to bus stop provision along Hunderton Road

- 
- Consider appropriate lighting and surface improvements to provide smooth journey for cyclists
  - Consider straight ahead cycle priority crossing across Abbottsmead Road and pedestrian improvements

- 
- Consider additional crossing time at Toucan Crossing installed between Yazor Brook and Yazor Road
  - Widen existing shared use path to improve the level of service for pedestrians and cycle traffic

- 
- Align changes with ongoing design development of corridor improvements along Aylestone Hill (enabled by levelling up funding)

- 
- Consider extending shared use path along City Link Road on either side of the carriageway to improve walkability and cycle accessibility
  - Upgrade signalised crossing to Toucan Crossing to facilitate north-south movement across City Link Road

- 
- Consider extending shared use path along City Link Road on either side of the carriageway improve cycle accessibility and walkability
-

| Rank | Overall Rank | Alignment  | Reduce Speed Limits | Highway Maintenance | Wayfinding & Signage | Dropped Kerbs / Tactile Paving Package |
|------|--------------|--|---------------------|---------------------|----------------------|--|
| 22   | 20           | Great Western Way, Barton Road to A49 Victoria Street                    | ✓                   | ✓                   | ✓                    | ✓                                      |
| 23   | 20           | Great Western Way, Canonmoor Street to Edgar Street                      |                     | ✓                   | ✓                    | ✓                                      |
| 24   | 20           | Great Western Way, Eign Street to Plough Lane / Yazor Brook link         |                     |                     | ✓                    | ✓                                      |
| 25   | 20           | Grove Road / Green Street  |                     | ✓                   | ✓                    |  |
| 26   | 20           | Hunderton Road to Great Western Way                                      | ✓                   | ✓                   | ✓                    | ✓                                      |
| 27   | 20           | Roman Road / Holmer Road junction to Holmer Road / Newtown Road junction |                     |                     |                      |  |
| 28   | 20           | Ross Road / Holme Lacy Road / Walnut Tree Avenue                         | ✓                   | ✓                   | ✓                    | ✓                                      |
| 29   | 20           | The Co-Operative Food / Three Elms Road                                  |                     |                     |                      |  |
| 30   | 20           | Venns Lane / Aylestone Hill (A465)                                       | ✓                   | ✓                   | ✓                    |  |

**Table 16** List of prioritised projects in the city of Hereford (3)

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## Summary of design recommendations

---

- Investigate provision of raised crossings of Broomy Hill / Barton Road. Consider tighten junction radii / continuous crossing treatments

---

- Consider removal or redesign barriers to ensure the connection onto GWW from Canonmoor Street is accessible to pedestrians and cyclists with a minimum 1.5m gap

---

- Widen existing shared use path to improve the level of service for pedestrians and cycle traffic. Extend shared use path to connect to Heineken and Yazor Brook

---

- Investigate making Green Street one-way for motor traffic to allow footway widening, whilst retaining two-way for cycling

---

- Remove or redesign barriers on Pembridge Close to ensure the route is accessible to pedestrians and cyclists with a minimum 1.5m gap to connect to Great Western Way

- Establish appropriate side road entry treatment onto Hunderton Road i.e. continuous crossings and tighten junction radii

---

- Set out an action plan for enabling contraflow cycling along Holmer Road service road, providing linear route following the highly trafficked A49 to allow for greater permeability of the cycle network and pedestrian improvements

---

- Set out an action plan to improve this junction to enable multimodal movement, matching those being developed for Holme Lacy Road

---

- Consider signalised toucan crossing across Three Elms Road, connecting to the service road adjacent to The Co-Operative

---

- Align changes with ongoing design development of corridor improvements along Aylestone Hill (enabled by levelling up funding)

---

| Rank | Overall Rank | Alignment  | Reduce Speed Limits | Highway Maintenance | Wayfinding & Signage | Dropped Kerbs / Tactile Paving Package |
|------|--------------|--|---------------------|---------------------|----------------------|--|
| 31   | 20           | Venns Lane to Venns Lane/ Aylestone Hill junction  | ✓                   | ✓                   | ✓                    |  |
| 32   | 20           | Walnut Tree Avenue / A465 Belmont Road   | ✓                   |                     |                      | ✓                                      |
| 33   | 20           | Widemarsh Street to New Market Street / Blue School Street (A438)                                      | ✓                   | ✓                   | ✓                    |  |
| 34   | 36           | Broad Street, Church Street, Hereford Cathedral, Castle Street, Ferrers Street to East Street junction | ✓                   |                     |                      |  |
| 35   | 36           | College Road to Venns Lane   | ✓                   | ✓                   | ✓                    |  |
| 36   | 36           | East Street, St Ethelbert Street, Cantilupe Street, Mill Street, Nelson Street                         |                     | ✓                   | ✓                    | ✓                                      |
| 37   | 36           | Edgar Street / A465 / Prior Street   | ✓                   | ✓                   | ✓                    | ✓                                      |
| 38   | 36           | Edgar Street / Blackfriars Street  | ✓                   |                     |                      | ✓                                      |
| 39   | 36           | Edgar Street, Blackfriars Street, Widemarsh Street, Coningsby Street to Canal Road                     | ✓                   | ✓                   | ✓                    | ✓                                      |
| 40   | 36           | Eign Street / Grimmer Road / Whitecross Road   |                     |                     | ✓                    | ✓                                      |

**Table 17** List of prioritised projects in the city of Hereford (4)

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## Summary of design recommendations

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### Package of measures along Venns Lane:

- Increase frequency of crossings for pedestrians
  - Explore footway widening along route, particularly outside Primary School
  - Traffic calming features to provide priority for cyclists and pedestrians across side roads
  - Provide lighting along the route
  - Review car parking, exploring opportunities for formalisation and/or restrictions
- 
- Consider upgrading uncontrolled crossing on Belmont Road to signalised crossing
  - Investigate provision of a raised crossing across Highmoor Street. Consider tighten junction radii / continuous crossing treatments
- 
- Upgrade zebra crossing outside St Thomas Cantilupe Street to signalised pedestrian crossing
  - Investigate provision of a raised crossing across side roads. Consider tighten junction radii / continuous crossing treatments
- 
- Consider upgrading zebra crossing on Broad Street to a cycle priority / parallel crossing. This would provide cycle access into Hereford Cathedral
  - Set out an action plan for enabling contraflow cycling on Broad Street / High Street to allow for greater permeability of the cycle network
- 
- Consider reducing speed through and on the approach to junction through traffic calming features
  - Consider continuous footway or raised crossing across College Road onto Venns Lane. Consider tighten junction radii to slow vehicle turning speeds and reduce crossing distance to improve walkability
- 
- Investigate provision of raised crossings across side roads from St Ethelbert Street and Cantilupe Street. Consider tighten junction radii / continuous crossing treatments
  - Set out an action plan for enabling contraflow cycling along East Street through enforcing access-only order for motor vehicles
- 
- Consider a wider toucan crossing and improve access onto Prior Street
- 
- Consider replacing stagger toucan crossing with a single stage crossing to access Edgar Street and Blackfriars Street shared use facility for improved walkability and cycle access
- 
- Consider upgrading uncontrolled crossing to signalised crossing to support pedestrian safety
  - Explore traffic calming features to enhance cyclist safety on carriageway
- 
- Consider upgrading signalised crossing on Grimmer Road outside of Sainsburys to Toucan Crossing, implementing shared use path to connect across Grimmer Road to GWW
  - Tighten junction radii and raised entry treatments on approach to junction to slow vehicle speeds at conflict point on A49
-

| Rank | Overall Rank | Alignment   | Reduce Speed Limits | Highway Maintenance | Wayfinding & Signage | Dropped Kerbs / Tactile Paving Package |
|------|--------------|---|---------------------|---------------------|----------------------|--|
| 41   | 36           | Golden Post Road, Villa Street  | ✓                   |                     |                      |  |
| 42   | 36           | Grandstand Road / Highmore Street / Sidney Box Drive  |                     | ✓                   | ✓                    | ✓                                      |
| 43   | 36           | Grove Road / St Owen's Street junction  |                     |                     |                      |  |
| 44   | 36           | King George V Playing Fields to St Martin's Street  |                     | ✓                   | ✓                    |  |
| 45   | 36           | Monkmoor Street, Canal Road to Station Approach   |                     | ✓                   | ✓                    | ✓                                      |
| 46   | 36           | Outfall Works Road to Holme Lacy Road / The Straight Mile junction  |                     | ✓                   | ✓                    |  |
| 47   | 36           | Sidney Box Drive, Grandstand Road, Millbrook Street and Prior Street to A49 via. Westfields Football Club |                     |                     |                      |  |
| 48   | 36           | St Martin's Street / Gwynne Street  |                     | ✓                   | ✓                    | ✓                                      |
| 49   | 36           | Venns Lane / College Road   | ✓                   |                     |                      | ✓                                      |
| 50   | 36           | Villa Street / River route connecting to St Martin's Street   |                     |                     | ✓                    |  |

**Table 18** List of prioritised projects in the city of Hereford (5)

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## Summary of design recommendations

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- Provide dedicated pedestrian space to access onto Great Western Way

- 
- Consider signalised crossing across Grandstand Road onto Highmore Street as well connecting to bus stop provision on Grandstand Road
  - Consider dropped kerbs and tactile paving on pedestrian desire line to access bus stop
  - Investigate provision of a raised crossing across Highmoor Street. Consider tighten junction radii / continuous crossing treatments
- 
- Investigate provision of raised crossings across St Owen's Street. Consider tighten junction radii / continuous crossing treatments

- 
- Consider widening shared-use path width to desirable widths of 3-5m for pedestrians and cyclists
  - Remove or redesign existing bollards on link between King George V Playing Field at St Martin's Street to ensure route is accessible to all with a minimum 1.5m gap
  - Surface improvement with camber and side drains, including marked painted cycle symbols

- 
- Set out an action plan for enabling contraflow cycling along Monkmoor Street
  - Implement signalised crossing on Commercial Road to provide access onto Monkmoor Street

- 
- Consider appropriate lighting along Outfall Works Road & Canary Bridge
  - Consider placemaking or public realm improvements to increase social safety and attractiveness for walking and cycling

- 
- Align proposals with new development access from Chave Court Close, seeking to reduce traffic levels along Grandstand Road and potential upgrades along off-highway route through Westfields, connecting towards Heineken for pedestrians and cyclists

- 
- Explore reducing carriageway width
  - Set out an action plan for enabling contraflow cycling along Gwynne Street
  - Consider upgrading current pedestrian crossing located on St Martin's Street to Toucan Crossing to provide connectivity across to River Shared Use Paths

- 
- Consider signalised crossing with separate cycle stage parallel to provide east-west connectivity and improve walkability

- 
- Widen exiting shared use path to improve the level of service for pedestrians and cycle traffic
-

| Rank | Overall Rank | Alignment  | Reduce Speed Limits | Highway Maintenance | Wayfinding & Signage | Dropped Kerbs / Tactile Paving Package |
|------|--------------|--|---------------------|---------------------|----------------------|--|
| 51   | 56           | A49 Victoria Street, St Nicholas Street to King Street/Broad Street junction   | ✓                   | ✓                   | ✓                    | ✓                                      |
| 52   | 56           | Commercial Road / Monkmoor Street  |                     | ✓                   |                      | ✓                                      |
| 53   | 56           | Commercial Road / Union Walk   | ✓                   | ✓                   | ✓                    | ✓                                      |
| 54   | 56           | Commercial Road to Bath Street   | ✓                   | ✓                   | ✓                    |  |
| 55   | 56           | Edgar Street / Canonmoor Street  |                     | ✓                   | ✓                    | ✓                                      |
| 56   | 56           | Eign Road, Hampton Park Road, St Margaret's Road, Vineyard Road, Old Eign Hill, Hampton Dene Road to A438 Ledbury Road | ✓                   | ✓                   | ✓                    | ✓                                      |
| 57   | 56           | Grandstand Road / Yazor Road   |                     | ✓                   | ✓                    | ✓                                      |
| 58   | 56           | Newtown Road (A49) / Edgar Street/ Farriers Way  | ✓                   |                     |                      | ✓                                      |
| 59   | 56           | Ledbury Road (From Hampton Dene Road to Lumber Lane)   | ✓                   | ✓                   | ✓                    | ✓                                      |

**Table 19** List of prioritised projects in the city of Hereford (6)

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## Summary of design recommendations

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- Improve pedestrian connectivity through continuous crossings across Berrington Street

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- Consider improvements to pedestrian footways on Commercial Road, widening where appropriate and improving condition of footway across Monkmoor Street

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- Consider footway widening and reducing junction radii on Union Walk

---

- Consider priority to pedestrians across side roads through continuous crossings
- Review car parking along Commercial Road, exploring opportunities for rationalisation
- Tie into Aylestone Hill levelling up fund Proposals

---

- Review and action policies that enable removal of street clutter to maintain suitable widths for walking and cycling

---

- Measures along streets which seek to reduce vehicle speeds and tighten junction radii to slow vehicle turning speeds and improve walkability
- Consider area wide measures to reduce overall motor traffic volumes to allow for most people to feel comfortable cycling on carriageway mixed with motor traffic

---

- Junction redesign, introducing signalised junction with Advanced Stop Lines for cyclists
- Consider footway widening and tighten junction radii on Yazor Road to improve walkability

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- Consider reducing traffic speeds and reduce lane width so that other traffic cyclists can safely share the single lane entries, exits and circulatory carriageway position

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- Measures along streets which seek to reduce vehicle speeds and tighten junction radii to slow vehicle turning speeds and improve walkability
- Consider area wide measures to reduce overall motor traffic volumes to allow for most people to feel comfortable cycling on carriageway mixed with motor traffic

---

| Rank | Overall Rank | Alignment  | Reduce Speed Limits | Highway Maintenance | Wayfinding & Signage | Dropped Kerbs / Tactile Paving Package |
|------|--------------|--|---------------------|---------------------|----------------------|--|
| 60   | 76           | Blue School Street / Commercial Road / Commercial Street / Union Street              | ✓                   | ✓                   | ✓                    | ✓                                      |
| 61   | 76           | Blue School Street / Widemarsh Street  | ✓                   | ✓                   | ✓                    | ✓                                      |
| 62   | 76           | Commercial Road / Hereford City Link Road / Aylestone Hill                           | ✓                   | ✓                   | ✓                    | ✓                                      |
| 63   | 76           | Edgar Street / Victoria Street / Portland Street / A438                              | ✓                   | ✓                   | ✓                    | ✓                                      |
| 64   | 76           | Hampton Dene Road / Ledbury Road (A438) junction                                     |                     |                     |                      |  |
| 65   | 76           | Holme Lacy Road / Hinton Road junction to Hinton Road / King George V Playing Fields |                     | ✓                   | ✓                    | ✓                                      |

**Table 20** List of prioritised projects in the city of Hereford (7)

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## Summary of design recommendations

- Reduce turning motor traffic movements in order to retain reasonable levels of capacity for motorised through-traffic on the A438
- Introduce controlled pedestrian crossings on all arms of junction
- Narrow Blue School Street to two motor traffic lanes in both directions; take a long-term view and consider bus lanes in both directions along the A438 to enable quick and reliable bus journeys; consider these lanes as 'mobility lanes' for sustainable transport
- Coordinate changes on Union Street with city centre traffic circulation plans; reversing the flow of general traffic on Union Street could be explored to support traffic circulation plans

---

- Align changes with ongoing design development of corridor improvements along Blue School Street (enabled by levelling up funding) Consider bus lanes in both directions along the A438 to enable quick and reliable bus journeys; consider these lanes as 'mobility lanes' for sustainable transport - consider this holistically with major changes along this corridor and at its junctions

- Reduce turning motor traffic movements in order to retain reasonable levels of capacity for motorised through-traffic on the A438 Protect signalised movements for cycle traffic prioritising north-south movements

- Remove right-turn slip lane; introduce controlled crossing for pedestrians

- Consider removal of staggered crossing and redesign a straight-ahead crossing for pedestrians

---

- Consider a long-term plan for a major redesign of this junction to enable growth in walking, wheeling and cycling

---

- Implement signalised crossing on Ledbury Road to improve pedestrian connectivity

---

Package of measures along Holme Lacy Road, aligning with levelling up fund programme:

- Consider centre line removal to reduce traffic speeds along Hinton Road
  - Consider tightening roundabout of Hinton Road / Peregrine Close to facilitate cyclist movements
  - Consider appropriate parking management measures e.g. pavement parking
  - Investigate redesign of Hinton Road / Hinton Crescent roundabout to signalised T-junction (subject to traffic flows)
  - Consider appropriate surfacing treatments to provide easy access from carriageway onto shared-use path through King George V Playing Fields
-

| Rank | Overall Rank | Alignment   | Reduce Speed Limits | Highway Maintenance | Wayfinding & Signage | Dropped Kerbs / Tactile Paving Package |
|------|--------------|---|---------------------|---------------------|----------------------|--|
| 66   | 76           | Nelson Street, Green Lane, Halford Street, Park Street, Crozen Lane to Outfall Works Road Junction. |                     | ✓                   | ✓                    | ✓                                      |
| 67   | 76           | Newtown Road (A49), Holmer Road (A49) and Priory Place junction                                     | ✓                   | ✓                   | ✓                    | ✓                                      |
| 68   | 76           | Priory Place to Newtown Road / Holmer Road junction   | ✓                   | ✓                   | ✓                    | ✓                                      |
| 69   | 76           | St Peter's Square, St Owen Street to junction with Green Street / A438 Junction                     | ✓                   | ✓                   | ✓                    | ✓                                      |
| 70   | 76           | Widemarsh Street (from New Market Street), High Street to West Street/East Street junction          |                     |                     | ✓                    | ✓                                      |
| 71   | 92           | A49 Victoria Street / St Nicholas Street / Barton Road  | ✓                   | ✓                   | ✓                    | ✓                                      |
| 72   | 92           | A49 Victoria Street / A438 Eign Street / Bewell Street  | ✓                   |                     |                      | ✓                                      |
| 73   | 92           | Off-road Widemarsh Brook rail line  |                     |                     | ✓                    |  |

**Table 21** List of prioritised projects in the city of Hereford (8)

---

## Summary of design recommendations

- 
- Measures along streets which seek to reduce vehicle speeds and tighten junction radii to slow vehicle turning speeds and improve walkability
  - Consider area wide measures to reduce overall motor traffic volumes to allow for most people to feel comfortable cycling on carriageway mixed with motor traffic

- 
- Consider major redesign of junction to provide segregated space for cyclists

- 
- Measures along streets which seek to reduce vehicle speeds and tighten junction radii to slow vehicle turning speeds and improve walkability
  - Consider area wide measures to reduce overall motor traffic volumes to allow for most people to feel comfortable cycling on carriageway mixed with motor traffic

- 
- Measures along streets which seek to reduce vehicle speeds and tighten junction radii to slow vehicle turning speeds and improve walkability
  - Consider area wide measures to reduce overall motor traffic volumes to allow for most people to feel comfortable cycling on carriageway mixed with motor traffic

---

Upgrade priority feature on Hinton Road to incorporate cycle bypass

- 
- Reduce turning motor traffic movements in order to retain reasonable levels of capacity for motorised through traffic on the A49. Protect signalised movements for cycle traffic prioritising east-west movements

- Introduce controlled pedestrian crossings on all arms of junction; tighten junction radii at junction where reasonable to increase level of service for pedestrians

- Remove left turn slip lane

- 
- Remove pedestrian underpass on A49
  - Investigate providing at-grade crossings to replace underpass

- 
- Consider reopening redundant rail line to provide a continuation of the GWW to link it with Newtown Road and on to Burcott Road and the employment sites in that area
-

# Prioritised list of projects in market towns and other areas

| Rank | Overall Rank | Alignment                                    | Reduce Speed Limits | Highway Maintenance | Wayfinding & Signage | Dropped Kerbs / Tactile Paving Package |
|------|--------------|--|---------------------|---------------------|----------------------|--|
| 1    | 15           | Ruckhall Lane to Dorchester Way              |                     | ✓                   | ✓                    |  |
| 2    | 20           | A4103 to A480                                |                     | ✓                   |                      |  |
| 3    | 36           | B4224 Fownhope / Wallflower Row / Eign Road  | ✓                   | ✓                   | ✓                    |  |
| 4    | 36           | Rainbow Street / A44 New Street / Green Lane | ✓                   |                     |                      | ✓                                      |
| 5    | 36           | Ross on Wye Urban Area                       | ✓                   | ✓                   | ✓                    | ✓                                      |
| 6    | 56           | A480, Station Road                           |                     |                     | ✓                    | ✓                                      |
| 7    | 56           | Brampton Road                                | ✓                   | ✓                   | ✓                    |  |
| 8    | 56           | Cranes Lane to Milers Close via. Kenwater    |                     | ✓                   | ✓                    |  |
| 9    | 56           | Ledbury Urban Area                           | ✓                   | ✓                   | ✓                    | ✓                                      |
| 10   | 56           | Ledbury Urban Area                           | ✓                   | ✓                   | ✓                    | ✓                                      |

**Table 22** List of prioritised projects in market towns and other areas (1)

---

## Summary of design recommendations

---

- Explore extending off carriageway walking/cycling route from Abby View East to Ruckhall Lane, connecting to shared use path through Belmont (subject to land ownership discussions)

---

- Improve surfacing along shared use path and remove white line segregation
- Cut back and maintain vegetation, exploring opportunities for widening shared use path
- Investigate provision of raised crossings across side roads. Consider tighten junction radii / continuous crossing treatments

---

- Investigate placemaking and consider appropriate surface treatments, centre line removal and footway widening to improve walkability and cycle accessibility

---

- Consider signalised toucan crossing across A44 from Rainbow Street to Green Lane

---

- Recommendations outlined within Ross-on-Wye Investment Plan (i.e. High Street pedestrianisation)

---

- Consider widening shared use path along full extent of A480 from Roundabout to avoid cycling in carriageway, potentially through investigating "behind the hedge" routes
- Consider appropriate toucan crossing near Stirling Lines to facilitate safe crossing from shared use path to base
- Consider lighting along full route to avoid sense of isolation

---

- Consider traffic calming feature such as build-outs, road humps, chicanes and planters along Brampton Road to create slower speed environment
- Consider additional signalised crossing point(s) across Brampton Road
- Investigate provision of raised crossings across side roads along Brampton Road. Consider tighten junction radii / continuous crossing treatments

---

- Widen shared-use path to 3m if feasible, providing traffic free route across residential area
- Resurfacing of off-carriageway route across River Kenwater, which is currently loose material

---

Package B as outlined within Ledbury Transport Strategy. This includes:

- Real time information especially by the Market House, War Memorial and railway station
- Upgrading of PT facilities within the town centre to include shelters, kerbing etc.
- Widened footway to increase public space around Market House including additional parking capacity
- Implement Bye Street / Town Trail Crossing

---

Package C as outlined within Ledbury Transport Strategy. This includes:

- Town Trail refurbishment, resurfacing and widening where appropriate

---

|    |    |                               |   |   |   |   |
|----|----|-------------------------------|---|---|---|---|
| 11 | 56 | Ledbury Urban Area            | ✓ | ✓ | ✓ | ✓ |
| 12 | 56 | Bromyard Urban Area           | ✓ | ✓ | ✓ | ✓ |
| 13 | 56 | Kington Urban Area            | ✓ | ✓ | ✓ | ✓ |
| 14 | 56 | Leominster Urban Area         | ✓ | ✓ | ✓ | ✓ |
| 15 | 56 | Ross-on-Wye Urban Area        | ✓ | ✓ | ✓ | ✓ |
| 16 | 56 | Ross-on-Wye Urban Area        | ✓ |   |   |   |
| 17 | 76 | A4103 / A480 Roundabout       | ✓ | ✓ |   |   |
| 18 | 76 | Ruckhall Lane to Belmont Pool | ✓ | ✓ |   |   |
| 19 | 76 | Kington Urban Area            | ✓ | ✓ | ✓ | ✓ |
| 20 | 76 | Ross-on-Wye Urban Area        | ✓ | ✓ |   |   |

**Table 23** List of prioritised projects in market towns and other areas (2)

---

Area-wide pedestrian improvements across the town to enhance walking. This includes:

- Consider removal of guard railings, replaced with public realm improvements such as green infrastructure and rest areas
- 'Gateway Features' designed to slow down motor vehicles entering Ledbury (e.g. Ledbury Railway Station)
- Consider frequency of controlled pedestrian crossings (e.g. along The Homend)
- Consider continuous crossings, providing priority for pedestrians
- Benches across the town to provide suitable resting spots
- Dropped kerbs and tactile paving package to create inclusive, accessible crossing points

---

Area-wide pedestrian improvements across the town to enhance walking. This includes:

- Consider removal of guard railings, replaced with public realm improvements such as green infrastructure and rest areas
- 'Gateway Features' designed to slow down motor vehicles
- Consider frequency of controlled pedestrian crossings
- Consider continuous crossings, providing priority for pedestrians
- Benches across the town to provide suitable resting spots
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- Benches across the town to provide suitable resting spots
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- 'Gateway Features' designed to slow down motor vehicles
- Consider frequency of controlled pedestrian crossings
- Consider continuous crossings, providing priority for pedestrians
- Benches across the town to provide suitable resting spots
- Dropped kerbs and tactile paving package to create inclusive, accessible crossing points

---

Package C as outlined within Ross on Wye Movement Study:

- 20mph zones: Implementation including around schools and in the town centre

---

- Introduce signal control to the roundabout, with protected space or other suitable facilities for cycling and pedestrian improvements

---

- Junction improvement from Ruckhall Lane & A465. Implement signalised toucan crossing and shared use path along A465 to connect to Belmont Pool

---

- Implement recommendations outlined within Kington Transport Study

---

- Package E as outlined within Ross on Wye Movement Study: Address traffic flow and pedestrian safety on Copse Cross Street

---

|    |     |   |   |   |   |   |
|----|-----|---|---|---|---|---|
| 21 | 76  | Roman Road<br>(from Tillington<br>Road to Stretton<br>Sugwas) |   | ✓ | ✓ |   |
| 22 | 92  | Brampton Road<br>to Common Hill<br>Lane                       | ✓ | ✓ | ✓ |   |
| 23 | 92  | Milers Close to<br>Lugg Green Road<br>(via. Eyton)            | ✓ | ✓ | ✓ |   |
| 24 | 92  | Milers Close to<br>Luston (Eye Lane)                          | ✓ | ✓ | ✓ |   |
| 25 | 92  | Ledbury Urban<br>Area   | ✓ | ✓ | ✓ | ✓ |
| 26 | 92  | Bromyard Urban<br>Area  | ✓ | ✓ | ✓ | ✓ |
| 27 | 92  | Ross-on-Wye<br>Urban Area                                     | ✓ |   |   |   |
| 28 | 101 | Kingstone to<br>Ruckhall Lane                                 | ✓ | ✓ | ✓ |   |
| 29 | 101 | Ledbury Urban<br>Area   | ✓ | ✓ | ✓ | ✓ |
| 30 | 101 | Bromyard Urban<br>Area  | ✓ | ✓ | ✓ | ✓ |
| 31 | 101 | Kington Urban<br>Area   | ✓ | ✓ | ✓ | ✓ |
| 32 | 101 | Leominster Urban<br>Area                                      | ✓ | ✓ | ✓ | ✓ |
| 33 | 101 | Ross-on-Wye<br>Urban Area                                     | ✓ | ✓ | ✓ | ✓ |
| 34 | 101 | St Peters Field   |   |   |   |   |
| 35 | 109 | Bridleway from<br>Station Road to<br>Roman Road               |   | ✓ | ✓ |   |
| 36 | 109 | Eye Lane to<br>Berrington Hall                                | ✓ | ✓ | ✓ |   |
| 37 | 109 | Hereford to<br>Ledbury Slow<br>Way Route                      |   | ✓ | ✓ | ✓ |
| 38 | 109 | Hereford to Ross<br>on Wye Slow Way<br>Route                  |   | ✓ | ✓ | ✓ |
| 39 | 109 | Leominster to<br>Bromyard Slow<br>Way Route                   |   | ✓ | ✓ | ✓ |

**Table 24** List of prioritised projects in market towns and other areas (3)

|   |
|---|
| - Interventions to improve pedestrian movement and cycle traffic across all side road junctions for shared use facility   |
| - Consider implementing closely spaced (100mm) threaded rod bars for cattle grids   |
| - Traffic calming features e.g. warning signs<br>- Implement appropriate lighting<br>- Public realm improvements (Gateway Features) to signify entrance to Kingsland  |
| - Traffic calming features to provide priority for cyclists<br>- Public realm improvements (Gateway Features) to signify entrance to Luston   |
| - Recommendations outlined within Ledbury Market Town Investment Plan   |
| - Recommendations outlined within Bromyard Traffic Management Study   |
| - Package A - New pedestrian crossings in the town (Hildersley, Archenfield Road and Wilton Road)   |
| - Reduce through traffic volumes if required to adopt Quiet Lane Principles (if identified as a problem) along Ruckhall Lane  |
| - Recommendations outlined within Ledbury Transport Study package A: Widening narrow footbridge on Town Trail over Orchard Lane   |
| - Recommendations outlined within Market Town Investment Plan, notably Bromyard Greenway restoration  |
| - Recommendations outlined within Kington Economic Investment Plan (i.e. Kington High Street improvements)  |
| - Recommendations outlined within Market Town Investment Plan (i.e. Mobility Hub & Greenway Development)  |
| - Recommendations outlined within Ross-on-Wye Investment Plan (i.e. Brampton & Sellack Cycleway/ Cycle network development)   |
| - Reduce through traffic volumes if required to adopt Quiet Lane Principles (if identified as a problem) along road linking into Withington   |
| - Implement smooth surfacing along Bridleway to provide a sealed surface to enable cycling to take place all-year round<br>- Implement appropriate lighting   |
| - Traffic calming features to provide priority for cyclists   |
| Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives |
| Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives |
| Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives |

|    |     |   |   |   |   |   |
|----|-----|---|---|---|---|---|
| 40 | 109 | Ross-on-Wye Urban Area                  | ✓ |   |   |   |
| 41 | 109 | Ross-on-Wye Urban Area                  |   |   |   |   |
| 42 | 109 | Lumber Lane to A4103 Junction           | ✓ | ✓ | ✓ |   |
| 43 | 117 | Bromyard to Ledbury Slow Way Route      |   | ✓ | ✓ | ✓ |
| 44 | 117 | Bromyard to Leominster                  |   |   | ✓ |   |
| 45 | 117 | Hereford to Bromyard Slow Way Route     |   | ✓ | ✓ | ✓ |
| 46 | 117 | Hereford to Leominster Slow Way Route   |   | ✓ | ✓ | ✓ |
| 47 | 117 | Pontrilas to Hay-on-Wye                 |   |   | ✓ |   |
| 48 | 117 | River Wye                               |   |   |   |   |
| 49 | 117 | A4103 Junction                          | ✓ | ✓ |   |   |
| 50 | 124 | Bartonsham Meadows Permissive Path      |   |   |   |   |
| 51 | 124 | Bromyard to Knightwick Slow Way Route   |   | ✓ | ✓ | ✓ |
| 52 | 124 | Great Western Way                       |   |   | ✓ |   |
| 53 | 124 | Hay-on-Wye to Hereford                  |   |   | ✓ |   |
| 54 | 124 | Hereford to Ewyas Harold Slow Way Route |   | ✓ | ✓ | ✓ |
| 55 | 124 | Hereford to Orcop Hill Slow Way Route   |   | ✓ | ✓ | ✓ |
| 56 | 124 | Hundred House to Kington Slow Way Route |   | ✓ | ✓ | ✓ |
| 57 | 124 | Kington to Leominster Slow Way Route    |   | ✓ | ✓ | ✓ |

**Table 25** List of prioritised projects in market towns and other areas (4)

|   |
|---|
| - Recommendations outlined within Ross on Wye Movement Study: Package B New A449 crossing to enhance connectivity north of the town   |
| - Recommendations outlined within Ross on Wye Movement Study: Package F Enhanced riverside walking routes need to be explored with partners and establishment of land ownership/opportunities   |
| - Reduce through traffic volumes if required to adopt Quiet Lane Principles (if identified as a problem) along Lumber Lane  |
| - Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives |
| - Implement the Worcester, Bromyard, Leominster Greenway, converting the historic rail line between Bromyard and Leominster to a new multi-use track, or 'greenway'   |
| - Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives |
| - Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives |
| - Implement the Golden Valley Greenway, converting the historic Hay-on-Wye to Pontrilas rail line into a new active travel route or 'greenway'  |
| - Consider repairs along route for improved walkability and cycle accessibility   |
| - Consider incorporating cycle movement across junction to Withington via. Dedicated cycle signs or cycle priority.   |
| - Highway maintenance of existing modal filter positioned on Ramblers Court   |
| - Consider resurfacing of route, providing machine laid surfacing to enable accessible path for all   |
| - Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives |
| - Resurfacing of route where required   |
| - Implement the Hay-on-Wye to Hereford Greenway, converting the historic Hereford to Hay-on-Wye rail line to a new multi-use track, or 'greenway'   |
| - Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives |
| - Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives |
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| - Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives |

|    |     |  |   |   |   |
|----|-----|--|---|---|---|
| 58 | 124 | Leominster to Ludlow Slow Way Route          | ✓ | ✓ | ✓ |
| 59 | 124 | Leominster to Tenbury Wells Slow Way Route   | ✓ | ✓ | ✓ |
| 60 | 124 | Orcop Hill to Ross on Wye Slow Way Route     | ✓ | ✓ | ✓ |
| 61 | 124 | Ross on Wye to Ledbury Slow Way Route        | ✓ | ✓ | ✓ |
| 62 | 124 | Ross on Wye to Newent Slow Way Route         | ✓ | ✓ | ✓ |
| 63 | 124 | Weobley to Leominster Slow Way Route         | ✓ | ✓ | ✓ |
| 64 | 138 | Bromyard to Clifton upon Teme Slow Way Route | ✓ | ✓ | ✓ |
| 65 | 138 | Bromyard to Malvern Slow Way Route           | ✓ | ✓ | ✓ |
| 66 | 138 | Coleford to Ross on Wye Slow Way Route       | ✓ | ✓ | ✓ |
| 67 | 138 | Hay-on-Wye to Kington Slow Way Route         | ✓ | ✓ | ✓ |
| 68 | 138 | Hay-on-Wye to Peterchurch Slow Way Route     | ✓ | ✓ | ✓ |
| 69 | 138 | Hay-on-Wye to Weobley Slow Way Route         | ✓ | ✓ | ✓ |
| 70 | 138 | Hereford to Peterchurch Slow Way Route       | ✓ | ✓ | ✓ |
| 71 | 138 | Hereford to Weobley Slow Way Route           | ✓ | ✓ | ✓ |
| 72 | 138 | Kington to Presteigne Slow Way Route         | ✓ | ✓ | ✓ |
| 73 | 138 | Kington to Weobley Slow Way Route            | ✓ | ✓ | ✓ |

**Table 26** List of prioritised projects in market towns and other areas (5)



|    |     |   |   |   |   |
|----|-----|---|---|---|---|
| 74 | 138 | Kington to Wigmore Slow Way Route           | ✓ | ✓ | ✓ |
| 75 | 138 | Ledbury to Malvern Slow Way Route           | ✓ | ✓ | ✓ |
| 76 | 138 | Ledbury to Newent Slow Way Route            | ✓ | ✓ | ✓ |
| 77 | 138 | Ledbury to Staunton Slow Way Route          | ✓ | ✓ | ✓ |
| 78 | 138 | Ledbury to Upton upon Severn Slow Way Route | ✓ | ✓ | ✓ |
| 79 | 138 | Llandrindod Wells to Kington Slow Way Route | ✓ | ✓ | ✓ |
| 80 | 138 | Monmouth to Ross on Wye Slow Way Route      | ✓ | ✓ | ✓ |
| 81 | 138 | Peterchurch to Weobley Slow Way Route       | ✓ | ✓ | ✓ |
| 82 | 138 | Ross on Wye to Mitcheldean Slow Way Route   | ✓ | ✓ | ✓ |
| 83 | 138 | Skenfrith to Ross on Wye Slow Way Route     | ✓ | ✓ | ✓ |
| 84 | 138 | Tenbury Wells to Bromyard Slow Way Route    | ✓ | ✓ | ✓ |
|    | 138 | Wigmore to Leominster Slow Way Route        | ✓ | ✓ | ✓ |

**Table 27** List of prioritised projects in market towns and other areas (6)

|   |
|---|
| <p>Mixture of on-road and off-carriageway improvements for walking route. Recommendations include:</p> <ul style="list-style-type: none"> <li>- Highway maintenance, providing a smooth, sealed surface and lighting / vegetation maintenance</li> <li>- Improved wayfinding and signage</li> </ul> |
| <p>- Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives</p>  |
| <p>- Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives</p>  |
| <p>- Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives</p>  |
| <p>- Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives</p>  |
| <p>Mixture of on-road and off-carriageway improvements for walking route. Recommendations include:</p> <ul style="list-style-type: none"> <li>- Highway maintenance, providing a smooth, sealed surface and lighting / vegetation maintenance</li> <li>- Improved wayfinding and signage</li> </ul> |
| <p>- Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives</p>  |
| <p>Mixture of on-road and off-carriageway improvements for walking route. Recommendations include:</p> <ul style="list-style-type: none"> <li>- Highway maintenance, providing a smooth, sealed surface and lighting / vegetation maintenance</li> <li>- Improved wayfinding and signage</li> </ul> |
| <p>- Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives</p>  |
| <p>Mixture of on-road and off-carriageway improvements for walking route. Recommendations include:</p> <ul style="list-style-type: none"> <li>- Highway maintenance, providing a smooth, sealed surface and lighting / vegetation maintenance</li> <li>- Improved wayfinding and signage</li> </ul> |
| <p>Mixture of on-road and off-carriageway improvements for walking route. Recommendations include:</p> <ul style="list-style-type: none"> <li>- Highway maintenance, providing a smooth, sealed surface and lighting / vegetation maintenance</li> <li>- Improved wayfinding and signage</li> </ul> |
| <p>Mixture of on-road and off-carriageway improvements for walking route. Recommendations include:</p> <ul style="list-style-type: none"> <li>- Highway maintenance, providing a smooth, sealed surface and lighting / vegetation maintenance</li> <li>- Improved wayfinding and signage</li> </ul> |



# Integration & application



This chapter will set out recommended behaviour change interventions to be brought forward across the county.

# Behaviour change



# Introducing behaviour change

It is important to establish the scale of local ambition for fostering a culture of active travel, learn lessons from existing behaviour change activities, and in doing so, to take appropriate actions to enable growth in everyday active travel.

## Deciding and delivering

Current levels of walking and wheeling can vary depending on the local context and the level of service for pedestrians provided by streets, footways, crossings, and other transport infrastructure.

Current levels of cycling in towns and villages in the county are generally quite low. This is because existing transport infrastructure tends to exclude most people from being able to cycle.

Of more use than getting a detailed picture of current levels of active travel is instead to establish the level of ambition for growth. It is important to evaluate and communicate the linkage between strategic goals which local growth in active travel can contribute to. Health and wellbeing action plans, economic plans, and transport plans (such as local cycling walking infrastructure plans) will provide a snapshot of the level of local ambition for growing active travel. These can be used to determine short-term and medium-term goals.

## Governance and funding

Having established ambition it is important to set goals with clear outputs and outcomes. These will help all supportive parties to align to these goals and adapt their relevant governance to support them.

## What are the local outcomes?

Capturing clear outcomes incorporating a range of themes associated with local economy, climate and health can help identify packages of interventions appropriate for the local context.

## Monitoring and evaluating

Requesting appropriate levels of data collection to monitor success can be built into contracts for delivery. This could include simple headcount data from events, surveys or feedback from participants of active travel interventions, lessons learnt to improve future performance. Usually of more value is monitoring of the growth in active travel and complex evaluation of residual barriers and obstacles to inclusive walking, wheeling and cycling.

Publicising local precedents, getting positive local media coverage and sharing of experiences between organisations will provide positive contributions.

**Packages of behaviour change activities can be developed and delivered for different types of places:**

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Urban centre with mode shift potential

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Market Towns with tourism

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Smaller places with increasing ambition

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**Table 28** Packaging behaviour change activities for different kinds of places in Herefordshire



# Urban centre with mode shift potential

The urban centre with ambition will already have active groups and communities who are seeking growth in active travel, typically linked to climate, health, and stronger local economies.

## Building collective capability

Ambitious urban centres often have well-established capability provisions. The focus should shift toward expanding existing capabilities to engage a broader audience, leveraging their combined resources, knowledge, and skills for collective community action, particularly in the context of enhancing opportunities like infrastructure development.

## Leveraging existing resources

Harness the ambition and capability of urban centres to expand their reach and elevate their ambitions while building consensus. The community likely possesses a deep understanding of the specific journeys and locations that need improvement in terms of active travel. By capitalising on local insights, the urban centre can prioritise projects that have the greatest potential impact and require less work to get off the ground. The focus should be on providing additional resources and collaborating, to enhance what already exists, minimizing the need to develop new capabilities or consensus.

## Safe and accessible infrastructure

In areas with existing ambition, there is a greater potential for ambitious infrastructure plans to succeed, as the risk of failed consultation or opposition is reduced. The focus should be to collaborate closely to help implement the Local Cycling, Walking and Wheeling Infrastructure Plan (LCWWIP). Use this progress as an example to inspire other areas or towns that are only starting their active travel journey.

## Continuous dialogue and adaptation

In these communities, the drive for greater ambition is strong. Leverage this motivation and view it as an opportunity for further progress rather than a negative force. A motivated community might challenge local policies, providing a chance to find common ground and achieve shared goals.

Interventions are described in [Table 5 on page 294](#)

## Interventions for urban centre with mode shift potential

|   |             |  |
|---|-------------|--|
| Active travel hub                           | Opportunity | With existing ambition and capability and funding from the Levelling Up Fund, Hereford's Transport Hub can serve as a central point for organising and coordinating active travel initiatives hosting resources and coordinating other activities. Alongside providing a visible physical location, the transport hub will need to encourage and support the local network of community organisations and relevant groups to enhance the impact and spread of active travel promotion across the area.   |
| Cycle Training and Improving Cycling Skills | Capability  | Provide training for individuals, encouraging them to become more confident and skilled cyclists. This intervention can be tailored to target underrepresented communities for example by providing access to cycle training specifically for women or in partnership with local organisations.  |
| Inclusive Led Rides                         | Capability  | Support regular, simple guided rides, catering to less confident riders. This can work through volunteers where seasoned cyclists mentor newcomers, and can often work in partnership with other organisations or with themes (e.g. mental health support; women's group etc).   |
| Cycle Loans                                 | Opportunity | Cycle loans can be facilitated through hubs or 'bicycle libraries' at workplaces, schools or community centres. Including non-standard cycles (e.g., low step through, small frame sizes, trikes) will cater for a wider audience. Given local topography and distances, including electric cycles within the fleet is likely to be highly popular and provide important benefits.   |
| Cycle Share Scheme Opportunities            | Opportunity | Utilising the existing and successful beryl bikes initiative to provide opportunities to cycle across the city centre.   |
| Inclusive Walks                             | Capability  | Establish a range of led walks / walking groups in partnership with local community with a particular focus on inclusivity for those with specific mobility requirements. This intervention is aimed at enhancing the capability of vulnerable groups by identifying and providing suitable routes that cater to their unique needs and preferences.   |
| Community Route Mapping                     | Capability  | Create accessible maps highlighting walking, wheeling, and cycling routes, enriching the confidence and inclusivity of these interventions. To improve the inclusivity of mapping, ensure that maps offer route suitability information for a variety of users, including those with limited mobility. Engage community organizations and diverse user groups during the map's development process to think about relevant content and design. Consider various map access and sharing methods (e.g. online, paper).                                   |
| Bike Repairs                                | Opportunity | For those who already own bicycles, increasing access to cycle repair opportunities can be motivational and overcome safety and financial barriers. Interventions such as subsidised pop-up cycle repairs at busy locations (schools, workplaces) or at a hub can bring a repair opportunity to people. Discounts or vouchers for residents at local cycle repair organisations can stimulate local business as well as supporting cycling.  |
| Cycle to Work Incentives                    | Motivation  | Encourage local businesses to offer cycle-to-work incentives for their employees, such as bike parking, access to the Cycle to Work scheme and discounts on bicycle equipment. This is also an opportunity for businesses to contribute to a healthier, more sustainable community, and this can motivate individuals to cycle to work.  |
| Rewards Points Program                      | Motivation  | Launching a programme that encourages individuals to accumulate points by walking or cycling can involve local businesses and organisations. Exchanging points for entries to a prize draw or discounts at local shops or services provides an incentive for people to choose active travel methods and "buy local," bolstering the local economy.   |
| In-Person Events                            | Motivation  | Walking or cycling festivals and events can be used to bring the engaged community together, celebrating achievements or building the profile of new or existing campaigns. Working with existing events or using cross-cutting themes (e.g. health events, summer festivities) to attract an audience who would not attend a specific cycling, wheeling or walking event. For example, while environmental benefits are clear outcomes of active travel behaviour, personal health and wellbeing improvements can be more motivating for some people. |

**Table 29** Interventions for urban centres with mode shift potential



# Market towns with tourism

In market towns with a focus on tourism, growing access to active travel for residents and tourists is important. Collaboration with local businesses can deliver opportunities for active travel visitors as well as benefitting local residents.

Collaboration with the town’s politicians and communities can help deliver an inclusive place to live, work and spend time, as part of the town’s character and culture to inclusivity and accessibility,.

## Community centric approach

Collaborate closely with the local community to select interventions that align with the town’s cultural significance and harness economic opportunities.

Tailor the active travel strategy to create a unique experience that appeals to tourists.

## Inspiring ambition and motivation

Show how embracing active travel will transform the town into a more vibrant, sustainable, and connected community.

Encourage residents and tourists to be part of this positive change, fuelling their motivation to

explore the town on foot or by bike and be a part of its exciting transformation.

## Leveraging limited resources

Encourage residents to actively participate in shaping the tourist experience and innovations to allow local people to benefit more fully from visitor amenities.

Choose interventions that not only encourage active travel but also transform the town into an inviting and unique destination.

## Continuous dialogue and adaptation

Foster an open and mutually beneficial dialogue between local businesses and residents.

Encourage ongoing communication to adapt and evolve strategies that benefit both the community, local enterprises and visitors.

Interventions are described in **Table 5 on page 294**

## Interventions for market towns with tourism

|   |             |   |
|---|-------------|---|
| An active travel hub                        | Opportunity | An active travel hub in key tourist areas can provide maps, walking and cycling route information, and suggestions for exploring the town as well as other activities. Ensure these hubs also benefit local businesses and residents.   |
| Bike Loans                                  | Opportunity | Explore where bike loan schemes could work for both tourists and residents. Partnership with local rental businesses to explore where subsidised rental for local people during off-peak seasons may be viable, or where commercial bike shops or rentals can also be a hub for longer term community loans, saving on overheads. This can be inclusive of disabled people, for example by extending offers such as Living Option's existing work on countryside mobility.  |
| Signage                                     | Opportunity | Develop clear and informative signage throughout the town that guides both tourists and residents to key attractions, cycle routes, and pedestrian-friendly paths. These signs not only enhance the experience for tourists but also help residents discover new routes, encouraging active travel and exploration.   |
| Multi-Modal Integration                     | Opportunity | Provide secure bike parking at bus stops and train stations in market towns such as at Ledbury Train Station to encourage multi-modal journeys.   |
| Incentives for partnering                   | Motivation  | Partner with local businesses to create active travel packages that entice tourists to explore the town by foot or bike. Local attractions can offer a discount or benefit to those who arrive by walking, wheeling or cycling. Provide information on the positive impacts of low-impact tourism on local communities and the environment.   |
| Cycle Training and Improving Cycling Skills | Capability  | Partner with local schools and community groups to deliver cycle training programs, such as Bikeability, targeting both children and adults in Herefordshire's market town  |
| Walking Groups                              | Capability  | Organise walking groups to build confidence in navigating local routes. This could be combined with walks utilising the extensive public rights of way network across the county.   |
| Health Care                                 | Capability  | Work with local health services to promote the physical and mental health benefits of active travel, with specific examples of how walking or cycling can reduce healthcare costs and improve quality of life in rural settings.  |
| Cycle to Work Incentives                    | Motivation  | Encourage local businesses to offer cycle-to-work incentives for their employees, such as bike parking, access to the Cycle to Work scheme and discounts on bicycle equipment. This is also an opportunity for businesses to contribute to a healthier, more sustainable community, and this can motivate individuals to cycle to work.   |
| Walking and Cycling Festivals               | Motivation  | Organise annual walking and cycling festivals that can bring tourists and residents together to explore the town's beauty and culture.  |
| Outdoor Art Installations                   | Motivation  | Commission local artists or collaborate with businesses to create outdoor art installations along key walking and cycling routes. This enhances the town's aesthetic appeal and encourages interaction between tourists and the local arts community.   |
| Historical and or Cultural Route Promotion  | Motivation  | Map existing cycling and walking routes allowing tourists to explore the natural beauty while promoting eco-conscious travel. Design routes that showcase local flora and fauna and include educational signposts. Towns can create self-guided historical, nature and cultural walking and cycling tours or train local guides and enthusiasts to lead cultural and historical tours. This intervention can motivate residents and visitors to explore the town and surroundings while learning about its heritage, creating a strong motivation to engage in active travel. |
| Local Champions                             | Motivation  | Recruit and support local active travel ambassadors to inspire others and share success stories about walking and cycling in Herefordshire's rural market towns.  |

**Table 30** Interventions for market towns with tourism



# Smaller places with increasing ambition

Small settlements across Herefordshire require a well-structured strategy that focuses on gradual yet consistent progress towards building capability, opportunity and motivation. The emphasis should be on incremental changes and community building through walking, wheeling and cycling.

## Community centric approach

Collaborate with residents to start creating common interest and goals. Identify common themes that may increase gradually in ambition. For example, the first step might be simply to create groups to discuss or explore active travel opportunities without having an end project in mind, or bring the theme into any existing local conversations on related topics such as increasing physical activity or reducing social isolation.

## Building collective capability

In the absence of an existing foundation, focus on establishing capability provision. It might be necessary to work with the community to establish a delivery mechanism through volunteers or with the help of specialist organisations.

Where local capability and audiences are small, delivery of more specialised interventions can be

done through pop-up opportunities or a multi-location, mobile active travel hub. In areas where there is a less well-established network of active travel activity, an officer working across various locations can help establish various delivery mechanisms.

## Creating safe and accessible infrastructure

Start with small-scale or temporary projects that the community can support and maintain. Learn from larger towns' experiences, challenges and successes to ensure effective implementation.

Interventions are described in **Table 5 on page 294**

## Interventions for smaller settlements with increasing ambition

|   |             |   |
|---|-------------|---|
| Street repurposing                      | Opportunity | There are free promotional schemes that can be helpful to provide a framework to encourage community led street closures, such as Playing Out which focuses on space for children and young people, or Street Party which aims at small community activities. Councils or parish authorities can take the lead by promoting or inviting certain types of temporary closures.                                |
| Inclusive walks                         | Capability  | Where a community might have more interest in small-scale social activities, inclusive walks can be away to start conversations about how people get about. This intervention is aimed at enhancing the capability of vulnerable groups by identifying and providing suitable routes that cater to their unique needs and preferences. It may also galvanise wider local interest in further interventions. |
| Localised Information                   | Capability  | Create pocket-sized maps and brochures, easily available at local shops or community centers, detailing safe walking/cycling routes and tips for beginners.   |
| Decluttering Footpaths                  | Opportunity | Eliminating obstacles and hazards such as bollards or awkward sign location can build local conversations around safer and more accessible pathways for pedestrians, in particular those with mobility needs. This effort simultaneously improves the aesthetic appeal of the area, making it more welcoming.   |
| Local Loop / Dog Walker Friendly Routes | Opportunity | Designating routes designed to accommodate short local walks. These routes are thoughtfully designed to cater to local people and pet owners, offering an enjoyable and safe environment for recreational activities and normalising walking and wheeling.  |
| Quiet Ways                              | Opportunity | Advocate for “quiet lanes” or “slow roads” where motor vehicles are encouraged to reduce speed, giving pedestrians and cyclists a safer environment.  |
| Shared community spaces                 | Opportunity | Explore creating a central community hub where locals can gather bikes or walking gear to use when traveling to nearby towns for larger services or events. If possible, explore community-run schemes where shared bicycles are available for local residents.   |
| Sociability and In-Person Events        | Motivation  | Working within existing events where there may not be sufficient local interest to run a specific cycling, wheeling or walking event. Consider how an existing event could be made more “active travel friendly,” for example, incorporating cycle parking, highlighting walking access or using a temporary road closure to give a taste of a different use of the public space.                           |
| Incentivisation                         | Motivation  | Offer small rewards for active travel participation e.g. if there’s a local café, offer a “coffee voucher” for anyone who walks or cycles to the venue.   |

**Table 31** Interventions for smaller settlements with increasing ambition



This chapter will set out the necessary projects required across Herefordshire to develop a coherent active travel network.

# Developing a prioritised network

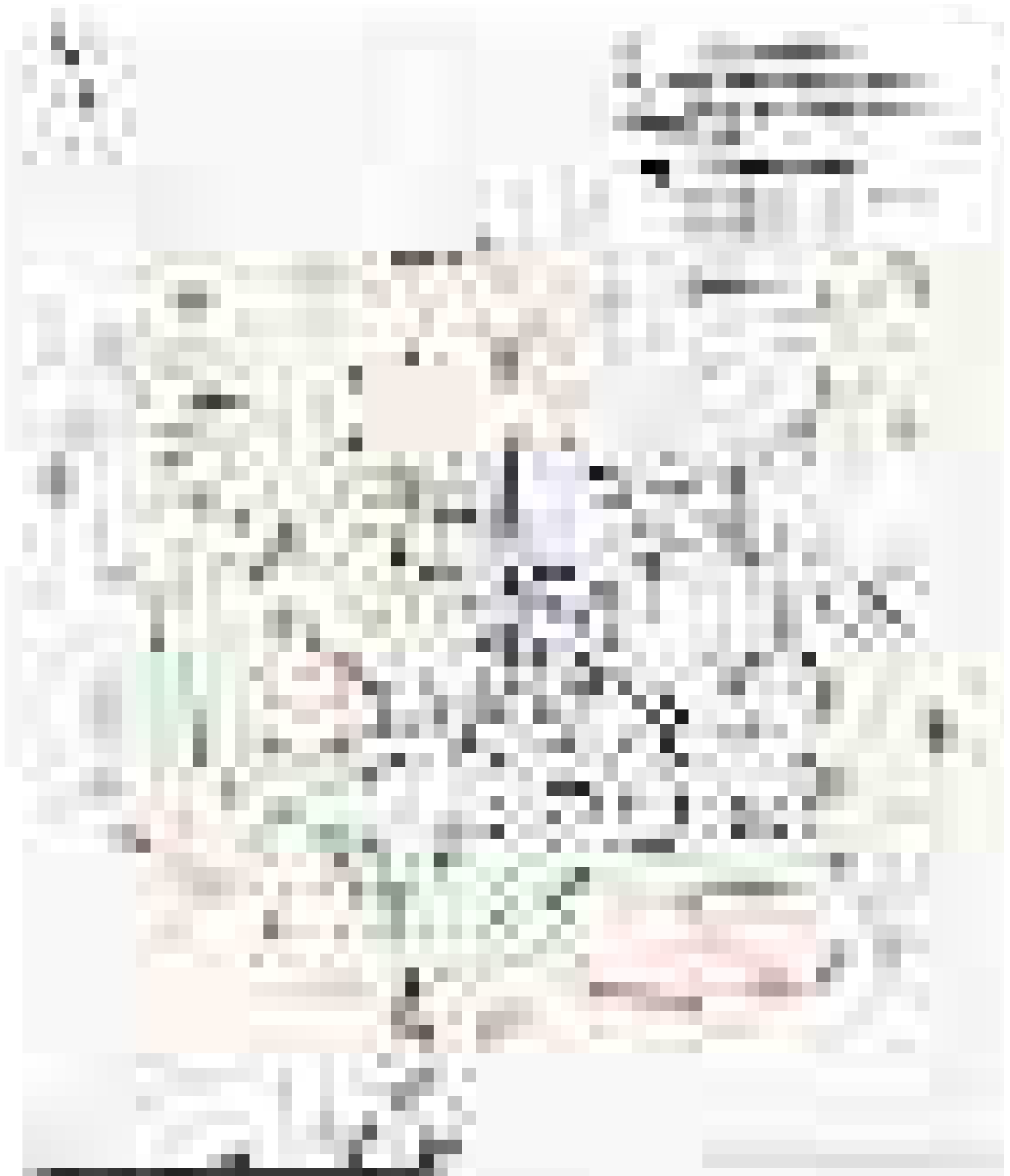
# A prioritised active travel network

## Hereford City

Following the identification of a long list of potential projects, further work has been carried out to develop a well-structured and integrated first-phase cycling network for Hereford.

Map 69 on page 363 illustrates the recommended core network for walking, wheeling, and cycling across the city. This network has been designed to prioritise key areas, ensuring that investment is directed towards the most impact improvements.

The map highlights the projects that should be prioritised to establish a coherent and accessible active travel network while also integrating with the city's existing infrastructure.



**Map 69** Prioritised network for Hereford City

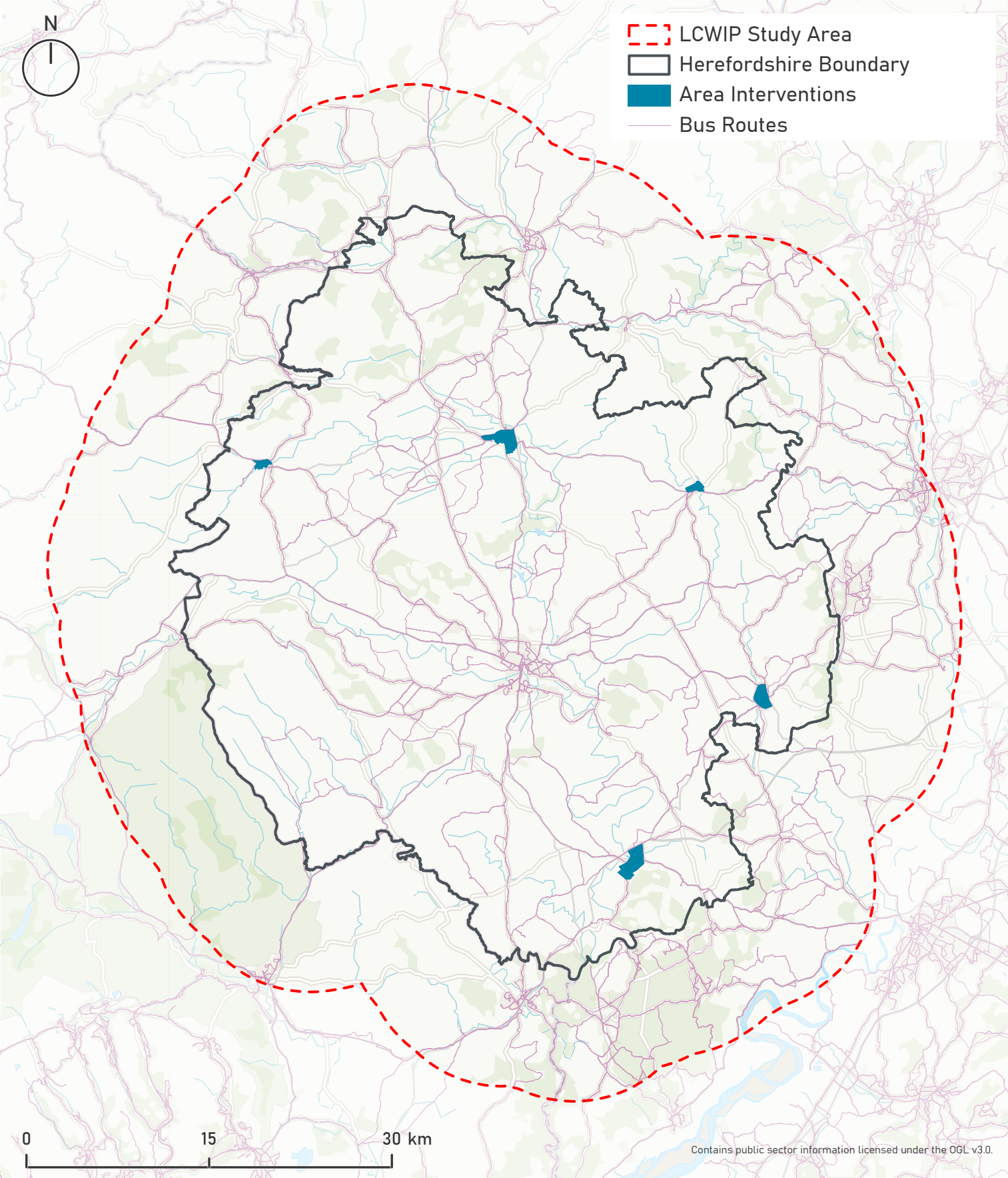
## Herefordshire County

Creating a coherent active travel network across the county is challenging due to the distances between villages, market towns, and Hereford city. Establishing a fully connected strategic cycle network requires significant investment and road space reallocation.

As a result, the first iteration of the LCWIP focuses on walking and cycling improvements within the market towns. These improvements aim to enhance local active travel options, reducing reliance on short car trips where the potential for mode shift is highest.

**Map 70 on page 365** highlights the prioritised projects across the county's market towns. To complement these active travel improvements,

**Map 70** also illustrates the public transport connections across the county. Enhancing public transport connectivity, alongside active travel improvements in market towns, can help establish a sustainable transport network, further reducing dependence on private car journeys for longer trips across the county.





This chapter will summarise the potential funding routes  
Herefordshire Council could explore in taking forward  
LCWWIP projects.

# Funding



# Funding sources

## Introduction

There will be a need to consider what potential funding sources and financial instruments could support the design development and delivery of future projects. Any approach to seeking funding should anticipate the need to demonstrate how proposals align with requirements of any funding organisation, such as the need to demonstrate value for money for any public investment, or the need to demonstrate how individual projects contribute to strategic goals and outcomes.

The next few pages present a high-level view of potential funding sources and financial instruments. The focus is on how to meet the cost of capital projects, which typically form the largest cost commitment and often represent an upfront challenge to project delivery.

At this point without a detailed assessment of capital costs, many forms of funding sources can be considered. However, the level of investment required would have implications for funding source eligibility.

### A starting point

This section presents a very high-level, initial scoping exercise. It is not exhaustive and further work would need to be undertaken to develop this thinking as project definition and project

governance are strengthened, and the roadmap of future projects develops over time.

### Alignment with active travel funding

High numbers of people travelling by walking, wheeling and cycling is a central theme of the government's Gear Change in local transport.

Substantial increases in pedestrian footfall and cycle traffic is possible. In spite of a long term decline, cycle traffic is growing in towns and cities where infrastructure is put in place to enable it.

Improving levels of walking, wheeling, cycling and public transport will improve connectivity and access in local areas. The cost and benefit of achieving this is quantifiable, and is likely to deliver reasonable value for money where there is high propensity to walk or cycle.

Despite their strategic importance in keeping people healthy and local economies active, walking and cycling projects suffer from insufficient and inconsistent investment. This may mean that infrastructure delivery may be unable to achieve the full social, economic, health and environmental potential that investment in these modes offers.

With funding potentially available through the government's cycling walking investment strategy (CWIS), this is an opportunity to unlock this potential and deliver more routes for walking and cycling, while reducing the need to depend on cars and vans.

The relevance of, and access to, funds from Active Travel England should be considered as part of developing a pipeline of funding for future projects arising from this LCWIP.

**Revenue Implications**

This section does not specifically consider how the long-term financial sustainability of future projects could be met, for example how recurring expenditure for maintenance and operations could be paid for (though some funding sources identified here could be considered applicable to meet these costs). Maintenance and operational costs would need to be considered as projects progress and when more detail on these costs is available.



# Funding infrastructure

There are a number of funding sources used to fund street and highway infrastructure projects:

1. Funding is raised through general taxation and public borrowing. This includes transport related taxation such as vehicle excise duty (VED) and fuel duty or other forms of taxation not linked to transport such as income tax, corporation tax, and value added tax (VAT). The exchequer will allocate a proportion of the revenue collected to government departments for expenditure on programmes, which support policy e.g. active travel projects are supported by the DfT directly or indirectly through associated organisations such as Active Travel England (ATE) or the Ministry of Housing, Communities & Local Government (MHCLG).
2. Revenue raised through transport infrastructure users (direct beneficiaries), such as fares and tolls.
3. Non-fare funding, covering third party contributions (indirect beneficiaries) such as the sale of land, the tax of land / property value increases and the tax from the development and sale / rental of new housing or business accommodation in areas which benefit from the infrastructure improvements. This includes developer contributions (Section 106 and Community Infrastructure Levy (CIL))

4. To finance a project, a government or public body may provide a grant – a non-repayable fund. Public sector grants promote policy and applicants must meet certain eligibility criteria. They are finite in size and often available only for a certain time period and are often competitively sought after and so require a strong case for investment to be demonstrated.
5. Infrastructure projects can also involve private sector financing. Private sector investment can take the form of equity (capital held by a company or organisation), or debt. There are many considerations involved in the decision making of different funding sources; the suitability of funding sources and instruments can be guided by a range of factors including the project's objectives, geography of expected influence/impact, size of project/programme, attitude to risk and the potential return on investment. Further work would need to be undertaken at a later stage when there is more certainty about projects' overall feasibility, costs, and potential revenue generating opportunities. The rest of this section focuses primarily on develop contributions.

# Developer Contributions

Any new developments that are within or near to the scope of this LCWIP should be reviewed for opportunities to make funding contributions towards the design development or delivery of active travel projects contained within this LCWIP.

Local authorities are able to levy funding from developers to mitigate the impact of new developments. For instance, Section 106 payments can be required from developers to provide transport infrastructure such as a footways, footpaths, cycle paths, junctions, or crossing improvements, if it can be evidenced that the development would place a strain on existing capacity.

Section 106 funding is typically spent within the immediate vicinity of a new development, and the timing of the funding is dependent on when development comes forward.

Local authorities can also collect payments from developers in the form of the Community Infrastructure Levy (CIL).

The CIL allows authorities to define more strategic infrastructure improvements required as development comes forward, and request developer contributions for these. The process for defining CIL schemes is much more rigorous than

Section 106 schemes, with the criteria typically set at local authority level and requiring community support.



# Other sources of funding

|                                    |  |
|------------------------------------|--|
| Funding via direct beneficiaries   | Road user charging including moving traffic offences   |
|                                    | Congestion charging  |
|                                    | Parking charges  |
|                                    | Workplace parking levy (WPL)   |
| Funding via indirect beneficiaries | Business rates retention (BRR)   |
|                                    | Developer contributions including community infrastructure levy (CIL) and planning obligations (commonly referred to as 'Section 106' or 'S106') |
|                                    | Land / Property Value Uplift   |
|                                    | Tax Increment Finance (TIF)  |
| Project Finance                    |  |
| Public-Private Partnerships (PPP)  |  |

This page provides information for a number of different funding sources which may be suitable to support the masterplan's outcomes.

**Table 32** Non-governmental potential sources of funding

|                            |   |
|----------------------------|---|
| Government funding sources | Active Travel England (ATE) / Active Travel Fund (ATF)  |
|                            | National roads fund, Department for Transport, comprising large local majors (LLM) fund, major road network (MRN) programme, road investment strategy (RIS) |
|                            | Designated funds (National Highways)  |
|                            | Local growth fund (LGF)   |
|                            | Levelling up fund (LUF)   |
|                            | Integrated transport block (ITB) and highways maintenance block (HMB) funding   |
|                            | City regional sustainable transport settlements (CRSTS 1 +2)  |
|                            | Housing infrastructure fund (HIF)   |
|                            | Relevant local enterprise partnership (if available)  |
|                            | County council capital programme (if available)   |
|                            | Rural prosperity fund (via DEFRA)   |
|                            | Public works loan board (PWLB)  |
|                            | UK infrastructure bank (UKIB)   |
|                            | Cycle rail fund (if available)  |
|                            | National Lottery heritage fund (DDCMS)  |
|                            | Thriving communities fund (e.g. for active travel social prescribing)   |
|                            | Train operating companies (if available)  |
|                            | Future high streets fund (if available)   |
|                            | UK Local Transport Fund   |

**Table 33** Governmental potential sources of funding



# Suggested next steps



**Phil Jones Associates**

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# Title of report: Public Involvement in Housing Development Task and Finish Group - terms of reference

**Meeting: Connected Communities Scrutiny Committee**

**Meeting date: Tuesday 9 September 2025**

**Report by: Statutory Scrutiny Officer**

## **Classification**

Open

## **Decision type**

This is not an executive decision

## **Wards affected**

(All Wards);

## **Purpose**

To agree the terms of reference for a task and finish group

- To look at good practice in public involvement in housing development and planning, including examples from other local authorities.
- To understand the points of a housing development when people in Herefordshire can and should be involved in housing development.
  - Local Plan, and its ancillary planning documents and statements
  - Local Transport Plan
  - Planning application process
- To scrutinise current practice and explore opportunities to apply learning from other local authorities to Herefordshire.

## **Recommendation(s)**

**That:**

- a) **The committee agree the terms of reference for the proposed task and finish group.**

## **Alternative options**

1. The committee has previously agreed that it wishes to set up the proposed task and finish group. Therefore no alternative option is provided.

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Further information on the subject of this report is available from  
Danial Webb, Tel: 01432 260659, email: [Danial.Webb@herefordshire.gov.uk](mailto:Danial.Webb@herefordshire.gov.uk)

## Key considerations

2. As part of its regular work programming, the committee has discussed how Herefordshire Council consults with people of communities as part of the housing development and planning processes. The committee wished to ensure that the council had effective processes in place for consultation and engagement, and that it had a healthy culture of proactive engagement throughout the development and planning processes.
3. Committee members feel that this topic is not well-suited for scrutiny within a formal committee meeting, as exploring the topic fully will require considerable public and community engagement, as well as time spent looking at how other local authorities carry out this work. It therefore proposed to set up a task and finish group, the first job of which will be to develop a work programme to meet the objectives of the task and finish group.
4. A draft terms of reference are attached as Appendix 1.

## Community impact

5. The terms of reference detail a proposal to carry out a piece of work to look at community involvement in housing development and planning. This work is expected to result in recommendations for change in council processes, which are expected to have a positive community impact. An assessment of any recommendations for change, once agreed, will include an assessment of their community impact.

## Environmental Impact

6. Herefordshire Council provides and purchases a wide range of services for the people of Herefordshire. Together with partner organisations in the private, public and voluntary sectors we share a strong commitment to improving our environmental sustainability, achieving carbon neutrality and to protect and enhance Herefordshire's outstanding natural environment.
7. Whilst this is a decision on back-office functions and will have minimal environmental impacts, consideration has been made to minimise waste and resource use in line with the Council's Environmental Policy.

## Equality duty

8. The Public Sector Equality Duty requires the Council to consider how it can positively contribute to the advancement of equality and good relations and demonstrate that it is paying 'due regard' in our decision making in the design of policies and in the delivery of services.
9. The mandatory equality impact screening checklist has been completed for this project/decision/activity and it has been found to have a low impact for equality.
10. Due to the potential impact of this project/decision/activity being low, a full Equality Impact Assessment is not required. However the following equality considerations should be taken into account when making a decision about this activity/project:
  - a. Ensuring that all reports use plain English
  - b. Consideration of the composition of any focus groups or community outreach activities.

## Resource implications

11. The proposed task and finish group would be part of the usual business of the council. There are therefore no additional resource implications in carting out this work. Scheduling will help ensure that the work does not inadvertently cause an unreasonable demand on the work of those contributing to the task and finish group.

## Legal implications

12. The remit of the scrutiny committee is set out in part 3 section 4 of the constitution and the role of the scrutiny committee is set out in part 2 article 6 of the constitution.
13. The Local Government Act 2000 requires the council to deliver the scrutiny function.

## Risk management

14. There are no identified risks in agreeing to carry out this piece of work.

## Consultees

15. None

## Appendices

Appendix 1: Public Involvement in Housing Development Task and Finish Group - Terms of Reference

## Background papers

None identified

## Report Reviewers Used for appraising this report:

| Governance     | Danial Webb                      | Date 01/09/2025                    |
|----------------|----------------------------------|------------------------------------|
| Finance        | Click or tap here to enter text. | Date Click or tap to enter a date. |
| Legal          | Click or tap here to enter text. | Date Click or tap to enter a date. |
| Communications | Click or tap here to enter text. | Date Click or tap to enter a date. |
| Equality Duty  | Click or tap here to enter text. | Date Click or tap to enter a date. |
| Procurement    | Click or tap here to enter text. | Date Click or tap to enter a date. |
| Risk           | Click or tap here to enter text. | Date Click or tap to enter a date. |
|                |                                  |                                    |
| Approved by    | Click or tap here to enter text. | Date Click or tap to enter a date. |



# Public involvement in housing development Task and Finish Group

## Terms of Reference

### Background

Getting local people involved in housing planning and development is important for making the process fair, trusted, and effective. Research shows there is often a gap between the aim of giving communities a real say and the reality of how engagement works.

Neighbourhood planning was brought in to give residents more influence, but studies show that it tends to attract certain groups while many others are left out.

Government reviews suggest that when communities do get involved, they can help deliver more homes and better design, but the process is not equal everywhere. Public surveys also find that most people want more say in local housing decisions, yet many do not know how planning works or feel that their input will make a difference.

The Herefordshire Council Plan 2024 – 2028 sets out key priorities for the council around housing, including a commitment to “support the right housing in the right place – emphasising the importance of ensuring housing aligns with local needs and preserves the county’s character and environment” and “creating the conditions to deliver sustainable growth across the county ... enabling housing development and providing the right infrastructure.” Central to this will be producing a new Local Plan, containing the spatial development strategy and strategic proposals for the county over the period 2025-2045.

How can Herefordshire Council ensure that its involvement and engagement with residents around housing development and planning give communities a real say in the process, and in turn deliver a more effective planning process that meets the priorities of the Herefordshire Council Plan?

### Objectives

- To look at good practice in public involvement in housing development and planning, including examples from other local authorities.

- To understand the points of a housing development when people in Herefordshire can and should be involved in housing development.
  - Local Plan, and its ancillary planning documents and statements
  - Local Transport Plan
  - Planning application process
- To scrutinise current practice and explore opportunities to apply learning from other local authorities to Herefordshire.

## Resources and governance

- The chair will appoint 5-7 elected members of Council to the task and finish group. Councillors appointed to Cabinet cannot be members of this group. The group will determine its own chair.
- The group can appoint up to two co-opted members to its group, either as expert witnesses or residents of Herefordshire.
- The group will be supported by staff from Democratic Services and elsewhere within Herefordshire Council.
- The Scrutiny Management Board will be invited to input into the review and will be kept informed of the group's progress.
- Other committees and boards of Herefordshire Council may be invited to input into the review
- The Task and Finish Group will determine which external organisations will be invited to give evidence to the Group

## Indicative timetable

|  |                            |
|--|----------------------------|
| Terms of reference agreed and members appointed                      | July 2025                  |
| Scope and agree an indicative work programme                         | September 2025             |
| Desk research<br>Initial evidence gathering                          | September to December 2025 |
| External witnesses<br>Gathering evidence from external organisations | September-March 2025       |
| Final report and recommendations                                     | May 2026                   |

The task and finish group will agree its timetable in consultation with relevant officers, representatives of external organisations and its own assessment of the time needed at

each step. This indicative timetable is an estimate before detailed information gathering has commenced.





# Title of report: Work programme 2025/6

**Meeting: Connected Communities Scrutiny Committee**

**Meeting date: Tuesday 9 September 2025**

**Report by: Statutory Scrutiny Officer**

## Classification

Open

## Decision type

This is not an executive decision

## Wards affected

All Wards

## Purpose

To consider the draft work programme for the Connected Communities Scrutiny Committee for September 2025 and beyond.

## Recommendation(s)

That:

- a) **The committee agree the draft work programme for Connected Communities Scrutiny Committee contained in the work programme report attached as appendix 1, which will be subject to ongoing review, as the basis of their primary focus for the remainder of the municipal year.**
- b) **The committee note the forward plan attached as appendix 2 and identify any opportunities for collaboration or alignment of work.**

## Alternative options

1. The committee could decline to agree a work programme for its future committee meetings. This would likely result in unstructured and purposeless meetings.
2. The committee could also decline to identify areas of potential collaboration or alignment of work with other committees. This could result in duplication or overlap of work.

## Key considerations

3. A fundamental part of good scrutiny is planning and agreeing a programme of work for the committee to undertake. A well-considered work programme:
  - a. identifies priorities for the committee's work that align with corporate and partnership priorities, as well as reflecting community concern;
  - b. ensures that each identified topic has clear objectives that focus the committee's work;
  - c. creates a timetable for the committee's programme of work so that the committee carry out its work at the optimal time; and
  - d. provides officers and partners with requirements for evidence that will support the committee in providing evidence-based scrutiny.
4. To prepare this work programme, the committee chair meets regularly with the relevant corporate director and with officers of the council to identify potential priority areas of work for the committee. These priority areas are agreed by the committee and have been scheduled within the work programme to ensure the committee considers topics when it is most useful to do so. A draft of this work programme has then been circulated to the council's corporate leadership team and other key senior directors, for further comment and refinement.
5. Herefordshire Council has undertaken a review of its scrutiny function, resulting in a number of recommendations to develop the service. Fundamental to the review was a recommendation that committees reconsider their work programmes, considering different ways of carrying out their work in addition to formal committee meetings. As a result of this, the committee will be focussing some of its time on a task and finish group to look at the how Herefordshire Council engages with residents as part of the housing development and planning process. A terms of reference for this group is contained elsewhere in the documents for this meeting.
6. Attached as Appendix 1 to this report is the currently agreed plan of work for the committee's formal meetings. Attached as Appendix 2 to this report is the council's most recently published forward plan of key decisions. The committee is invited to consider the council's forward plan of key decision, to ascertain whether there any forthcoming decisions which the committee would like to consider as part of their programme of work.

## Community impact

7. Effective scrutiny enables the committee to reflect community concern, one of the four purposes of scrutiny as outlined by the Centre for Governance and Scrutiny.

## Environmental impact

8. This report contains no direct environmental impacts. However the work that the committee will undertake resulting from agreeing this work programme may have direct impacts. Reports arising from or supporting this work will outline their potential environmental impact.

## Equality duty

9. The public sector equality duty (specific duty) requires us to consider how we can positively contribute to the advancement of equality and good relations, and demonstrate that we are paying 'due regard' in our decision making in the design of policies and in the delivery of services. This report contains no direct equality impacts. However, the reports and issues that the committee will consider may have direct impacts. Reports arising from or supporting this work will outline the any associated equality impacts for committee consideration.

## Resource implications

10. This report constitutes part of the typical function of this committee. Similarly, a programme of work undertaken by committee is an integral part of the council's 'business as usual'. There is no resource implication in setting or agreeing a work programme. However agreed topics in the work programme, in particular any requests for bespoke research or the involvement of outside experts or community groups, may incur resource costs. These will be contained in any reporting or planning of agreed topics within this work programme.

## Legal implications

11. The remit of the scrutiny committee is set out in part 3 section 4 of the constitution and the role of the scrutiny committee is set out in part 2 article 6 of the constitution.
12. The Local Government Act 2000 requires the council to deliver the scrutiny function.

## Risk management

13. There are no risks identified in the committee agreeing an effective and timely programme of work. However, there is a risk to the council's reputation if committees fail to set a work programme or set a programme of work that does not address local authority, partnership or community priorities.

## Consultees

14. In drafting this work programme, consideration has been given to:
  - a. The recent review of the scrutiny function at Herefordshire Council;
  - b. The previous work of scrutiny committees;
  - c. Priorities suggested by members of the committee; and
  - d. Work with Herefordshire Council officers to develop topics and agree optimum timings to bring items for consideration.
15. This work programme is subject to ongoing review, which may involve additional consultees.

## Appendices

Appendix 1 – Connected Communities Scrutiny Committee work programme 2025-2026  
 Appendix 2 – Herefordshire Council Forward Plan 29 August 2025

## Background papers

None





## CONNECTED COMMUNITIES SCRUTINY COMMITTEE

### WORK PROGRAMME 2025-26

September 2025

Committee Meeting

9 September 2025 **report deadline 28 August 2025** **pre meeting lines of enquiry planning 2 September 2025**

| Topic and Objectives   | Evidence required  | Attendees*   |
|--|--|--|
| <b>Local Walking and Cycling Infrastructure Plan</b> <ul style="list-style-type: none"> <li>To seek the views of the Connected Communities Scrutiny Committee on the draft Local Cycling and Walking Infrastructure Plan (LCWIP), prior to its consideration by Cabinet.</li> <li>The committee is invited to scrutinise the plan, provide feedback, and endorse its strategic direction.</li> </ul> | <ul style="list-style-type: none"> <li>Local Cycling and Walking Infrastructure Plan scrutiny report</li> <li>Draft LCWIP</li> </ul> | <ul style="list-style-type: none"> <li><b>Transport Planning Services Manager</b></li> </ul> |
| <b>Public involvement in housing development Task and Finish Group</b><br>Agree a task and finish group to scrutinise housing development across the county which will: <ul style="list-style-type: none"> <li>To understand the points of a housing development when people in Herefordshire can and should be involved in housing development.</li> </ul>  | <ul style="list-style-type: none"> <li>Draft terms of reference</li> </ul>   | <ul style="list-style-type: none"> <li><b>Statutory Scrutiny Officer</b></li> </ul>          |

|   |  |   |
|---|--|---|
| <b>Work programme</b> <ul style="list-style-type: none"> <li>Review work programme</li> </ul> | <ul style="list-style-type: none"> <li>Draft work programme</li> </ul> | <ul style="list-style-type: none"> <li><b>Statutory Scrutiny Officer</b></li> </ul> |
|---|--|---|

### Committee Meeting

4 November 2025 **report deadline 23 October 2025** pre meeting lines of enquiry planning TBC

| Topic and Objectives  | Evidence required   | Attendees*  |
|---|---|---|
| <b>Tourism and Destination Management</b> <ul style="list-style-type: none"> <li>Explore the opportunity and value in developing a tourism strategy for Herefordshire</li> <li>Examine tourism strategies in similar local authorities</li> <li>Examine the role of cultural and heritage strategy in supporting development of tourism throughout the county.</li> </ul> | <ul style="list-style-type: none"> <li>Evidence to be agreed</li> <li>Meeting with Herefordshire Business Improvement District</li> </ul> | <ul style="list-style-type: none"> <li><b>Culture and Leisure Lead</b></li> <li>DBID</li> <li>Tourism and destination management service</li> </ul> |
| <b>Work programme</b> <ul style="list-style-type: none"> <li>Review work programme</li> </ul>   | <ul style="list-style-type: none"> <li>Draft work programme</li> </ul>  | <ul style="list-style-type: none"> <li><b>Statutory Scrutiny Officer</b></li> </ul>   |

\*The Corporate Director, Economy and Environment, Cabinet Member, Economy and Growth, Cabinet Member, Community Services and Assets, Cabinet Member, Roads and Regulatory Services, and Cabinet Member, Transport and Infrastructure, all have a standing invitation to the meeting.

### Additional Topics Proposed for Future Consideration

- Hereford City Masterplan
- UK Shared Prosperity Fund
- Broadband

# HEREFORDSHIRE COUNCIL FORWARD PLAN



This document, known as the Forward Plan, sets out the decisions which are expected to be taken during the period covered by the Plan by either Cabinet as a whole, or by individual Cabinet Members. The Plan is updated regularly and is available on the Herefordshire Council website ([www.herefordshire.gov.uk](http://www.herefordshire.gov.uk)) and from Council Offices. This edition supersedes all previous editions.

The council must give at least 28 days' notice of key decisions to be taken. A key decision is one which results in the council incurring expenditure or making savings of £500,000 or more, and/or is likely to be significant in terms of the strategic nature of the decision or its impact, for better or worse, on the amenity of the community or quality of service provided by the council to a significant number of people living or working in the locality affected.

**Current cabinet members are listed below.** For more information and links papers for Cabinet meetings please visit <https://councillors.herefordshire.gov.uk/mgCommitteeDetails.aspx?ID=251>

|                                |   |
|--------------------------------|---|
| Councillor Jonathan Lester     | Corporate Strategy and Budget (Leader of the Council) |
| Councillor Elissa Swinglehurst | Environment (Deputy Leader of the Council)            |
| Councillor Carole Gandy        | Adults, Health and Wellbeing                          |
| Councillor Ivan Powell         | Children and Young People                             |
| Councillor Harry Bramer        | Community Services and Assets                         |
| Councillor Graham Biggs        | Economy and Growth                                    |
| Councillor Pete Stoddart       | Finance and Corporate Services                        |
| Councillor Barry Durkin        | Roads and Regulatory Services                         |
| Councillor Philip Price        | Transport and Infrastructure                          |
| Councillor Dan Hurcomb         | Local Engagement & Community Resilience               |

Documents submitted in relation to each decision will be a formal report, which may include one or more appendices. Reports will usually be made available on the council website at least 5 clear working days before the date of the decision. Occasionally it will be necessary to exempt part or all of a decision report from publication due to the nature of the decision, for example if it relates to the commercial or business affairs of the council. Other documents may be submitted in advance of the decision being taken and will also be published on the website unless exempt.

To request a copy of a decision report or related documents please contact [governancesupportteam@herefordshire.gov.uk](mailto:governancesupportteam@herefordshire.gov.uk) or telephone 01432 261699.

| Report title and purpose | Decision<br>Maker and<br>Due date | Lead officer and lead<br>cabinet member | Directorate | Notice of<br>decision first<br>published / ID | Issue Type<br>and<br>exemptions |
|--------------------------|-----------------------------------|---|-------------|---|---------------------------------|
|--------------------------|-----------------------------------|---|-------------|---|---------------------------------|

FORWARD PLAN FOR 29 August 2025 ONWARDS

The following information is provided for each entry in the Forward Plan:

| Heading   | Contains   |
|---|--|
| <b>Report title and purpose</b>                   | A summary of the proposal  |
| <b>Decision Maker and Due date</b>                | Who will take the decision and the date the decision is expected to be made  |
| <b>Lead cabinet member and officer contact(s)</b> | The cabinet member with responsibility for this decision and the officers producing the decision report.   |
| <b>Directorate</b>                                | The directorate of the council responsible for the decision.   |
| <b>Date uploaded onto plan</b>                    | The date the decision was first uploaded and the notice period started for key decisions.  |
| <b>Decision type, exemptions and urgency</b>      | Whether the decision is a Key or Non-Key decision, if the report is expected to be fully open, partly exempt or fully exempt and if urgency procedures are being followed. |

Decisions to be taken by Cabinet at a formal meeting are listed first, ordered by date, and include both Key and Non-Key decisions. Decisions to be taken by individual Cabinet Members are then listed, grouped by portfolio area and sorted by date. These include Key and Non-Key decisions.

| Report title and purpose | Decision Maker and Due date | Lead cabinet member and officer contact(s) | Directorate | Date uploaded onto plan | Decision Type, exemptions and urgency |
|--------------------------|-----------------------------|--|-------------|-------------------------|---------------------------------------|
|--------------------------|-----------------------------|--|-------------|-------------------------|---------------------------------------|

### Cabinet decisions by date (Key and Non-key listed)

|  |                              |   |                          |                |                        |
|--|------------------------------|---|--------------------------|----------------|------------------------|
| <b>Q1 2025/26 Budget Report</b><br>To report the forecast position for 2025/26 at Quarter 1 (June 2024), including explanation and analysis of the drivers for the material budget variances, and to outline current and planned recovery activity to reduce the forecast overspend. | Cabinet<br>25 September 2025 | Cabinet member finance and corporate services<br><br>Rachael Sanders, Director of Finance<br><small>Rachael.sanders@herefordshire.gov.uk<br/>Tel: 01432 383775</small>                        | Corporate Support Centre | NEW ITEM       | <b>Non Key</b><br>Open |
| <b>Q1 Performance Report</b><br>To report on the Council's progress and performance in Q1 against the Delivery Plan 2025/26.   | Cabinet<br>25 September 2025 | Cabinet member finance and corporate services<br><br>Jessica Karia, Head of Corporate Performance and Intelligence<br><small>jessica.karia@herefordshire.gov.uk<br/>Tel: 01432 260976</small> | Corporate Support Centre | 21 August 2025 | <b>Non Key</b><br>Open |

| Report title and purpose  | Decision Maker and Due date  | Lead cabinet member and officer contact(s)  | Directorate              | Date uploaded onto plan | Decision Type, exemptions and urgency |
|---|------------------------------|---|--------------------------|-------------------------|---------------------------------------|
| <b>Herefordshire Suicide Prevention Strategy</b><br>To approve, for publication, a new Suicide Prevention Strategy (2024-2029) for Herefordshire  | Cabinet<br>25 September 2025 | Cabinet member adults, health and wellbeing<br><br>Lindsay MacHardy, Public Health Principal, Kristan Pritchard, Public Health Lead - Mental Health<br><br><small>Lindsay.MacHardy@herefordshire.gov.uk, Kristan.Pritchard@herefordshire.gov.uk<br/>Tel: 01432 260554, Tel: 01432383144</small>                                     | Community Wellbeing      | 21 August 2025          | <b>KEY</b><br>Open                    |
| <b>Corporate Peer Challenge</b><br>To receive the report on the outcome of the Local Government Association Corporate Peer Challenge, held 23-26 June 2025, and to approve the council's action plan in response to the recommendations for publication | Cabinet<br>25 September 2025 | Cabinet member finance and corporate services<br><br>Hilary Hall, Corporate Director Community Wellbeing, Caroline Marshall, Project manager, Paul Walker, Chief Executive<br><br><small>Hilary.Hall@herefordshire.gov.uk, caroline.marshall3@herefordshire.gov.uk, paul.walker@herefordshire.gov.uk<br/>Tel: 01432 260249,</small> | Corporate Support Centre | 21 August 2025          | <b>Non Key</b><br>Open                |

| Report title and purpose  | Decision Maker and Due date  | Lead cabinet member and officer contact(s)   | Directorate              | Date uploaded onto plan | Decision Type, exemptions and urgency |
|---|------------------------------|--|--------------------------|-------------------------|---------------------------------------|
| <b>Local Walking and Cycling Plan adoption</b><br>To seek Cabinet approval for the adoption of the Local Walking and Cycling Plan   | Cabinet<br>25 September 2025 | Cabinet member transport and infrastructure<br><br>Ffion Horton, Transport Planning Services Manager<br><small>ffion.horton@herefordshire.gov.uk</small>   | Economy and Environment  | 21 August 2025          | <b>KEY</b><br>Open                    |
| <b>West Midlands Safe Centre</b><br>To approve the establishment of a Special Purpose Vehicle (SPV) and agrees for Herefordshire to join the SPV and be part of a formal partnership with other local authorities in the West Midlands in terms as set out in the report. | Cabinet<br>25 September 2025 | Cabinet member children and young people<br><br>Tina Russell, Corporate Director Childrens and Young People<br><small>tina.russell@herefordshire.gov.uk</small><br><small>Tel: 01432 260 267</small> | Corporate Support Centre | 21 August 2025          | <b>KEY</b><br>Part exempt             |
| <b>Local Transport Plan 5</b>   | Cabinet<br>23 October 2025   | Cabinet member transport and infrastructure<br><br>Ffion Horton, Transport Planning Services Manager<br><small>ffion.horton@herefordshire.gov.uk</small>   | Economy and Environment  | 21 August 2025          | <b>KEY</b>                            |

| Report title and purpose  | Decision Maker and Due date | Lead cabinet member and officer contact(s)   | Directorate             | Date uploaded onto plan | Decision Type, exemptions and urgency |
|---|-----------------------------|--|-------------------------|-------------------------|---------------------------------------|
| <b>New care facility</b><br>To consider and agree the business case to invest in and develop the council's own care facility in Herefordshire to meet future demand | Cabinet<br>23 October 2025  | Cabinet member adults, health and wellbeing<br><br>Hilary Hall, Corporate Director Community Wellbeing<br>Hilary.Hall@herefordshire.gov.uk                             | Community Wellbeing     | 21 August 2025          | <b>KEY</b>                            |
| <b>The New Public Realm Service</b><br>This report seeks approval to award the council's Public Realm Service contract.   | Cabinet<br>18 December 2025 | Cabinet member local engagement and community resilience<br><br>Ed Bradford, Head of Highways and Traffic<br>Edward.Bradford@herefordshire.gov.uk<br>Tel: 01432 260786 | Economy and Environment | 21 August 2025          | <b>KEY</b><br>Open                    |
| <b>Cabinet Member Decisions (Key and Non Key decisions)</b>   |                             |  |                         |                         |                                       |
| <b>Portfolio: adults, health and wellbeing</b>  |                             |  |                         |                         |                                       |

| Report title and purpose  | Decision Maker and Due date                                     | Lead cabinet member and officer contact(s)  | Directorate         | Date uploaded onto plan | Decision Type, exemptions and urgency |
|---|---|---|---------------------|-------------------------|---------------------------------------|
| <b>Drug and Alcohol Service 2-year Extension</b><br>To approve the extension of the Drug and Alcohol Service provided by Turning Point for 2 years.   | Cabinet member adults, health and wellbeing<br>3 October 2025   | Cabinet member adults, health and wellbeing<br><br>Natalie Johnson-Stanley,<br>Public Health Lead - Substance Misuse / Tobacco<br><br><small>Natalie.Johnson-Stanley@herefordshire.gov.uk<br/>Tel: 01432 383230</small> | Community Wellbeing | 21 August 2025          | <b>KEY</b><br>Open                    |
| <b>Reprocurement of Herefordshire Independent Adult Advocacy Services</b><br>To approve the reprocurement of Herefordshire Independent Adult Advocacy Services, by way of an open tender process. | Cabinet member adults, health and wellbeing<br>28 November 2025 | Cabinet member adults, health and wellbeing<br><br>John Burgess, Senior Commissioning Officer<br><br><small>John.Burgess3@herefordshire.gov.uk</small>  | Community Wellbeing | 21 August 2025          | <b>KEY</b><br>Open                    |
| <b>Portfolio: children and young people</b>   |   |   |                     |                         |                                       |

| Report title and purpose  | Decision Maker and Due date   | Lead cabinet member and officer contact(s)   | Directorate                | Date uploaded onto plan | Decision Type, exemptions and urgency |
|---|---|--|----------------------------|-------------------------|---------------------------------------|
| <p><b>Children's Emergency Out of Hours Duty Team (EDT) Service</b></p> <p>To agree to the direct award, by exemption, of this contract to the incumbent service provider.</p> <p>The Emergency Duty Team (EDT) Service exists to provide an emergency responsive service for children and young people up to the age of 18, but in line with the Leaving Care Act 2000 the service is available to any care experienced young person aged up to 25.</p> <p>The service is provided when a child or young person is believed to be at risk of significant harm, and from whom delay until the next working day would be detrimental to their welfare and safety. The service ensures that they continue to be safeguarded in the immediate term.</p> <p>There is a statutory duty for local authorities to safeguard and promote the welfare of children within their area who are in need. This is Section 17(1) of the Children Act 1989.</p> | <p>Cabinet member children and young people</p> <p>10 November 2025</p> | <p>Cabinet member children and young people</p> <p>Sam Westwood,<br/>Commissioning Officer, All Age Disability, Community Wellbeing</p> <p>Sam.Westwood@herefordshire.gov.uk<br/>Tel: 01432 383097</p> | <p>Community Wellbeing</p> | <p>21 August 2025</p>   | <p><b>KEY</b></p> <p>Open</p>         |
| <p><b>Portfolio: community services and assets</b></p>  |   |  |                            |                         |                                       |

| Report title and purpose  | Decision Maker and Due date                                       | Lead cabinet member and officer contact(s)   | Directorate               | Date uploaded onto plan | Decision Type, exemptions and urgency |
|---|---|--|---------------------------|-------------------------|---------------------------------------|
| <b>Play Area Investment</b><br>The purpose of this report is to set out how the £1 million for Play Area Investment is proposed to be spent and to seek the necessary approvals to do so. | Cabinet member community services and assets<br>12 September 2025 | Cabinet member community services and assets<br><br>Leigh Whitehouse, Group Manager-Streetscene, Public Rights of Way and Traffic Management<br><small>leigh.whitehouse@herefordshire.gov.uk</small> | Economy and Environment   | 21 August 2025          | <b>KEY</b><br>Open                    |
| <b>Retaining of the swimming pool at Peterchurch Primary School</b><br>To approve the retention of and structural improvements to the swimming pool at Peterchurch Primary School         | Cabinet member community services and assets<br>12 September 2025 | Cabinet member community services and assets<br><br>Quentin Mee, Head of Educational Development<br><small>Quentin.Mee@herefordshire.gov.uk</small>  | Children and Young People | 21 August 2025          | <b>Non Key</b><br>Open                |
| <b>Portfolio: economy and growth</b>  |   |  |                           |                         |                                       |
| <b>Portfolio: environment</b>   |   |  |                           |                         |                                       |

| Report title and purpose   | Decision Maker and Due date                     | Lead cabinet member and officer contact(s)   | Directorate             | Date uploaded onto plan | Decision Type, exemptions and urgency |
|--|---|--|-------------------------|-------------------------|---------------------------------------|
| <b>Allocating the Climate and Nature Reserve Phase 2</b><br>To Allocate the balance of the Climate and Nature Reserve for the delivery of projects which will positively impact the climate and natural environment of Herefordshire to the benefit of all who reside in the county. | Cabinet member environment<br>29 September 2025 | Cabinet member environment<br><br>Richard Vaughan,<br>Sustainability & Climate Change Manager<br><small>Richard.Vaughan@herefordshire.gov.uk<br/>Tel: 01432 260192</small> | Economy and Environment | 21 August 2025          | <b>KEY</b><br>Open                    |
| <b>Herefordshire Tree, Hedgerow and Woodland Strategy (H-THAWS).</b><br>To consider and endorse the new countywide Herefordshire Tree, Hedgerow and Woodland Strategy (H-THAWS).   | Cabinet member environment<br>23 October 2025   | Cabinet member environment<br><br>Mandy Neill, Senior Landscape Officer<br><small>mandy.neill@herefordshire.gov.uk</small>   | Economy and Environment | 21 August 2025          | <b>KEY</b><br>Open                    |

| Report title and purpose   | Decision Maker and Due date                   | Lead cabinet member and officer contact(s)   | Directorate             | Date uploaded onto plan | Decision Type, exemptions and urgency |
|--|---|--|-------------------------|-------------------------|---------------------------------------|
| <b>Solar Car Ports at Plough Lane</b><br>To approve the scoping and construction of solar car ports at Plough Lane | Cabinet member environment<br>31 October 2025 | Cabinet member environment<br><br>Katie Ainsworth, Senior Project Manager, Richard Vaughan, Sustainability & Climate Change Manager, Rosanna Willmott, Sustainability and Climate Change Officer<br><br><small>katie.ainsworth2@herefordshire.gov.uk,<br/>Richard.Vaughan@herefordshire.gov.uk,<br/>rosanna.willmott@herefordshire.gov.uk<br/>Tel: 01432 260192, Tel: 01432 261749</small> | Economy and Environment | 21 August 2025          | <b>KEY</b><br>Open                    |
| <b>Portfolio: finance and corporate services</b>   |   |  |                         |                         |                                       |
| <b>Portfolio: local engagement and community resilience</b>  |   |  |                         |                         |                                       |

| Report title and purpose  | Decision Maker and Due date   | Lead cabinet member and officer contact(s)   | Directorate             | Date uploaded onto plan | Decision Type, exemptions and urgency |
|---|---|--|-------------------------|-------------------------|---------------------------------------|
| <b>The New Public Realm Service - Fleet</b><br>This report seeks approval to procure the internal fleet required to deliver the New Public Realm Service from 1 June 2026.  | Cabinet member local engagement and community resilience<br>30 September 2025 | Cabinet member local engagement and community resilience<br><br>Ed Bradford, Head of Highways and Traffic<br>Edward.Bradford@herefordshire.gov.uk<br>Tel: 01432 260786 | Economy and Environment | 21 August 2025          | <b>KEY</b><br>Open                    |
| <b>The New Public Realm Service – Depot Facilities</b><br>This report seeks approval to procure and undertake any necessary works to depot and other facilities as required to deliver the New Public Realm Service from 1 June 2026. | Cabinet member local engagement and community resilience<br>30 September 2025 | Cabinet member local engagement and community resilience<br><br>Ed Bradford, Head of Highways and Traffic<br>Edward.Bradford@herefordshire.gov.uk<br>Tel: 01432 260786 | Economy and Environment | 21 August 2025          | <b>KEY</b><br>Open                    |

| Report title and purpose   | Decision Maker and Due date  | Lead cabinet member and officer contact(s)   | Directorate             | Date uploaded onto plan | Decision Type, exemptions and urgency |
|--|--|--|-------------------------|-------------------------|---------------------------------------|
| <b>The New Public Realm Service – Highways and Public Realm Schemes Framework</b><br>As part of preparations for the New Public Realm Service, this report seeks approval for the procurement of a new Highways and Public Realm Schemes Framework. The new framework will be used for the delivery of schemes, forming part of a mixed economy model approach for the service alongside the new Public Realm Contract that will come into place on 1st June 2026. | Cabinet member local engagement and community resilience<br>1 October 2025 | Cabinet member local engagement and community resilience<br><br>Ed Bradford, Head of Highways and Traffic<br><small>Edward.Bradford@herefordshire.gov.uk<br/>Tel: 01432 260786</small> | Economy and Environment | NEW ITEM                | <b>KEY</b><br>Open                    |
| <b>Portfolio: roads and regulatory services</b>  |  |  |                         |                         |                                       |
| <b>Parking Technology Upgrade</b><br>To approve the tender process for upgrading of VRMS and modems, retro fitting of parking machines and maintenance.  | Cabinet member roads and regulatory services<br>30 September 2025          | Cabinet member roads and regulatory services<br><br>Michelle Price, Project manager<br><small>michelleprice@herefordshire.gov.uk<br/>Tel: 01432 383778</small>                         | Economy and Environment | 21 August 2025          | <b>Non Key</b><br>Open                |
| <b>Portfolio: transport and infrastructure</b>   |  |  |                         |                         |                                       |

| Report title and purpose  | Decision Maker and Due date                                      | Lead cabinet member and officer contact(s)  | Directorate             | Date uploaded onto plan | Decision Type, exemptions and urgency |
|---|--|---|-------------------------|-------------------------|---------------------------------------|
| <b>Road Safety Schemes</b><br>The purpose of this report is to set out how the £3.0 million for Road Safety Schemes is proposed to be spent and to seek the necessary approvals to do so. | Cabinet member transport and infrastructure<br>10 September 2025 | Cabinet member roads and regulatory services<br><br>Ed Bradford, Head of Highways and Traffic<br><small>Edward.Bradford@herefordshire.gov.uk<br/>Tel: 01432 260786</small>  | Economy and Environment | 21 August 2025          | <b>KEY</b><br>Open                    |
| <b>Capability and Ambition Fund 2025/26 allocation</b><br>The purpose of the report is to confirm what Herefordshire Council will deliver with the Capability and Ambition Fund grant     | Cabinet member transport and infrastructure<br>12 September 2025 | Cabinet member transport and infrastructure<br><br>Ffion Horton, Transport Planning Services Manager, Scott Tompkins, Delivery Director - Infrastructure, Richard Vaughan, Sustainability & Climate Change Manager<br><small>ffion.horton@herefordshire.gov.uk,<br/>scott.tompkins@herefordshire.gov.uk,<br/>Richard.Vaughan@herefordshire.gov.uk<br/>Tel: 01432 260192</small> | Economy and Environment | 21 August 2025          | <b>Non Key</b><br>Open                |

| Report title and purpose  | Decision Maker and Due date                                      | Lead cabinet member and officer contact(s)  | Directorate             | Date uploaded onto plan | Decision Type, exemptions and urgency |
|---|--|---|-------------------------|-------------------------|---------------------------------------|
| <b>Herefordshire Flood Risk Mitigation</b><br>The purpose of this report is to set out how the £2.055 million for Herefordshire Flood Risk Mitigation is proposed to be spent and to seek the necessary approvals to do so. | Cabinet member transport and infrastructure<br>12 September 2025 | Cabinet member transport and infrastructure<br><br>Steve Hodges, Directorate services team leader<br><small>sthodges@herefordshire.gov.uk<br/>Tel: 01432 261923</small> | Economy and Environment | 21 August 2025          | <b>KEY</b><br>Open                    |