

**Corporate Support Centre**  
Paul Walker - Chief Executive

**To: All members of the Council**

our ref: Council - 5 December 2025  
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27 November 2025

Dear Councillor,

**You are hereby summoned** to attend the meeting of the Herefordshire Council to be held on **Friday 5 December 2025** at the Conference Room 1 - Herefordshire Council, Plough Lane Offices, Hereford, HR4 0LE at **10.00 am** at which the business set out in the attached agenda is proposed to be transacted.

Yours sincerely  
**Claire Porter**



**Monitoring Officer**





# AGENDA

## Council

Date: **Friday 5 December 2025**

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Time: **10.00 am**

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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:

**Matthew Evans, Democratic Services**

Tel: 01432 383690

Email: [matthew.evans@herefordshire.gov.uk](mailto:matthew.evans@herefordshire.gov.uk)

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If you would like help to understand this document, or would like it in another format or language, please call Matthew Evans, Democratic Services on 01432 383690 or e-mail [matthew.evans@herefordshire.gov.uk](mailto:matthew.evans@herefordshire.gov.uk) in advance of the meeting.

# Agenda for the Meeting of the Council

## Membership

**Chairman**  
**Vice-Chair**

**Councillor Roger Phillips**  
**Councillor Stef Simmons**

Councillor Polly Andrews  
Councillor Jenny Bartlett  
Councillor Graham Biggs  
Councillor Harry Bramer  
Councillor Simeon Cole  
Councillor Pauline Crockett  
Councillor Dave Davies  
Councillor Mark Dykes  
Councillor Toni Fagan  
Councillor Carole Gandy  
Councillor Peter Hamblin  
Councillor Helen Heathfield  
Councillor David Hitchiner  
Councillor Terry James  
Councillor Jonathan Lester  
Councillor Ed O'Driscoll  
Councillor Rob Owens  
Councillor Daniel Powell  
Councillor Philip Price  
Councillor Adam Spencer  
Councillor Pete Stoddart  
Councillor Elissa Swinglehurst  
Councillor Richard Thomas  
Councillor Diana Toynbee  
Councillor Allan Williams  
Councillor Mark Woodall

Councillor Bruce Baker  
Councillor Chris Bartrum  
Councillor Dave Boulter  
Councillor Jacqui Carwardine  
Councillor Frank Cornthwaite  
Councillor Clare Davies  
Councillor Barry Durkin  
Councillor Matthew Engel  
Councillor Elizabeth Foxton  
Councillor Catherine Gennard  
Councillor Liz Harvey  
Councillor Robert Highfield  
Councillor Dan Hurcomb  
Councillor Jim Kenyon  
Councillor Nick Mason  
Councillor Aubrey Oliver  
Councillor Justine Peberdy  
Councillor Ivan Powell  
Councillor Ben Proctor  
Councillor Louis Stark  
Councillor John Stone  
Councillor Charlotte Taylor  
Councillor Kevin Tillett  
Councillor Rebecca Tully  
Councillor Rob Williams

## Agenda

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<b>NOLAN PRINCIPLES</b>	9 - 10
<b>1. APOLOGIES FOR ABSENCE</b> To receive apologies for absence.	
<b>2. DECLARATIONS OF INTEREST</b> To receive any declarations of interest by Members in respect of items on the Agenda.	
<b>3. MINUTES</b> To approve and sign the Minutes of the meeting held on 10 October 2025.	11 - 20
<b>4. CHAIRMAN AND CHIEF EXECUTIVE'S ANNOUNCEMENTS</b> To receive the Chairman and Chief Executive's announcements.	21 - 26
<b>How to submit questions</b>	
<i>The deadline for submission of questions for this meeting is:</i>	
<i>5:00 p.m. on Monday 1 December 2025.</i>	
<i>Questions must be submitted to <a href="mailto:councillorservices@herefordshire.gov.uk">councillorservices@herefordshire.gov.uk</a>. Questions sent to any other address may not be accepted.</i>	
<i>Accepted questions and the response to them will be published as a supplement to the agenda papers prior to the meeting. Further information and guidance is available at <a href="https://www.herefordshire.gov.uk/getinvolved">https://www.herefordshire.gov.uk/getinvolved</a>.</i>	
<b>5. QUESTIONS FROM MEMBERS OF THE PUBLIC</b> To receive questions from members of the public.	
<b>6. QUESTIONS FROM MEMBERS OF THE COUNCIL</b> To receive any written questions from members of the Council.	
<b>7. APPOINTMENTS TO COUNCIL COMMITTEES</b> To exercise those powers reserved to Council to review political proportionality and determine the allocation of seats on Council committees.	27 - 32
<b>8. LOCAL TRANSPORT PLAN 5</b> To seek Council approval for the Local Transport Plan (LTP) 2025-2041.	33 - 168
<b>9. LEADER'S REPORT</b> To receive a report from the leader on the activities of the executive (cabinet) since the meeting of Council on 10 October.	169 - 194
<b>10. NOTICES OF MOTION UNDER STANDING ORDERS</b> To consider Notices of Motion.	195 - 202



## **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.
- 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.
- 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.
- Copy any of the documents mentioned above to which you have a right of access, subject to a reasonable charge (20p per sheet subject to a maximum of £5.00 per agenda plus a nominal fee of £1.50 for postage).
- 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 and copy documents.

## **Recording of meetings**

Please note that filming, photography and recording of this meeting is permitted provided that it does not disrupt the business of the meeting.

Members of the public are advised that if you do not wish to be filmed or photographed you should let the governance services team know before the meeting starts so that anyone who intends filming or photographing the meeting can be made aware.

The reporting of meetings is subject to the law and it is the responsibility of those doing the reporting to ensure that they comply.

The council may make an official recording of this public meeting or stream it live to the council's website. Such recordings form part of the public record of the meeting and are made available for members of the public via the council's web-site.

## **Public transport links**

The Herefordshire Council office at Plough Lane is located off Whitecross Road in Hereford, approximately 1 kilometre from the City Bus Station. The location of the office and details of city bus services can be viewed at:

<http://www.herefordshire.gov.uk/downloads/file/1597/hereford-city-bus-map-local-services>,



## **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.





## **Minutes of the meeting of Council held at Conference Room 1 - Herefordshire Council, Plough Lane Offices, Hereford, HR4 0LE on Friday 10 October 2025 at 10.00 am**

**Present:** Councillor Roger Phillips (chairperson)  
Councillor Stef Simmons (vice-chairperson)

**Councillors:** Polly Andrews, Bruce Baker, Jenny Bartlett, Graham Biggs, Dave Boulter, Jacqui Carwardine, Simeon Cole, Frank Cornthwaite, Clare Davies, Dave Davies, Barry Durkin, Matthew Engel, Toni Fagan, Elizabeth Foxton, Carole Gandy, Catherine Gennard, Peter Hamblin, Liz Harvey, Helen Heathfield, David Hitchiner, Dan Hurcomb, Terry James, Jim Kenyon, Jonathan Lester, Nick Mason, Ed O'Driscoll, Aubrey Oliver, Rob Owens, Justine Peberdy, Dan Powell, Ivan Powell, Philip Price, Ben Proctor, Adam Spencer, Louis Stark, Pete Stoddart, Charlotte Taylor, Richard Thomas, Kevin Tillet, Diana Toynbee, Rebecca Tully, Rob Williams and Mark Woodall

**Officers:** Director of Governance and Law and Director of Finance

### **18. APOLOGIES FOR ABSENCE**

Apologies for absence were received from Councillors Chris Bartrum, Harry Bramer, Pauline Crockett, Mark Dykes, Robert Highfield, John Stone, Elissa Swinglehurst, and Allan Williams.

### **19. DECLARATIONS OF INTEREST**

Councillor Barry Durkin declared an interest in relation to agenda item no. 9, motion - Protecting Community Safety in Herefordshire - Opposing Cuts to PCSO Hours, as a member of the Police and Crime Panel.

Councillor David Hitchiner declared an interest and outlined the dispensation granted in relation to agenda item no. 8, Leader's Report, as a local resident to the proposed Southern Link Road.

Councillor Liz Harvey declared an interest in relation to agenda item no. 9, motion - Protecting Community Safety in Herefordshire - Opposing Cuts to PCSO Hours, as a member of the Police and Crime Panel.

### **20. MINUTES**

**RESOLVED:** That the minutes of the meeting held on 25 July 2025 be confirmed as a correct record and signed by the Chairman.

### **21. CHAIRMAN AND CHIEF EXECUTIVE'S ANNOUNCEMENTS**

Council noted the Chairman's and Chief Executive's announcements as printed in the agenda papers.

**22. QUESTIONS FROM MEMBERS OF THE PUBLIC (PAGES 7 - 10)**

A copy of the public questions and written answers, together with supplementary questions asked at the meeting and their answers, is attached to the Minutes at Appendix 1.

**23. QUESTIONS FROM MEMBERS OF THE COUNCIL**

There were no questions from members of the Council.

**24. ELECTORAL REVIEW: PROPOSING THE NUMBER OF COUNCILLORS PER WARD**

Council considered a report by the Democratic Services Manager regarding the Electoral Review: Proposing the number of councillors per ward.

The Leader proposed the Electoral Review report recommendations and introduced the report.

Councillor Liz Harvey seconded the report's recommendations.

The Electoral Review: Proposing the number of councillors per ward was put to a vote and was carried by a simple majority.

**RESOLVED**

**That Council:**

- a) Resolves, by a majority vote, to retain its current electoral arrangements of one member per ward, and**
- b) Presents its resolution to the Commission stating the Council's position on its preferred electoral arrangements**

**25. LEADER'S REPORT**

Council received and noted the Leader's Report which provided an update on the activities of Cabinet since the previous meeting of Council on 25 July 2025.

Council questioned the Leader and the following actions were raised:

- In response to a question regarding whether the title of the Domestic Abuse Strategy should highlight prevention, it was proposed that the matter be referred to the Health and Wellbeing Board for consideration.
- In response to a question about whether the Council holds data on ongoing dissatisfaction relating to children's service provision, it was confirmed that feedback from families will be shared with members.
- In response to a question about Ross Enterprise Park and that access will be created in this year, it was noted that members will be updated on the timeline of works.
- In response to a question about assurances over issues around opening up an access to the Ross Enterprise Park development site in relation to the logistical issues around the siting of fibre-optic communications cabling, it was noted that an update would be provided.
- In response to a question regarding litter concerns around the Enterprise Zone at Rotherwas, it was noted that officers would be asked to liaise with colleagues who run Skylon Park to see what the issues are and how they can be addressed.

- In response to a question regarding whether Herefordshire Council will undertake a Section 77 appraisal to assess the impact on the River Lugg catchment area in relation to the original planning decision for the Buttercross flats, it was confirmed that clarification would be provided.
- In response to a question about consultation with officers regarding the Merton Meadow Urban Village Programme, it was noted that clarity would be provided with regard to which officers the member had spoken to ensure regular updates have been received.
- In response to a question regarding the City and Market Town Public Realm Investment, and whether written confirmation would be provided to confirm that the £1.2 million allocation will be carried over into the next financial year in the event of over-runs or delivery delays, it was confirmed that this would be done.
- In response to a question regarding whether a briefing or workshop for all members would be held prior to the public consultation stage of the Local Nature Recovery Strategy (LNRS), it was confirmed that this will be arranged.

*Councillor Jim Kenyon left the meeting at 11:19 a.m.*

## **26. NOTICES OF MOTION UNDER STANDING ORDERS**

Council debated the motions contained in the report by the Director of Governance and Law.

### **Motion - Protecting Community Safety in Herefordshire - Opposing Cuts to PCSO Hours**

Councillor Owens proposed and introduced the motion.

Councillor Tillett seconded the motion.

Council debated the motion. The motion with alterations (to include mention of the Chief Constable in the motion) was agreed by the proposer of the motion.

The motion was put to the recorded vote and was carried by a simple majority.

FOR (44): Councillors Andrews, Baker, Bartlett, Biggs, Boulter, Carwardine, Cole, Cornthwaite, Clare Davies, Dave Davies, Durkin, Engel, Fagan, Foxton, Gandy, Gennard, Hamblin, Harvey, Heathfield, Hitchiner, Hurcomb, James, Lester, Mason, O'Driscoll, Oliver, Owens, Peberdy, Phillips, Dan Powell, Ivan Powell, Price, Proctor, Simmons, Spencer, Stark, Stoddart, Taylor, Thomas, Tillett, Toynbee, Tully, Rob Williams, and Woodall.

AGAINST (0)

ABSTENTIONS (0)

### **RESOLVED:**

#### **Council resolves:**

- 1. Formally oppose the decision of the Chief Constable and supported by the Conservative Police and Crime Commissioner to limit PCSO evening working hours across Herefordshire.**
- 2. Request the Chief Executive to write to the Chief Constable and supported by the Police and Crime Commissioner, urging a reversal of this decision in**

**recognition of the significant impact it will have on community safety and the visibility of policing in Herefordshire.**

- 3. Request the Leader of the Council to communicate the Council's opposition to these proposed changes with both of Herefordshire's MPs and encourage them to raise the issue in Parliament, and to call for increased support and funding for neighbourhood policing in rural counties such as ours.**

*Councillor Terry James left the meeting at 12:18 p.m.*

### **Motion - Child Friendly Herefordshire**

Councillor Fagan proposed and introduced the motion.

Councillor Proctor seconded the motion.

Council debated the motion. The motion with alterations (to include the word 'all' in the fourth bullet point) was agreed by the proposer of the motion.

The motion was put to the vote and was carried by a simple majority.

### **RESOLVED:**

- 1. To adopt a formal policy of Child Friendly Herefordshire, embedding the principle of putting children and young people's safety and wellbeing at the heart of all decisions.**
- 2. To ensure children and young people have meaningful opportunities to shape decisions that affect them, both now and in the future.**
- 3. To ask the executive to work with partners across public services, schools, health, business, transport, community groups, and voluntary organisations to create a county-wide partnership for Child Friendly Herefordshire.**
- 4. To ask the Leader to report annually to Council on progress towards making Herefordshire a county where all children and young people thrive.**

### **Motion - Improving access to employment, education and leisure for young people aged 16–19 through bus provision**

Councillor Tully proposed and introduced the motion.

Councillor Engel seconded the motion.

Council debated the motion.

The motion was put to the recorded vote and was carried by a simple majority.

FOR (41): Baker, Bartlett, Biggs, Boulter, Carwardine, Cole, Cornthwaite, Clare Davies, Dave Davies, Durkin, Engel, Fagan, Foxton, Gandy, Gennard, Hamblin, Harvey, Heathfield, Hitchiner, Hurcomb, Lester, Mason, O'Driscoll, Oliver, Owens, Peberdy, Phillips, Dan Powell, Ivan Powell, Price, Proctor, Simmons, Spencer, Stoddart, Taylor, Thomas, Tillett, Toynbee, Tully, Rob Williams, Woodall.

AGAINST (0)

ABSTENTIONS (2): Councillors Andrews, and Stark.

**RESOLVED:**

1. **Support in principle the expansion of affordable, accessible bus travel for 16–19 year olds in Herefordshire to:**
  - a. **Improve access to education, employment, and training**
  - b. **Reduce social isolation**
  - c. **Enhance health outcomes**
2. **Request the executive prepare proposals for inclusion in the 2026/27 budget for:** a. **The provision of a pilot extension of the transport assistance scheme for 16-19yr olds in education to enable travel on evenings, weekends and holidays. This pilot would include evaluation of impact.** b. **Identification of potential funding sources, including BSIP revenue grant and the Local Transport Grant revenue allocation; anticipated savings in other service areas (e.g., Economy, Public Health); and bus operator partnership or sponsorship opportunities.**
3. **Request the Leader of the Council write to the Secretary of State for Transport, urging support for pilot schemes and action on the Transport Committee’s recommendation to explore national free or discounted travel for young people, alongside long-term, devolved funding for bus services.**

**27. FULL COUNCIL MEETING DATES 2026/27**

Council considered and agreed the following meeting dates of Council in the 2026/27 municipal year:

24 July 2026 – 10:00 a.m.  
9 October 2026 – 10:00 a.m.  
4 December 2026 – 10:00 a.m.  
5 February 2027 – 10:00 a.m.  
5 March 2027 – 10:00 a.m.  
21 May 2027 – 10:30 a.m.

The meeting ended at 1.01 pm

**Chairperson**



## Agenda item no. 5 - Questions from members of the public

Question Number	Questioner	Question	Question to
PQ 1	Mr Osborne-Brookes, Hereford	<p>"I'm glad that the Cabinet Member is, albeit reluctantly, continuing some of Hereford's active transport schemes which were started by the previous administration. These and public transport are not only more affordable, but far more effective at minimising traffic congestion, vehicle pollution, obesity, and environmental degradation than motor road schemes which worsen them.</p> <p>However, in the Budget report in today's agenda, he is clearly continuing on with the unnecessary bypass.</p> <p>How can the cabinet member justify raising council tax to fund the interest of the enormous borrowing for the bypass to those in Herefordshire who are already faced by the cost of living crisis and government cuts, and who will not benefit from this bypass, and why isn't he investing more in public and active transport as an alternative?"</p>	Cabinet member transport and infrastructure

### Response:

This administration very much recognises the importance of active travel - this is demonstrated in the upcoming adoption of critical policy documents such as the Local Transport Plan (LTP) and the Local Cycling Walking and Wheeling Infrastructure Plan (LCWWIP) as well as in the current delivery of schemes like the Transport Hub and Holme Lacy Road improvements and many others. In total the council is investing over £20m of grant funding into active travel. The council's strategic approach is to improve Herefordshire's transport network in every choice we make, offering residents integrated transport options suitable for their individual journeys.

Whilst active travel has huge benefits for health it is unlikely on its own to ever resolve the congestion issues that Hereford experiences on a daily basis having a major trunk road (A49) running right through the city centre. Active travel represents less than 4% of journeys and even with a robust cycling and walking network in place it is unlikely to ever replace car journeys in a rural authority like Herefordshire. Active travel is one part of the solution, but the bypass is the only way to really significantly reduce traffic congestion and improve air quality in the city especially given the predicted growth and housing numbers the government is now requiring. The severance that the A49 creates in the city centre is also a barrier to improving active travel and a bypass is the right solution to removing traffic and to providing resilience to Hereford's future. The two must go hand and hand.

The council continues to seek funding opportunities from government to support the development of the bypass. The council's commitment to capital borrowing to support phase one will help make the case for investment to government and the impact of this on the council's revenue budget position is minimal and will not directly result in the need for increased council tax. This is about investing in the future for Herefordshire's residents so that we are stimulating the housing and employment growth needed to meet our future needs and drive economic prosperity for the County.

**Supplementary Question:**

Thank you for your response to my question. In the response the Councillor says "The council's commitment to capital borrowing to support phase one will help make the case for investment to government and the impact of this on the council's revenue budget position is minimal".

However, in a previous letter to the government the council Leader said "Phase 1 construction is set to be funded through prudential borrowing, which will significantly impact our revenue budget".

Could you please clarify which one of these statements is true and why there seems to be a complete difference in judgement as to the impact on the council's revenue budget by the borrowing between the councillors?

**Response to Supplementary Question:**

Thank you for your supplementary question.

Both of these statements are in fact true.

The impact of the prudential borrowing required to fund phase 1 of the bypass, as previously reported, is £0.25m in 2026/27 rising to £1.5m per annum from 2028/29. £0.25m represents 0.1% of the council's estimated net revenue budget for 2026/27 (£1.5m is 0.5% of the estimated net revenue budget for 28/29) and therefore the impact of this individual project on the council's total revenue budget is minimal.

The letter sent to central government by the Leader highlights the council's overall financial position and the impact of the fair funding review on future funding allocations.

In this context, and in consideration of the council's wider financial position, the collective impact of prudential borrowing is significant. Work to develop the 2026/27 budget, capital programme and medium term financial strategy is currently underway and the impact of the fair funding review and requirements of the capital programme will inform our financial plans.

PQ 2	Ms Martin, Hereford	"Through a combination of capital allocation and borrowing, funding of around £40m is to be made available for the construction of the Southern Link Road, now phase 1 of the proposed western bypass. It's clear that this sum will not cover the cost. How is the shortfall to be met?"	Cabinet member transport and infrastructure
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**Response:**

The total budget available for phase one is £40.3m. This is made up of £10.3m of funding towards the development, design, land purchases and contingency for the project and £30m of funding towards the construction. The Council is about to start the tender process for the scheme which will better define the construction costs and budget requirements for the scheme.



**Supplementary Question:**

I've read Councillor Lester's letter to Heidi Alexander. If the DfT do not come up with a shortfall for funding this road, which we know will run into the tens of millions, will the shortfall be met by additional borrowing whatever the impact on council finances, services, and whatever the burden on local taxpayers?

**Response to Supplementary Question:**

At this point in time, we are requesting of government for support in the funding for the whole of the bypass. We are building the business case and we shall have a business case suitable to present to them by July of next year. That business case will then be considered in the context of what the government response is to us and what we then do to fund it. At that point, we should have a better estimate of what the costs will be and therefore, how we are going to fund it. At this moment, until we have a new bill of quantities for expected costs to deliver it, the finances are requests with government, and we will see what their response is.



## **Chairman of Council report – Council Meeting** **5 December 2025**

### **Chairs Report to Council**



Can I thank the councillors who laid wreathes on Remembrance Sunday on behalf of the Council at the various Market Towns, and to all of you who attended various commemorations events. As elected community leaders it is part of our role to participate in such an important civic occasion.

The tragic accident in Leominster involving one of the Council's sub contractor bin lorries driving into a house shocked our community. Sadly one of the passengers Andzie "Stan" Stanik died in the accident with the driver and another passenger hurt. Mr Stanik had been working on refuse collection for over 25 years and was familiar to many people on his rounds. Our thoughts and prayers are with his family and friends.



I was pleased to attend the formal opening of the new Crown Court in Hereford which was created by converting two former magistrates' courts at the Justice Centre in Bath street into a Crown court and jury room.

Following the collapse of the roof in the old Crown Court in the Shirehall in 2020 all Crown Court cases for our county were heard in Worcester. The Shirehall had been the home of the Crown court since it was built in 1817.

**The senior Presiding Judge opened the new court attended by representatives of the Judiciary who will sit in the building.**

**Crown Courts deal with more serious cases which currently require over 6 months prison sentence with Magistrates dealing with the majority of criminal cases in Herefordshire.**

**Several colleagues serving on the Hereford & Worcester Fire and Resue Service attended with myself the annual Herefordshire awards ceremony to recognise the length of service and special service of many of our local firefighters. The evening honoured many specific events which showed bravery and high degrees of professionalism in saving lives. Special awards were also made to employers who support their employees being on call retained firefighters.**

**The Vice Chair and I have attended many events supporting Military, Civic and Community organisations and our monthly Citizenship Ceremonies.**

**Cllr Roger Phillips JP**



## Chief Executive's report to Full Council, Herefordshire Council – 5 December 2025

Officers and teams continue to work at pace supporting the administration and responding to the needs of members, residents, partners and stakeholders across Herefordshire. I am pleased to update Council on some key highlights of our delivery, investment and engagement, as well as setting out key challenges and issues we are facing.

We **recently welcomed Ofsted** for their inspection of our children's services, and the initial feedback on the completion of their visit was very positive. They have rightly recognised the significant progress we have made and the positive impact our teams have had on the lives of children and young people in Herefordshire.

The final report is set to be published on 12th of January 2026. I want to take this opportunity to extend my thanks to Tina Russell and all the dedicated teams in the Children and Young People's directorate for their unwavering commitment and tireless efforts throughout this inspection. And to thank Cllr Powell for his strong leadership and to all elected members for their continued challenge and support. The inspection is the latest step in our long-standing improvement journey on behalf of Herefordshire's children and families.

We are still **awaiting the outcome of the Care Quality Commission (CQC)** assessment of our adult social care services. The on-site review concluded a few weeks ago following months of preparation and evidence submission. Initial feedback from the visiting team was positive, noting the warm welcome and the passion and commitment shown by staff and partners, including those with lived experience. We expect the draft report soon, which will provide a clearer picture of our performance and next steps, which will be presented to members as soon as possible.

An area of particular focus at this time is **developing our budget** for next year and addressing the funding gap. As mentioned in my last report, in spite of delivering a balanced budget this year, we face significant financial pressures going forward. In September, we raised concerns about proposed changes to government funding that could leave us with a £27.3 million gap in 2026/27 – this was exacerbated by the loss of the £7 million Rural Services Delivery Grant.

However, with the important contributions of members, we have a strong track record of financial discipline. Thanks to your support, we balanced our budget this year and have secured £40 million in savings over the last five years while maintaining and enhancing key services for residents. This is why we approach the funding gap from a position of strength – but we must also consider taking some decisive action. Our ongoing financial planning includes options for:

- Generating more income locally — through tradable services; reviewing fees, charges and rates;
- Reviewing expenditure on capital projects — prioritising essential infrastructure while potentially deferring low-impact spending;
- Driving efficiencies across services — finding smarter and more efficient ways to deliver outcomes;
- Reviewing the viability and value of non-discretionary functions — while boosting the efficiency of statutory services;
- Investing in our estate, technology and AI — to reduce long-term costs and enhance service delivery.

I am pleased to say we are on track with our 2025/26 **delivery plan**: 206 of 240 KPIs (85.8%) are complete or progressing well across the People, Place, Growth and Transformation objectives. £1.6m of this year's £3.9m savings target is delivered, with the remainder on course, and over half of £11.9m carried-forward savings achieved.

Officers have delivered significant **progress across our place-based functions** since my last report. Work is advancing on the Holme Lacy Road improvement scheme, which will widen carriageways, upgrade junctions and add new cycling and pedestrian facilities to make a vital eastern route into Hereford safer and smoother. Our extensive 2025/26 resurfacing programme continues at pace with many schemes completed on or before time and to a high standard. Responding to local concerns, we have reviewed speed limits in priority areas and introduced a temporary 40mph limit on the A465 at Locks Garage crossroads while longer-term safety measures are designed. Investment in public rights of way continues, with the popular Weobley-to-Dilwyn footpath reopened thanks to a new bridge, restoring an important rural link and encouraging walking and cycling.

Alongside these initiatives, **enforcement teams have stepped up action** against fly-tipping, illegal waste carriers and anti-social behaviour, issuing fines and removing tonnes of waste from verges and lay-bys. Recent prosecutions, including a £43,000 fine for an illegal scrap metal gang, penalties for caravan dumping in a beauty spot, and action against persistent offenders in Bromyard. These prosecutions send a clear message that environmental crime will not be tolerated.

We are **continuing to invest in new and expanded school facilities** to create inclusive learning environments across Herefordshire. The £2.4m redevelopment of Hampton Dene Primary School is underway, delivering modern classrooms and improved outdoor spaces. Trinity Primary has introduced an innovative support service for pupils with social, emotional and mental health needs, offering tailored interventions in a safe setting. At Holmer CE Academy, flood resilience measures are being designed alongside leisure centre upgrades to protect education and community activities during severe weather.

We've launched the **Safer School Streets** initiative at five schools, introducing timed vehicle restrictions, better signage and community engagement to make journeys safer and healthier. The scheme reduces congestion, promotes walking and cycling, and supports cleaner air and improved health for children. We've also extended bus travel concessions so older residents, disabled people and students can stay connected at lower cost. Free travel now starts earlier and finishes later, helping people attend appointments, access education and take part in community life - reducing isolation and supporting independence.

As well as delivering on our core functions we continue to **meaningfully engage our communities**, partners and stakeholders. In November, the council hosted the Third Rivers Conference in Hereford, bringing together farmers, landowners, environmental groups, academics and government agencies to tackle nutrient challenges in the River Wye and its tributaries. The event shared updates on restoration projects, national research and practical pilot schemes to reduce phosphate levels through sustainable land management and innovative farming practices, reinforcing Herefordshire's leadership in collaborative river recovery.

October's **Employment & Skills Conference** brought together employers, training providers, schools and young people for a day of workshops, keynote sessions and success stories showcasing careers in engineering, digital technology, green construction and health care. The event concluded with the launch of the Herefordshire Apprenticeship Awards - an annual celebration of outstanding apprentices and the businesses that support them.

During October, a number of Council teams participated in **Exercise Pegasus**, the UK's largest-ever national pandemic preparedness exercise led by the UK government. Staff from across the Council contributed significantly, either by actively role-playing in the simulated response with regional and national partners or by supporting the organisation and facilitation of the local

elements of this complex, multi-phase exercise. I would like to extend my sincere thanks to everyone involved, with particular gratitude to our Emergency Planning Team and Public Health Team for their expertise, dedication and many hours of hard work. Their efforts during this major national undertaking will have directly strengthened Herefordshire's resilience and will significantly bolster our ability to prepare for, and respond effectively to, any future pandemic threats.

On 20 November, Cabinet approved the **draft Local Transport Plan (LTP 5)**, which comes to Full Council today for adoption. Covering 2025–2041, this forward-looking strategy replaces the 2016 plan and aligns Herefordshire with national priorities while expanding travel choices. Adoption of LTP 5 provides a strong policy framework for delivering the Hereford Bypass as part of our wider investment to enhance the scope, quality and choice of transport while helping to enable economic growth.

I would like to thank members and officers for their preparations and response to **Storm Claudia**. I know many of them worked tirelessly alongside emergency services, parishes and voluntary groups to protect vulnerable people, households and businesses – and then help the process of recovery while being prepared for future adverse conditions.

In accordance with the council's ambitious plans for the future I was pleased we were able to appoint **John Hobbs**, a seasoned public sector leader with extensive expertise in infrastructure, economic development and environmental services, as our new Corporate Director of Economy and Environment. In his new position, John will spearhead key initiatives such as fostering economic growth, advancing capital projects like the Hereford bypass and Shire Hall restoration, and overseeing environmental protections, waste management and enforcement all in alignment with the council's County Plan priorities. I am grateful to members of the Employment Panel for their support in the process.

I was also pleased to welcome Stacey Carter as our new Head of Strategic Finance and deputy Section 151 officer – a critical role, supporting Rachael Sanders, as we navigate a challenging budget setting process and economic landscape.

I am continuing my work in convening my counterparts as part of the **Herefordshire Chief Executives Group (HCEG)**, comprising chief officers from the Wye Valley Trust (WVT), Herefordshire and Worcestershire ICB, Herefordshire and Worcestershire Health and Care Trust, Hereford & Worcester Fire and Rescue Service and West Mercia Police. This important group sponsors key collaborative work strands where in coming together we can address the root causes of some shared challenges. At the last meeting, we shared insights about the Ledbury Local plan and the proposal for additional health facilities in the area. We also approved the 'Herefordshire narrative' - a joint position statement on our county, its people, places, strengths, challenges and future to help articulate our shared ambition to enable individuals to live their best life here in Herefordshire. And, we approved our priority work strands for the next quarter, namely: vulnerable people with complex needs, access to housing, resilience of services and healthy communities. In response to the Child Friendly Herefordshire policy – unanimously adopted by Council in October 2025 – HCEG are keen to adopt this as a joint work strand, which I believe can help with our ambitions towards ensuring every child in Herefordshire is safe, heard, supported and able to thrive.

More broadly, I have continued, alongside the Leader, to engage our counterparts in our neighbouring local authorities and **key regional partnerships**, such as the Marches Forward Partnership, covering key challenges such as transport, housing and devolution.



In November, I was proud to represent the council to **support the Poppy Train initiative** for Remembrance Day - a moving reminder of our community's strength and the importance of honouring those who served.

The **Local Government Boundary Commission** for England has now launched a public consultation (from 25 November 2025 to 2 February 2026) to shape new electoral wards in Herefordshire. The review aims to "ensure fair representation", with each councillor representing approximately the same number of electors and ward boundaries reflecting local communities. Following an earlier phase, the Commission concluded Herefordshire should retain 53 single-member wards, maintaining its current number of councillors. Residents are invited to contribute views online, by email or via post to help refine proposed patterns of representation. This consultation marks the second phase in the Commission's review process. Once complete, draft recommendations will be published ahead of final decisions later this year. I am grateful to members and officers for their support in this review.

We were deeply saddened by the **death of Andzie Stanik**, a valued member of the FCC Environment team. I was honoured to visit the site to lay flowers and met with his colleagues, who spoke warmly of his dedication and character. Our thoughts remain with his family and friends, and with the two colleagues injured in the incident - we wish them a full recovery. My sincere thanks go to the emergency services, council staff and responders for their professionalism in such difficult circumstances.

In summary, this report highlights continued progress against our delivery plan, proactive financial management in challenging circumstances, and steps forward on infrastructure, education and community investment. It also reflects our commitment to resilience, partnership working and value for money for Herefordshire residents. I ask members to note these updates and the themes they represent: financial discipline, strategic planning and investment, and high-quality services for residents.

Please do not hesitate to contact me should you have any queries or want any further information on any of the items in my report.

Paul Walker  
Chief Executive  
Herefordshire Council





# Title of report: Appointments to Council Committees

**Meeting: Council**

**Meeting date: Friday 5 December 2025**

**Report by: Solicitor to the Council**

## Classification

Open

## Decision type

This is not an executive decision

## Wards affected

(All Wards);

## Purpose

To exercise those powers reserved to Council to review political proportionality and determine the allocation of seats on Council committees.

## Recommendation(s)

**That:**

- a) the allocation of those seats to political groups as set out at appendix 1 (*to follow*) be approved.**

## Alternative options

1. To draw up a different set of committees of a different size and composition with different terms of reference.
2. Council could decide to suspend the rules of proportionality for all committees and establish its own criteria for appointing members to its committees. This would require a vote to do so in respect of each committee to which these rules apply and without any member of the council voting against each proposal. However, such a blanket approach is inconsistent with the spirit of political proportionality within the Local Government and Housing Act 1989 and would additionally require

Council to approve which councillor would take each individual seat on the relevant committees and outside bodies.

### Key considerations

3. Council is required to review its political composition and how this is applied to appointments to committees and sub-committees of the council when there is a change in the political make-up of the Council.
4. The membership of the respective political groups at the council is shown in the table below:

Political Group	Membership
Conservative Group	20
Independents for Herefordshire	8
Liberal Democrats	12
The Green Party	8
True Independents	2
Total members in a Group	50
Labour	1*
Not aligned	2
<i>Total Members not in a group</i>	3
<i>Total</i>	53

\*Under the rules concerning political groups in the constitution (section 2.2.23) a political group must have two or more members. Councillor Adam Spencer identifies as a Labour councillor but for the purposes of the political proportionality calculations is not aligned to any political group.

5. Council is under a duty to ensure membership of those committees and outside bodies covered by the relevant rules reflects the political composition of the council, as far as practicable, by allocating seats on the committees to political groups in proportion to their numerical strength on the council, whilst also maintaining a similar proportional balance of overall seat numbers. Once Council has approved the allocation of seats to political groups, it is a matter for the relevant political group leaders to confirm which of their members will take up any seats allocated to their group.
6. Any member who is not aligned to a group is not entitled to an allocation of seats within these rules. It is only where the proportionality calculations have been made and if any seats remain unallocated that Council may determine to appoint a member that is not a member of one of the political groups on the Council.
7. It is open to Council to suspend the rules of political proportionality in relation to the allocation of seats on any particular body. To do so requires approval by Council with no member voting against the proposal; this is known as a *nem con* vote. Abstentions do not invalidate such a vote.
8. The table in appendix 1 (*to follow*) details the allocation of seats on the existing committees based on the political composition of the Council set out in paragraph 4 above. The political composition of the Council has changed since the previous calculation of proportionality on 23 May 2025; The Green Party Group has decreased in number by one to 8 and the Independents for Herefordshire

Group has increased in number by one to 8. Appendix 1 will be circulated following consultation with Group Leaders.

9. The rules of political proportionality should also be applied when allocating seats on outside bodies to which the council makes three or more appointments. The change to the political composition of the Council has a minimal effect upon the political proportionality calculation in respect of the outside bodies below. Within the rules governing political proportionality there is no requirement to review the current allocation of seats on the outside bodies.

## **Community impact**

10. In accordance with the council's adopted code of corporate governance, the council is accountable for how it uses the resources under its stewardship, including accountability for outputs and outcomes achieved. In addition the council has an overarching responsibility to serve the public interest in adhering to the requirements of legislation and government policies.

## **Environmental Impact**

11. Whilst this is a decision on back office functions and will have minimal environmental impacts, consideration has been made to how it is in line with the council's Environmental Policy.

## **Equality duty**

12. Under section 149 of the Equality Act 2010, the 'general duty' on public authorities is set out as follows:

A public authority must, in the exercise of its functions, have due regard to the need to -

- (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
  - (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
  - (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
13. 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. As this is a decision on the administrative functions of the Council, we do not believe that it will have an impact on our equality duty however the council will seek to ensure that all appointments are made fairly (i.e. no discrimination on the basis of protected characteristics) and that committee meetings are physically accessible to all.

## **Resource implications**

14. Budgets are in place to cover allowances for any appointments made. In the event that Council decides on the establishment of additional committees a budget will need to be identified to meet the cost of any special responsibility allowance associated with the new committee. If Council agrees additional committees, appointments to the position of chairperson and vice chairperson will be agreed, if appropriate, during consideration of this report. All members appointed to positions of

special responsibility and to committees are provided with training to enable them to fulfil their duties.

## Legal implications

15. The council is required to ensure that the allocation of seats to committees is compliant with relevant rules contained in the Local Government and Housing Act 1989 and regulations made under that act.
16. In summary these regulations require that in determining the allocation of seats the council must apply the following four principles as far as reasonably practicable:
  - a. that not all the seats on the body are allocated to the same political group;
  - b. that the majority of the seats on the body is allocated to a particular political group if the number of persons belonging to that group is a majority of the authority's membership;
  - c. subject to paragraphs (a) and (b) above, that the number of seats on the ordinary committees of a relevant authority which are allocated to each political group bears the same proportion to the total of all the seats on the ordinary committees of that authority as is borne by the number of members of that group to the membership of the authority; and
  - d. subject to paragraphs (a) to (c) above, that the number of the seats on the body which are allocated to each political group bears the same proportion to the number of all the seats on that body as is borne by the number of members of that group to the membership of the authority.
17. The proposals in this report comply with these requirements. Once the proportionate allocation of seats has been made in accordance with the above principles, if any seats remain unallocated Council may determine to appoint a not aligned grouped member to fill the seat.
18. Alternative arrangements not complying with these requirements as set out in paragraph 7 may be made so long as no member of the council votes against it.

## Risk management

19.

	Risk / opportunity	Mitigation
	Failure to appoint to committees and outside bodies could render them inquorate or unlawful	The recommendations in this report mitigate these risks
	Failure to obey the rules of political proportionality could similarly render a committee or body unlawful	The recommendations in this report mitigate these risks

## Consultees

20. No consultees.

## **Appendices**

Appendix 1: Table of allocation of seats on committees of council (*to follow*)

## **Background papers**

None identified





# Title: Local Transport Plan 5 approval.

**Meeting: Council**

**Meeting date: Friday 5 December 2025**

**Report by: Cabinet Member Transport and Infrastructure**

## **Classification**

Open

## **Decision types:**

Budget and Policy Framework

## **Wards affected**

(All Wards);

## **Purpose**

The purpose of this report is to seek Council approval for the Local Transport Plan (LTP) 2025-2041.

## **Recommendation(s)**

**That:**

- a) **The Local Transport Plan 5 (LTP 5) 2025- 2041 for Herefordshire is adopted.**

## **Alternative options**

1. Not to adopt the LTP 5: Lack of an up to date, relevant LTP 5 will significantly jeopardise our ability to secure future central government funding for major transport schemes such as a bypass and rail infrastructure.
2. Furthermore, absence of an updated plan will compound existing issues of congestion, air quality, and road safety, placing increasing strain on local infrastructure and emergency services
3. Delay adoption of the LTP 5. This is not recommended as this risks losing momentum and delaying implementation of priority schemes as well as impacting on funding deadlines from central Government and other transport agencies such as Great British Rail (GBR).

## Key considerations

4. The new Local Transport Plan (LTP 5) is not merely a procedural step but a foundational strategic decision that underpins all future transport investment, economic growth, and sustainability commitments. The LTP provides the essential long-term, statutory framework for all transport investment and strategy, its adoption, is essential for ensuring compliance with Department for Transport (DfT) requirements, maximising the opportunity to secure external grant funding for future infrastructure schemes, and providing a robust evidence base to support the emerging Local Plan.
5. The existing transport strategy requires updating, having been adopted prior to the Council's current Net Zero commitment and the latest national policy shifts (e.g., 'Gear Change,' DfT Decarbonisation Plan). The previous administration had plans to revise the LTP however due to Covid this was delayed. Reliance on this outdated strategy means:
  - 5.1. Financial Constraint: We are currently not compliant with the funding prerequisites for many multi-year DfT capital grants, due to an out of date existing LTP which does not consider current transport data.
  - 5.2. Infrastructure Stress: Traffic volumes on key corridors continue to exceed capacity, leading to increasing congestion, unreliable journey times, and negative impacts on air quality in urban Air Quality Management Areas (AQMAS).
  - 5.3. Failed Alignment: The current strategy does not explicitly support the planned new homes and associated economic growth outlined in the emerging Local Plan, risking reduced lack of capacity on the network with existing roads
6. Council is asked approve the adoption of the new Local Transport Plan 5 (LTP 5) 2025-2041. This co-ordinated approach has been brought forward to ensure total strategic and policy alignment across the Council's transport planning documents.
7. The LTP is essential to deliver council priorities and objectives:
  - 7.1. Adopting the LTP ensures that the strategy for all transport modes is fully integrated to inform the Cabinet's developing proposals around the Local Plan and its associated housing and employment site allocations. It is anticipated that the Local Plan will be proposed for adoption in late 2028 to early 2029, however it is key to note that the LTP5 does align with the current Local Plan. Crucially, the proposed LTP provides the strategic context and justification for major projects like the Western Bypass in Hereford, ensuring that schemes of regional significance are not planned in isolation but are instead justified as part of a balanced, county-wide transport solution.
  - 7.2. The integrated approach ensures that transport strategy is correctly geared toward supporting the Council's overarching goals particularly
    - 7.2.1. Aligning to the current Local Plan whilst still enabling adaptation to ensure support and consistency to the next Local Plan.
    - 7.2.2. The Net Zero commitment – the Council declared a Climate Emergency in 8 March 2019 - and the focus on Public Health.
    - 7.2.3. Enabling economic growth by focusing on strategic infrastructure investment (such as the Hereford Transport Hub and Hereford Bypass) to reduce congestion, improve connectivity for key employment sites like the Hereford Enterprise Zone, and enable the delivery of new housing and jobs as outlined in the local plan and wider economic plans.

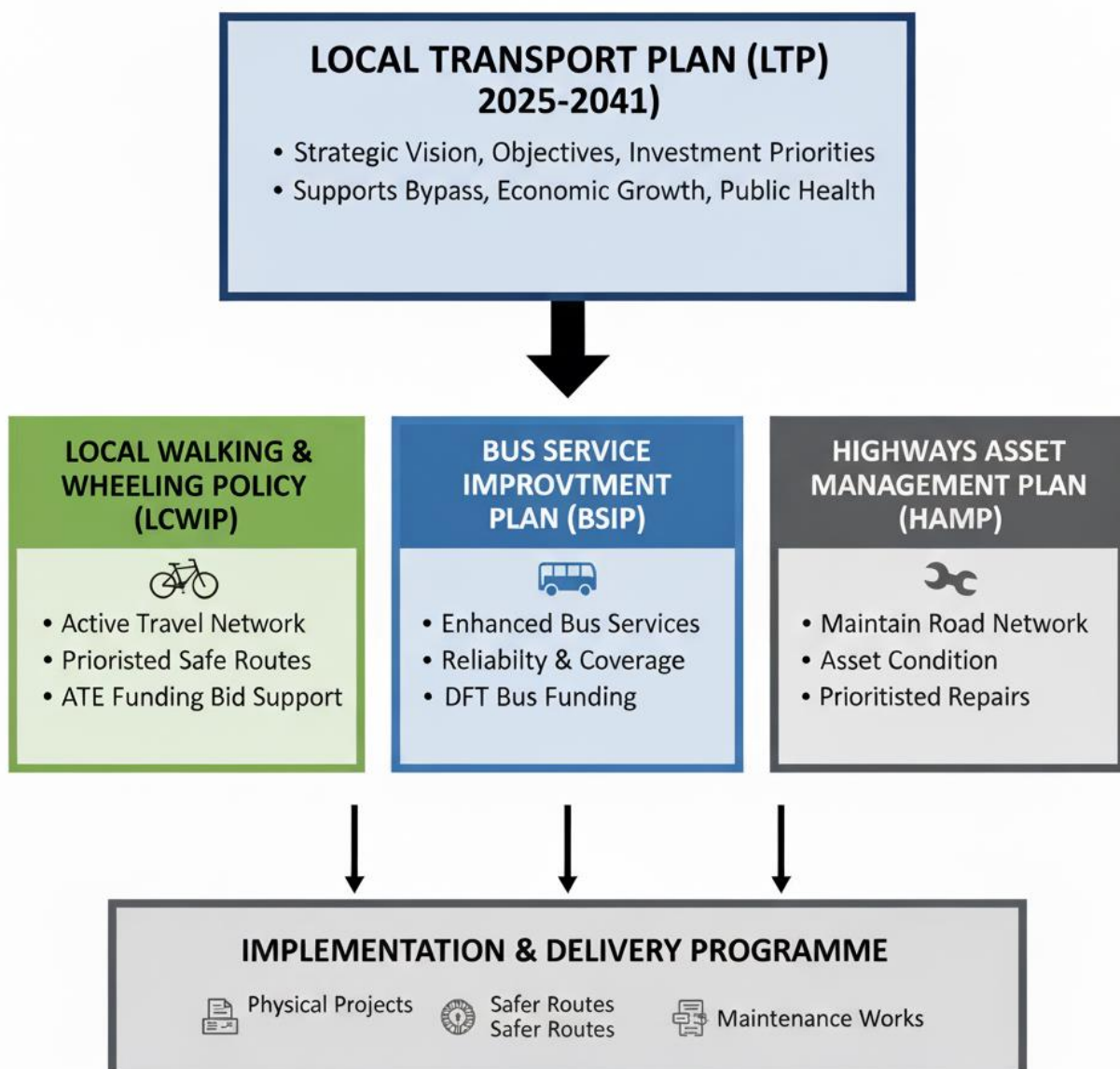


7.2.4. Addressing low productivity and improving services for residents, business and visitors

## 8. The Policy Hierarchy between the plans is as follows:

8.1. The LTP 5 and supplementary documents are a structured hierarchy, with the supplementary plans acting as supporting policies with detailed delivery plans for the overarching LTP 5 strategy.

8.1.1. The following illustration shows the relationship of the two documents; please note this shows a small number of plans and policies that link into the LTP 5 in the same way



## 9. Implications of Non-Adoption (Risk to Service Delivery)

9.1. Failing to adopt these policies would severely compromise the Council's ability to deliver on its strategic priorities; further detail on this has been expanded to in Section 16.

## 10. Performance, Benchmarking, and Expected Outcomes

### 10.1. Benchmarking and Trends

10.1.1. Current performance data shows a clear requirement for targeted intervention:

10.1.1.1. Congestion: Over the last three years (long-term trend), average peak-time journey speeds in the main urban area have declined by 8%, placing us in the bottom quartile when benchmarked against similar Shire Authorities.

10.1.1.1.1. The City's Road network has the greatest congestion in the county, which causes economic impact to stakeholders such as Freight and Public transport.

10.1.1.2. Active Travel Mode Share: The current walking and cycling mode share for trips to work and education is 7%, which is below the regional/rural average of 9%, (it is important to ensure any targets are relative to the uniqueness of each council; ). The council is keen to allow its residents and visitors to choose their transport choice and that the network is suitable to accommodate their preferences

10.1.1.3. Air Quality: Specific corridors remain non-compliant with NO2 limits, a trend that will not reverse without the significant traffic reduction measures outlined in the LTP 5.

### 10.2. Expected Outcomes and Measurement

Benefit Category	Expected Outcome
Funding & Investment	Unlocks eligibility for competitive, strategic DfT funding (e.g., Active Travel, Bus Service Improvement Plan (BSIP) funding) and provides a strong business case for major infrastructure projects (e.g. Western Bypass). Additionally the government have been progressing with a new incentivised element to the Highways Maintenance Block with a proposed 25% funding uplift given if councils meet certain criteria such as best practice in sustainable transport and long term planning and asset management.
Sustainability	Provides a clear, measurable framework for reducing transport emissions by 40% (target), directly contributing to the Council's Net Zero objectives.
Public Health	Prioritises active travel infrastructure, supporting an increase in walking and cycling mode share, improving public health outcomes and reducing health inequalities.
Service Quality	Ensures infrastructure investment is targeted and evidence-based, improving the reliability and quality of bus services and reducing chronic road network delays.

## 11. Community Impact

The Council plan 2024 to 2028 commits Herefordshire Council to: Develop Herefordshire as a place for growth, prosperity and communities to thrive. This year The Delivery Plan has committed the Council to 'Deliver the Local Transport Plan to ensure places

can prosper and thrive with the right integrated transport networks and to seek Cabinet approval to recommend the adoption of the LTP 5 to Council for agreement and Cabinet implementation thereafter.

- 11.1. The adoption of the LTP 5 is a significant decision with direct and positive community impacts, aligning with core objectives of the Council's Corporate Plan and Health and Wellbeing Strategy. The proposal contributes to a thriving Herefordshire by:
- 11.2. Improving Public Health: By prioritising safe and accessible active travel routes, the policies directly support the Health and Wellbeing Strategy's objectives to increase physical activity and improve mental health. A direct link exists between reduced car dependency and lower rates of obesity and respiratory illness. Furthermore, the plan's focus on improving air quality in key urban areas will lead to long-term health benefits for all residents.
- 11.3. Enhancing Social Connectivity: The identified priority routes, including links to key service hubs, will improve access for all community members, including those without access to a private vehicle. This supports the Corporate Plan's objective to enable independent and healthy lives by facilitating access to education, employment, and essential services.
- 11.4. The recommendations within this report are underpinned by a robust, integrated evidence base and a comprehensive community engagement process.
- 11.5. Needs Assessment: The LTP 5 has been developed in direct response to the needs identified in the Understanding Herefordshire Needs Assessment, which highlights a clear community need for reduced congestion, improved air quality, and safer, more sustainable transport options.
- 11.6. Partnerships: The plan's priorities were collaboratively shaped through engagement with key partners, including Herefordshire Public Health, local NHS trusts, and a range of community organisations. This partnership approach ensures the plan is holistic and reflects the diverse needs of our community.
- 11.7. The Council, in its role as a corporate parent, is responsible for promoting the life chances and well-being of children in care and care leavers. While the LTP 5 does not directly target this specific group, the recommended decision will have a significant positive indirect effect on their lives by promoting the same outcomes any good parent would want for their own children.
- 11.8. By creating safer routes to schools, educational establishments, and youth centres, the plan directly addresses the safety and accessibility of daily journeys for children and young people. The improvements to public transport will enhance connectivity to training opportunities and healthcare services. These measures provide a safer, more reliable, and equitable transport network that helps to remove barriers to education, health, and social engagement for children in our care and care leavers, aligning with our collective corporate parenting responsibilities.

## 12. Environmental Impact

- 12.1. 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.

- 12.2. The adoption of the LTP 5 is central to delivering the council's environmental policy commitments and achieving key success measures outlined in the County Plan. This is a direct intervention aimed at reducing our environmental footprint and improving the natural environment.
- 12.3. This proposal directly contributes to the following County Plan objectives:
- 12.4. Reduce county carbon emissions: The LTP 5 provides the strategic framework for decarbonising transport, which accounts for a significant portion of our total emissions. It sets out a pathway to shift travel from private vehicles to lower-carbon modes such as public transport, walking, and cycling. This includes a target to reduce transport emissions by 40% by 2040.
- 12.5. Improve the air quality within Herefordshire: By actively managing congestion and promoting sustainable travel, the plan is designed to reduce emissions of nitrogen oxides (NOx) and particulate matter (PM2.5) in our Air Quality Management Areas (AQMA) and throughout the county.
- 12.6. Construction Impacts: For new infrastructure projects (e.g., cycle paths, road improvements) delivered under the plan, all designs will adhere to the Council's environmental standards. This includes measures to minimise waste, reduce material use, and source sustainable materials where possible.
- 12.7. Biodiversity: The design of new walking and cycling infrastructure will be subject to an ecological impact assessment. Where appropriate, opportunities will be taken to enhance biodiversity through the planting of native species and the creation of green corridors, particularly along new off-highway routes.
- 12.8. Flood Resilience & Phosphate Pollution: While not the primary focus, the plan's emphasis on integrated transport planning will indirectly support environmental protection. For example, the incorporation of Sustainable Drainage Systems (SuDS) in new road schemes will help to increase flood resilience and reduce surface water runoff into the river systems, which can contribute to phosphate pollution.
- 12.9. The environmental impact of all future projects within the LTP 5 will be a key consideration in their respective business cases, ensuring appropriate measures are taken to minimise negative effects and maximise environmental benefits. This will be overseen by the Transport team in collaboration with the Sustainability & Climate Change team.

### 13. Equality duty

- 13.1. The mandatory equality impact screening checklist has been completed for the adoption of the LTP 5 and it has been found to have moderate to high positive impact for equality. A full Equality Impact Assessment is included as appendix 3
- 13.2. The LTP 5 is considered to have a broadly positive impact as it's core aims are to deliver a more equitable, accessible, and inclusive transport network, particularly for those with limited access to private vehicles.
- 13.3. Accessibility and Disability
- 13.3.1. The existing transport network and policies often result in poor accessibility and exclusion for disabled people, particularly regarding fragmented footways and lack of suitable crossing points.

13.3.2. The LTP 5 commitment to enhancing public transport services (bus reliability and connectivity) will directly benefit individuals whose impairment prevents them from driving.

13.3.3. *Mitigation:* Ongoing detailed design of all new infrastructure will require rigorous Disability Impact Audits to ensure compliance with the Equality Act and best practice guidance on inclusive design.

#### 13.4. Income and Affordability

13.4.1. The cost of private car travel disproportionately affects low-income households and young people.

13.4.2. The LTP 5 directly address this by promoting affordable and free-to-use modes of transport (walking and cycling) and improving the reliability and affordability of bus services. This enhances economic participation and access to essential services for those experiencing poverty.

#### 13.5. Safety and Personal Security

13.5.1. Feelings of personal safety often deter women and girls from walking or cycling, especially during hours of darkness, and can affect their use of public transport.

#### 13.6. Age and Connectivity

13.6.1. The policies recognise that older people and young people are more reliant on non-car travel modes.

13.6.2. The improved safety and quality of footways and the enhanced bus network will significantly improve the independence and social inclusion of older residents.

### 14. Resource implications

14.1. Financial Implications - The LTP 5 is a strategic planning document and does not, in itself, commit the Council to any immediate capital expenditure. Their purpose is to provide a clear framework for future investment. Funding to support the development and initial implementation of these policies is already included within the Council's medium-term financial strategy. All future infrastructure projects and major schemes identified in the LTP 5 will be subject to separate review and will require future funding bids, including capital program allocations and external grant opportunities. At this stage, no significant impact on revenue budgets is anticipated as the plans do not commit to specific capital expenditure, providing flexibility in how and when schemes are delivered.

14.2. Human Resources and Operational Impact - The adoption of the plans does not require an increase in staffing resources. The delivery of infrastructure schemes, however, will involve coordination between various council departments and with external partners. The LTP provides a clear basis for this inter-departmental collaboration, ensuring a consistent approach to project delivery..

14.3. ICT and Property Implications - The ICT and property implications of this proposal are considered minimal. The plans do not require a change to the Council's property portfolio. While digital mapping and data management tools will be used to support ongoing monitoring and reporting of the plans' progress, this is within the scope of existing ICT infrastructure.

## 15. Legal implications

- 15.1. The Council as a local transport authority is required to adopt a Local Transport Plan under section 108 to 113 of the Transport act 2000. The policies within the plan must promote 'safe, integrated, efficient and economic transport'. The Plan must review, replace or alter it when the Council considers it appropriate to do so. The act requires consultation and upon adoption of the plan it must be provided to the Secretary of State.

## 16. Risk management

- 16.1. The greatest risk is the non-adoption of these documents, which would immediately trigger the severe funding and strategic risks detailed in earlier sections of this report

- 16.2. The below table expands on the risks and opportunities these plans provide with mitigation for each identified

Risk / Opportunity	Impact if Unmitigated	Mitigation Strategy
Risk: Not adopt the LTP 5	The Council could be automatically excluded from all major active travel capital grants and de-prioritised for competitive road network funding. DfT have mandated LTP's as statutory documents and hence without the policy context of an LTP 5 funding for schemes such as a bypass would not be considered centrally.	Adopt the LTP 5
Risk: Lack of Funding for Implementation	Failure to deliver critical infrastructure, undermining the strategic goals of the LTP 5 and frustrating community expectations.	Prioritisation of schemes within the LTP 5 based on cost-effectiveness and impact. Proactive, coordinated bidding for all eligible external funding streams (DfT, ATE, regional pots, developer contributions).
Risk: Increased congestion and reduction in the efficiency of the infrastructure	Congestion will continue to worsen, and air quality will remain a concern, negatively affecting the daily lives of all 190,000+ residents who rely on the local transport network.	Adopt the LTP 5 and prioritise the delivery of projects identified in the Action Plan to address this risk such as the Hereford bypass
Risk: Equity for transport access	There would be no increase in choice for travel. This would not consider the needs of those residents that do not, for whatever reason, have access to private transport. The Equality Act 2010 ensured transport planning considers equitable access for all users, including disabled and vulnerable groups.	Ensure the priorities of the LTP 5 are consistently implemented and support the Pro-Choice objectives of the plan.
Risk: Public Opposition to Specific Schemes	Delay or cancellation of high-value schemes due to local objection, hindering progress and undermining the intended network benefits.	Continued engagement and transparent communication throughout the design and pre-delivery phases. Willingness to be flexible on minor scheme details where similar strategic outcomes (e.g., safety, connectivity) can still be delivered.
Risk: Failure to Meet Climate Targets	Inability to deliver the required carbon emissions reductions from the transport	Adoption of the LTP 5 establishes the essential policy mechanism for

	sector, resulting in failure to meet the Council's Net Zero commitments.	achieving modal shift and emissions reduction. Consistent monitoring and annual reporting on transport CO <sub>2</sub> emissions.
Opportunity: Enhanced Travel Choice for Residents	Restrictive networks limit resident choice, often forcing reliance on private vehicles for short trips.	The LTP 5 focuses on creating an integrated, reliable network (bus, cycle, walk) that genuinely offers residents a viable, safe, and convenient travel choice beyond the private car.

16.3.

## 17. Consultees

- 17.1. The consultation process for the Local Transport Plan 5 (LTP 5 - 2025-2041) was highly inclusive, integrating extensive public feedback to shape the final strategic documents
- 17.2. Detailed information on the consultation undertaken can be found at the end of the LTP document – Appendix 1

## Appendices

- Appendix 1 – Local Transport Plan 5 (please note that due to the size of the document appendix 1 has been split into three sections - a,b and c)
- Appendix 2 – Equality Impact Assessment
- Appendix 3 – Strategic Environment Assessment

## Background papers

None identified

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





# Local Transport Plan 5 2025-2041 Final LTP





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# Foreword – Cllr Philip Price

## **As Portfolio Holder for Transport and Infrastructure, I am proud to present the fifth version of Herefordshire Council's Local Transport Plan (LTP5).**

This document embodies our vision and steadfast commitment to developing a sustainable, accessible, efficient and resilient transport network. This network will connect every corner of our county and will meet the evolving needs of our residents, businesses, and visitors.

A cornerstone of this strategy is the delivery of the Western Bypass around Hereford.

The Bypass project is critical to unlocking new economic growth and opportunities, enhancing connectivity between Hereford and the surrounding county, alleviating congestion in the city centre and supporting cross county movement. The Western Bypass will respond to the expressed priorities of our communities which are reflected in the LTP5's objectives. It will also improve the efficiency of freight movements, boost business and open up new opportunities for an integrated transport system in the county, particularly for public transport.

The policies set out in this Plan promote safe, integrated and coherent transport systems that will 'improve Herefordshire's transport network in every choice we make'. We are confident that through the measures set out in this Plan, Herefordshire's transport system will continue to support a high quality of life for residents, enable successful businesses, and provide enjoyable experiences for visitors.

Our LTP5 has been shaped by extensive engagement with local communities and stakeholders. Importantly, this Plan is not the conclusion - it is part of an on-going journey that will continue to evolve in partnership with local organisations based on robust evidence. We will continue to review opportunities to enhance our transport network, ensuring that it remains responsive to the rich heritage and evolving needs of our county.

I invite you to explore the Local Transport Plan and join us in shaping the future of transport in Herefordshire that supports the individual character of Herefordshire's Market Towns, City and rural hinterland. Together, we can create a multi-modal network that empowers greater choice whilst also paving the way for a bright and sustainable future.





# 1. Executive Summary

## Overview

LTP5 sets out the strategy and investment priorities for improving the county's transport network. The focus of LTP5 is to improve travel choice, alongside providing a stable long-term framework for investment that strengthens Herefordshire's position as an attractive place to live and do business.

Local priorities have been embedded throughout the Plan which have been identified through extensive engagement with communities, stakeholders and partner organisations. We are therefore confident that LTP5 reflects the distinct needs of Hereford, the Market Towns, and rural communities.

## Place Based Strategy

Herefordshire is a predominately rural county with a population of 191,000 ([ONS Mid-Year Population Estimates, 2024](#)) and a population density of approximately 87 people per square kilometre ([Population and Household Estimates, Census 2021](#)). One third of our population lives in Hereford, with the remaining residents split between the five Market Towns, villages or hamlets ([Herefordshire Bus Service Improvement Plan, 2024](#)).

To reflect the unique character of Herefordshire and the varying transport needs of our residents and businesses throughout the county, LTP5 focuses on the following place types:

- **Hereford:** Centrally positioned in the county, Hereford is the hub for employment, retail and public transport. Hereford Railway Station and Bus Terminal provide local and cross-boundary connections, supporting movement and economic opportunities in the city. Residents of the city have the greatest travel options and the highest levels of walking and cycling but the city also experiences severe congestion due to its historic layout and corridors. A significant amount of new development is also anticipated to take place in and around the city.
- **Rural Herefordshire and Market Towns:** Outside of Hereford's boundary the rural populations are primarily concentrated around the Market Towns of Bromyard, Kington, Ledbury, Leominster and Ross-On-Wye. Due to limited connectivity with the wider transport network, residents in these areas are overwhelmingly dependent on private car usage for their basic travelling needs.
- **The transport network:** In addition to the two place types and their specific systems, these elements of the strategy will focus on aspects that apply across the whole of Herefordshire, such as strategic connectivity, freight, public transport, sustainable transport, personal safety, travel planning and alignment to the existing Highway Maintenance Plan.



## Key priorities for transport

Our key priorities across the three place types include:

- **Hereford**
  - Delivering the infrastructure to unlock and support sustainable new development including a Western Bypass and city centre urban realm improvements.
  - Improving a coherent and connected walking, wheeling, cycling system between the city and new developments.
  - Improved public transport facilities, including the incorporation of real-time data technologies.
- Reviewing car parking provision in the city centre.
- Provision of secure cycle parking and expansion of on-street cycle and electric bicycle (e-bike) hire scheme.
- Expansion of Electric Vehicle (EV) infrastructure around the city.
- Transition of freight to sustainable modes.
- Bus priority on key corridors through Hereford.
- Delivering a Transport Hub at Hereford Railway Station.
- Safer speeds and child friendly areas within the city centre and residential streets.





Improving the longevity and



- **Rural Herefordshire and Market Towns**

- Improving Market Towns and villages by enhancing town centre pedestrian facilities.
- Unlocking strategic development through transport infrastructure investment in Leominster, Ledbury, Ross-on-Wye, Bromyard and Kington.
- Improving cycling, walking and wheeling facilities and wayfinding signage across all Market Towns.
- Supporting the delivery of EV charging facilities.
- Improving access to railway stations, including Leominster Railway Station.
- Improving bus stop infrastructure and waiting facilities.
- Improved bus service frequency between Hereford and the Market Towns.
- Producing a Rural Mobility Strategy.
- Safer speeds along identified routes in Market Towns.

- **Transport network**

- Digitising Traffic Regulation Orders and asset management systems
- Improving the longevity and management of the highway network and assets.
- Reducing congestion through successful co-ordination and intelligent transport systems.
- Developing a coherent county wide parking strategy.
- Improving road safety and perceptions of personal security when using the transport network.
- Improving local and cross-boundary bus and coach services.
- Enhancing rail services.
- Increasing travel choices.
- Supporting transport decarbonisation and biodiversity.
- Developing a strategy for Autonomous vehicles

- Supporting the freight and logistics sector.
- Ensuring transport is central to new development.
- Pro-active collaboration and involvement in partnership frameworks to support an integrated transport system.

## Achieving objectives

Together, the LTP5 strategy and measures will support a coherent, integrated transport system throughout Herefordshire and will help to achieve the following LTP5 objectives of:

- Supporting a thriving and prosperous economy.
- Enabling healthy behaviours and improving wellbeing.
- Tackling Climate Change and protecting and enhancing the natural and built environment.
- Improving accessibility and inclusivity.
- Improving transport safety and perceptions of security.

LTP5 is a living document that will be reviewed and updated as part of a continuous process. All future amendments, including those to action and monitoring plans, will be incorporated through formal addendum's. This ensures LTP5 remains firmly aligned with the county's priorities and is responsive to changing needs over time.

## 2. Introduction

LTP5 sets out the overarching strategy and actions for all aspects of transport across the county. At its core is a clear commitment to transparency and alignment – ensuring that investment decisions directly support our core objectives of delivering for residents, fostering sustainable economic growth and strengthening the county's connectivity. The objectives of LTP5 are:



### Supporting a thriving and prosperous economy

By creating a sustainable, reliable and integrated transport network through targeted investment in new infrastructure and improved access to new housing, employment land, facilities and services, education and training.



### Enabling healthy choices to improve wellbeing

By providing the right facilities and environment for a wide range of travel modes (including cycling, walking, wheeling, bus, community transport and rail) to increase readily available transport choices for everyone.



### Tackling climate change and protecting and enhancing the natural and built environment

By creating a transport system that supports informed, sustainable, and low emission travel choices, designed to complement and protect Herefordshire's landscape and historic character.



### Improving accessibility and inclusivity

By delivering an equitable and inclusive transport system that ensures accessibility for all users and harnesses the benefits of improved digital connectivity.



### Improving transport safety and security

By addressing those identified impacts of transport on people, ensuring communities are safe, perceived as safe and more pleasant places to live.

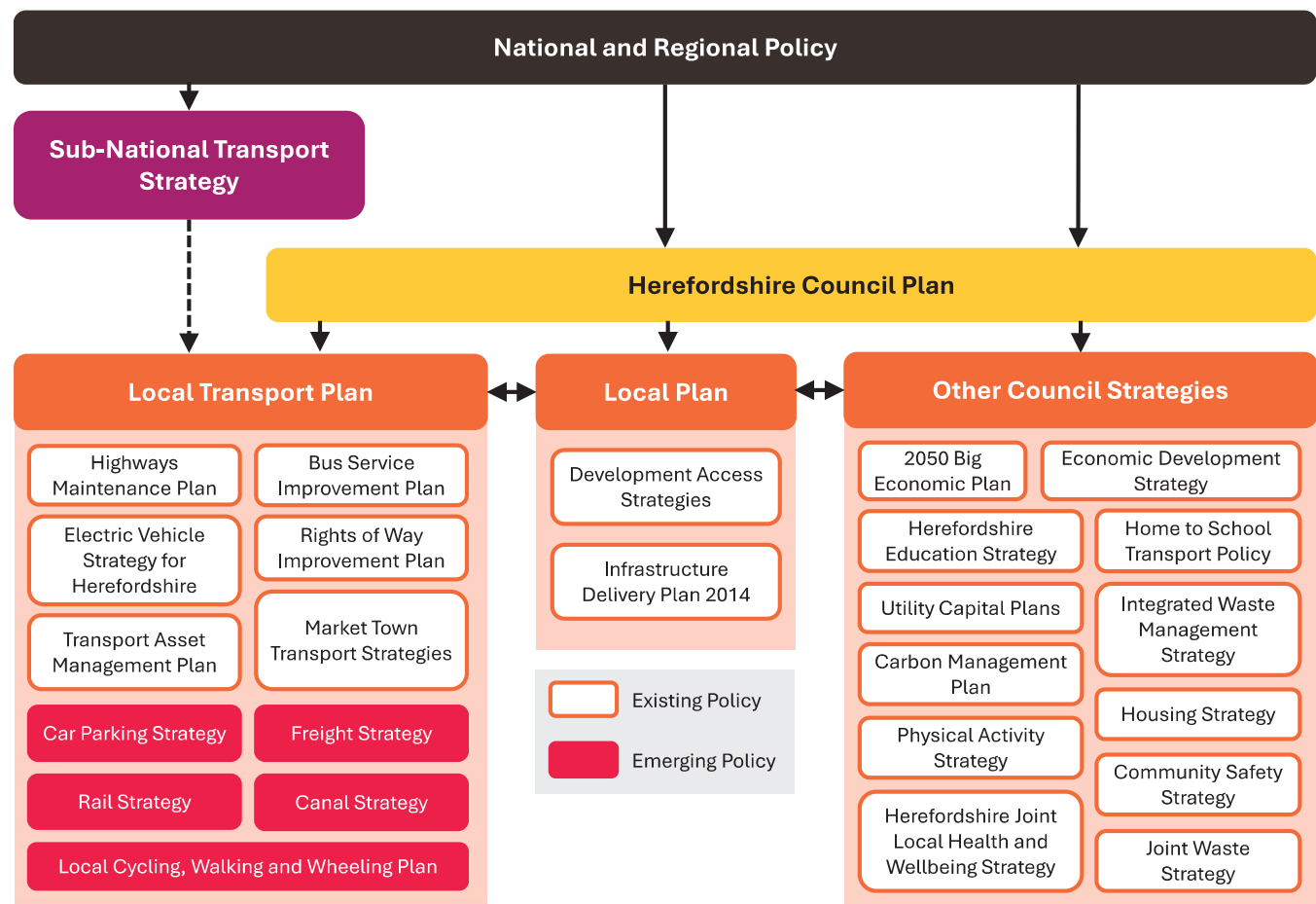




Policy context

We have worked closely with stakeholders and engaged extensively with the public to ensure that their priorities are captured. LTP5 also reflects the aspirations in national, regional and local policies and our existing council strategies as shown in Figure 1.

Figure 1: Relationship between Herefordshire’s LTP and wider policies.



LTP5 positions Herefordshire to achieve the priorities set out in Herefordshire Council Plan (The Herefordshire Council Plan, 2024-2028) (2024-2028) which include:

- 1. **People:** Enabling residents to realise their potential, to be healthy and to feel safe and supported.
- 2. **Place:** Protecting and enhancing the environment to ensure that Herefordshire remains a great place to live, work and visit.
- 3. **Growth:** Creating the conditions to deliver sustainable growth across the county; attracting inward investment, building business confidence, creating jobs and enabling housing development supported by the right infrastructure.

4. **Transformation:** Embracing best practice and delivering innovation through technology.

As shown in Figure 1, LTP5 is also supported and complements our Market Town Strategies, Maintenance Plan and modal strategies including the Herefordshire Bus Service Improvement Plan (BSIP), Electric Vehicle Strategy (Herefordshire Electric Vehicle Strategy, 2024) and the emerging Local Cycling, Walking and Wheeling Infrastructure Plan (Herefordshire’s Emerging Local Cycling, Walking and Wheeling Infrastructure Plan, 2025) (LCWWIP) and Parking Strategy for Herefordshire.

# 3. Herefordshire at a Glance

## Geographic and demographic

Herefordshire is a county that is renowned for its captivating and stunning natural landscapes along with a rich historical heritage. The county is made up of a number of historic Market Towns, the cathedral city of Hereford and extensive rural areas.

Our population of approximately 191,000 (2024) ([Understanding Herefordshire, 2024](#)) is spread across 840 sq miles making us one of England's least densely populated counties. Over half of the population (53%) live in areas defined as 'rural', with the majority of these (43%) in the most rural "village and dispersed" areas ([Population around the County, Herefordshire Council 2025](#)).

Population growth was 2% between 2011 and 2021 and was much slower than the national average (6.6%) ([Population Change in Herefordshire, Census 2021](#)). There were fewer births than deaths (1,500 births compared to 2,500 deaths in 2022-2023) and population growth was mostly attributed to inward migration. The population is also older than the national average with 27% aged 65+, compared to 19% for England and Wales. This is particularly prevalent in our rural areas ([ONS Mid-Year Population Estimates, 2023](#)).

## Economic profile

Hereford is one of the oldest cities in England. A historic hub for economic activity with a city centre that is rich in character and activity. The city centre is home to a number of employment sites, including Hereford Enterprise Zone. Adjacent military bases also house significant populations and the Royal College for the Blind located in the city centre adds to the diverse mix of people travelling into Hereford.

Our vibrant Market Towns are the largest settlements outside of Hereford, shaped by historic streets and an array of 15th to 18th century buildings. Surrounded by beautiful countryside, they provide a mix of independent retailers, hospitality, employment and education facilities that underpin both the local economy and quality of life. Their unique heritage, setting and culture - from the bustling market days to events held in these towns - make them attractive tourist destinations, such as Ledbury's Eastnor Castle.

Enhancing safe and convenient transport links between Hereford and its Market Towns will strengthen these economic and cultural connections, in addition to supporting local commerce, tourism and those community traditions that make Herefordshire so distinct.







## Environmental and Climate

Herefordshire is home to beautiful landscapes and habitats, such as the River Wye Special Area of Conservation. While the county's extensive rural environment is a key asset, it also presents challenges for the transport network, particularly with regard to severe weather events, such as flooding, and biodiversity pressures, all of which affect maintenance, safety and accessibility.

LTP5 recognises that the transport system is increasingly vulnerable to the rising frequency and severity of extreme weather events. Acknowledging the impacts experienced within neighbouring areas such as Tenbury Wells (Worcestershire) and Monmouth (Powys), LTP5 impresses the necessity for multi-agency and innovative approach that strengthens strategic planning and operational co-operation, while supporting the safe movement of emergency services, people and goods.

Herefordshire's transport system is a major contributor to carbon emissions. The number of motorised vehicles and characteristics of the highway network also leads to congestion in Hereford and

the Market Towns. There are legislative and local commitments to reduce emissions to Net Zero.

This is supported by the presence of Air Quality Management Areas (AQMAs) on the A49 in Hereford and Bargates in Leominster. The level of nitrogen dioxide at these two sites exceeds safe national standards largely due to congestion during peak hours (AQMA Sites in Herefordshire, DEFRA). Air quality is therefore annually monitored on the A49 and Bargates to protect the health and well-being of our residents. The air quality monitoring data that is collected is also used to support and evidence the need for future transport investment.

## Transport characteristics and connectivity

Travel across Herefordshire is influenced by a combination of geography, population distribution, and the characteristics of the existing transport network, leading to a comparatively higher dependency on road transport, particularly private vehicles and buses, for local and regional journeys.





### ***Limited public transport coverage***

Rail access in the county is limited, with only four railway stations (Hereford, Colwall, Ledbury and Leominster), making it an impractical option for many residents. Hereford Railway Station is the main hub for the county, providing connections to Cardiff, Manchester, London (Paddington), Birmingham (New Street), Worcester, and Oxford. The limited number of stations means rail cannot fully meet travel demand, increasing reliance on the road network for end to end journeys which go beyond Herefordshire's county boundaries. Noting the government's Plan for Change, which places greater emphasis on residential housing growth around railway infrastructure, LTP5 will continue to engage with regional and national bodies to explore the feasibility of additional rail facilities and improved station access.

Journey times can vary, with local journeys to the county's other stations being time-favourable when compared to driving (Hereford to Ledbury takes 17 minutes by train in comparison to 25 minutes by car – and 40 minutes by bus). Similarly, rail journeys to other national urban centres are also feasible, including:

- Birmingham New Street takes 90 minutes.
- Manchester takes just over two hours.
- London Paddington takes three hours.

The limitations of the railway infrastructure further amplifies pressure on local bus services. Herefordshire's bus network is operated by nine independent companies, which presents both challenges and opportunities. Only 43% of the population has access to an hourly service, and just 8% can access a service every 30 minutes or better. Similar to rail, the local and regional bus network is concentrated in Hereford, with services permeating out towards the Market Towns. Frequencies vary, but this core network generally provides hourly connections from Hereford Monday to Saturday, until the early evening.

From the Market Towns, some services are severely limited, with only five of 115 registered local bus services operating at frequencies under an hour ([Herefordshire Bus Service Improvement Plan, 2024](#)). Additional rural services link villages to Hereford or other Market Towns but are often infrequent and only operate on certain days.

Low bus frequencies and practical difficulties in interchanging between modes,

particularly in the evenings and on Sundays, make public transport challenging for many residents. National coach services are also limited, with only National Express service 445 linking Hereford and Ross-On-Wye to London, operating three times a day with a journey time of just under five hours.

Connectivity between different modes can be difficult. Hereford has two separate bus stations neither co-located with the railway station. We are progressing with our partner organisations the construction of a new Transport Hub at Hereford Railway Station. The aim of the new transport hub is to facilitate multi-modal integration and provide a seamless transition between bus and rail services.

**Varying levels of car dependence**

The rural character of Herefordshire, dispersed settlement pattern and limited public transport options means that accessibility can be relatively limited without a car. Reflecting this, 86% of households own at least one car compared to 75% nationally (ONS Car and Van Availability TS045, Census 2021).

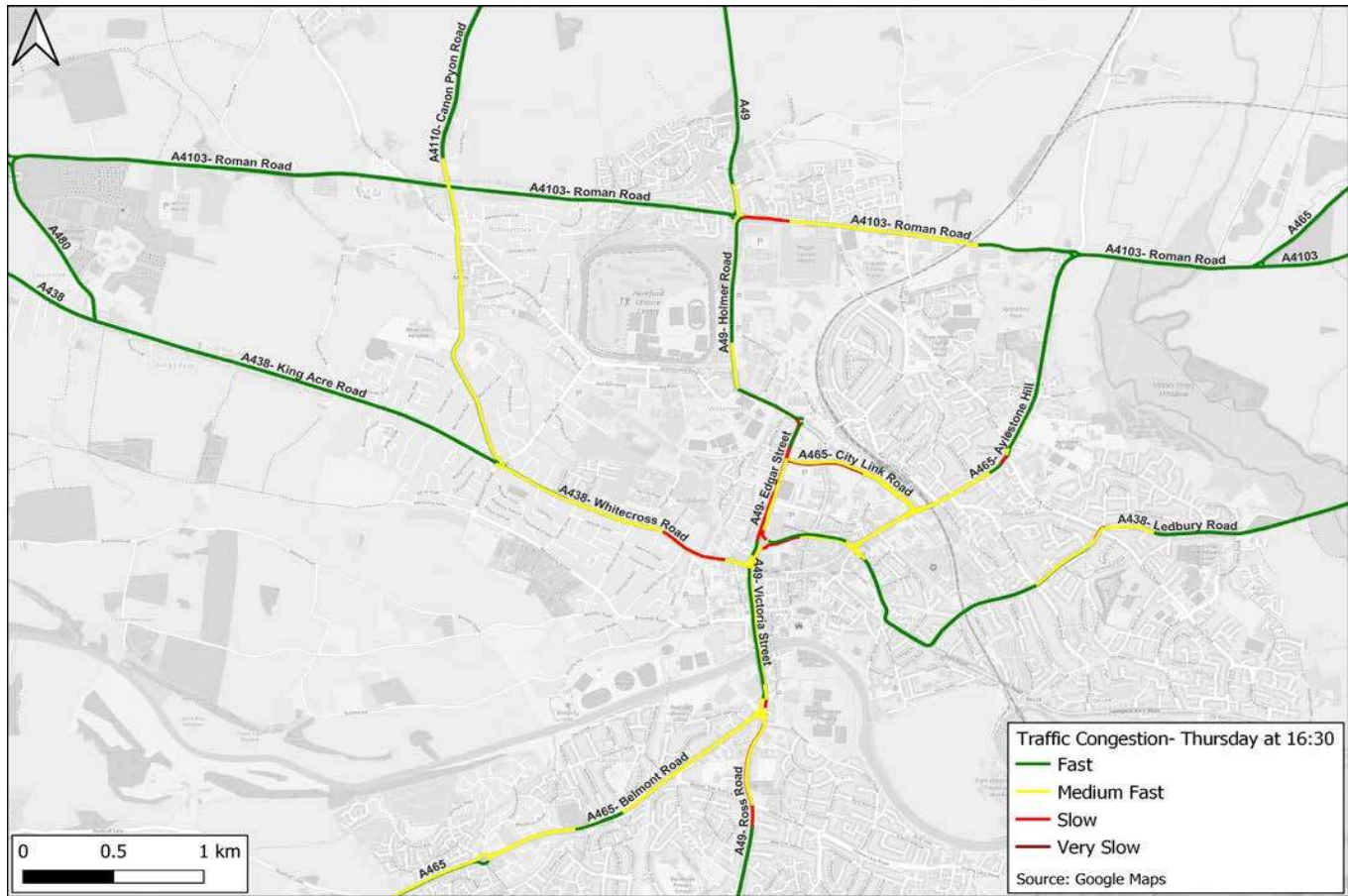
**Walking, wheeling and cycling**

Despite high car use, 18% of residents commute by walking, wheeling or cycling (compared to the national average of 14%) (ONS Travel to Work TS061, Census 2021). This is particularly evident in Hereford, Leominster and Ross-on-Wye. However, existing infrastructure is inconsistent between urban and rural areas, presenting a significant constraint on the perceived safety and feasibility for short-distance journeys.

**Congestion**

Hereford is a key employment, education, and service hub, drawing people from across the county and beyond. A number of key routes converge through Hereford and, as a result, congestion is a persistent issue across the county but is most pronounced in Hereford, particularly on the A49 corridor, impacting air quality and journey reliability as shown in Figure 2.

Figure 2: Congestion through Hereford



## ***Development pressures***

The government has set Herefordshire with targets which will deliver substantial housing growth. National policy changes have increased the county's housing target to 27,260 new homes over 20 years. This is a 70% increase compared to the previous target of 16,100 in our current Local Plan.

Anticipating the implications of the Plan for Change including the Housing Secretary's new power to override local refusal of major housing developments, LTP5 will proactively encourage the council's Planning department through improved design standards to secure improved developments that prioritise connectivity to public transport, particularly rail and bus, as well as high-quality active travel corridors.

This scale of growth is unprecedented locally and will require major investment in infrastructure and facilities to support the rising population (Herefordshire Council, 2025).

## ***Transport-related social exclusion***

Increases in the cost of living, the legacy of COVID-19 pandemic and cuts to local bus services have exacerbated transport related social exclusion, particularly in rural areas across the UK (Transport and social exclusion in the North in 2023/24, 2024).

For residents affected by transport related social exclusion, challenges in public, private and sustainable transport systems have a fundamental impact on their everyday lives. These individuals are further pushed into poverty by rising transport costs and have limited access to healthcare and other essential services due to the transport options available. Many also face social isolation, anxiety and poor mental health through having to cope with delays and uncertainty over the lack of choice they have to travel. These effects particularly fall on disabled people, those living in rural areas, low-income households or carers, who generally face greater constraints on their transport choices and greater

consequences from the transport challenges (Transport and social exclusion in the North in 2023/24, 2024).

Rural isolation is a significant challenge in Herefordshire, particularly for older residents and those without a car. Limited public transport can restrict access to jobs, education, healthcare, and social opportunities, increasing the risk of social exclusion.

Rural communities are often isolated by limited coverage and low frequency bus services. Thereby often requiring multiple bus journeys to reach a destination, making a return journey impossible or sufficiently time-consuming excluding them from other aspects of everyday life. This also contributes to forced car ownership and a high degree of car dependency in rural communities to allow them to maintain basic levels of social inclusion.

## **Transport delivery**

LTP5 provides a framework that best positions Herefordshire to pursue external investment opportunities to transform the existing transport system. The majority of funding for new transport interventions has traditionally come from external sources, including new development, grant funding from the DfT or other transport bodies. The new government has indicated a shift towards more guaranteed allocated funding. This is evidenced by the allocation of £4.76 million from the Local Transport Grant (LTG) to support transport enhancements and maintenance over the next four years in Herefordshire.

LTP5 has been produced while land-use allocations are still in development through our emerging Local Plan. The use of developer contributions and aligning our emerging Local Plan with the LTP5 will be critical in providing funding to design and develop schemes. While transport infrastructure improvements, such as the planned bypass, are already necessary to address existing transport issues, the scale of these projects is now commensurate with the need to meet government housing targets.



This growth presents a considerable delivery challenge, yet simultaneously an opportunity to fund transport provision. LTP5 will be reviewed and updated once the Local Plan is completed to ensure alignment between the two core policy documents.

Having an up-to-date LTP will ensure that we are best placed to seek future funding opportunities. We will also continue to bid for other funding sources and periodic updates to LTP5 will reflect this.

We will need to continue to be a proactive partner and work in collaboration with external regional transport bodies such as Great British Railways and National Highways to encourage and co-ordinate investment, helping to improve the transport network across Herefordshire.

### **Conclusion: Challenges and opportunities**

Herefordshire's transport and infrastructure challenges are shaped by its rurality, demographics, economic structure and ambitious growth targets. The county must:

- Deliver increased travel choices.
- Improve equitable access and inclusivity for residents.
- Encourage economic growth alongside environmental protection and climate resilience.
- Align the planning of new development with transport aspirations.
- Attract and target external investments to finance identified improvements on the transport system.
- Improve the transport network through every choice we make.
- Ensure socially necessary destinations are considered within the planning and operation of bus services.

Meeting these challenges will require co-ordination and partnership working with our partner organisations and neighbouring Local Authorities to ensure that we continue to meet the needs of local people and businesses.



## 4. Engagement

The views of residents and stakeholders are vital in shaping local transport. The LTP5 draws on feedback from other projects and has been developed over an 18-month period through extensive engagement with key stakeholders and public consultation. An overview is provided below.

Local representatives, including elected County, Town and Parish councillors, contributed to the development of the LTP5 through consultation and engagement processes. Their feedback alongside that of stakeholders and the wider public, informed the themes and priorities presented in LTP5.

### Prior engagement on transport priorities

We have sought feedback and insights on a number of transport policies and plans in recent years that have been considered in the development of LTP5. These have included:

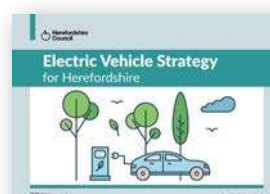
- **Herefordshire Bus Service Improvement Plan (BSIP) (2021)** (Herefordshire Bus Service Improvement Plan, 2024): Public consultation provided views on the local bus network and priorities for improvement.



- **Market Town Strategies (2022)** (Herefordshire Council Market Town Investment Plans): Consultation to gain insight on the local issues and priorities for enhancing the Market Towns.



- **Electric Vehicle Strategy (2024)** (Herefordshire Electric Vehicle Strategy, 2024): Targeted workshops and events held to gauge views and identify priorities for supporting for the switch to EVs.



- **Local Cycling, Walking and Wheeling Infrastructure Plan (LCWWIP)** (Herefordshire's Emerging Local Cycling, Walking and Wheeling Infrastructure Plan, 2025): Public consultation undertaken during Summer 2025 on proposed walking, cycling and wheeling improvements.







### Engagement on LTP5 objectives – March to May 2024

Engagement was undertaken with stakeholders and the public to gather their views on emerging themes, priorities and proposed LTP5’s objectives. This included:

- In-person roadshows where 873 people attended.
- An online survey which gained 578 responses.

As presented in **Figure 3**, feedback showed consistent positive support for the proposed LTP5 objectives, with all of them either strongly or somewhat supported by 90% of respondents.

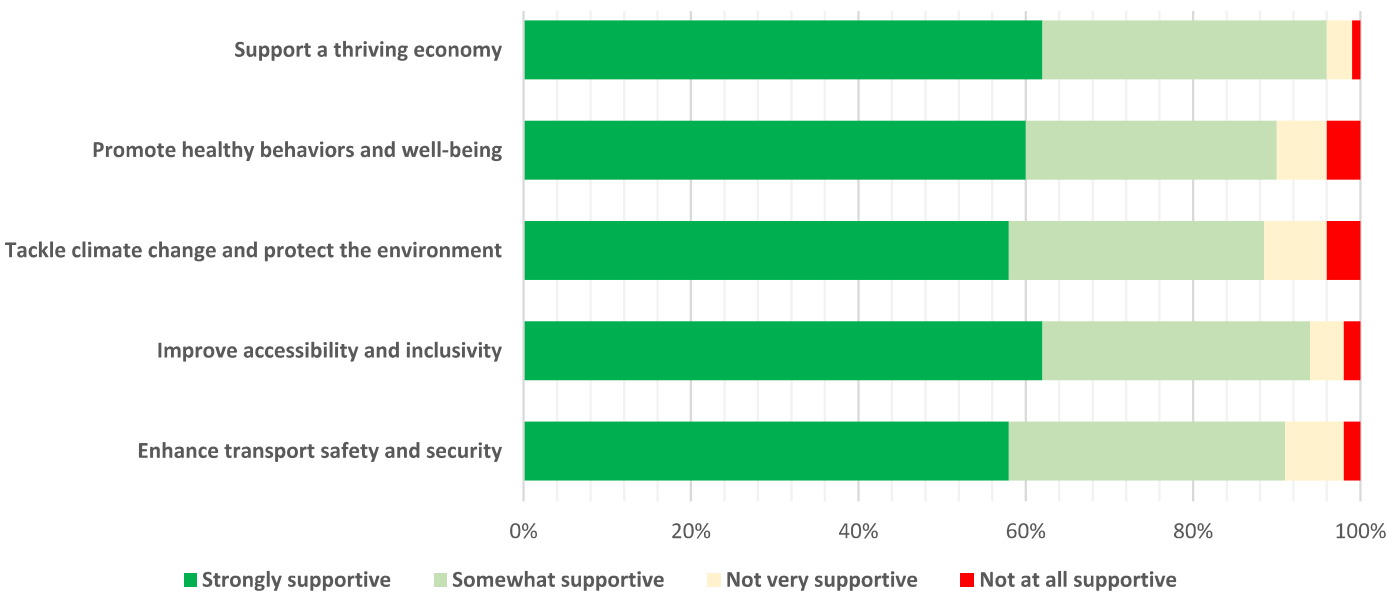
### Draft LTP5 public engagement feedback – May to June 2025

An eight-week consultation on the draft LTP5 took place over summer 2025. Various activities were undertaken including an online survey, an in-person event at Hereford College and copies of the draft LTP5 were also made available in libraries across the county.

A total of 578 people and a number of organisations (discussed later in this section) responded to the public consultation. Responses were received across several age groups, in particular:

- Over 35% of respondents were aged under 24 years old.
- 40% of respondents were aged between 25-64 years old.
- Just under 25% were aged over 65.

Figure 3: Level of Support for LTP5 Objectives.





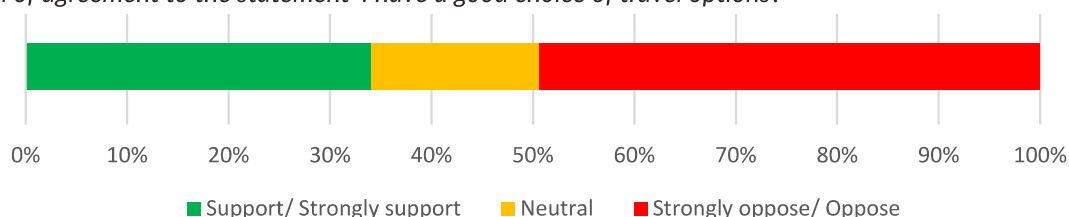
As part of the consultation, respondents were also asked to provide views on their choice of travel options and priorities for transport. Figure 4 highlights that 49% of respondents felt they did not have a good choice of travel options, compared to 34% who felt they did. It was observed that respondents who live in rural areas to the west, south-west and north-east of the county were more likely to respond that they did not have good travel options, whereas those living in the south of Hereford were more likely to agree that they had a good choice of travel options. This demonstrates the importance of the identifying measures in LTP5 which improve travel choices, particularly for residents in rural areas of the county who have reported that they have limited travel options. Respondents were also asked how important certain aspects relating to transport were to them. Among all respondents, 91%

identified 'pedestrian facilities' as important or very important, followed by 89% for 'clean air'. 'access to public transport' (87%) and 'access to a car' (84%) were also considered important by most respondents. Priorities did vary by where residents live, including:

- 'Clean air' was the most important to respondents who lived in Hereford.
- 'Access to a car' was more important to rural residents than in Hereford.
- 'Access to cycle facilities', 'access to a car' and 'car parking' were all of similar level of importance to residents of Hereford.

Pedestrian facilities were consistently stated to be the most important element to residents and therefore LTP5 identifies a number of specific interventions as well as an approach that could help improve provision across rural areas of the county.

Figure 4: Level of agreement to the statement 'I have a good choice of travel options'.



Across the three place-based strategies, at least 80% of respondents expressed support for each of the five strategy objectives. **Figure 5** shows that 72% of respondents supported the Hereford Action Plan, 70% supported the Rural Areas Action Plan and 69% supported the Transport Network Action Plan. This compares to 10% who opposed or strongly opposed to each of place-based action plans.

These responses are complemented by **Figure 6** which highlights the greatest levels of agreement for the LTP5's Action Plans were residents from Hereford and the larger Market Towns of Leominster and Ledbury.

Figure 5: Level of Support for Action Plan in each place-based Strategy.

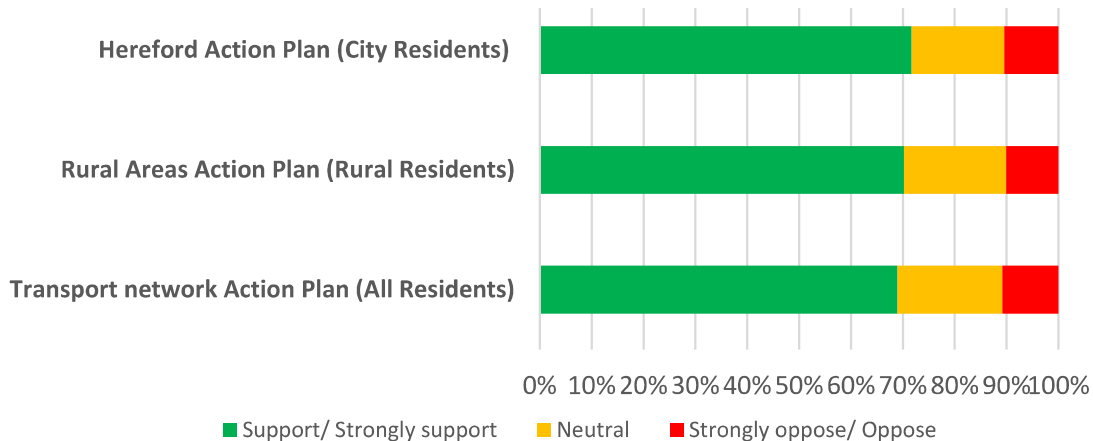
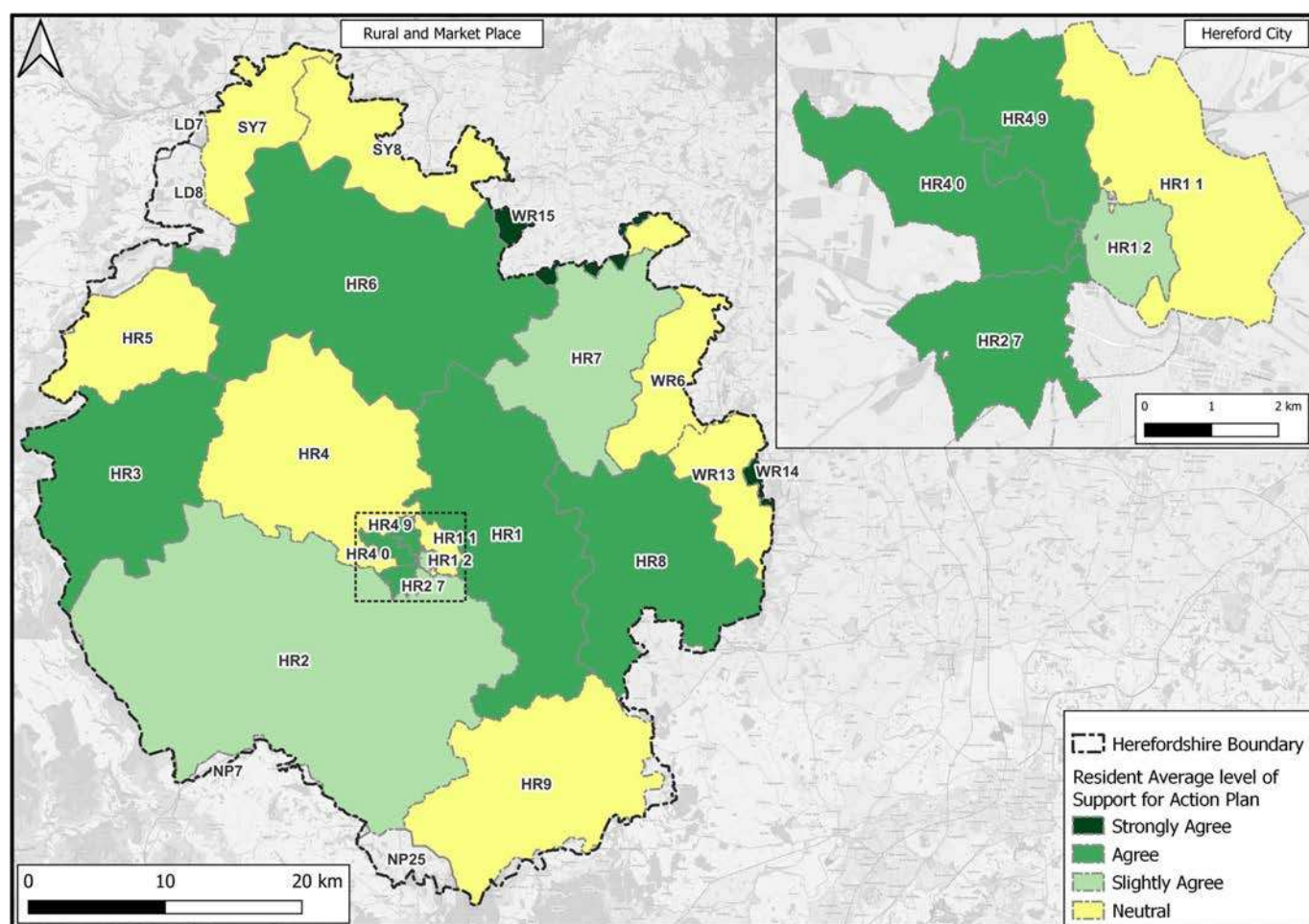


Figure 6: Level of Support for actions plan based on where residents live.





## Stakeholder and partner organisations

Key stakeholders, including regulatory bodies with statutory obligations, participated in the consultation on the draft LTP5. Their participation ensures that the LTP5 is compliant with the relevant legislation, including the Strategic Environmental Assessment (SEA) and Habitats Regulation Assessment (HRA).

The stakeholders and organisations who responded to the LTP5 documents included:

- Partner transport bodies including National Highways, Midlands Connect, the Environment Agency, Natural England, Historic England and Canals & Rivers Trust.
- Neighbouring Local Transport Authorities including Worcestershire, Gloucestershire and Monmouthshire.
- 4 Parish Councils, 5 Town Councils and 1 City Councils.
- 20 other interest groups, including the Hereford Enterprise Zone, Herefordshire Mencap, Hereford College of the Blind and Visually Impaired, Herefordshire Civic Society and a number of schools and business across the county.
- 5 County Councillors.

Across these responses, the following themes were most frequently raised:

- **Public Transport:** A desire for improved frequency, information operating hours and interchange between different sustainable travel choices.
- **Safety:** Safety for vulnerable road users, school travel, impact of HGVs, support for lower traffic speeds and facilities for pedestrians.
- **Resilience and the Western Bypass:** Improving the resilience of the network, access and the opportunities the Western Bypass creates to prioritise sustainable travel in the city centre.
- **Freight:** The impact of larger vehicles and improving provision for drivers.
- **Rural Areas:** Request for more solutions to address the unique needs of rural communities and to reduce rural inequalities.
- **Monitoring:** Request to provide more detail on what the impact of improvements will be and how it supports the Council's objectives.

## Refining the LTP

The feedback from consultation has informed the revisions made to create LTP5. This includes additional detail around plans and aspirations for supporting public transport, priorities for freight and road safety.

A monitoring plan has also been included post consultation to provide a range of multi-modal targets that reflect the key priorities of LTP5.

These refinements have helped to shape a strategy that reflects the priorities of local residents, businesses and visitors. Any future changes and updates will be included as addendum's to LTP5, ensuring the document remains reactive and appropriate to Herefordshire's transport systems.







# 5. Hereford Strategy

## Overview

Hereford is home to approximately 60,000 residents, representing roughly one third of the total population of Herefordshire ([ONS Mid-Year Population Estimates, 2023](#)).

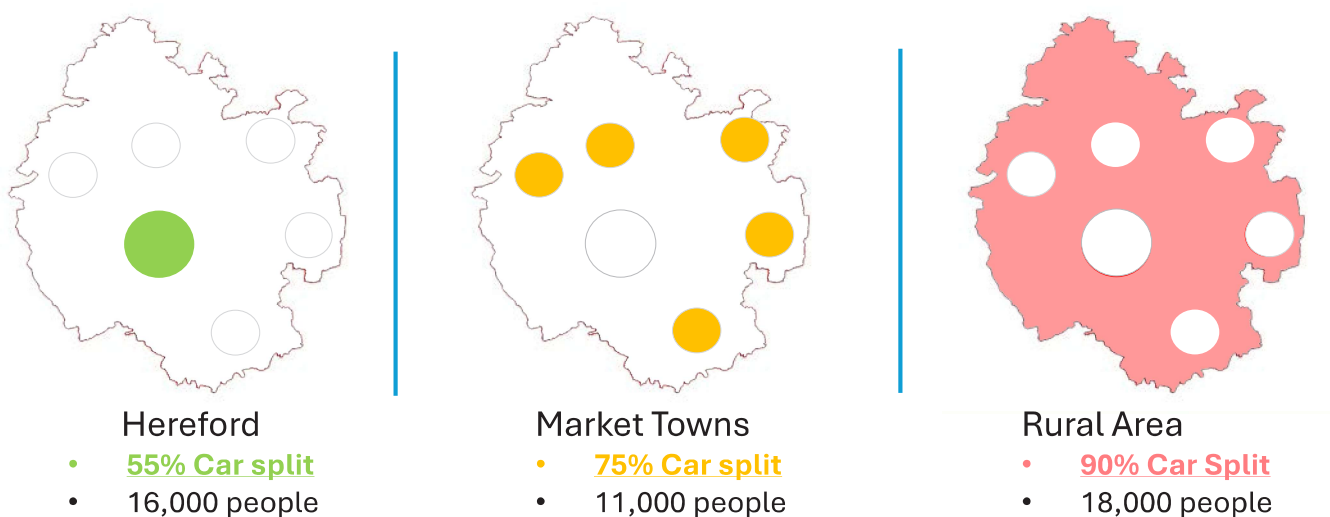
The city has a younger, and more varied demographic than the rest of Herefordshire ([Population around the County, Herefordshire Council 2025](#)). There are also significant social variations across the city. For example, the central and south-eastern areas have high levels of productivity and low levels of deprivation. In contrast, some areas to the south-west of the River Wye fall within the top 10% most deprived areas in England ([Indices of Multiple Deprivation, 2019](#)).

Hereford Enterprise Zone is a significant employment site with 45,000 jobs, on the south-eastern edge of Hereford. There are also a number of large employers to the north of the city centre.

A third of jobs in Hereford are filled by residents of the city. The rest, representing around 30,000 people, commute into the city from surrounding towns and rural areas within Herefordshire and neighbouring areas ([ONS Travel to Work TS061, Census 2021](#)).

The majority of commuting into the city is by car, although the percentage that drive varies by origin as shown in Figure 7. Just over half of those that live and work in Hereford commute by car, with around 40% walking, cycling or wheeling. For journeys into the city, car travel is higher at 75% of trips from the Market Towns, rising to 90% from rural areas where there are more limited travel choices ([ONS Travel to Work TS061, Census 2021](#)).

Figure 7: Commuting trips split by place (2021 Census Travel to Work Data).





## Supporting a thriving and prosperous economy

Hereford will be the focus of new housing and employment growth to meet government targets. New development will require significant transport infrastructure investment in the city and surrounding area to unlock the proposed growth. The priorities to support this growth include:

- Delivery of a Western Bypass to the west of the city, providing access for new development areas and helping to take traffic away from the city centre.
- Enhancements to city centre urban realm to improve attractiveness and boost the local and visitor economy.
- Enhanced cycling, walking and wheeling facilities across the city to maximise the number of short distance trips within Hereford that are chosen to be made by active travel.

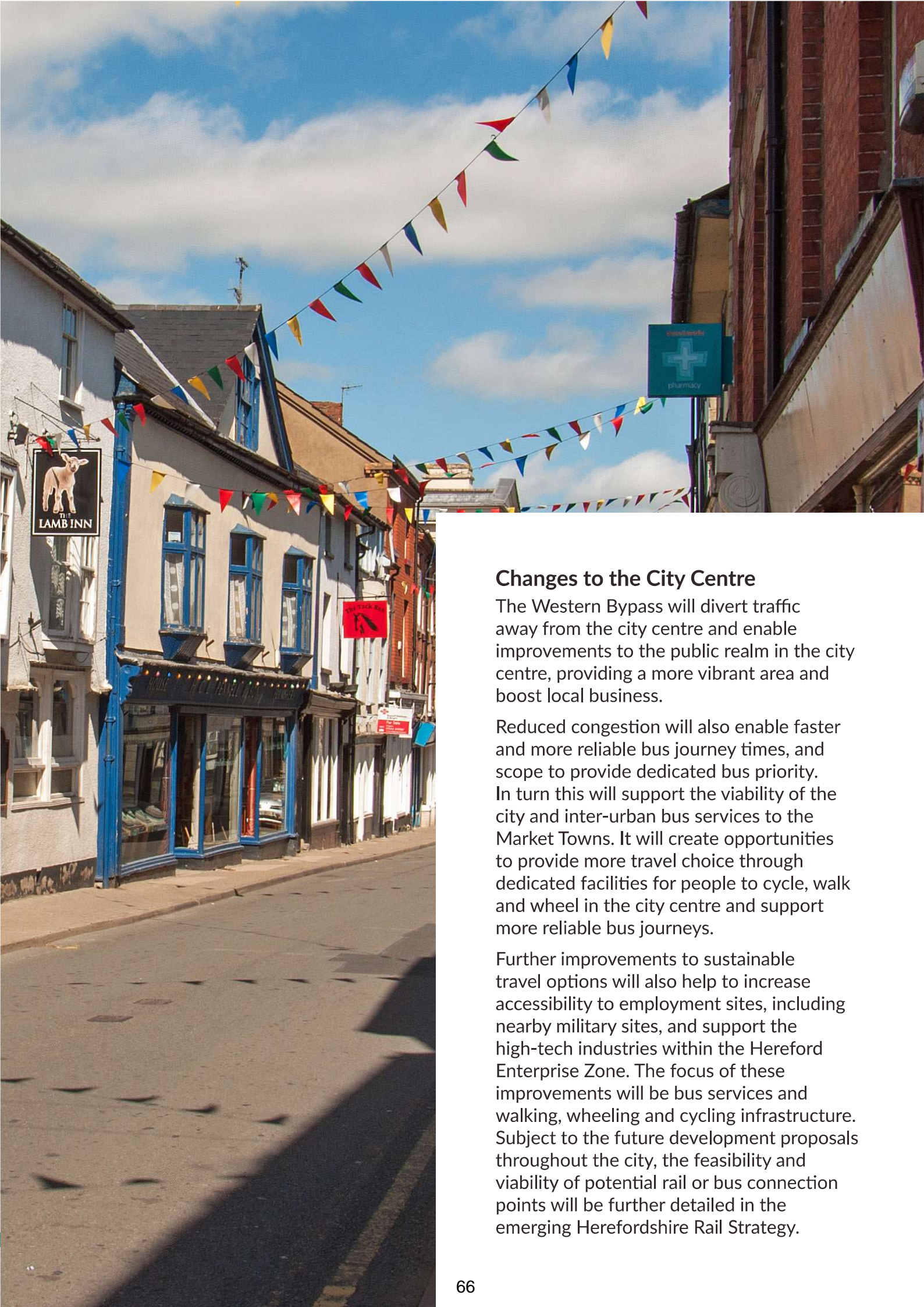
## Western Bypass

New infrastructure including vehicular routes will be vital for providing access for all users and mitigating the impact of travel demand on the historic city centre.

The exact alignment of a bypass to the west of the city and connecting the A49 south of Hereford to the A49 in the north will be developed in co-ordination with National Highways and linked to the positioning of new development in the city centre.

The Western Bypass will help to take through traffic away from the city centre, reducing congestion and helping to improve air quality along key corridors. As well as improving the journey time reliability of travel for freight and visitors into the city, it will enable the existing route through Hereford to be de-trunked and unlock a number of new opportunities to enhance the city centre's connectivity and grow our economy.





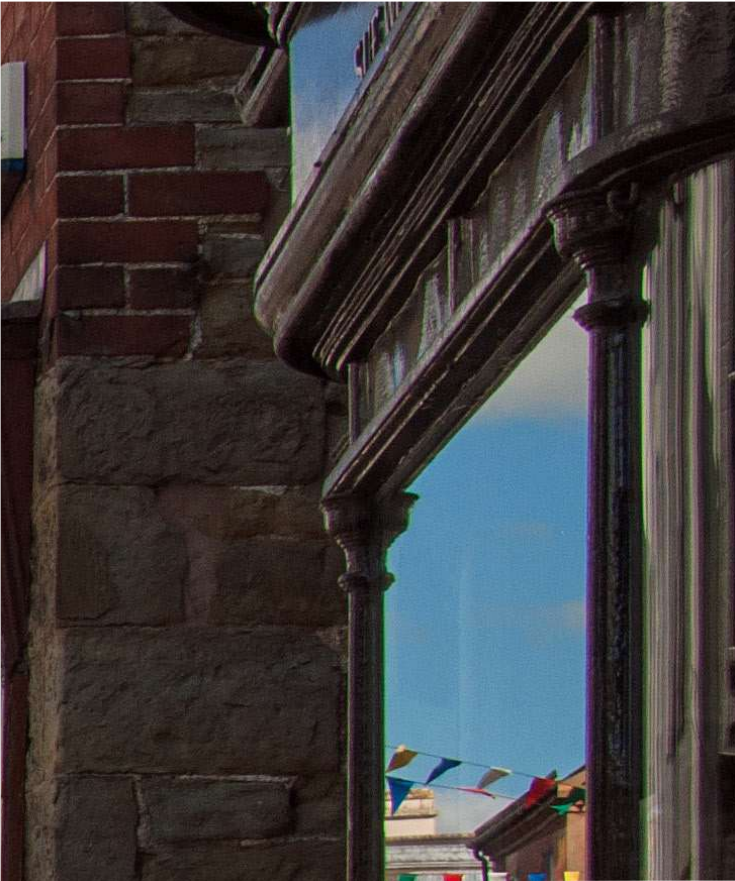
## Changes to the City Centre

The Western Bypass will divert traffic away from the city centre and enable improvements to the public realm in the city centre, providing a more vibrant area and boost local business.

Reduced congestion will also enable faster and more reliable bus journey times, and scope to provide dedicated bus priority. In turn this will support the viability of the city and inter-urban bus services to the Market Towns. It will create opportunities to provide more travel choice through dedicated facilities for people to cycle, walk and wheel in the city centre and support more reliable bus journeys.

Further improvements to sustainable travel options will also help to increase accessibility to employment sites, including nearby military sites, and support the high-tech industries within the Hereford Enterprise Zone. The focus of these improvements will be bus services and walking, wheeling and cycling infrastructure. Subject to the future development proposals throughout the city, the feasibility and viability of potential rail or bus connection points will be further detailed in the emerging Herefordshire Rail Strategy.





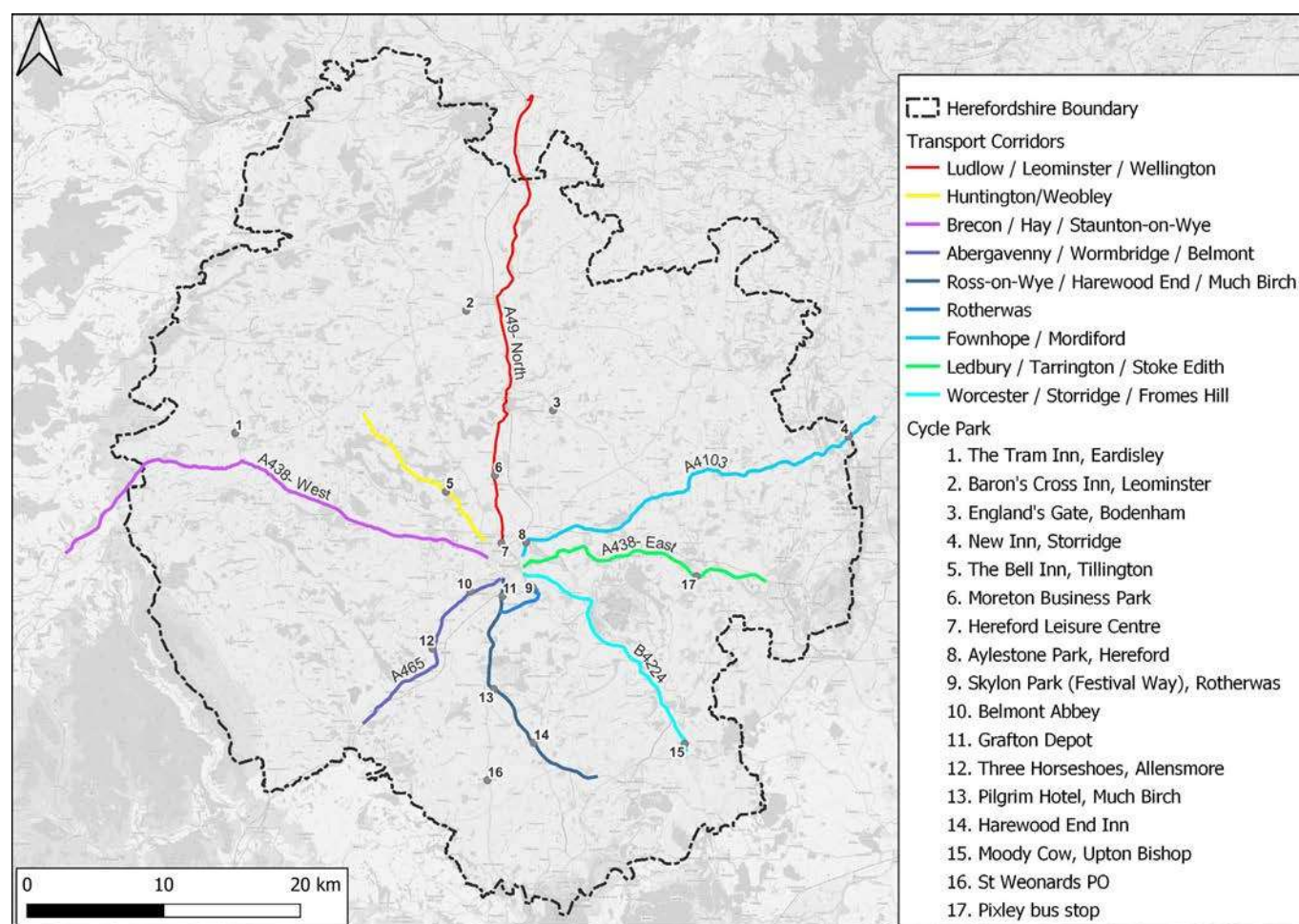
## Parking

The city is served by a mix of council-owned and privately-owned car parks. These provide essential parking capacity, manage demand and support footfall in the city centre. However, with limited capacity, car parks can exceed demand during peak periods, contributing to localised congestion in the city.

We will develop a Parking Strategy for Herefordshire. This will identify opportunities to better manage parking demand for cars and coaches, including formalising on-street parking arrangements and consolidating car parks where feasible.

There are fifteen Park and Cycle sites that increase choice and capacity for travel into the city as shown in **Figure 8 (Herefordshire Park and Cycle Sites)**, Herefordshire Council. We will explore the potential for new developments to provide more Park and Cycle sites to serve key corridors into the city.

Figure 8: Park and Cycle Sites.



## Case Study

### Leominster High Street Heritage Action Zone (HAZ)

The Leominster High Street Heritage Action Zone (HAZ) was part of Historic England's national programme to reinvigorate high streets by restoring historic character, supporting local identity, and creating more accessible and inclusive town centres. Between 2020 and 2024, Leominster received £1.3 million from Historic England alongside £1.8 million of Council match funding to deliver improvements to buildings, streets and public spaces in the town centre.

The heritage buildings grant scheme successfully restored historic shopfronts and listed facades along High Street, Corn Square and surrounding streets. These works enhanced the town's distinctive character, strengthened its sense of place, and helped support local businesses by improving the appeal and visibility of the town centre.

Alongside this, community and cultural events delivered in partnership with Leominster Town Council helped reconnect residents with their local heritage and encouraged greater use of public spaces.

The public realm improvement programme focused on creating safer, more welcoming pedestrian environments. Footway widening, improved surface treatments, clearer crossing points and raised features have made key streets easier and safer to move through, particularly for people walking, wheeling or using mobility aids. Renewal of ageing drainage infrastructure has also improved street resilience and reduced the need for future reactive maintenance.

Overall, the programme has supported placemaking centred on people, strengthening the town's unique identity while improving equitable access to its high street and public spaces

*Leominster High Street HAZ.*







## Enabling healthy choices to improve wellbeing

The city benefits from a number of attractive routes for walking, wheeling and cycling and recent public realm improvements funded through external funding have enhanced the overall pedestrian environment on key streets in the city centre. In addition to an attractive pedestrianised city centre environment, there are a number of leisure routes surrounding the city such as Great Western Way and a riverside walking, wheeling and cycling route.

Around 40% of commuting trips in Hereford are under 1.2 miles and 70% under 3 miles (ONS Travel to Work TS061, Census 2021). Approximately half of those trips under 1.2 miles are undertaken by car (ONS Travel to Work TS061, Census 2021). Therefore, further improvements to walking, wheeling and cycling facilities represents the most efficient means of offering alternative choices to the car for short distance trips in

Hereford out of the car thus reducing congestion and improving air quality.

Our aspiration is to improve facilities for walking, wheeling and cycling to make it easier for individuals to choose sustainable travel. We will achieve this by:

- Delivering connected, comprehensive and safe walking, wheeling and cycling routes across the whole city.
- Ensuring high quality cycling, wheeling and walking facilities from areas of new development into the city and joining to existing active travel networks.
- Expanding the number of low traffic streets across the city centre and residential areas as supported by consultation responses.
- Connecting surrounding rural settlements to Hereford, including by extending the riverside active travel network.
- Expanding the successful on-street cycle and e-bike hire scheme in the city.



We will also look to increase the provision of secure cycle parking stands, for standard and non-standard cycles, at key destinations around the city centre and at key interchanges such as the railway and bus station in Hereford.

Delivering complete cycling, walking and wheeling routes will encourage and enable more people to choose sustainable modes of travel for their everyday journeys. This will provide an alternative travel option to cars and also have wider benefits for health, air quality and productivity. These ambitions align to the approach that will be set out in our emerging Herefordshire LCWWIP (Herefordshire's Emerging Local Cycling, Walking and Wheeling Infrastructure Plan, 2025), a sister document to the LTP5.

An overview of the LCWWIP priority measures for delivery that will form the basis to develop a pipeline of sustainable transport schemes for the city are shown in the **Figure 9** and listed in the Hereford Action Plan.

Reflecting this, LTP5 promotes the concept of child-friendly areas within placemaking. These child-friendly areas recognise the importance of play in childhood development and bring wider benefits, including the reduction of anti-social behaviour and social isolation, improving more welcoming environments and stimulating local economic and cafe culture. By embedding these principles into street and neighbourhood planning, LTP5 supports areas where children can move more freely and where residents of all ages feel more connected to their surroundings.

## Tackling climate change and protecting and enhancing the natural and built environment

The high number of vehicles that drive in and through the city centre contributes to congestion and associated environmental impacts such as carbon emissions, noise and poorer air quality. This is most prevalent along the A49 corridor, from Holmer Road in the north to Belmont Road in the south.

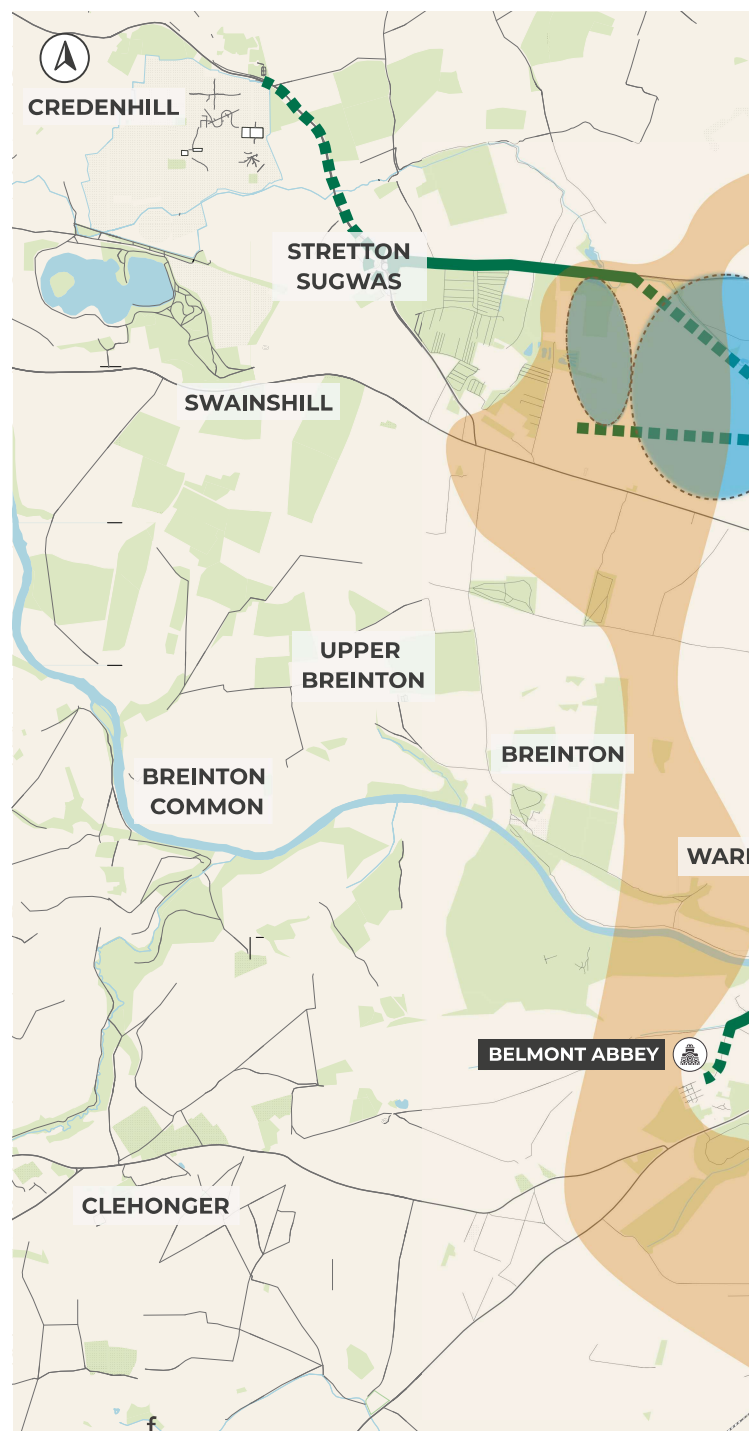
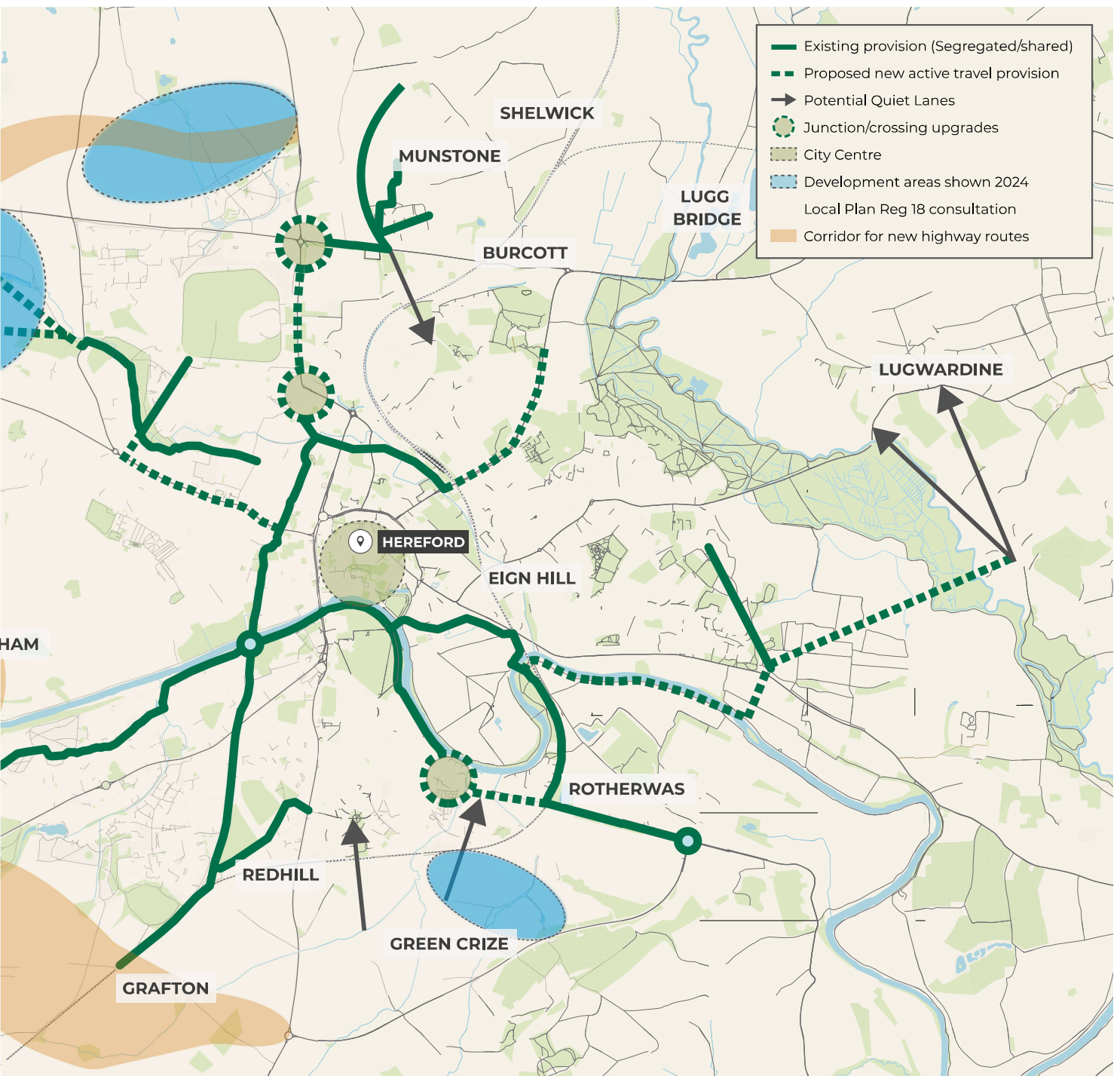


Figure 9: Hereford Network Map.

Addressing these impacts will help to create a better place to live, work and visit. To achieve this we will need to:

- Reduce the amount of motorised traffic **travelling through** the city centre by delivering the bypass
- Transition to **less polluting types** of propulsion through: Provision of more **EV charging points** and roll out **zero emission buses**.
- Support freight transition to **sustainable modes**
- Monitor future **transport related trends** and **associated emissions**



There are a number of existing EV charging points in Hereford. A significant increase in EV charging points across the city will be required to cater for future demand and help reduce the environmental impacts of transport. The initial priority as set out in the EV Strategy are sites being delivered through LEVI funding. The first on-street installations will begin in 2025 with roll out continuing until at least 2030. Rapid charge points hubs are also planned to be further rolled out across car parks in the county.

As the hub for bus services, Hereford is also the most suitable location to begin the roll out of zero emission buses in Herefordshire. While previous funding bids have been unsuccessful, we will continue to work with operators to transition the city's bus fleet to zero emission vehicles.

These changes will also help to provide safer and more welcoming spaces for pedestrians and cyclists and to support improved bus reliability, which in turn will also help to encourage greater choice to travel by less polluting modes.



## Improving accessibility and inclusivity

Hereford is the focal point for the county's bus connections. The local city bus services serve the main residential areas at a half hourly frequency. This level of provision is such that buses can provide many residents an attractive sustainable travel option.

However, with limited river crossings and significant through traffic, the city centre highway network suffers from congestion. Buses get delayed in the same congestion hotspots, in particular at Belmont Road, Whitecross Road, Commercial Road, Aylestone Hill, Newmarket Road and St Peter's Square. The delay caused by congestion on these key city centre roads reduces the attractiveness of buses for passengers and increases the operating costs of public transport.

The high population density, number of amenities in the city and that many trips in the city are perceived as being too long a distance to walk by certain demographics means that bus could play a greater role in moving people in the city. To help achieve this, we will deliver the following bus improvement schemes which align to the ambitions set out in our BSIP:

- **Bus priority measures** within Hereford on key bus corridors.
- **Improved frequency** on Hereford services.
- **Using developer funding to extend bus services** to ensure sustainable travel choices are provided at an early stage of new developments.
- **Half-hourly frequency** buses on the core county services between Hereford and Ross-on-Wye and Leominster.



We will work with public transport operators and undertake a Bus Network Review to identify where further improvements could be made to bus journey times within the city centre and to and from our Market Towns.

There are existing rail connections from Hereford to key urban centres such as Manchester, Birmingham, Cardiff and London. Future enhancements to these services would help to further boost the economy and attractiveness of Hereford as a destination.

The delivery of a Transport Hub at Hereford Railway Station will help to enhance the transfer between rail, bus, cycle and taxi. The Transport Hub will create a new gateway and arrival point in Hereford for our visitors. The new hub will be complimented with improvements to the signage and routes into the city centre and to key destinations.

Taxis play an important role in supporting access for all and as part of multi-modal journeys. In liaison with operators, we will explore opportunities to enhance taxi rank provision and potential external funding opportunities that would help to decarbonise the taxi fleet.

Hereford benefits from an existing on-street cycle and e-bike share scheme which encourages sustainable travel for short distance journeys around the city centre. We will work with operators to grow this cycle and e-bike share network. We will also explore how shared e-cargo bikes may become part of the transport mix for businesses and residents.

To complement the shared cycles and e-bikes, we will explore the potential for a citywide a car club scheme. This would improve travel choice by giving people ad-hoc access to a vehicle and provide a cost-effective alternative to single or multiple car ownership. Over time, shared cars with zero emission vehicles, and in combination with cycles and e-bikes, buses and rail form part of a single new transport ticketing offer.

## Improving transport safety and security

In Hereford where there are the highest levels and concentration of people cycling, walking and wheeling, the priority will be on enhancing the safety of vulnerable road users. Formal crossing facilities and segregation on priority corridors will be central to this and will be supported by the actions delivered as part of the Herefordshire LCWWIP ([Herefordshire's Emerging Local Cycling, Walking and Wheeling Infrastructure Plan, 2025](#)).

To improve the viability of walking, wheeling and cycling for short-distance journeys in Hereford, it will be necessary to ensure that the design and delivery of projects are in accordance with the appropriate regulations and guidance. Adhering to these standards will ensure economical infrastructure that supports accessible, safe and expedient movements.

Supporting the review and implementation of appropriate speed limits bespoke to local requirements. The implementation of appropriate speed limits including 20mph outside identified schools and city streets has multiple benefits, including improved road safety and air quality, create safer and more attractive environments and ease congestion.



## Case Study

### Hereford Transport Hub to improve integration

Hereford Transport Hub will improve integration transport through redevelopment of forecourt of the historic Hereford Railway Station. This will incorporate a new and improved bus interchange adjacent to the station, facilitating sheltered transfers between trains and local/regional bus services as shown in Figure 11.

New facilities include an enclosed waiting room, a covered waiting area protected by a canopy sensitive to the heritage station building, driver restrooms and real-time information boards. Accessibility is a central focus, incorporating tactile paving, dropped kerbs, and signage with braille and audible assistance. The project also incorporates extensive provision for active travel, including generous pedestrian and wheeling access, covered cycle storage and rental hubs.

The scheme is funded by a mix of sources, including the Government's Levelling Up Fund, Active Travel Fund and Herefordshire Council.

Construction for this £10 million scheme, contracted to McPhillips, officially began in August 2025. Upon completion, the Hub will significantly boost accessibility and inclusivity, health and wellbeing and, by encouraging a shift to sustainable travel, help to improve city congestion and air quality.

*Hereford Transport Hub Forecourt Design.*





# Strategy for Hereford

## Supporting a thriving and prosperous economy

- Deliver the infrastructure to unlock and support sustainable new development including:
  - A Western Bypass.
  - Enhancements to the city centre urban realm.
  - Enhanced cycling, walking and wheeling facilities across the city.
- Improved sustainable transport links to major development areas.
- Review of car parking provision in the city centre.

## Enabling healthy choices to improve wellbeing

- Delivery of comprehensive walking and cycling network across the city.
- Ensure sustainable transport facilities are provided within and connect to new development.
- Explore the potential to expand the number of low traffic streets across the city centre.
- Connect neighbouring rural settlements to the city centre.
- Expand the on-street cycle and e-bike hire scheme in the city.
- Increase the provision of secure cycle parking stands at key destinations and transport interchanges.

## Tackling climate change and protecting and enhancing the natural and built environment

- Expansion of EV infrastructure around the city.
- Bypass to remove through traffic from the city
- Explore the potential for zero emission buses.
- Transition of freight to sustainable modes.
- Monitor future transport related trends and associated emissions.

## Improving accessibility and inclusivity

- Investigate and deliver bus priority on key corridors.
- Provide bus services at early stages of new developments.
- Half hour frequency and later running buses between Hereford, Ross-on-Wye and Leominster.
- County wide bus network review.
- Delivery of the Transport Hub at Hereford Railway Station.
- Enhance taxi rank provision and potential decarbonisation of the taxi fleet.
- Roll out of shared cars across the city.
- Work towards multi operator integrated ticketing for sustainable transport modes.

## Improving transport safety and security

- Segregated facilities for pedestrians and cycles and improved crossing facilities.
- Safer speeds within the city centre and residential streets.
- Embrace new opportunities to improve the county through new technologies such as autonomous vehicles and Variable Messaging Signage.

# 6. Rural Herefordshire and Market Towns Strategy

## Overview

Herefordshire is a predominantly rural county covering a number of Market Towns, villages, hamlets and dwellings across a varied landscape. Combined, the rural areas and Market Towns are home to approximately 70% of the county's population (ONS Mid-Year Population Estimates, 2023).

Residents in rural areas are typically older, more reliant on a car and are likely to have greater disposable income (South West Rural Mobility Strategy, 2022). The travel requirements and relationship with transport infrastructure of rural residents is fundamentally different to the younger demographic who typically live in urban, better-connected areas.

Where residents do not have access to required services locally, they are forced to travel further afield, such as into Hereford or into neighbouring authority areas. This is particularly apparent with young people leaving the county for economic opportunities, creating a skills gap in the workforce (Herefordshire Council Plan, 2024) but also a loss to the local economy.

The local character and availability of services varies significantly across rural Herefordshire and can be broadly categorised as follows:

- Market Towns of **Bromyard, Kington, Ledbury, Leominster and Ross-on-Wye** include employment, retail, tourism, leisure and other services. They serve as a hub for local residents, surrounding parishes and some who live in neighbouring areas of Shropshire,

Gloucestershire and Worcestershire. In terms of transport provision, Ledbury and Leominster both have railway stations. Leominster provides a frequent service to Hereford, with a journey time competitive to that of the private car, whereas Ledbury has limited services to Hereford and caters more for trips to locations such as Worcester and Birmingham. There is also a network of core bus corridors that provide hourly connections between Hereford and each Market Town except Bromyard.

- Rural hubs such as the villages of **Colwall, Kingstone, Peterchurch and Weobley** have a range of local facilities including a primary and secondary schools, local shops and doctor's surgery. Colwall is the only rural hub with a railway station which mostly caters for low levels of rail passengers travelling to Worcester and Birmingham and has limited services to Hereford. In terms of bus provision, services are more infrequent and inconsistent across much of the rural parts of Herefordshire.
- Other service villages, such as **Cradley, Ewyas Harold and Holme Lacy** which have some local facilities, but it is likely that private travel is required to access a range of daily facilities and as well as wider parts of the county, such as Hereford or nearby Market Towns.
- **Hamlets and individual houses** with limited local facilities and as a result, residents tend to travel longer distances to access their daily needs and this is likely to be undertaken by private vehicles.







Low population density in rural areas means public transport provision is often limited and economically unviable. Where it does exist, services can be infrequent and bus stop facilities can also be limited. This can lead to greater car dependency and higher travel costs. For those without access to a car, it is more difficult to access key services such as employment and education and there is an increased risk of isolation and loneliness.

A core aim of LTP5 is to support rural mobility and to connect people and services by providing them with greater transport choices. This includes supporting more localised activity, online services and community led proposals. As set out in our BSIP, improvements to public transport will focus on delivering a number of core bus services that provide a 'hub and spoke' network of key routes through the rural areas from Hereford.

This multi-faceted approach will help to improve the quality of life for our rural residents and boost a sense of community by creating more vibrant towns and villages.

### Supporting a thriving and prosperous economy

To support the economic attractiveness of the Market Towns, suitable High Street improvements to create better pedestrian facilities, improved access and more space for town centre businesses will be delivered. This includes exploring the feasibility for one-way streets, particularly where it also supports improvements to air quality, increased parking provision and an enhanced pedestrian environment through public realm works.

Outside of the Market Towns, local services and job opportunities are varied. Nevertheless, typically 1 in 5 residents in rural areas work within their local area (less than 3 miles from their home) [Herefordshire Council, 2025](#). This is coupled with more people now working from home, leading to higher daytime populations in the county's rural areas.



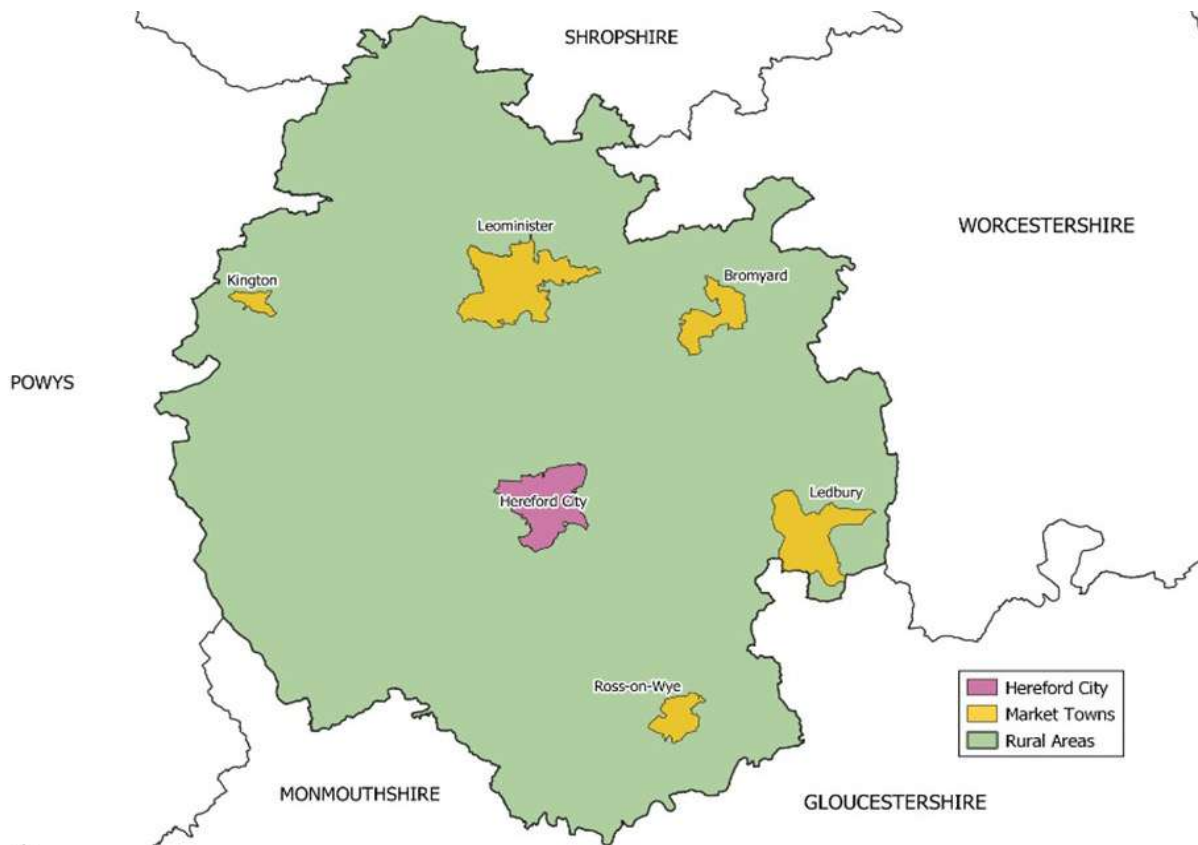
We will seek to support the vitality and facilities of these rural areas. This includes enhancing the walking, wheeling and cycling environment, providing additional transport facilities including EV charging, and offering more localised services for residents, such as parcel lockers and cycle parking to support their role as a community hub.

New development and an increasing population will provide a significant boost for the vitality of some of our towns. However, it could also increase levels of motorised traffic which would have a negative impact on the historic layout of the Market Towns which were not designed for high volume traffic flows. We will need to manage the anticipated increase in traffic volumes in the Market Towns from proposed new development.

### New Development

The LTP5 action plans will be updated in the future to reflect the proposals in our emerging Local Plan when this has been published.

The Market Towns are areas that are likely that are likely to include some new development. In particular, the larger towns of Leominster, Ledbury and Ross-on-Wye. These towns already have services and an employment base, and as such they are considered to be sustainable locations for future development.



Map of Hereford and Surrounding Market Towns.

The new Local Plan will identify specific sites for development, and this will be supported by an Infrastructure Delivery Plan to ensure that infrastructure keeps pace with development. Transport infrastructure to support future development sites in rural areas is likely to include:

- **Leominster South-West Urban Extension.** A new Southern Link Road. High quality walking, wheeling and cycling infrastructure to the town centre, such as along Ryelands Road which would benefit both new and existing residents.
- **Ledbury.** Extension of the traffic-free spine to new developments, improvements to crossing facilities in the town centre and enhancements to the routes leading to the railway station and bus stops across the town centre.
- **Ross-on-Wye.** Eastern Access Road. Improvements to local sustainable transport networks, improving public transport infrastructure including half hourly frequency to Hereford.

Development will also likely require significant expansion of existing education facilities or the delivery of new education facilities.

- **Bromyard.** New homes which are connected by safe and convenient walking, wheeling and cycling routes. Opportunity for further expansion of education facilities
- **Land south of Kington.** Supported by new access and local pedestrian and cycle connections.

We anticipate development across rural Herefordshire, focused upon those areas where there are some existing local sustainable transport services. The proposed development will help to further boost the vitality of these local communities.

All new development will be required to comply with the provisions in LTP5 Policy TN12 Transport in New Developments which sets the requirements and standards for walking, wheeling, cycling, public transport and EV provision in all new developments delivered in Herefordshire.



## Enabling healthy choices to improve wellbeing

Outdoor activities play an important role in improving mental and physical wellbeing as well as reducing loneliness and stress.

The rural landscape includes a range of public footways, byways and bridleways. Sustainable transport routes include the Wye Valley Walk, Herefordshire to Gloucestershire Canal, Mortimer Trail, Herefordshire Trail and Offa's Dyke Trail. These create spaces for residents and visitors to enjoy the outdoors on foot, wheel, cycle or horse.

We will seek to improve the quality of bridleways to remove restrictive infrastructure, such as stiles or staggered barriers, that prevent people with limited mobility or equestrians from being able to fully access routes. This will enable more people to access the benefits of outdoor exercise, boost usage and natural surveillance along these routes making them safer for all users. Further details on our approach to this are set out in our Rights of Way Improvement Plan (RoWIP) ([Herefordshire Council Rights of Way Improvement Plan, 2018-2028](#)), a sister document to LTP5.

In many smaller villages there are not consistent footways, street lighting or crossing facilities. This can be a deterrent to cycling, walking or wheeling for local journeys with many made by car instead. We will explore the viability of developing traffic-free greenways, subject to land ownership agreement and engagement. We will also develop an approach to trial quiet lanes which are minor roads shared by motorists, walkers, cyclists and horse riders but with low volumes of motorised traffic.

We will develop and deliver, using developer contributions, improvements to the facilities in each of the Market Towns. These opportunities are outlined below:

- The aspiration in **Leominster** is to build upon the number of existing links to develop a network of cross-town routes which link the town centre to the railway station, schools, sports centre and new development. Routes include Ginhall Lane/Green Lane, Ryelands Road, the B3461 and across Worcester Road.
- **Ross-on-Wye** has high levels of cycling and walking, but dedicated facilities are lacking or constrained by narrow historic streets and parking. The aspiration is to improve links and signage to leisure routes in the vicinity of the town centre, extend the low traffic route along the old railway line to the west and east to Weston under Penyard/Bollitree Castle and to enhance routes by the river.
- **Ledbury** benefits from a route along the former railway line and many quiet roads. The priority is to extend the Ledbury Loop, an existing traffic-free spine to new developments, improve crossing facilities and enhance the routes to the railway station and bus stops across the town.
- **Bromyard** is a smaller market town where improving crossing facilities, cycle parking and space for pedestrians will have the greatest benefit. This includes improved crossings on the A44 to enhance access to bus stops.
- **Kington** benefits from a network of public footpaths, including Offa's Dyke Path, and rural cycle tracks of Hergest Ridge and Gladestry Gravel Loop. We will seek to improve connections between and to the existing National Cycle Network and local cycle paths. We will also explore improvements to the High Street to help to make walking, wheeling and cycling in Kington easier. Our emerging Car Parking Strategy for Herefordshire will also help to support the current on street parking challenges in Kington.







## Case Study

### Offa's Dyke Path – Connecting people with nature

The Offa's Dyke Path is a scenic 177-mile walking trail that links Sedbury Cliffs on the banks of the River Severn estuary to Prestatyn, a town that overlooks the shores of the Irish Sea.

Outdoor activities are important in improving our physical and mental wellbeing, and Offa's Dyke Path provides a vital space for rural residents and visitors to connect with nature and reduce stress.

Additionally, Offa's Path is a wonderful option for sustainable tourism, the Wye Valley in Herefordshire is recognised as an Area of Outstanding Natural Beauty and the National Trail is well-marked all year round.

Trails, such as the Offa's Dyke Trail, highlight the benefit that these routes can have by connecting communities to nature and the benefits that this can create for health and wellbeing. This also directly aligns to the LTP5 objectives which include enabling healthy behaviours and improving wellbeing and tackling climate change and protecting and enhancing the natural environment.

### Tackling climate change and protecting and enhancing the natural and built environment

It is recognised that for a large rural area, travel by private car is likely to remain the most popular method of travel. Therefore, switching to EV's and increasing digital access will play a key role in decarbonising travel within our rural areas.

To support the transition to EV's, and in line with our EV Charging Strategy, we will work with operators to deliver charging points across Herefordshire. In the short term, this will include EV charge point hubs in Council car parks and on-street chargers across the county. The plan to deliver this will be further detailed in our emerging Car Parking Strategy for Herefordshire.

Lower population and demand in rural areas can make providing EV charge points more challenging and expensive. Sharing chargers, also known as peer-to-peer charging, can supplement public charge points. Therefore, we will also promote peer-to-peer charging, raise awareness of and encourage individuals, businesses and community buildings to consider making their chargers available to others.

Digital access and connectivity can play a key role in reducing the need to travel and bringing resident's daily needs to their doorsteps through home working, online services and deliveries. Many residents in the Market Towns, work from home. Therefore, we will work with partners to support and improve digital accessibility to enable people to easily access online services.

## Improving accessibility and inclusivity

Improvements to the existing 'hub and spoke' bus network has the greatest opportunity to improve accessibility for all and maintaining a consistent standard of public transport between the Market Towns and Hereford is a priority. To support this, we will help to make buses easier by:

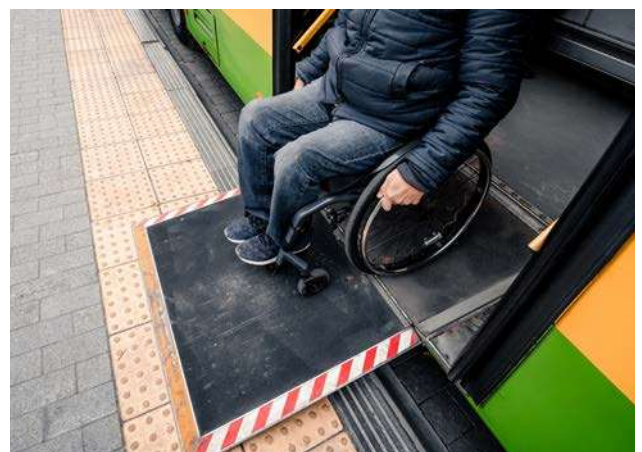
- Providing **half-hourly service frequency** between our Market Towns and Hereford.
- **Improving access** to bus stops, including crossing facilities and cycle parking.
- **Improving bus stop infrastructure and waiting facilities** through the implementation of real time information, lighting and Wi-Fi at stops.
- **Improving perceptions of safety** through the installation of CCTV.
- Providing **bus priority** or **bus only** access on certain streets to make bus services faster and more reliable.
- Tackling delays caused by informal **on-street parking** through the development of a county wide car parking strategy. For example, Cantilupe Road, Gloucester Road and the High Street in Ross-on-Wye.
- **Integrating bus times** with opening hours of leisure/social facilities and events.

Leominster is accessible from a wide catchment area with bus and rail services to Kington, Hereford and the wider county available. As trains cross at Leominster, it offers potential to provide bus to rail interchange. We will work with partners to re-develop the station forecourt, expand parking and improve interchange. This will enhance the attractiveness of the railway station and further enhance its role as a public transport hub for the town and surrounding areas.

Colwall and Ledbury railway stations provide two to three trains an hour to Hereford, and direct services to larger settlements. Improving facilities at Ledbury to improve accessibility for all is a priority, both for interchange but also facilities at the station. Pedestrian access to these railway stations, including better crossings facilities and signage to the town centres and key services is also priority for us to make rail travel more convenient.

Community transport can also play a key role in improving access in rural areas where other transport services may not be commercially viable. There are several existing voluntary community transport organisations operating buses or car club vehicles. We will continue to support these operators and reduce barriers to introducing new services. As the offer of community transport evolves, it will allow more people to benefit from these services in a quick, convenient and accessible way.

These rural challenges occur within the backdrop of uncertainty about future funding, changing technology and travel patterns. We will further explore how new and existing transport modes can be best delivered to meet the needs of our residents, businesses and visitors in rural areas. This will provide a valuable tool for understanding where we prioritise investment and to identify interventions which will create the best benefit for people that live, work and visit Herefordshire.





## Case Study

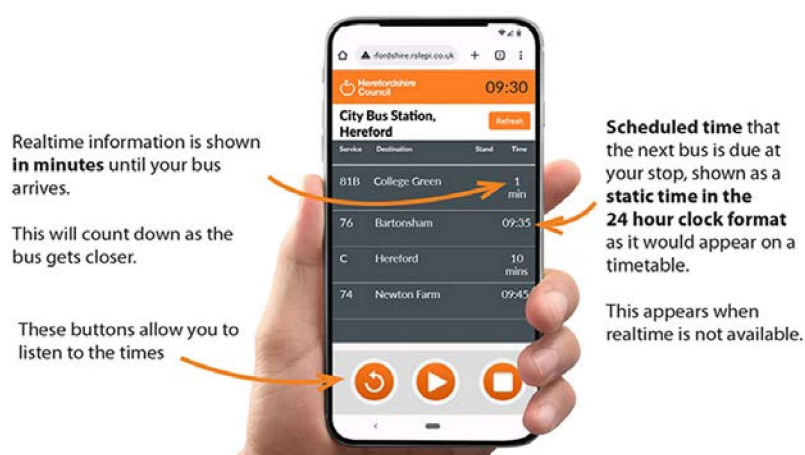
### Investment in improved real-time information at Bus Stops

The council has introduced QR codes at over 500 bus stops throughout the county as shown in Figure 12. The core aim is to provide instant, accurate and easily accessible bus arrival information. By simply scanning the unique QR code, the passenger is presented with live information showing exactly when the bus will arrive at that stop, without needing to download any dedicated app.

This easy to access information provide greater certainty and confidence to passengers. It enables them to check arrival times before leaving home, therefore helping to reduce time spent waiting at the stop, a major convenience, especially on rainy days.

This cost-effective digital solution help to make public transport a more attractive and stress-free choice. It supports strategic objectives related to customer experience, greater accessibility and inclusivity, and service modernisation across the entire county network, thereby encouraging greater ridership.

*Webpage showing real time information from scanning QR code.*



### Improving transport safety and security

Approximately two thirds of collisions resulting in serious injury occur on the county's rural roads ([Herefordshire Council, 2025](#)). Acknowledging that collisions can involve a range of contributory factors, including driver behaviour, geometric highway layout, level of illumination, and weather conditions.

The Market Towns tend to have a higher number of people cycling, walking and wheeling, and therefore there will be a greater focus on improvements for the most vulnerable road users including school children and the elderly. Each of the Market Towns have an A-road with high traffic flows passing through it which can be unattractive and dangerous for pedestrians as well as people cycling and wheeling. Improving crossing facilities and, where appropriate, lower speed limits will help to both improve safety but also unlock new travel opportunities for all users.

# Strategy for Rural Herefordshire and its Market Towns

## Supporting a thriving and prosperous economy

- Improving Market Towns and Villages by:
  - Enhancing walking, wheeling and cycling facilities.
  - Providing additional transport facilities such as EV charging.
  - Offering localised services for residents.
- Unlock strategic development through:
  - Southern Link Road and active travel facilities in Leominster.
  - Extension of traffic-free spine to new developments in Ledbury, enhanced crossing facilities and improved routes to the railway station and bus stops.
  - New access road and improved bus services to Ross-on-Wye.
  - Attractive walking and cycling access from new developments in Bromyard and land south of Kington.

## Enabling healthy choices to improve wellbeing

- Improve cycling, walking and wheeling facilities and signage across all Market Towns, to local centres and public transport hubs.
- Traffic-free greenways or quiet lanes in smaller villages across the county.

## Tackling climate change and protecting and enhancing the natural and built environment

- Work with partners and support delivery of EV charge points on-street and in council car parks.
- Promote and encourage Peer-to-Peer charging.
- Continue to improve rural broadband and digital connectivity.

## Improving accessibility and inclusivity

- Improve bus stop infrastructure and waiting facilities
- Improve perceptions of safety through the installation of CCTV.
- Tackle delays caused by informal on-street parking through delivery of a county wide car parking strategy.
- Integrate bus times with the opening hours of leisure and social facilities.
- Focus on improvements to bus service frequency and operating hours on core interurban routes.
- Improved passenger facilities and access to Colwall and Ledbury railway stations.
- Support community transport operators to increase provision.
- Produce a Rural Mobility Strategy.

## Improving transport safety and security

- Improve the safety of the pedestrian environment and crossing facilities in the Market Towns.
- Lower speed limits along key routes in the Market Towns.

# 7. The Transport Network Strategy

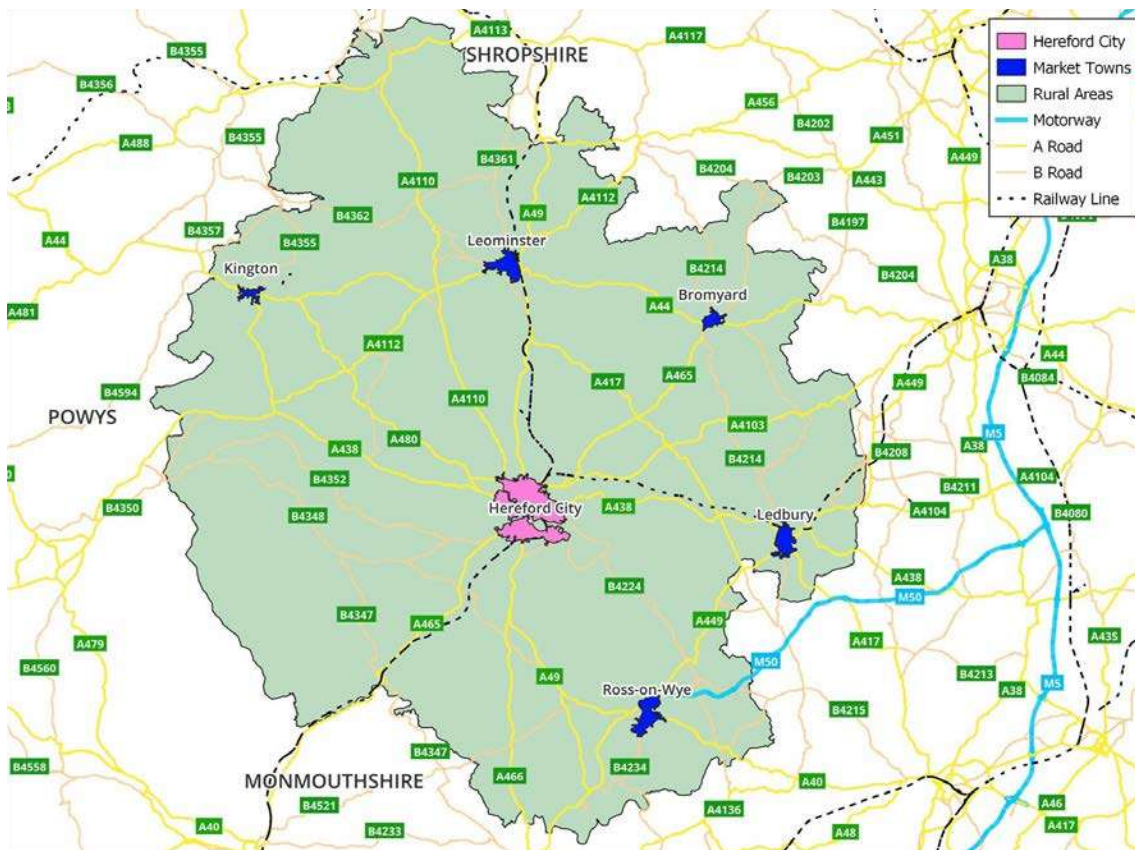
## Overview

The transport network enables people to travel, work, exercise and engage with services and employment. It can also shape the environment and the quality of life of residents. Maintaining and enhancing the transport network therefore plays a key role in helping to achieve our objectives set out in the Council Plan.

The majority of travel in Herefordshire is made on the highway network. This includes by car (79%), bus or coach (1%), motorcycle (1%), other modes (1%) as well as people walking (14%), wheeling and cycling (4%) (ONS Travel to Work TS061, Census 2021).

As illustrated in **Figure 10**, key routes on the highway network include the A40, A44, A49, A465, A417, A438, A449, A4103, A4110 and M50. These serve as vital arteries linking Herefordshire to neighbouring areas, and national markets. Herefordshire Council are the local Highways and Transport authority, responsible for managing and maintaining the public highway and its assets, including 1,988 miles 3,200 kilometres of publicly maintained highways, 2100 miles of public rights of way, over 700 bridges and 14,000 streetlights. We do not manage motorways or trunk roads. The Strategic Road Network including the A49, A40 and M50 in Herefordshire is maintained by National Highways.

Figure 10 Herefordshire's Strategic Transport Network.





The railways and four rail stations (Hereford, Leominster, Ledbury and Colwall) across Herefordshire are operated and maintained by train operating companies and Network Rail.

## Congestion

Congestion in Herefordshire - most notably in Hereford - remains a persistent and increasingly problematic issue that affects multiple facets of daily life, economic and strategic planning. It undermines travel reliability, contributes to poor air quality, and hampers economic productivity by delaying the movement of goods and people. The impact is felt not only by motorists but also by public transport users, with bus services particularly vulnerable to unpredictable delays. This unreliability makes it difficult to maintain consistent timetables, eroding public confidence in the network and discouraging modal shift away from private car use.

The nature of congestion in Hereford is often random and inconsistent, which presents a significant challenge for transport operators and planners. Unlike predictable peak-hour traffic, the sporadic nature of delays means that even off-peak journeys can be severely affected, making it difficult to plan and deliver reliable services. The unpredictability also complicates efforts to improve efficiency and reduce emissions, as idling vehicles contribute to poor air quality and increased carbon output.

### **A49, Greyfriars and St. Martins Bridges**

A major contributor to congestion in the city is the A49, a strategic route managed by National Highways. It runs directly through the city centre and crosses the River Wye via Greyfriars Bridge - the main vehicular river crossing in Hereford. The adjacent St. Martins bridge supports movements, but is constrained due to signalisation and multiple points of

pedestrian and cycle movements. As the main point of passage - especially for freight - Greyfriars Bridge is a critical bottleneck, especially during peak travel times, when average speeds drop as low as 5mph. Greyfriars bridge's central location and lack of alternative crossings mean that any disruption - whether due to maintenance collisions or flooding has a disproportionate impact on the entire transport network.

When Greyfriars Bridge is closed, the network exceeds capacity and becomes starkly apparent. The only viable diversion spans approximately 39 miles, which is not only inefficient but also economically damaging, particularly for freight and logistics operations. This situation highlights the fragility and lack of resilience in Hereford's transport infrastructure. Without alternative routes or investment in additional crossings, the city remains vulnerable to gridlock and isolation during incidents.

Moreover, the A49's dual role as both a local and strategic route exacerbates congestion, as it must accommodate long-distance traffic alongside local journeys. This mix of vehicle types and journey purposes adds complexity to traffic management and increases the likelihood of delays. Addressing this issue will require coordinated action between local authorities and National Highways, with a focus on improving infrastructure, enhancing public transport options, and exploring alternative routes to reduce dependency on a single crossing.

### **LTP5 Policy TN1: Traffic management**

We will continue to assess and improve the road network to reduce delay through focused traffic management measures such as targeted junction improvements and UTC.

### Proposed bypass in Hereford – Unblocking congestion, unlocking growth, unleashing potential

The Hereford Western Bypass represents a once-in-a-generation opportunity to transform the city and wider county by addressing long-standing congestion challenges and enabling sustainable economic and housing growth. More than just a road, the bypass is a strategic infrastructure investment that will reshape Herefordshire's transport network, economy and communities for decades to come.

At the core of the scheme is a clear ambition: to unlock the A49 corridor, which currently divides the city and suffers from severe congestion, particularly Greyfriars Bridge. The bypass will provide a vital crossing over the River Wye, improving journey times, reducing disruption, and enhancing network resilience. Its benefits extend far beyond traffic relief. The scheme is central to allowing the council to meet the new government housing targets of up to 14,000 new homes, delivering 150 hectares of employment land, and supporting the creation of approximately 10,000 new jobs, making it a catalyst for regeneration and inclusive growth.

Phase one of the bypass is already progressing, with planning permission secured and land acquisition underway. Construction is expected to begin by December 2026, supported by a £35 million investment. This phase will connect key industrial areas south of the city, removing barriers to development and laying the groundwork for the more extensive second phase around the western perimeter of Hereford.

Phase two, which is expected to require a significantly larger investment, will be delivered through a blended funding model. While inclusion in the Department for Transport's Road Investment Strategy 4 (RIS4) remains a priority, the council will also pursue infrastructure grants, regeneration funding and public-private partnerships. A Strategic Outline Business Case will demonstrate the scheme's value for money, alignment with national priority and readiness to deliver.

The bypass forms a central component of the Western Growth Corridor, a wider vision to attract inward investment, support housing delivery, and improve connectivity across the region. It will reduce congestion on key radial routes, improve road safety, and enable more reliable and attractive public transport services. By reallocating road space in the city centre, the scheme will also support active travel, cleaner air, and better public health outcomes.

The council is working closely with a wide range of partners including National Highways, West Mercia Police, the NHS, the Environment Agency, local businesses and communities to ensure the bypass delivers maximum benefit. It will strengthen the resilience of the transport network, reduce accident-related costs, and protect heritage assets from the impacts of heavy traffic.

The Hereford Bypass is not just a transport project, it is a strategic enabler of Herefordshire's future. It is time to move forward with confidence, to unblock congestion, unlock opportunity, and unleash the full potential of our county.

As identified in the New Road Strategy report ([Herefordshire Council, 2024](#)) approved by Cabinet in March 2025, congestion contributes to poor air quality, with the A49 corridor designated as an Air Quality Management Area (AQMA) due to excessive nitrogen dioxide levels.

The Understanding Hertfordshire data platform and annual Air Quality Status Reports, further confirm that traffic-related emissions are a primary source of pollution in the city affecting public health and deterring economic investment.

Addressing congestion is therefore essential to improving network resilience, enabling sustainable development, and supporting the county's wider environmental and economic objectives.

**LTP5 Policy TN2: Managing Congestion**

To address congestion in Hereford's transport network through an Integrated Congestion Management Strategy focused on infrastructure delivery, smarter traffic control, and sustainable mobility will be adopted. This includes prioritising the Hereford Bypass and to divert through-traffic and reduce pressure on the A49 and Greyfriars Bridge, while enhancing east-west connectivity.

To address congestion within Hereford's transport network, LTP5 will adopt an Integrated Congestion Management Strategy combining infrastructure improvements, smarter traffic management, and sustainable mobility measures. this approach will:

- Prioritise the Hereford Bypass to divert through-traffic and reduce pressure on the A49 and Greyfriars Bridge, while enhancing north-south connectivity
- Utilise the Urban Traffic Control (UTC) system, including legacy SCOOT and UTM technologies, to optimise signal timings across the network. This system will be

continually monitored, reviewed and adjusted to improve traffic flow and support prioritisation of walking, cycling and bus movements

- Deliver ongoing upgrades to key junctions under the Green Light Fund, including Sainsburys, Commerical Square, Union Walk, and Aylestone Hill, scheduled for completion by the end of 2025/2026
- Establish a framework of continuous assessment and improvement, reviewing UTC coverage to determine where expansion or further investment is required, ensuring that traffic management supports the city's wider sustainable travel objectives.

This integrated approach ensures congestion is managed efficiently, while supporting safer, healthier and more sustainable transport choices for all users.

**Maintenance**

A well-maintained network is vital to enable safe and efficient travel. It supports Herefordshire's residents to access services and allows businesses to operate efficiently.

The Highway Maintenance Plan sets out how we will deliver our objectives for maintaining the public highway and associated assets including footways, cycleways, structures, Public Rights of Way and bridleways to ensure the safety, availability, reliability and integrity of transport assets.

To ensure maintenance is focused on where it is most needed, the Highway Maintenance Plan identifies a network hierarchy. The Plan details that the maintenance of A and B roads is prioritised, followed by main urban roads. These are the routes with the highest levels of vehicular and freight movement, that are most utilised by both commercial and public transport vehicles. Other routes include those deemed to have particular significance for the local economy, such as those linked to agricultural business or visitor destinations



The Highways Maintenance Plan sits alongside our Transport Asset Management Plan (2016) ([Herefordshire Council, 2016](#)) and details our strategy for managing and maintaining highway infrastructure.

Both these documents were developed in conjunction with the previous Local Transport Plan 4 and will be updated to reflect the objectives and policy updates set out within this Local Transport Plan and will sit as sister documents to LTP5.

### **LTP5 Policy TN3: Maintaining the highway network**

The approach to maintenance and reinstatement works of the local highway network, including footways, cycleways and bridleways will be set out and regularly updated in Herefordshire Council Highway Maintenance Plan and Transport Asset Management Plan (TAMP).

## **Contingency Planning**

Ensuring the resilience of Herefordshire's transport network is vital to maintaining public safety, economic continuity, and access to essential services during emergencies.

A coordinated approach to disaster and contingency planning, working closely with a wide range of partners including National Highways (particularly in relation to the A49), West Mercia Police, Hereford & Worcester Fire and Rescue Service, the NHS and local health and social care trusts, the Environment Agency, utility providers and other stakeholders, is vital to ensuring the transport network can remain operating efficiently at all times.

The Hereford Western Bypass is a key component of this resilience strategy, offering an alternative route to reduce dependency on Greyfriars Bridge and improve emergency response capability. Measures such as real-time network monitoring, business continuity planning, and multi-agency coordinate ensure that the transport system remains operational and responsive during critical events.

### **LTP5 Policy TN4: Contingency Planning**

LTP5 will emphasise the necessity of successfully coordinating and managing the highway network through collaborative working with statutory undertakers via Herefordshire's permitting systems and participation in Highways and Utility Authorities Committee (HAUC). We will continue to drive improvements with congestion and waiting times at identified junctions through investment in smart technologies.

## **Traffic Management**

Congestion is a prevalent issue throughout the county but it is most pronounced in Hereford particularly along its key corridors. The proposed housing growth in Herefordshire will exacerbate existing congestion issues and associated air, noise and health issues and therefore smarter traffic management needs to be a priority.

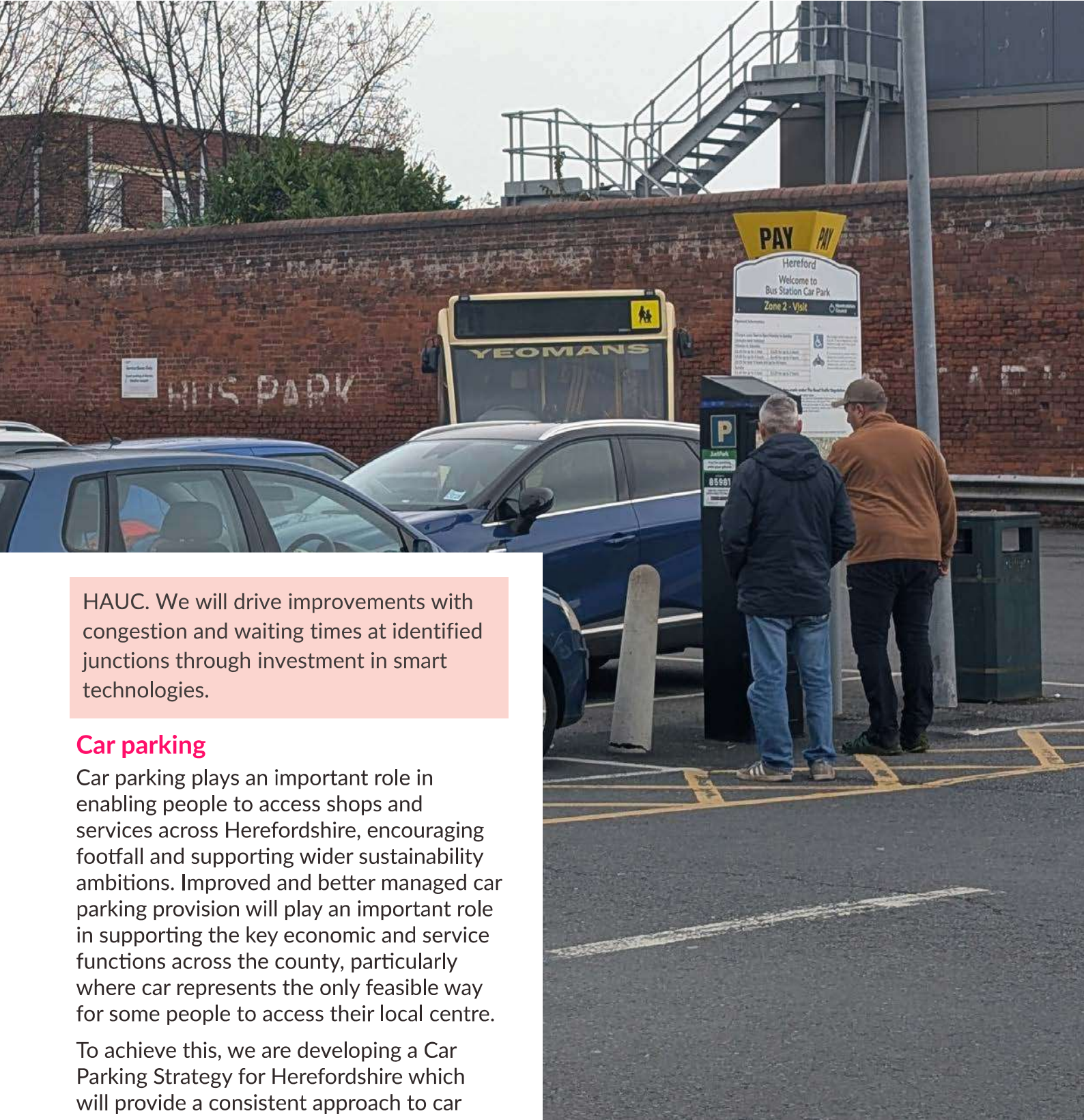
In Hereford a Western Bypass is being delivered to take traffic away from the city centre and help to target reduced congestion in the city.

Targeted junction improvements and investment in digital tools to optimise traffic flow such as Urban Traffic Control will complement the larger scale infrastructure and help to further manage the network. Under the Green Light Fund, the traffic signals at Grimmer Road, Commercial Square, Union Walk and Aylestone Hill will be completed by the end of 2025/2026.

These traffic management measures will help to reduce delays, improve air quality and make journeys more predictable for residents, businesses and freight. They will also help to prioritise walking, cycling, wheeling and bus infrastructure by reducing congestion and delay on the highway network.

### **LTP5 Policy TN5: Traffic management**

We will continue to successfully co-ordinate and manage the highway network through collaborative working with statutory undertakers via Herefordshire's permitting systems and participation in



HAUC. We will drive improvements with congestion and waiting times at identified junctions through investment in smart technologies.

## Car parking

Car parking plays an important role in enabling people to access shops and services across Herefordshire, encouraging footfall and supporting wider sustainability ambitions. Improved and better managed car parking provision will play an important role in supporting the key economic and service functions across the county, particularly where car represents the only feasible way for some people to access their local centre.

To achieve this, we are developing a Car Parking Strategy for Herefordshire which will provide a consistent approach to car parking across the county. The emerging strategy will manage and control car parking across the county to ensure efficient and formal use of car parking spaces, promote safety for all users including vulnerable road users and blue badge holders, manage footfall demand and support user convenience. It will also consider technology changes including the growth of EV's and how this will be managed in car parks across the county.

## LTP5 Policy TN6: Parking Strategy

We will develop a new Parking Strategy for Herefordshire which will provide a consistent, coherent and uniform approach to car and coach parking across the county.



## Safety and security

The number of reported personal injury collisions on the highway network has decreased throughout the county by more than 25% over the last decade. However, approximately 300 recorded injury collisions still occur each year and 100 people are killed (approximately 10 per year) or seriously injured (KSI) on the network each year ([STATS19 Collision Data, Department for Transport 2023](#)).

In Herefordshire, 112 people were killed or seriously injured on the county's roads in 2025. This corresponds to a rate of 49.8 per hundred thousand residents, which is similar to the rate in Shropshire (49.2) but noticeably higher than the West Midlands region as a whole (37.1) ([Road Safety, Herefordshire Council 2025](#)).

We will continue to improve safety and further reduce the number of people injured across the transport network by investing in road safety interventions including engineering, training and enforcement. To achieve this, our efforts will be focused on:

- Road user training, for younger and older drivers who are more likely to be involved in an injury collision.
- Education and training for vulnerable road users, such as motorcyclists and school children (i.e. Bikeability training).
- Infrastructure designed to improve the safety of vulnerable road users, such as children, pedestrians, cycles and motorcycles.
- Safer speed limits, where locally supported, to improve safety for people walking, wheeling and cycling.
- Innovative technologies to identify and evidence unsafe movements along the public highway.
- Delivering a programme of safer routes to school.
- Greater traffic enforcement to reinforce road safety engineering and education strategies.

For infrastructure improvements, our focus will be on targeted interventions where collisions have most frequently occurred. This work will be done in partnership with the West Mercia Police who work within the Road Safety team at Herefordshire Council and provide advice on highway and traffic legislation and safety matters.

There are two sites in the county at Locks Garage, Allensmore and at High House, Upper Sapey that require fundamental changes in operation such as the signalisation or physical re-alignment. These will require significant improvements to change their configuration and improve safety. Initial work to identify options is underway with a view to completing both schemes in the next few years.





## Case Study

### Proposed junction improvements in Herefordshire – Lock's Garage junction and High House junction

Correct signalling plays an important role in keeping the transport network safe and secure, particularly at junctions. An example of this is the A465/B4384 Locks Garage crossroads in Herefordshire that had nine personal injury collisions occur, including one fatality, between January 2020 and May 2025. Despite implementing numerous low-cost safety interventions, factors of collisions were attributed to driver errors such as failure to look properly or misjudging vehicle speed. Multiple options were considered to address these issues such as the design of a roundabouts and implementation of Vehicle Activated Signs (VAS).

However, using the cost-benefit analysis of the Department for Transport's Value of Prevention metrics, the return on investment was highest when using signalisation. Previous signalisation projects in Herefordshire demonstrated schemes becoming cost-neutral within one to two years.

Another junction in Herefordshire that is identified for safety improvements via traffic signalling is the B4203 junction with B4204 High House Crossroads in Upper Sappey, a site with a history of frequent road traffic collisions. In comparison with non-signalised junctions in rural Herefordshire, evidence of improved road safety conditions following similar arrangements of signalised junctions have shown reductions of reported collisions by 66% to 92%, simply by incorporating modern technology such as Microprocessor Optimised Vehicle Activation (MOVA) technology.

Road policing across Herefordshire is undertaken by West Mercia Police. Policing deters dangerous behaviour on the road, identifies the causes of crashes and helps to educate road users. The police also operate a Community Speed Watch initiative across Herefordshire. This enables volunteers to address concerns about inappropriate traffic speed on local roads in their area. The initiative is co-ordinated with our Road Safety team.

#### LTP5 Policy TN7: Improving road safety

To reduce the number of people being Killed or seriously injured on the transport public network we will:

- Deliver education programmes and road user training.
- Work with charities.
- Deliver infrastructure to improve safety for vulnerable road users.
- Support safer speeds to improve perceived and actual road safety. This could include reducing speed limits where they are supported by professional assessment and locally supported
- Deliver safer routes to school.
- Take targeted action and enforcement to further reduce fatalities and injuries on our network.

Perceptions of safety for all users is also extremely important to consider alongside specific road safety interventions. How safe people feel impacts on travel experience, choice and quality of life. Factors such as infrastructure design, societal attitudes and fear of personal safety are all factors that contribute to the transport network not meeting safety needs for all users.

There is a growing awareness that certain demographics are more likely to feel vulnerable and unsafe when using the transport network. The design and infrastructure can create constraints that may exclude or adversely influence an individual's access and perceptions of personal security. As a result of these challenges, affected users are disproportionately forced to either avoid certain areas, change routes, pay higher transport costs for private transport or travel in an environment that they feel unsafe. For example, a survey carried out in 2021 with 638 female participants showed that 94% felt threatened when using public transport - with 81% feeling unsafe due to poor lighting (S. Leadbetter, 2021).

Inclusive design must be a fundamental principle when planning transport networks and designing public spaces. Capturing people's perception of a space and their previous experiences early in the design process and embedding equitable and inclusive design approaches from the earliest stages of every scheme will help to ensure an accessible design that helps create environments that feel safer and more welcoming for everyone.

### **LTP5 Policy TN8: Improving real and perceived personal safety**

We will ensure that all transport and public realm schemes within our responsibility undergo an inclusive design review with relevant interest groups to ensure that they appropriately consider the needs of all users. In doing so, this will help to remove, reduce and/or mitigate the risk of people, particularly vulnerable road users, about personal safety.







## Public Transport: Buses and coaches

Public transport is essential for many residents to access services, jobs, education, training and cultural and social activities throughout Herefordshire and beyond. This is primarily provided by buses and rail, although taxis, community transport and the on-street cycle scheme in Hereford also help residents to access key services and increase travel choice. Across all these modes, Herefordshire provides coverage to all residents, however, only 43% of all residents have access to an hourly bus service (in the morning peak and early daytime off peak periods). This falls to only 8% of residents with access to services that run every 30-minutes (mainly residents in and around Hereford) ([Herefordshire Bus Service Improvement Plan, 2024](#)).

Despite these statistics, buses are the most used form of public transport in Herefordshire, with 1.5 million trips made in 2023 and 2024, rising from 1.1 million in 2022. Whilst recovery rates in all bus markets have seen a level of recovery, the number of local bus trips made by people across the county have not yet recovered to the pre-Covid levels of around 2.4 million trips per year.

In many settlements bus represents the only form of public transport opportunity. Herefordshire only has four railway stations and only one national coach network service. As a result, bus is likely to be required for local, inter-county travel as well as a connection to regional modes (bus, coach and rail). However, most of the local bus network operates at best an hourly service, with this level of service falling short in most rural communities.





Hereford is the hub of the local core bus network. Services to and from the Market Towns generally operate to Hereford (as a destination or a point of interchange between services) on hourly or two-hourly frequencies. There are also several bus services that provide connectivity to neighbouring counties and beyond. This is demonstrated by the schematic bus network diagram in **Figure 11**.

Figure 11: Herefordshire's Core Bus Network.

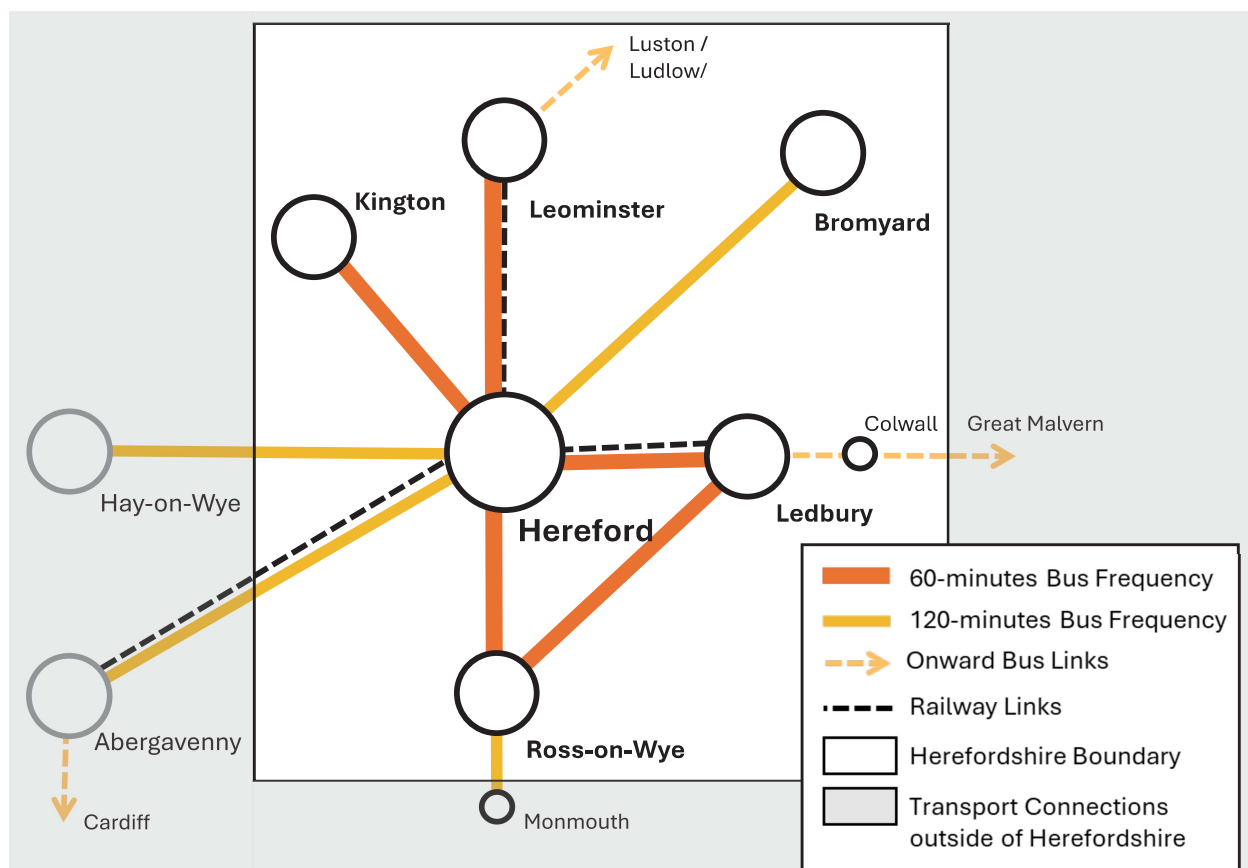


Figure 11 on the previous page, demonstrates that the core local bus network provides hourly connections from Hereford to Kington, Leominster, Ledbury and Ross-on-Wye. There is only one hourly route that does not include Hereford, this being Ross-on-Wye to/ from Ledbury, with all other services every two hours. This presents challenges in terms of journey time and the perceived attractiveness of bus, as access between the Market Towns largely requires travel in and out of Hereford and a change of buses. However, there is an opportunity to work with different service providers and modes to bridge gaps in the service network and shorten journey times or by using dynamic services such as demand responsive transport (DRT).

Outside of these core routes between Hereford and the Market Towns, services are infrequent or inconsistent across many rural parts of Herefordshire. In these areas, community transport can and does provide a vital transport link. There

are also local coach companies that offer a range of services including school transport, private hire and leisure travel. We will continue to work with community transport and coach operators to explore potential enhancements and any scope to improve links between school transport and other services.

Many of the bus services between the Market Towns and Hereford have been enhanced with BSIP funding, which is guaranteed until 2027. Our initial priority for LTP5 will be to continue to underpin these improvements as long-term enhancements and ensure that a consistent standard of connectivity is retained between our largest settlements.

Our aspiration is to develop this further into a consistent and reliable bus network across the whole county. To achieve this, we will undertake a comprehensive bus network review, identify the remaining gaps in the network and appropriate solutions.







We will improve infrastructure and facilities for buses and passengers and work with operators through our already established Enhanced Partnership (EP) process.

We will deliver an improved local and regional integrated bus network across Herefordshire as set out in our ambitious BSIP through the following:

- Improved inter-county bus links and interchange.
- Improved bus stop facilities including real time information.
- Bus priority routes.
- Integrated ticketing between operators and modes.
- Improved consistency for travel that crosses the boundary between England and Wales.
- Exploration of new powers and direction from DfT to Local Authorities.

Increasing public transport can play a role in supporting sustainable leisure and tourism. These are a key part of the Herefordshire economy and one of the few journey

purposes where demand is growing. We will work with partners to identify opportunities for enhancing and promoting sustainable travel for leisure trips into the county, access to events and ensuring a warm welcome to Herefordshire for visitors travelling by bus, rail and coach.

Long-distance coach services provide a regular service between Hereford and London up to three times each day. More widely, coaches are also integral to many leisure operators and offer sustainable tourism than can provide a big boost for local economies. Recent work by the Confederation of Passenger Transport (CPT) has demonstrated that one additional coach per day can generate up to £1 million in economic value for a destination annually ([The Economic Impact of Coaches, CPT and KPMG, 2024](#)). The CPT's Coach Friendly Accreditation Scheme can be a valuable tool in promoting coach tourism and we will work with the CPT and operators to identify potential locations, and suitable enhancements, to increase the number of accredited coaches stops across Herefordshire.



## LTP5 Policy TN9: Buses and coaches

We will work with operators and other partners to enhance public transport services and facilities. Key measures we will investigate and/or support to achieve this include:

- A coherent, consistent and integrated bus service standard between Hereford and our Market Towns - by undertaking a bus network review and options for dynamic modes.
- A local bus network that is seen as value for money, well understood, attractive, easy to use and which portrays a positive image locally, across Herefordshire and regionally to support access, independent living and wellbeing.
- Improvements to vehicles and mobile connectivity on public transport services that contribute positively to Herefordshire's ambitions for decarbonisation and environmental improvement.
- Improvements to bus stop and rail station facilities, access and interchange to allow a greater multimodal offer to be developed.
- Enhancements to rail services into and across the county, including additional services through Hereford to other major centres linked to progressive improvements in the connecting local bus network.
- Support enhanced and better integrated public transport ticketing, within Herefordshire and across its borders, both within England and in Wales.
- Improving transport provision for leisure travel and events.
- Work with CPT and operators to identify potential locations for accredited coach stops



## Case Study

### Event management – subsidised coaches from Hereford to Hay Festival

Major events, such as the Hay Festival are vital economic drivers and tourist attractors. Supporting their continued success is a framework that prioritises Traffic Demand Management (TDM) and proactively facilitates public transport to increase travel choice, safeguard the local environment and protect the county's transport network from peak surges.



Hay Festival

This approach aims to influence traveller behaviour by actively promoting sustainable modes, rather than just accommodating peak private vehicle movements. Key objectives include:

- **Network resilience:** Minimising the adverse impact of major events on the strategic highway network to maintain normal operations for residents and businesses.
- **Sustainable tourism:** Shifting visitor travel towards public and shared transport to reduce carbon emissions and pollution in sensitive areas, such as the Wye Valley.
- **Integrated connectivity:** Ensuring that event transport is fully integrated with regional rail services, leveraging Hereford Railway Station as the primary multimodal gateway.

The council implements its event strategy through a combination of policy, infrastructure linkage, and operational support:

1. **Direct bus service coordination:** The council actively coordinates and/or commissions dedicated event transport links, such as the bus service connecting Hereford Rail Station directly to the Hay Festival site. This ensures a seamless continuation of the journey for visitors arriving by train while also helping to alleviate the influx of traffic on the A438.
2. **Traffic management:** For events held on or near the highway, the council mandates the development of detailed Traffic Management Plans (TMPs). This requires events to plan for clear signing, off-road queuing space and access for emergency services, with the goal of preventing congestion from spilling back onto the main county roads.
3. **Encouraging Park-and-Ride and Sustainable travel options:** Our general event guidance promotes the use of designated off-site parking facilities with shuttle services (Park-and-Ride) and encourages walking and cycling routes where feasible. This helps to promote and encourage a range of travel choices and reduce reliance on private vehicles for event access.

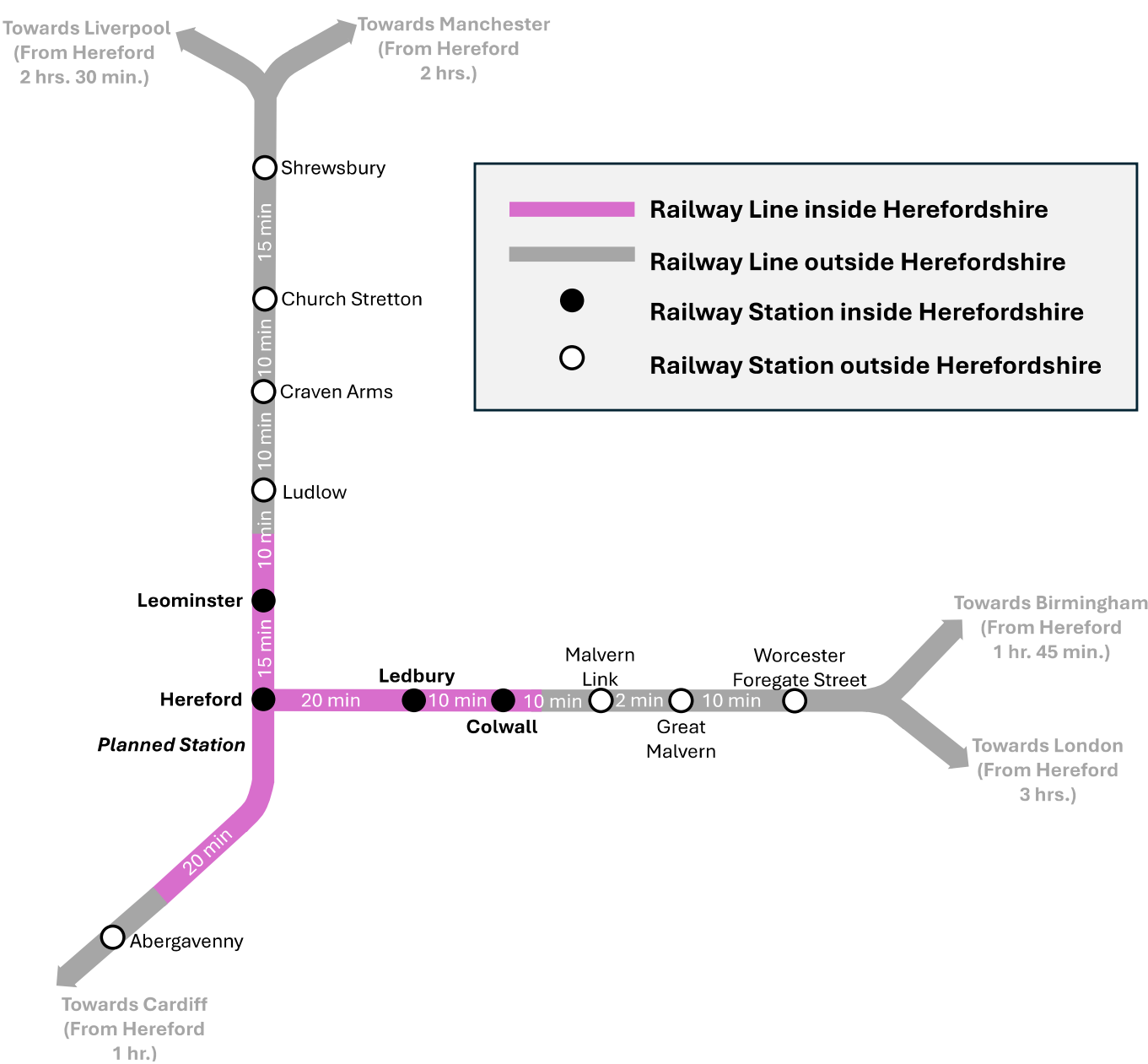
By adopting this strategic TDM approach, Herefordshire Council helps to support major events and contribute to our objectives for a sustainable, accessible, and resilient transport network.

Public Transport: Rail

There are four railway stations in Herefordshire (Colwall, Hereford, Ledbury, and Leominster) from which there were approximately 1.64 million entries and exits in 2023/2024 (Office of Rail and Road Estimates for Station Usage, 2024). In addition, stations in neighbouring areas, such as Abergavenny (Powys), Great Malvern (Worcestershire) and Ludlow (Shropshire) also provide rail access for some residents of Herefordshire due to their proximity (driving distance) to the border. **Figure 12** summarises the railway network through Herefordshire.

Hereford railway station is the principal station amongst the four stations in the county. It alone saw 1.16 million entries and exists in 2023/2024, accounting for around 71% of all rail passenger trips in Herefordshire. It is also ranked 439 out of 2,581 stations in England and Wales for passenger entries and exists, putting it in the top quartile for station footfall (Office of Rail and Road Estimates for Station Usage, 2024).

Figure 12: Map of Rail Services and Time to Destinations.







Hereford is an important connection point for Leominster based communities, with over half (152,964) of all its rail passengers travelling between the town and Hereford ([Office of Rail and Road Estimates for Station Usage, 2024](#)). The rail journey time between Leominster and Hereford is competitive with car and nearly 10-minutes faster. This compares to the hourly bus service with a journey time of 40-minutes. There are around 46 trains a day between the two locations, but frequencies can vary between every 30-minutes and every hour, making unplanned travel harder for people to navigate.

Colwall and Ledbury railway stations do not provide many trips through Hereford and instead cater for lower levels of rail passengers travelling to further afield locations as Worcester and Birmingham (New Street).

Birmingham, Cardiff and London are all important destinations to residents of Herefordshire for both leisure and employment. Therefore, we will seek to work proactively with partners at a regional strategic level and participate in the appropriate forums to advocate for improved services, including those to Birmingham, Cardiff and London.

There is also an aspiration for an enhanced rail frequency between Hereford and London and between Hereford, Worcester and Birmingham. This will support both leisure and commuter trips, giving residents, and visitors a better range of travel options due to a higher frequency.

Additionally, we know that improvements to services to the east can be unlocked by the delivery of upgrades to strategic rail infrastructure, such as signalling at Worcester and new passing loops as part of the Midlands Rail Hub project. These form a vital part of the Midlands Rail Hub project that is essential to deliver significant socio-economic benefits from a boost in rail travel across the region and which we will actively pursue through LTP5.

Future changes to north-south rail services on the Marches Line are understood to include additional 'fast' services calling at the busiest stations, such as Hereford. These will help to reduce journey times and improve the attractiveness and use of rail for travel between Hereford and major settlements including Cardiff, Manchester and Shrewsbury. The remaining services could offer greater flexibility to serve any new stations on the Marches Line, such as in the south of the city.

In addition to the frequency, speed and reliability of rail services, we will support improvements to the travel experience and ease of interchange. Central to this is delivery of the Transport Hub at Hereford Railway Station. This project will significantly enhance the multi-modal integration between different travel modes in the city centre by providing better bus and rail interchange, strengthening the travel offer across the county and between sustainable modes. However, the full value of this investment will only be realised if we actively progress improvements in both the rail and bus networks.

Herefordshire Council are advocating for improvements to the standard of facilities and arrival experiences at the other stations across Herefordshire. This includes the re-development of Leominster station forecourt and improved access at Ledbury and Colwall to help to further improve multi-modal integration, access for all and travel choice.

The ability to easily and reliably access the internet, also impacts the attractiveness of travel by rail. We will continue to work with our industry, local and regional strategic partners to promote and advocate for enhanced mobile connectivity and the modernisation of trains – with a transition towards newer modern trains (and away from diesel trains). This will further help to make rail travel more attractive, sustainable and will support our environmental objectives.

The combined effect of our partnership approaches and proposed improvements to rail services through LTP5 including potential new sites to support additional rail infrastructure will support a target to more than double rail use, to over 3 million trips (station entries and exists) per year (Office of Rail and Road Estimates for Station Usage, 2024). The improvements will also help boost the local and regional economies by making Herefordshire a more attractive destination to visit and do business.

## LTP5 Policy TN10: Rail

We will work with partners to support and help to achieve our aspirations to enhance rail services across Herefordshire. These aspirations include:

- Delivery of the Hereford Railway station transport hub – bringing rail, bus and information together in one place.
- Improvements to access and interchange at stations, including
  - Re-development of Leominster station forecourt.
  - Access and interchange at Ledbury station.
  - Pedestrian walking routes to and from Colwall station.
- A new railway station to the south of Hereford – strengthening the city's place in the top quartile for rail station use across England and Wales.
- Investigate feasibility of further new railway stations linked to new development across Herefordshire to reduce the impacts of car travel across the county.
- Faster rail services between Hereford, Cardiff and Manchester.
- Enhancements to long distance rail services between Hereford, London and Birmingham.
- Setting out a programme to investigate and evaluate the case for further peak and off-peak rail service improvements through Herefordshire.
- Working with industry partners and national government to deliver improvements to rolling stock (switching from diesel to electric or battery/electric trains) and mobile connectivity to elevate the passenger experience and reduce the localised environmental impacts of rail.

## Sustainable Travel

The priorities for improving sustainable travel across the county will be set out in Herefordshire LCWWIP ([Herefordshire's Emerging Local Cycling, Walking and Wheeling Infrastructure Plan, 2025](#)).

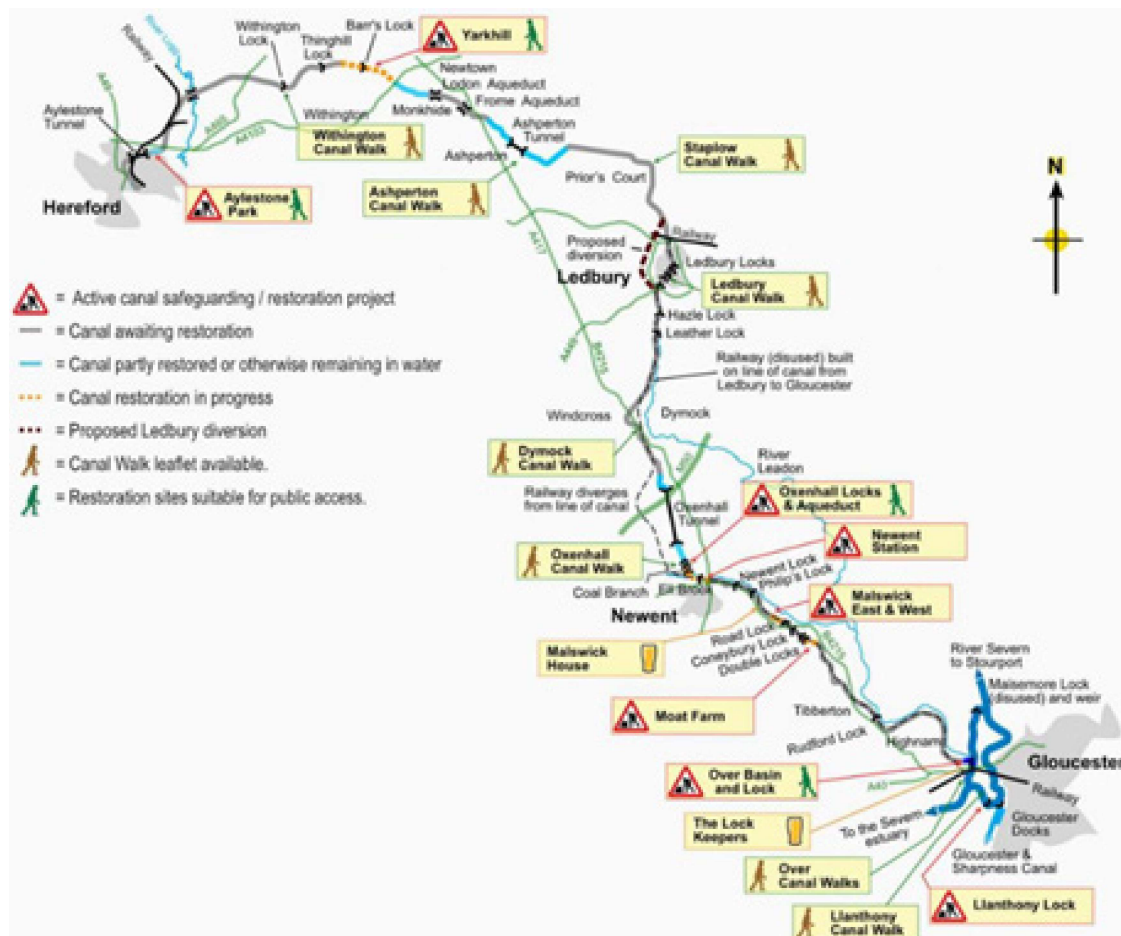
Reflecting on the areas where there are the highest number of pedestrians and cycles, most of the investment set out in the LCWWIP is focused upon the largest urban areas of Hereford, Leominster and Ross-on-Wye. These are also the locations with the highest concentration of jobs and services, and where many residents work and shop within the town they live. It is these areas where cycling, walking and wheeling improvements represent the most achievable and best value way of reducing short distance car trips and promoting healthier travel.

With a lower number of pedestrian and cycle movements across rural areas, and

across a wide geographic area it will be challenging to provide segregated facilities everywhere. We will however look to expand our network of lower traffic lanes, to increase the network of routes people feel safe to walk, wheel, cycle and ride horses on across Herefordshire's rural areas. This reflects an approach outlined in the emerging rural active travel guidance and was supported by British Horse Society in our LTP5 engagement.

The Herefordshire and Gloucestershire Canal is a historic waterway. Although no longer used for commercial transportation, it provides a popular route for walking, recreation and access to the natural environment. As shown in **Figure 13**, sections of the canal are being restored and will help to increase opportunities for walking, wheeling and cycling for residents and visitors.

Figure 13: Overview of the Current Status of Sections of the Canal.





## Case Study

### Beryl Bikes in Hereford – increasing travel choice

Herefordshire Council's implementation and continuous support for the Beryl Bike Share Scheme represents a success in increasing transport choice for short journeys in the city.

The scheme provides an attractive sustainable transport choice for trips too long to comfortably walk and ensures a convenient and reliable alternative to private car ownership for short journeys. By partnering with Beryl, the council achieved three key objectives:

1. **Accessibility:** A large fleet of pedal and e-bikes are strategically deployed across the city, ensuring that 90% of the population live within a five-minute walk of a 'Beryl Bay.'
2. **Overcoming barriers:** E-bikes help to remove constraints of hills and Hereford's topography making cycling a viable choice for a wider demographic, regardless of fitness level. They also provide access to a bike without the need to own or store their own bike.
3. **Multimodal integration:** It provides a simple, quick option for those transferring from rail or bus services at key hubs like Hereford Station, reinforcing the concept of a connected, choice-driven journey. Those who drive to the city and wish to cycle the last part of their journey they have the choice to use the numerous Park and Choose car parks.

The Beryl bike hire scheme in Hereford embodies investment in accessible, and high-quality micromobility options that actively enables the public to choose sustainable travel options.

Alongside improvements to routes, we will deliver a range of secure cycle parking spaces across Herefordshire to support those who wish to travel by bicycles. We will also identify where sustainable travel improvements could help provide safer routes to school and where informal designations of roads such as play streets could be delivered in Herefordshire.

We will provide information and support to further healthy travel and choices. This includes travel planning to increase awareness, promote and encourage sustainable travel choices, with an initial focus on schools, employment and healthcare facilities.

The shared cycle scheme in Hereford provides a convenient on-demand option for travel, improving access to a range of longer-distance destinations including the city centre, railway station, racecourse and Hereford Enterprise Zone. Approximately 130,000 trips were made last year on the cycle and e-bike share ([Beryl Bikes, 2024](#)).

We will seek to expand the network of bikes and cycles in Hereford, including exploring the addition of e-cargo bikes to the fleets. This will help to boost usage and provide more people with more travel choice. In time, we will also investigate if it is feasible to extend the scheme to other towns.









Regular physical activity can significantly improve health outcomes and reduce the risk of dementia, depression, diabetes and certain cancers. It can also help to extend life expectancy, which is particularly important in Herefordshire where there is a higher elderly population compared to the national average (Zero Carbon and Nature Rich, Herefordshire Council 2025). By investing in sustainable travel infrastructure and working with communities to identify priorities for safer streets, we will improve the opportunities for walking, wheeling, cycling and horse riding and support healthier communities for all ages.

We will also improve how new streets and projects are designed to ensure they reflect best practice. This includes the Manual for Streets 1 and 2, Gear Change, Healthy Streets principles and the use of Active Travel England Design tools in projects above a certain value and new development layouts. This will help to provide streets that are safer and more attractive for our residents and put us in a better position to secure external funding.

### LTP5 Policy TN11: Design standards

To support the provision of streets that encourage cycling, walking and wheeling all improvement schemes of significant value (including 3rd party works) will need to demonstrate how they:

- Link to existing cycling, walking and wheeling networks.
- Have considered the Healthy Streets principles.
- Align with Active Travel Design Standards (i.e. Active Travel England tools).
- Incorporate accessibility, as informed by the Department for Transport's Inclusive Mobility document



## LTP5 Policy TN12: EV Strategy

We will regularly update our EV Strategy to respond to changing technologies, the capacity of the grid and demands from residents, businesses and visitors to Herefordshire. The Strategy will also explore innovative approaches to charging, including the potential for per-mile or distance-based charging models, to ensure fair, efficient and sustainable use of EV infrastructure.

## Travel and the environment

To support de-carbonising travel and to achieve our legal targets, LTP5 identifies a range of improvements to low carbon travel choices, promoting the role of digital access and supporting the use of cleaner fuels.

The growing role of digital access has had a significant impact on how people travel. The impact of future enhancements in technology could also lead to significant change in travel demand and choices.

The emissions from motorised vehicles can impact on the environment. A quarter of Herefordshire's total carbon emissions are generated from transport with 90% of these from trips that start or end within Herefordshire. There are also two Air Quality Management Areas (AQMAs), which have been designated on the A49 through Hereford and Bargates Road junction in Leominster. In these locations unsafe transport emissions have resulted in annual monitoring of air quality levels ([AQMA Sites in Herefordshire, DEFRA](#)).

We will work with our partners to deliver a range of EV charging points across the county utilising available external funding opportunities, including central government and private sector investment. The priorities for investment across the county are set out in our EV Strategy which supports future EV delivery to residents and visitors across all parts of Herefordshire.

Our EV Strategy will be updated regularly to ensure we can respond to changing technologies, the capacity of the grid and develop a comprehensive charging network that meets the demands of residents, businesses and visitors in rural and urban areas. This will be supported with promotion of EV's and engagement with residents and businesses.

## Decarbonisation

The transition to lower emission fuels and new emerging technologies such as EV, alongside enhanced digital access and greater choice of sustainable travel options, will help to support the decarbonisation of transport in Herefordshire. These actions will support our ambition to achieve net zero by 2030 and a 75% carbon reduction over the next five years as set out in our Carbon Management Plan ([Herefordshire Carbon Management Plan 2020/21 - 2025/26](#)).

We will also work with our partners to identify opportunities to de-carbonise bus, freight and rail travel in Herefordshire. Initially the focus will be on buses within Hereford, but in time this will be implemented across the whole county as technology and vehicle range increases. We will also work with other authorities to identify the most suitable locations for other low carbon transport opportunities across the region and also how public procurement can be a lever for decarbonising supply chains.

We will continue to reduce the carbon impact of maintaining the network to help achieve a reduction in whole life carbon of maintenance through considering the treatments and materials used in scheduled maintenance.

## LTP5 Policy TN13: Considering Carbon

The carbon impacts of different approaches will be taken into account when:

- Creating low-emissions vehicle strategies.
- Using low carbon, and where possible, locally sourced materials
- Targeting supply chains to ensure carbon is a key consideration in scheme optioneering and procurement.
- Continuing to update and renew streetlights and traffic signals to minimise electrical grid demand.

## Biodiversity Net Gain

The Herefordshire Council Plan commits to 'protect and enhance the county's biodiversity, value nature and uphold environmental standards' ([Herefordshire Council Plan, 2024-2028](#)). Therefore, as part of our response to the Climate Emergency and our 2022-2023 Delivery Plan we have invested £250,000 to support highways biodiversity net gain across public open spaces and the verges alongside our roads throughout the county ([Enhancing Biodiversity, Herefordshire Council 2025](#)).

We will continue to support local groups and volunteers to keep the Herefordshire Biodiversity Action Plan (the Biodiversity Action Plan is not a Herefordshire Council document) updated to ensure our maintenance works are in accordance with the action plan.

### LTP5 Policy TN14: Biodiversity Net Gain

We will support local groups and volunteers to keep the Herefordshire Biodiversity Action Plan updated.

## Case Study

### Boosting nature and biodiversity in Herefordshire – community grants

Herefordshire Council, in collaboration with FCC Environment, has introduced the Nature and Biodiversity Community Grant Scheme to support local environmental initiatives. This scheme is designed to empower community groups, schools, and parish councils to deliver projects that enhance biodiversity, support local ecosystems and create resilient green spaces across Herefordshire.



Examples of what the grant can be used for may include, but are not limited to:

- Tree and hedge planting or management.
- Creation of wildlife corridors and habitats (e.g., hedgehog corridors, bird/bat/bug boxes).
- Protection, rescue and rehabilitation of wildlife.
- Planting wildflower areas.
- Purchasing equipment for planting and ongoing maintenance.
- Wetland or pond creation.
- Creating or enhancing community nature areas.

The grants are expected deliver tangible environmental benefits whilst also empowering communities to take ownership of their local environment.









## Freight and logistics

Every single person relies on goods transported by freight. Organisations depend on the transport network for supply and distribution. This is not limited to products and includes how property is serviced, and waste management is conducted. Sustainable, efficient and safe freight activity is intrinsically linked with a thriving and prosperous economy and needs to be considered both county wide and at a local scale.

In Herefordshire, the majority of freight is moved by road, and these movements are focused upon the strategic trunk and A roads, particularly the A40, A49, A438 and A465. This is for both strategic freight traffic moving through the county across rural hinterlands as well as for more local trips to and from our largest settlements and large scale industrial areas, such as Hereford Enterprise Zone. The condition and reliability of these core highway routes

is paramount for enabling the distribution of different types of goods, from receiving animal feed stock through to parcel traffic, to meeting local servicing requirements and managing the impacts of future construction (development) activity across the

county. Our Highways Maintenance Plan ([Herefordshire Highway Maintenance Plan, 2024](#)) sets the priorities for maintenance in the county including supporting the efficient movement of freight. At a strategic level, a Western Bypass around Hereford will also help to improve access for freight and reduce congestion and delays on the A49 corridor through Hereford. More locally, this will explore how to minimise road degradation where freight traffic (especially larger vehicles) is a particularly prominent and identifying where the network will need to enable future freight being generated.

Alongside a focus on enhancing key freight corridors, we will also look at opportunities to better manage and support routes for



freight and larger vehicles in rural areas with industries that rely on the import and export of commodities. This includes a review of strategic signage and responding to seasonality (traffic mixing during peak tourism seasons). Restrictions on certain routes will be reviewed, especially where safety (actual and perceived) and environmental damage is a concern.

We appreciate the opportunity to work with partners to support improvements to existing lorry driver facilities at Leominster and Ross-on-Wye, as well as exploring possibilities for a new site in the vicinity of Hereford. The latter could be linked with delivery of a new vehicular route around the city and host a range of added value service provision to enable industry to decarbonise. This will need to involve other partners to secure investment and tailor the fuel mix to industry and business needs.

The freight and logistics sector also needs to be supported in its shift to cleaner fuels

and more sustainable modes of travel. The focus on road freight ranges between smaller commercial vans operating short trips around Market Towns, to larger HGV fleets associated with rural industries. We will play an enabling role by creating the conditions for investment in alternative fuel infrastructure alongside key partners in the energy sector and in close partnership with local operators in the county.

There is an aspiration from Transport for Wales, Midlands Connect and local authorities to deliver additional routes for freight trains on the Marches Line. This would increase capacity and reduce freight traffic between Wales and the Midlands. There are few rail terminals in the county and the volume of commodity types suited to rail is uncertain at this stage and requires further investigation to warrant investment in facilities and new rail paths.



The greatest potential for shifting deliveries and servicing activity to sustainable modes will be in Hereford, followed by the larger Market Towns. The aspiration is to create the right conditions within Hereford that will enable greater use of sustainable modes for the last part of a delivery and servicing journey which can then be replicated across the wider county. This will include developing logistics infrastructure, as well as using policy levers, such as procurement and business collaboration to reduce local freight 'footprints'. We alongside our public sector partners will need to play a proactive, leading role in reviewing our own fleet mix and activity.

These aspirations for freight and logistics will be set out in an emerging multistage Freight Strategy for Herefordshire. The Strategy will provide a comprehensive freight evidence base (the 'what'), followed by defining the actions required (the 'why') and the role that we will play in positively influencing freight through collaboration with local, regional and national partners (the 'who'). The vehicle for taking an action plan forward to delivering change will then be defined (the 'how').

#### **LTP5 Policy T15: Freight and sustainable movement of goods**

We will work with operators and both private and public sector partners to support the efficient movement of freight, minimise the impact of freight on our transport network and support more sustainable delivery methods. Measures we will investigate as part of the emerging Freight Strategy will include:

- Improving facilities for lorry drivers, including existing provision at Leominster and Ross-on-Wye and scoping new facilities in Hereford with added value provision to decarbonise operations.
- Review strategic and rural freight routes aligned to the largest freight generating industries across the county to minimise the impact of heavy goods vehicles whilst enabling businesses to receive and distribute goods.
- Identifying suitable locations and the appropriate fuel mix to support alternative fuel infrastructure with partners across the energy and logistics industry as well as with investors. The needs vary depending on several factors being assessed.
- To work with partners in advocating for the shift of road based freight movements passing through the county to transfer to rail and for exploring the feasibility of better utilising existing terminal facilities for constituent businesses/industries.
- Explore, promote and create opportunities for sustainable last mile delivery through logistics infrastructure, policy levers and local collaboration.



## Case Study

### The Marches and Mid Wales Freight Strategy

The Marches and Mid-Wales Freight Strategy is a collaboration by the Marches Local Enterprise Partnership, the Welsh Government, and several English and Welsh local authorities that sets out a unified approach to managing freight across the region.

The core context is a regional economy, heavily reliant on a road freight network, which is predominantly comprised of single carriageways. Key challenges identified include persistent congestion in Market Towns, bottlenecks at strategic junctions and traffic disruption caused by slow-moving agricultural vehicles. This infrastructure deficit leads directly to slow journey times and poor reliability for logistics operators.

To sustain economic growth and job creation, the strategy had to devise solutions that manage this high dependency on the road network while mitigating its negative effects. For example, major schemes like the Hereford Western Bypass would help to divert Heavy Goods vehicles (HGVs) away from congested urban centres, thereby reducing delays and improving air quality.

This comprehensive approach will help move towards an efficient and more predictable network, while also aligned with broader environmental and planning controls.

The resulting estimated £149 million in benefits for HGV traffic underscores the strategy's success in directly supporting business competitiveness and logistics costs.

*Freight.*



## New Development

A new Local Plan is currently being progressed to reflect the new mandatory housing requirements set by government for Herefordshire in December 2024. The specific location of new development for Herefordshire will be identified in the emerging Local Plan.

Those areas with the highest number of jobs, local services and facilities and which are not constrained by environmental factors, such as flooding, are anticipated to be the focus of any new development.

It will be essential that the planned new developments are embedded from the beginning with high quality walking, wheeling and cycling facilities that are safe and suitable for all users. This includes ensuring suitable connections to existing networks and facilities and, where practical, improving public transport infrastructure and services.

New development creates additional travel and infrastructure requirements, but also supports the vitality of local shops, business and public transport services. To ensure the operation of our existing transport networks is protected, we will ensure developments are designed to improve and contribute to local infrastructure, including delivery and servicing needs. This will require an update to existing Highways Development Control guidance to ensure adherence and consistency with Herefordshire Council's Design Standards.

## LTP5 Policy TN16: Transport in new developments

New development will be required to:

- Provide coherent, direct, safe, comfortable and attractive walking, wheeling and cycling provision within and to the edge of the development.
- Adequate provision of off road car parking - Herefordshire Design guide National Planning Policy Framework guidance
- Show, and where appropriate provide, walking, wheeling and cycling links to existing networks, key destinations and public transport routes.
- Evidence that development layouts and any off-site works align with best practice design principles and standards (i.e. Active Travel England design tools).
- Provide direct routes to public transport facilities and, where appropriate, bus stop facilities and provision for public transport routes.
- Ensure appropriate EV and cycle parking facilities are provided.
- Provide appropriate contributions to identified infrastructure, including for logistics (including working with industry such as parcel locker commerciality).
- Ensure that suitably robust construction management plans and delivery and servicing plans are in place to minimise the externalities from freight during the build and post build phases.

Herefordshire Council recognises that due to inherent constraints, opportunities may be more limited in rural areas of the county compared to the Hereford.





Alongside appropriate infrastructure, the requirement for travel planning to promote sustainable travel choices and healthy travel is established in national policy. LTP5 advocates for a system of travel planning that follows the principles set out by Mode Shift, the nationally recognised body for promoting sustainable travel. We will adopt a consistent and proportionate approach that gives developers greater clarity and ensures that small and large developments contribute to sustainable travel outcomes.

For small developments, investments will be focused on localised improvements such as secure cycle parking, information on local bus services, or promotion of walking and wheeling routes. For larger developments, comprehensive travel plans must be undertaken, setting out measures to ease congestion and encourage greater choice in transport options, including investment in sustainable transport infrastructure, public transport connections, and mobility hubs. Logistics infrastructure, from servicing yards and loading bays through to information materials on parcel locker locations and shared use e-cargo bikes, need to be considered.

Within the largest areas of new development, it is more efficient for travel plans to be produced by a single party. It is therefore proposed that travel planning within our strategic development areas is secured by financial contribution for us to deliver. This will provide a simplified process, focused upon a handful of areas that will be more efficient and deliver better outcomes.

#### **LTP5 Policy TN17: Travel Planning in Large Developments**

Developments within the largest Local Plan allocations will be required to contribute towards a site Travel Plan that provides measures to promote and encourage the use of sustainable travel arrangements. A comprehensive series of Construction Management, Delivery and Servicing Plans are also required to mitigate the impact of freight pre and post build.









## Transport Network Strategy

### Supporting a thriving and prosperous economy

- Western Bypass
- Regular update of Herefordshire Council Maintenance Plan and Transport Assessment Management Plan.
- Continue to assess and improve the road network through focused traffic management.
- Develop a new Car Parking Strategy for Herefordshire.
- Develop Freight Strategy for Herefordshire.
- Update to existing Highways Development Control guidance to ensure consistency with Herefordshire Council's Design Standards.

### Enabling healthy choices to improve wellbeing

- Manage network of lower traffic lanes across rural areas.
- Restoration of Herefordshire and Gloucestershire Canal.
- Deliver secure parking for a range of different cycles.
- Expand bike and cycle sharing scheme (including scope for e-cargo bikes).
- Use of healthy streets principles and best practice active travel design guidance in new projects.
- Reduce on pavement car parking

### Tackling climate change and protecting and enhancing the natural and built environment

- Support the delivery of EV charging and alternative fuel infrastructure.
- Work with businesses to support the switch to EV's.
- Monitor and update EV Charging Strategy.
- Support the transition to zero-emission buses and low carbon railways.
- Manage the carbon impact of maintaining the network.
- Encourage low carbon procurement and consideration of carbon in scheme design.
- Support the update of Herefordshire Biodiversity Action Plan.



### Improving accessibility and inclusivity

- Explore the use of dynamic services such as demand responsive transport.
- Work with community transport and coach operators to improve links between school transport and other services.
- Undertake a comprehensive bus network review to identify gaps in the network and solutions.
- Improve bus journey times and stop facilities.
- Work with business and public transport operators to promote leisure travel.
- Increase the number of accredited coach stops in the region.
- Work with partners to advocate and support enhanced rail services and frequency to London, Birmingham, Cardiff, Hereford and Worcester.
- Delivery of Hereford Railway Station Transport Hub.
- Redevelopment of Leominster railway station forecourt and improved access to Ledbury and Colwall railway stations.
- Support improved digital connectivity on public transport services.
- Inclusive design review on all transport and public realm schemes.
- Travel Planning in large development sites to encourage sustainable travel arrangements.

### Improving transport safety and security

- Continued programme of road user training.
- Education and training for vulnerable road users.
- Improve safety for vulnerable road users.
- Improve safety on rural roads.
- Safer speed limits to improve safety for people walking, wheeling and cycling.
- Enforce traffic restrictions to improve road safety.
- Provide mandatory training focused on gendered inclusivity, ensuring women and girls feel safer when using public transport.

# 8. Monitoring & Evaluation

Monitoring the effectiveness of the LTP5 will help to track progress against our objectives and we will regularly report progress against the metrics in Table 1.

Table 1: Monitoring and evaluation of LTP5

KPI Indicator	Metric	Baseline	Target
<b>Supporting a thriving and prosperous economy</b>			
Condition of the most important roads	DfT Road Condition Index (RCI): % motorways and A roads in green or amber condition	71% (2023/24)	Improve from baseline.
Journey Time Reliability	Reliability of journeys along A49 through Hereford	TBC	TBC
New homes built per annum	Annual council monitoring reports (3-year average)	675	1,375
<b>Enabling healthy choices to improve wellbeing</b>			
Adult physical activity levels	OHID: % of physically active adults (19+ yrs)	70.1% (2022/23)	Improve from baseline.
% of residents of Hereford who travel to work by foot or cycle	Census Travel to Work data	40% (2011)	50% of trips to be made by foot or cycle by 2041.
% of residents of Market Towns and rural areas who travel to work by foot or cycle	Census Travel to Work data	15% (2011)	25% of trips to be made by foot or cycle by 2041.
<b>Tackling climate change and protecting and enhancing the natural &amp; built environment</b>			
Number of locations that exceed legal NOx limit	Air Quality annual monitoring reports	2 (2024)	No locations exceeding limit.
Carbon emissions from transport	BEIS - Local Authority annual greenhouse gas emissions	377 kt CO <sub>2</sub> e (2023)	Net Zero by 2050
Number of publicly available EV charge points	DfT – public EV charge points by LA	104 (2024)	2,000 by 2041.
<b>Improving accessibility and inclusivity</b>			
Bus Patronage	DfT – total passengers carried	1.5 million (2024)	2.5 million by 2041.
Total rail patronage	ORR estimates of station usage	1.64 million (2023/24)	3.3 million by 2041.
<b>Improving transport safety and security</b>			
Safer Streets	Killed and Seriously Injured (KSIs) (3-year average)	100.3 KSI's (2022-24)	0

# 9. Action Plan: Hereford

Objective	Sub theme	Measure
Thriving and Prosperous Economy	Unlocking Development	Hereford Western Bypass
Thriving and Prosperous Economy	Unlocking Development	Investigate feasibility of Hereford South Railway Station
Thriving and Prosperous Economy	Access and Parking	Car Parking Strategy
Thriving and Prosperous Economy	Connecting Communities	Explore feasibility of Park and Cycle Sites at new developments
Thriving and Prosperous Economy	Connecting Communities	Enhance Bus Services to Hereford Enterprise zone
Thriving and Prosperous Economy	Connecting Communities	Railway Station to City Centre route
Thriving and Prosperous Economy	Connecting Communities	Hereford to Credenhill active travel route
Thriving and Prosperous Economy	Connecting Communities	Feasibility study of routes from Tidnor Lane to Hampton Park Road
Health & Wellbeing	Key Pedestrian Corridors	Aylestone Park walking and cycling accessibility improvements
Health & Wellbeing	Key Pedestrian Corridors	Aylestone Hill walking and cycling accessibility improvements
Health & Wellbeing	Key Pedestrian Corridors	Holme Lacy Road walking and cycling improvements
Health & Wellbeing	Key Pedestrian Corridors	Priory Place/ Newtown Road Roundabout Crossing facilities
Health & Wellbeing	Key Pedestrian Corridors	A49/ Holmer Road Roundabout Crossing facilities
Health & Wellbeing	City wide Cycle Network	Whitecross Road
Health & Wellbeing	City wide Cycle Network	Holmer Road to Great Western Way
Health & Wellbeing	Riverside Routes	Extend the riverside route from Canary Bridge to the east
Health & Wellbeing	Riverside Routes	Pedestrian/ Cycle bridge on River Wye to north east of Rotherwas
Health & Wellbeing	Quiet Lanes	Lower Bullingham Lane
Health & Wellbeing	Quiet Lanes	Bullingham Lane
Health & Wellbeing	Sustainable Travel	Expand the on-street cycle and e-bike hire scheme in the city
Health & Wellbeing	Sustainable Travel	Expand the number of low traffic streets across the city centre core



Objective	Sub theme	Measure
Health & Wellbeing	Sustainable Travel	Provision of secure cycle parking at key destinations and transport interchanges
Tackling Climate Change	Net Zero Emissions	Roll out zero emission buses in the city centre
Tackling Climate Change	EV's	Delivery of LEVI funded on street and city centre car park EV charge points
Tackling Climate Change	Sustainable Freight	Freight Strategy (including last mile schemes/ pilots)
Tackling Climate Change	Sustainable Freight	Work with industry, businesses and anchor institutions on a Freight Strategy
Improving accessibility and inclusivity	Better Buses	Deliver bus priority measures on key bus corridors
Improving accessibility and inclusivity	Bus Improvements	Deliver a 15-minute frequency on city core bus network services. Operating 7 days of the week and Monday-Saturday evenings
Improving accessibility and inclusivity	Better Buses	Half hourly bus frequency Leominster to Hereford
Improving accessibility and inclusivity	Better Buses	Half hourly bus frequency Ross-on-Wye to Hereford
Improving accessibility and inclusivity	Better Buses	Undertake a Bus Network Review
Improving accessibility and inclusivity	Rail Interchange	Transport Hub at Hereford Railway Station
Improving accessibility and inclusivity	Shared Travel	Decarbonisation of taxi fleet
Improving accessibility and inclusivity	Shared Travel	Expansion of bike and cycle share schemes in the city centre
Improving accessibility and inclusivity	Shared Travel	Delivery of Mobility Hubs that offer shared cars and cycles
Transport Safety and Security	Safer Routes to School	Walnut Tree Avenue crossing improvements
Transport Safety and Security	Safer Routes to School	Safer routes to school packages

# 10. Action Plan: Rural Herefordshire and Market Towns

Objective	Sub theme	Measure
Thriving and Prosperous Economy	Unlocking Development	Leominster Southern Link Road
Thriving and Prosperous Economy	Unlocking Development	Ross-on-Wye: Eastern Access Road
Thriving and Prosperous Economy	Unlocking Development	Ross-on-Wye: A40 Crossings and active travel facilities
Thriving and Prosperous Economy	Unlocking Development	Bromyard Access Road and Pedestrian/Cycle facilities
Thriving and Prosperous Economy	Unlocking Development	Kington Development Access and Pedestrian/Cycle facilities
Thriving and Prosperous Economy	Access and Parking	Kington High Street Improvements
Thriving and Prosperous Economy	Town Centre Pedestrian Facilities	Bromyard: High Street junctions crossing upgrades
Thriving and Prosperous Economy	Town Centre Pedestrian Facilities	Ledbury: High Street/Market House pedestrian improvements
Thriving and Prosperous Economy	Town Centre Pedestrian Facilities	Leominster: Worcester Road crossing and links to railway station
Thriving and Prosperous Economy	Town Centre Pedestrian Facilities	Leominster: Rainbow Street / A44 New Street / Green Lane crossing
Thriving and Prosperous Economy	Town Centre Pedestrian Facilities	Ross-on-Wye: Brampton Road/B4324 crossings
Thriving and Prosperous Economy	Town Centre Pedestrian Facilities	Ross-on-Wye: Town centre pedestrian improvements package
Health & Wellbeing	Rural Networks	Accessibility improvements bridleways
Health & Wellbeing	Rural Networks	Develop proposal to identify and implement traffic free greenways
Health & Wellbeing	Rural Networks	Trial quiet lanes
Health & Wellbeing	Town Networks	Leominster Ryelands Road
Health & Wellbeing	Town Networks	Leominster B3461 Ryelands Road to South Street
Health & Wellbeing	Town Networks	Ross-on-Wye: Riverside routes feasibility Study
Health & Wellbeing	Town Networks	Ross on Wye to Weston under Penyard/Bollitree Castle active travel route
Health & Wellbeing	Town Networks	Ledbury: Improve and extend town trail and crossings of Leadon Way
Health & Wellbeing	Town Networks	Improved crossings on the A44 in Bromyard to improve access to bus stops

Objective	Sub theme	Measure
Health & Wellbeing	Town Networks	High Street improvements in Kington
Tackling Climate Change	Transition to lower emission fuels	Delivery of LEVI funded on street charge points in all Market Towns
Tackling Climate Change	Transition to lower emission fuels	Delivery of EV charge points in council car parks
Tackling Climate Change	Digital	Improve digital connectivity in rural areas to enable easier access to online services
Improving accessibility and inclusivity	Better Buses	Improve access at the busiest bus stops in rural areas
Improving accessibility and inclusivity	Better Buses	Improve bus stop infrastructure and waiting facilities in rural areas
Improving accessibility and inclusivity	Better Buses	Improve perceptions of safety through installation of CCTV in rural areas
Improving accessibility and inclusivity	Better Buses	Provide bus priority or bus only access along key routes
Improving accessibility and inclusivity	Better Buses	Review of and address delays arising from on-street parking in a Car Parking Strategy
Improving accessibility and inclusivity	Better Buses	Half hourly bus frequency Ross-on-Wye to Hereford
Improving accessibility and inclusivity	Better Buses	Half hourly bus frequency Leominster to Hereford
Improving accessibility and inclusivity	Rail Interchange	Leominster Station Forecourt Redevelopment
Improving accessibility and inclusivity	Rail Interchange	Improved pedestrian and cycle access and signage to Colwall Station
Improving accessibility and inclusivity	Rail Interchange	Ledbury Station Access for all Improvements
Improving accessibility and inclusivity	Collaborative Working	Work with organisations to support community transport services
Improving accessibility and inclusivity	New Opportunities	Produce a Rural Mobility strategy
Improving accessibility and inclusivity	Collaborative Working	Develop rural partnerships to deliver rural mobility improvements



Objective	Sub theme	Measure
Improving accessibility and inclusivity	Rural Crossing Facilities	Footpath and crossing improvements at Wilton Roundabout.
Improving accessibility and inclusivity	Rural Crossing Facilities	Improved crossing facilities of A49 at Peterstow,
Transport Safety and Security	Safer Routes to School	Improved crossing facilities of A49 at Bridstow
Transport Safety and Security	Safer Routes to School	Archenfield Road crossing, Ross-on-Wye
Transport Safety and Security	Reducing Collisions	Continued delivery of safer place initiative in rural settlements

# 11. Action Plan: Transport Network

Objective	Sub theme	Measure
Thriving and Prosperous Economy	Highway Maintenance	Regular update of Highways Asset Management Plan and Transport Assessment Management Plan to align with LTP5
Thriving and Prosperous Economy	Highway Maintenance	Continue to assess and improve the road network through focused traffic management.
Thriving and Prosperous Economy	Access and Parking	Develop Herefordshire Parking Strategy
Thriving and Prosperous Economy	Facilities for Freight	Develop Herefordshire Freight Strategy
Thriving and Prosperous Economy	Congestion Management	Integrated Congestion Management Strategy
Thriving and Prosperous Economy	Design Guidance	Update Highways Development Control guidance to ensure consistency with Herefordshire Council's Design Standards
Health & Wellbeing	Access to Cycle	Expand network of lower traffic lanes across rural areas.
Health & Wellbeing	Access to Cycle	Deliver secure parking for a range of different cycles
Health & Wellbeing	Access to Cycle	Expand cycle sharing scheme, starting in Hereford and potentially expanding across rural areas
Health & Wellbeing	Sustainable Travel	Restoration of Herefordshire and Gloucestershire Canal
Health & Wellbeing	Design Guidance	Ensure use of healthy streets principles and best practice active travel design guidance in new projects
Tackling Climate Change	Transition to lower emission fuels	Increased provision of public EV chargers
Tackling Climate Change	Transition to lower emission fuels	Promote the use of peer-to-peer charging networks
Tackling Climate Change	Transition to lower emission fuels	Regular update of EV Charging Strategy
Tackling Climate Change	Transition to lower emission fuels	Support transition to zero emission buses and low carbon railways
Tackling Climate Change	Decarbonising maintenance	Production of a Low Carbon Procurement Strategy

Objective	Sub theme	Measure
<b>Tackling Climate Change</b>	Decarbonising maintenance	Develop an approach to considering carbon in scheme design
<b>Tackling Climate Change</b>	Biodiversity	Support the update of Herefordshire Biodiversity Action Plan
<b>Improving accessibility and inclusivity</b>	Demand Responsive	Explore the use of dynamic services such as demand responsive transport
<b>Improving accessibility and inclusivity</b>	Community Transport/Coach	Work with community transport and coach operators to improve links between school transport and other services
<b>Improving accessibility and inclusivity</b>	Better Buses	Undertake a comprehensive bus network review
<b>Improving accessibility and inclusivity</b>	Better Buses	Improve bus journey times and stop facilities
<b>Improving accessibility and inclusivity</b>	Better Buses	Work with business and public transport operators to promote leisure travel
<b>Improving accessibility and inclusivity</b>	Coaches	Increase the number of accredited coach stops in the region
<b>Improving accessibility and inclusivity</b>	Rail services	Work with partners to advocate and support enhanced rail services and frequency to London, Birmingham, Cardiff, Hereford and Worcester
<b>Improving accessibility and inclusivity</b>	Rail services	Delivery of Hereford Railway Station Transport Hub
<b>Improving accessibility and inclusivity</b>	Rail services	Redevelopment of Leominster railway station forecourt and improved access to Ledbury and Colwall railway stations
<b>Improving accessibility and inclusivity</b>	Digital Connectivity	Support improved digital connectivity on public transport services
<b>Improving accessibility and inclusivity</b>	Inclusive Design	Inclusive design review on all transport and public realm schemes to capture people's perception of a space including people with additional needs such as autism
<b>Improving accessibility and inclusivity</b>	Travel Planning	Travel Planning in large development sites to encourage sustainable travel arrangements.



Theme	Sub theme	Measures
Improving accessibility and inclusivity	Access to Rail	Investigate feasibility of new rail stations
Transport Safety and Security	Safer Travel	Road safety training for older and younger drivers
Transport Safety and Security	Safer Travel	Improve safety on rural roads particularly for vulnerable roads users
Transport Safety and Security	Targeted Improvements	Locks Garage, Allensmore junction enhancement
Transport Safety and Security	Targeted Improvements	Digitise TRO's
Transport Safety and Security	Targeted Improvements	Creating a digital map-based asset management system and public-facing record of highway information
Transport Safety and Security	Targeted Improvements	High House, Upper Sapey junction enhancement
Transport Safety and Security	Access to Education	Safer routes to schools study and route improvements
Transport Safety and Security	Traffic Enforcement	Delivery of traffic restrictions

# 12. Appendix A

## Introduction

The Local Transport Plan 5 (LTP5) sets out the strategy, investment priorities and how Herefordshire Council will work with partners on transport and help to achieve its economic, environmental and social ambitions for Herefordshire. Public consultation forms an integral part of developing LTP5.

This note provides an overview of the consultation on the draft Herefordshire LTP5 (2025-2041), who took part, their views and how the LTP has been evolved in response to feedback.

## Methodology

An eight-week consultation on the draft LTP5 took place over Summer 2025 (1st May 2025 to 30th June 2025). The consultation utilised both in-person and online forums to maximise its reach and engage with a diverse range of residents in Herefordshire. It was primarily hosted on the Council’s online webpage, [Herefordshire Consultations](#). A Young Adults Survey was also shared online and hard copies of the draft LTP5 were made available in libraries across Herefordshire. There were also a handful of events, such as engagement with schools and colleges across the area, including Hereford Sixth Form College. Feedback from Herefordshire Council’s Connected Communities Scrutiny Committee meeting of the 3rd June has also been considered.

## Overview of General Public Respondents

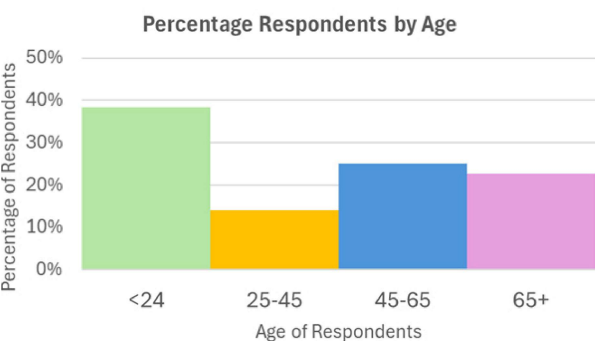
A total of 578 people responded to the public consultation. Of the respondents,

- 43% were male
- 52% were female
- 5% did not state their gender

There was representation across age groups, as shown in **Figure 1**. In particular:

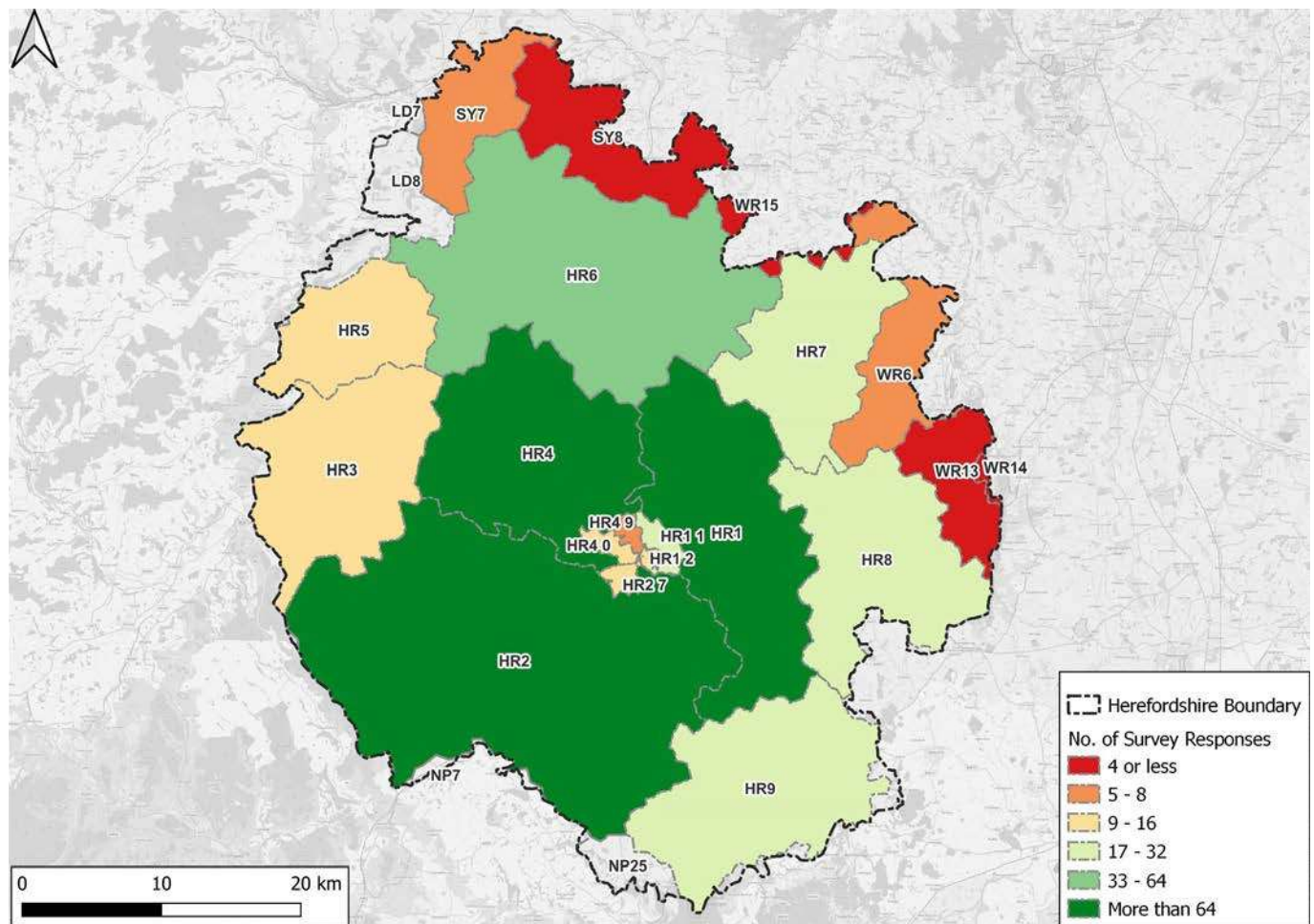
- Over 35% of respondents were aged under 24 years old
- 40% of respondents were aged between 25-64 years old
- Just under 25% were aged over 65

Figure 1 - Percentage of Respondents by Age Group.



Responses across the different age bands minimised the likelihood of people of certain ages being under-represented. The number of responses received during the consultation is deemed statistically representative of the wider population. It should also be noted that relative to comparable sized local authorities, there was a greater level of engagement with the community.

Figure 2 - Number of Survey Responses by Postcode Area in Herefordshire.



Responses were received from nearly all the postcode areas within Herefordshire, as shown in **Figure 2**.

The areas with the highest number of responses were those that immediately surround Hereford. The least number of responses were received from the rural areas north of Leominster and Ledbury.

## Overview of Stakeholder Respondents

A number of organisations also responded to the draft LTP5 and draft Strategic Environmental Assessment (SEA) and Habitats Regulations Assessment (HRA) Screening. These included:

- Partner Transport Bodies including National Highways, Midlands Connect, the Environment Agency, Natural England, Historic England, Great British Rail and Canals & Rivers Trust.

- Neighbouring Local Transport Authorities including Worcestershire, Gloucestershire and Monmouthshire.
- 4 Parish Councils, 5 Town Councils and 1 City Councils.
- 20 other interest groups, including the Hereford Enterprise Zone, Herefordshire Mencap, Hereford College of the Blind and Visually Impaired, Herefordshire Civic Society and a number of schools and business across the county.
- 5 County Councillors.



Public and Stakeholder Responses

Views on Transport: Choice of Travel Options

The consultation questionnaire asked respondents if they felt that they had a good choice of travel options available. An overview of all responses is shown in Figure 3, and a breakdown by location in Figure 4.

Views were mixed. Approximately a third of respondents agreed, or strongly agreed, that they had a good choice of travel options. By comparison, just under 50% of respondents

did not believe they had a good choice of travel options. Around 15% of respondents (1 in 6) neither agreed nor disagreed.

People living in the rural areas to the west, southwest and northeast of Herefordshire disagreed with this question. Those living in Hereford responded that they had a good choice of travel options. This is consistent with national trends which show that people in rural areas travel further and rely more on private cars whilst city residents make more short trips by walking, cycling or public transport.

Figure 3 - Level of agreement to the statement 'I have a good choice of travel options'.

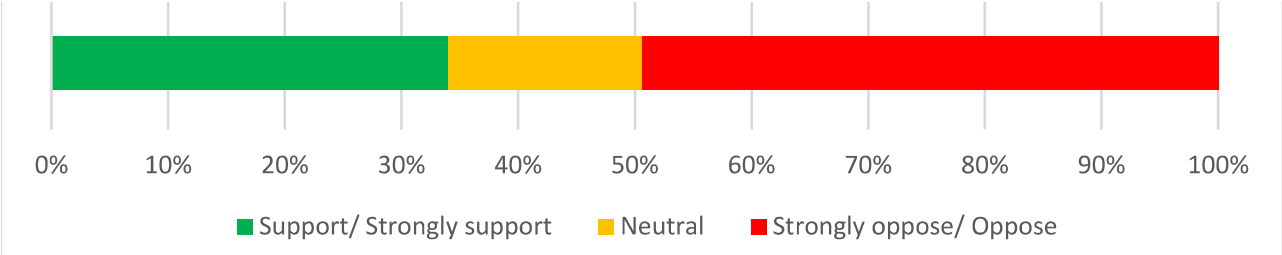
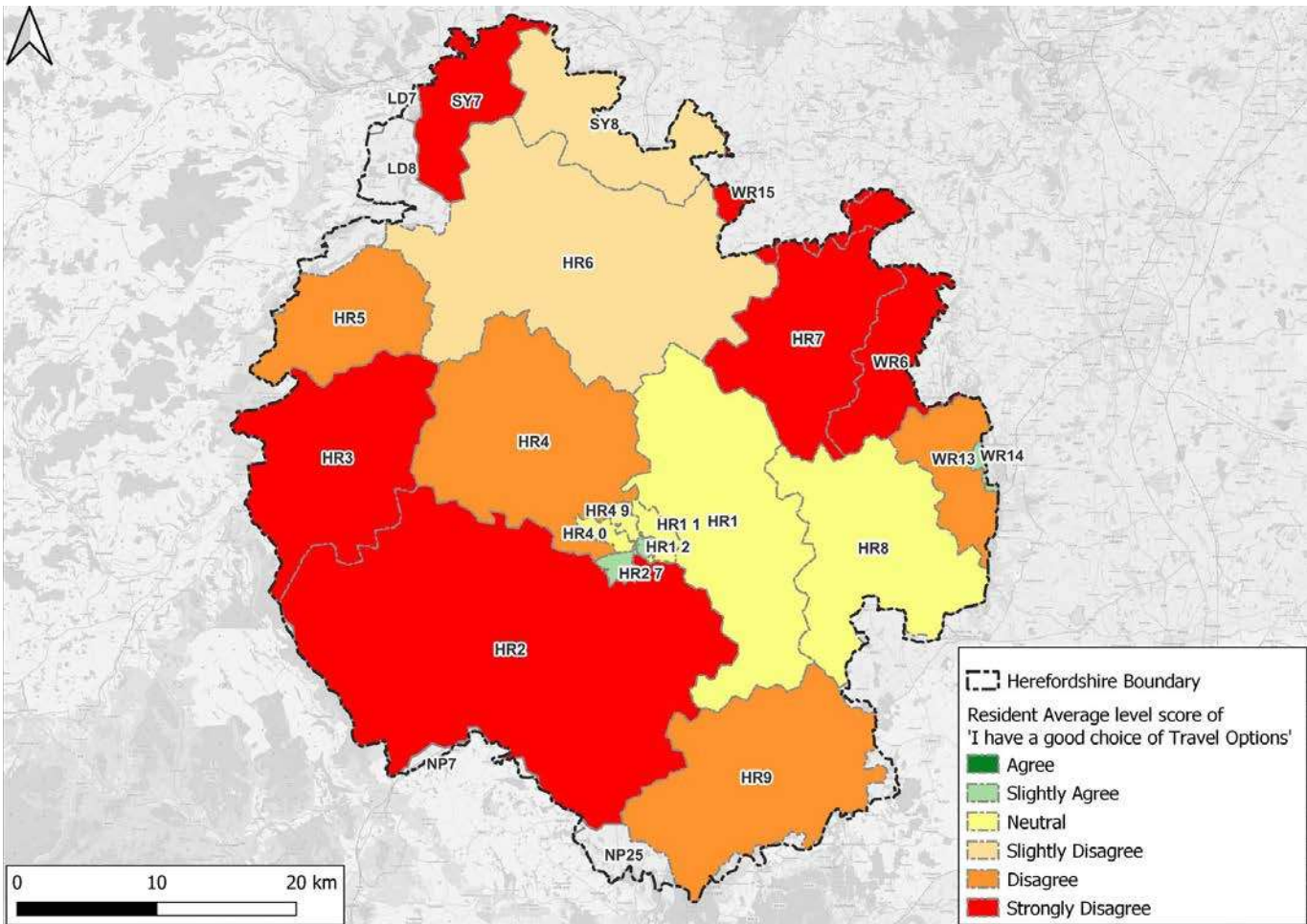


Figure 4 - Survey responses by postcode area based on perception of travel options.





**Views on Transport: Transport Priorities**

Respondents were also asked to identify the importance of a number of points regarding transport. The results are summarised in **Figure 5**.

For all respondents, pedestrian facilities, followed by clean air were considered most important, with approximately 90% of respondents stating that these are important or very important.

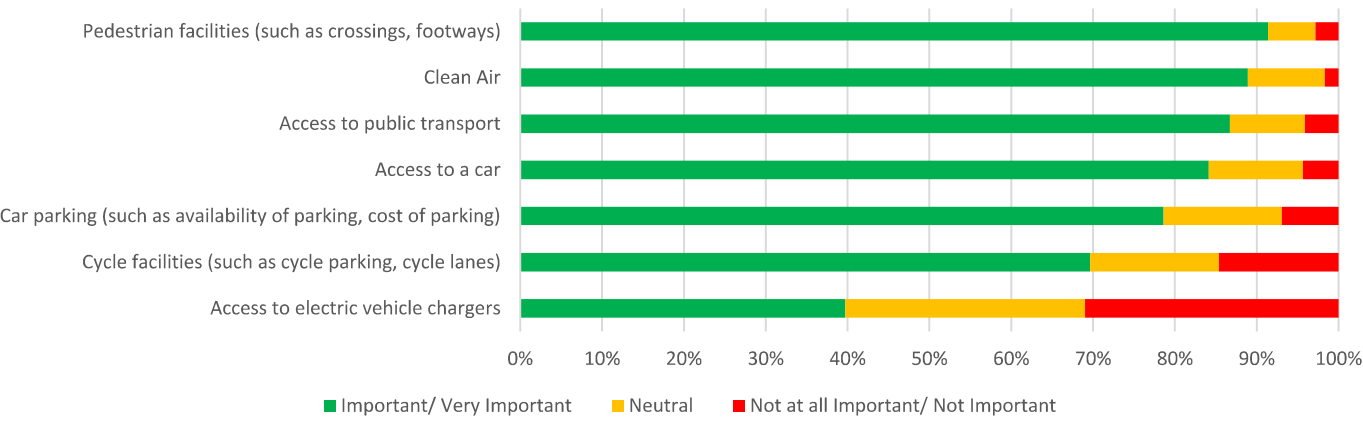
Access to public transport and access to a car were considered important or very important by almost 85% of respondents.

Access to EV chargers was the option considered least important. This may reflect that it is still a maturing area and EV ownership is still growing. In 2025, there is estimated to be between 7,100-24,000 registered battery EVs in Herefordshire based on different prediction methods. Although the different methods are credible, uptake is thought to be lower in rural areas, so the rural character of Herefordshire makes it reasonable to assume that ownership is in the lower end of the predicted range ( [Electric Vehicle Strategy for Herefordshire, 2024](#)).

The importance of certain transport themes also varied by resident geography. Some of these variations are summarised below:

- ‘Clean air’ was the most important to respondents who lived in Hereford.
- ‘Access to a car’ was more important to those living in rural areas than in Hereford.
- ‘Access to cycle facilities’, Access to a car’ and ‘Car parking’ were all of similar level of importance to residents of Hereford.

Figure 5 - Survey responses on how important different transport aspects are.



Views on the LTP Place Based Strategies

LTP5 is made up of three place based strategies including:

- Hereford
- Rural Herefordshire and Market Towns
- The Transport Network

Figure 6 summaries the level of support for each of the place type strategies by objective. This highlights that there was a high level of support across all the objectives for each place-based strategy, with each theme receiving support from 75% of respondents.

The strategy for Hereford received the highest levels of support, with over 85% of respondents either supporting or strongly supporting each of the objectives. This included approximately 88% of respondents stating support for the ‘Supporting a Thriving and Prosperous’ objective, within which were proposals for a new vehicle route to the west of the city and improved walking, cycling and wheeling across the city and to new developments.

‘Enabling healthy behaviours’ and ‘Improving transport safety and security’ received the strongest support across all the objectives. This objective typically included proposals for improving facilities for walking, wheeling and cycling.

Figure 6 - Level of support for objectives in each LTP place based strategy.

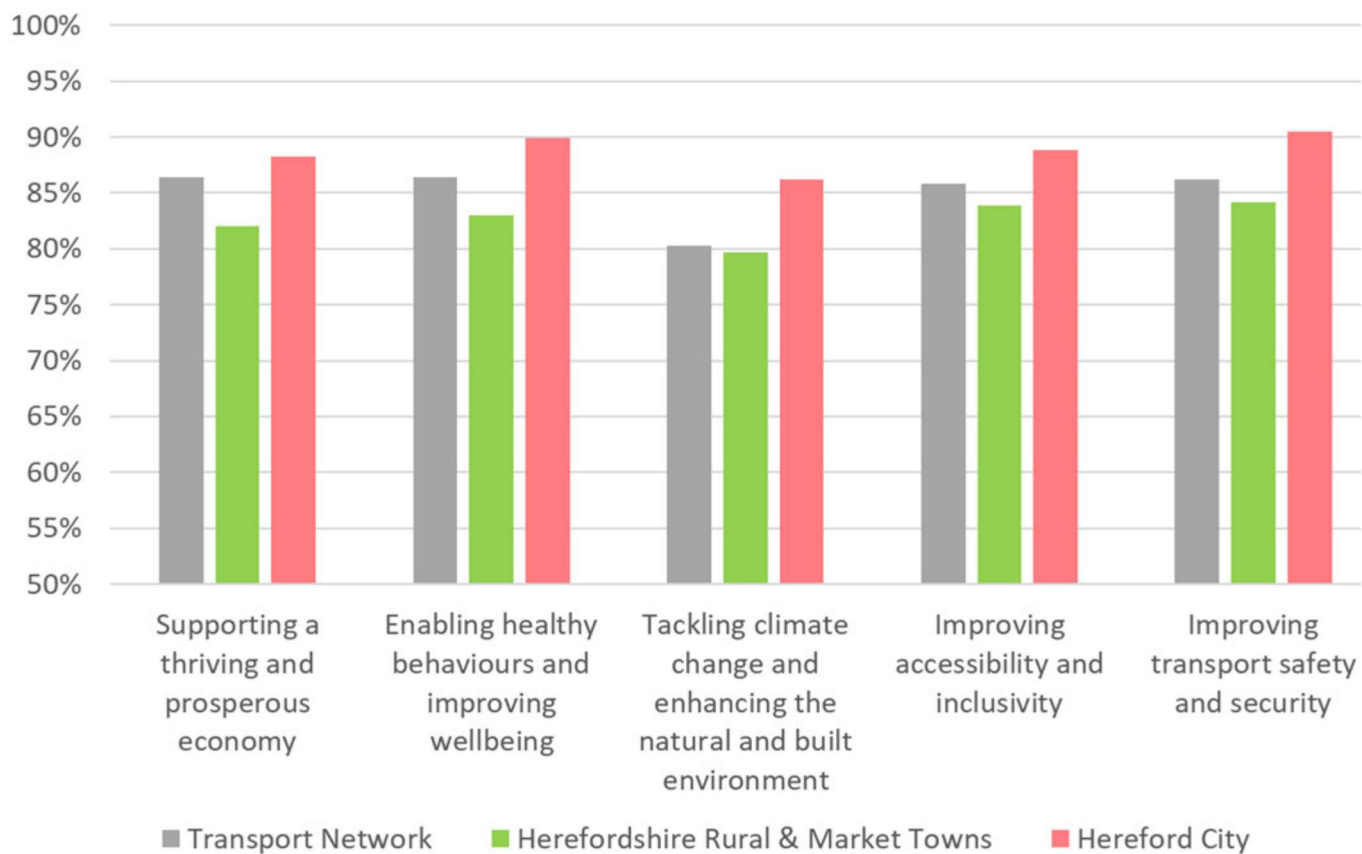




Figure 7 - Level of support for the action plan for each place type.

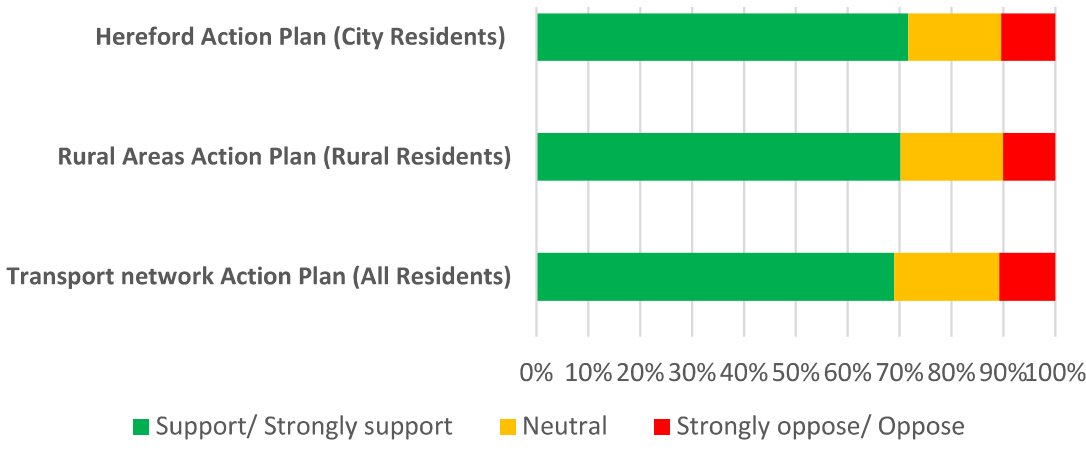
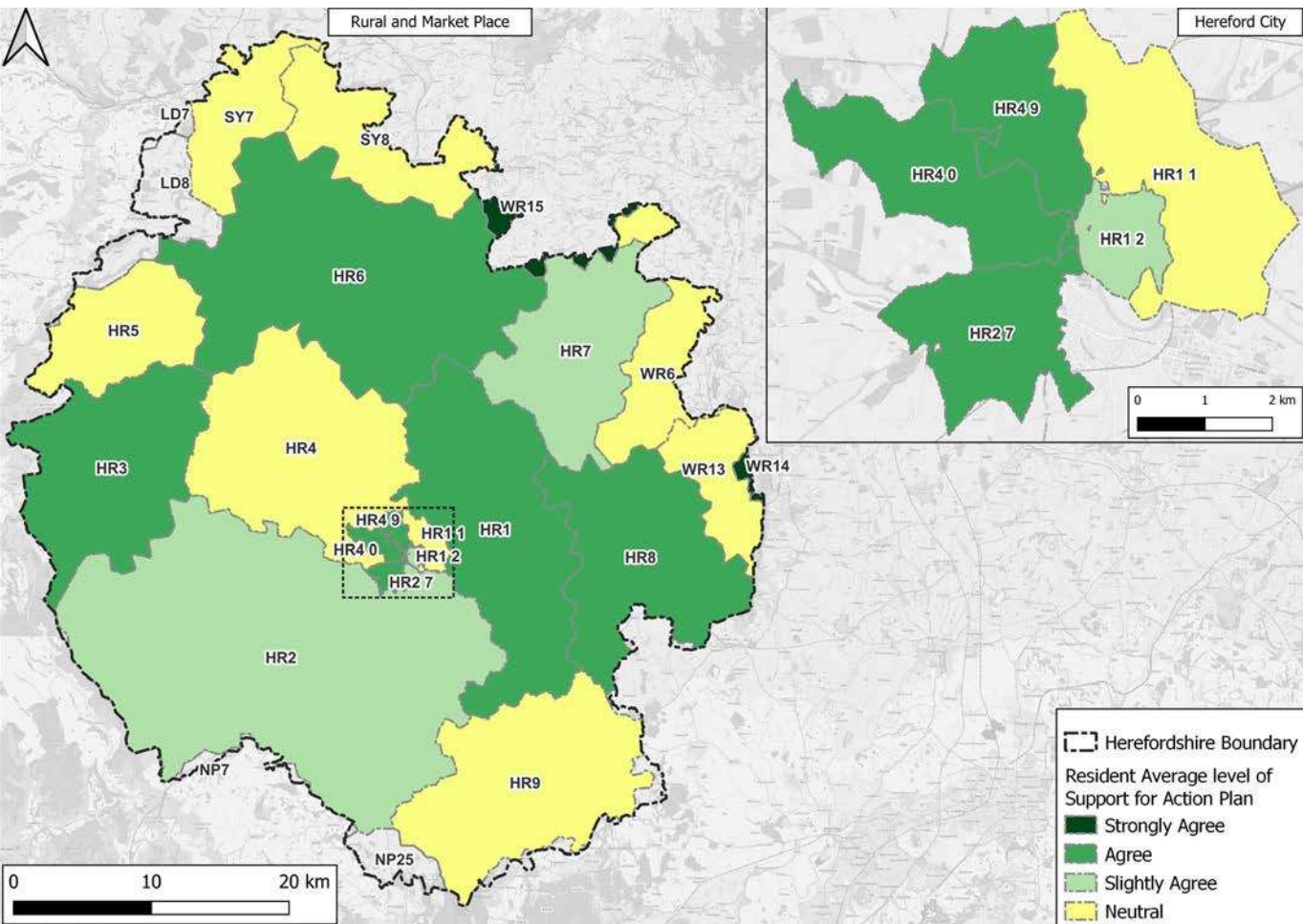
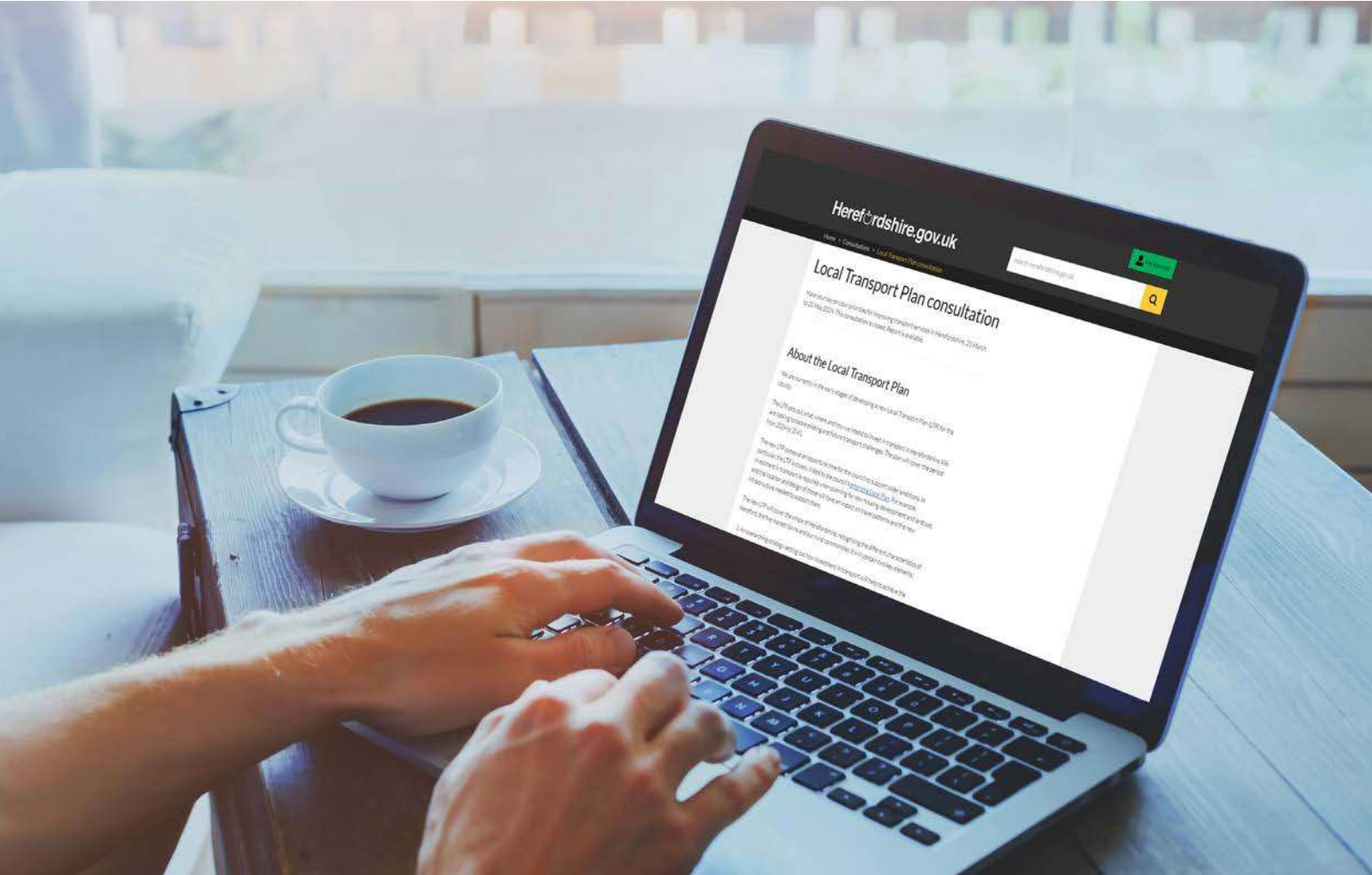


Figure 8 - Level of support for Rural Areas and Market Towns Action Plan by postcode area.



Respondents were also asked to indicate their level of support for the place based action plans, as shown in **Figure 7**. This highlighted a good level of support for each, with 65% to 75% of participants expressing support for each action plan compared to 10% who opposed or strongly opposed.

The level of support by geographic area is shown in **Figure 8**. This highlights the greatest levels of agreement for the LTP action plans were residents from Hereford and the larger Market Towns of Leominster and Ledbury.



## Public Text Responses and Suggestions

### Public Responses

Public participants were also invited to provide written feedback in open text questions with regards to any specific points that were missed in the draft LTP5 and if there was anything further they would like to add.

Respondents provided a number of comments across a range of themes and modes. These included comments

relating to public transport, active travel and parking, as well as wider themes such as environment, sustainability and new development.

**Figure 9** provides an overview of the most frequently raised points. **Table 1** then provides a more extensive list of the wide range of points raised in the open text questions.

An overview of how the LTP has been updated to reflect the points raised for the different place-based strategies is further provided in at the end of this note.

Figure 9 - Level of support for Rural Areas and Market Towns Action Plan by postcode area.



Table 1 - Summary of Frequently raised comments or suggestions in open text questions.

Primary Theme	Secondary Theme	Description
Public Transport	Cost	Public transport perceived as too expensive, and comments relating to cheaper, subsidised or free travel.
Public Transport	Integration	Improved integration between buses, trains, park and ride and better planning of public transport networks.
Public Transport	Strategic Connectivity	Call for links between towns, not just to Hereford.
Rail	Rail Services	Poor frequency, and desire for more direct services (especially to London).
Rail	Rail Reliability	Trains not running consistently.
Rail	Additional Railway Stations	Call for better rail access across the city, need for additional services or to reopen railway stations.
Buses	Connecting Communities	Hereford to Credenhill active travel route
Buses	Connecting Communities	Feasibility study of routes from Tidnor Lane to Hampton Park Road
Buses	Key Pedestrian Corridors	Aylestone Park walking and cycling accessibility improvements
Buses	Key Pedestrian Corridors	Aylestone Hill walking and cycling accessibility improvements
Buses	Key Pedestrian Corridors	Holme Lacy Road walking and cycling improvements
Buses	Key Pedestrian Corridors	Priory Place/Newtown Road Roundabout Crossing facilities
Buses	Key Pedestrian Corridors	A49/Holmer Road Roundabout Crossing facilities
Buses	City wide Cycle Network	Whitecross Road
Roads	Bypass	Support and opposition for bypass development and new bridges/river crossings.
Roads	Road Layout	Mix of specific comments praising and criticising current road infrastructure design due to congestion.



Primary Theme	Secondary Theme	Description
Roads	Maintenance	Suggestion that priority should be potholes and resurfacing.
Roads	Rural Roads	Call for more road maintenance in rural areas.
Roads	Speed Limit Changes	Call for changes to be made to speed limits.
Roads	Vehicle Reliance	People forced to drive due to lack of options.
Parking	Preserve Parking / Improve Parking	Resistance to losing spaces and suggestions for better/more parking generally.
Parking	Parking Costs	Complaints that parking charges are too high or unfairly placed.
Safety & Crossings	Road Safety - General	Roads too dangerous for cycling and walking.
Safety & Crossings	Crossings – Missing/Unsafe	Pedestrian and cyclist crossings missing or unsafe.
Active Travel	Walking Safety	Comments on need to improve walking infrastructure and safety.
Active Travel	Improve Cycle Infrastructure	Need for safer, better-connected cycling routes.
Active Travel	Cycle Infrastructure – Specific Projects	Targeted suggestions for new cycling infrastructure.
Active Travel	Cycle Route Location	Dislike for current cycle lane placement and safety concerns.
Active Travel	Greenways	The strategy should reference and consider Greenways.
School Travel	Safe School Travel	Needs to consider safe walking and cycling routes to schools.
Rural Investment	Urban / Rural Imbalance	Rural areas often overlooked and should be a greater focus for investment.
Other Modes	Horse Riding	LTP5 should consider the needs of horse riders.
Other Modes	Motorcyclists	LTP5 should consider the needs of motorcycles.
Other Modes	Shared Car Scheme	LTP5 should consider shared car schemes.

Primary Theme	Secondary Theme	Description
EV	Funding	Mix of comments on supporting EVs for climate action. The Council should not fund EV infrastructure.
Environment / Sustainability	Flood Risk	The strategy does not include or assess flood risk.
Environment / Sustainability	Landscape / Heritage	Concerns about impact on local landscape and heritage sites
Environment / Sustainability	Green Spaces / Public Realm Improvements	Support for more green spaces and public realm improvements such as trees and litter picking.
Environment & Sustainability	Climate & Pollution – General Concern	Need to reduce congestion and associated emissions.
Enforcement	Enforcement Needed	General enforcement infrastructure needed, such as speed cameras and illegal parking.
LTP Document	Detail and Ambition	Strategy/action plan is lacking detail and could be more ambitious.
LTP Document	Transparency	Want more transparency and public scrutiny of proposals.
Behavioural Change Focus	Too much emphasis on Behaviour	Perception that the plan over-emphasises changing behaviour rather than infrastructure.
Cost / Value Concerns	Infrastructure	Scepticism over expensive infrastructure.
New Development	Opposition to Planned Housing	Strategy will be used to justify and support large scale housing development to meet government targets
Other Modes	Horse Riding	LTP should consider the needs of horse riders.
Other Modes	Motorcyclists	LTP should consider the needs of motorcycles.
Other Modes	Shared Car Scheme	LTP should consider shared car schemes.

## Stakeholder Responses

### ***Transport Authorities and/or Operators***

Midlands Connect, Worcestershire County Council and Monmouthshire County Council indicated their support towards improvements in regional public transport and rail connectivity along with broader connectivity to Birmingham and London. Monmouthshire also expressed a desire to promote and improving bus services between Monmouth and towns within Herefordshire including Ross-on-Wye and Hereford.

Gloucestershire County Council expressed support for improving public transport links that integrate with the Local Nature Recovery Strategies and enhancing sustainable tourism and the economy through mutual partnerships between the counties as Gloucester is a key neighbouring destination for Herefordshire. They also wanted to see reference to active travel links into Gloucestershire (i.e. to Newent) and supports the extension of the 20mph speed limits in rural areas.

National Highways supported the LTP's objectives regarding active travel improvements, freight and EV infrastructure schemes. National Highways also welcomed collaborating with Herefordshire Council on the proposed Hereford Bypass and future planning applications impacting the Strategic Road Network, and potential funding sources for infrastructure improvements on their network (should there be a gap in funding).

National Highways would like to have more detail on proposals that could impact the Strategic Road Network, such as new active travel facilities, improvements to bus stop facilities and access relating to new development, although it was noted some of these are emerging proposals that will be developed further alongside the next Local Plan.



Natural England noted that LTP5 was positive and had a lot to be commended. They were satisfied with the Strategic Environmental Assessment and noted that the objectives were comprehensive for this assessment and demonstrated an understanding of key issues including biodiversity, net gain and water. They also agreed with the overall conclusions in the Habitat Regulation Assessment that further, more detailed assessment would be needed at Appropriate Assessment Stage.

Historic England were pleased to see feedback on the Scoping report had been taken on board and requested an additional Strategic Environment Assessment indicator relating to Historic Environment.

### ***Parish Councils***

A total of nine parish, town and city councils responded to the consultation. Each response provided insight into the issues, priorities and opportunities of their respective local areas. There were also three common themes which emerged across all the responses which included:

1. **School Travel** – The LTP5 needs to provide greater clarity regarding school travel.
2. **Addressing Heavy Good Vehicles (HGV) and Freight Impact** – There is a need to address the negative impact that HGV and freight vehicles have on the rural lanes, market towns and villages.



3. **Expanding Low-Speed Areas** – There is a desire for 20mph or low speed areas to be expanded to more areas (raised by Bromyard, Brienton and Leominster).

### **Councillors**

Five councillors responded to the consultation. Each Councillor provided comment across a range of themes and included comments specific to their ward as well across the LTP more widely.

Points that were most frequently raised from the Councillor responses include:

1. **Prioritising Young People and Children** – There is a need for stronger consideration of the needs of younger people and children within the LTP's text and policies.
2. **Addressing Rural Inequalities** – More bespoke solutions are needed to address the unique needs of rural communities and to reduce rural inequalities.
3. **Clarification of Key Actions** – There is a call for greater clarity around key actions within the LTP to ensure these are easily understood, deliverable and help to develop a pipeline of shovel ready schemes.

### **Other Stakeholders**

A wide range of community groups, councils and organisations suggested more inclusive, accessible, and better-connected transport services across Herefordshire.

Key concerns include disconnected bus and train services in Leominster, inadequate public transport access in rural areas and misalignment of bus schedules with college timings. These issues have had a negative impact on the ability for residents to access education, work and local services. Common responses raised included:

1. Later operating hours of bus services to support businesses and provide an alternative option to driving.

2. Safer active travel infrastructure.
3. Improved accessibility for disabled residents.

Several groups have advocated for rural active travel networks, use of disused rail lines, and canal corridors for off-road travel. Some also stressed the importance of environmental protection and biodiversity integration in transport planning.

### **Overview of College Engagement**

The consultation received a number of responses from college students and young people, including from a targeted engagement event at Hereford Sixth Form College. The four key themes emerging from the college students included:

1. **Public Transport Services** – Current services are perceived as unreliable, infrequent and inadequate for young people's needs. In particular respondents highlighted the importance of providing WiFi on all services, better maintenance of vehicles and prioritising public transport on the road network.
2. **Cost of Travel** – Public transport was considered expensive for the level of service provided.
3. **Access Constraints** – Access issues including physical access to services, digital access to up-to-date timetables and ticketing, and urban design that does not favour pedestrian movement.
4. **Safety of the Transport Network** – A number of safety concerns were also raised including the safety of the railway station, cycle lanes, and the overall feeling on safety on roads in rural and urban environments.



## Conclusions and Recommendations

Consultation on the draft Herefordshire LTP ran from 1st May 2025 to 30th June 2025. Consultation was primarily hosted online with a handful of additional events and hard copies of the LTP in local libraries.

A total of 578 people responded to the consultation. There was a broadly even split by male and female. There was a good representation across age bands, including 35% of respondents aged under 24.

Views on current transport in Herefordshire highlighted mixed views on the quality of existing transport provision. People living in rural areas to the west, southwest and northeast were the most dissatisfied, whereas those in Hereford provided a more positive response to this question.

Respondents also highlighted that pedestrian facilities, followed by clean air were most important to them. Access to public transport was stated to be as important as access to a car, albeit access to a car was more important for rural residents than residents of Hereford. Conversely, facilities for cycling were more important to residents of Hereford.

Respondents were supportive of the LTP Action Plans. Approximately 70% of respondents agreed or strongly agreed with each of the place based strategies, compared to 10% opposed or strongly opposed. Support was highest for residents of Hereford, and in the areas in and around the market towns of Leominster and Ledbury.

A number of organisations also responded to the consultation. Across these responses, the following themes were most frequently raised:

- Public Transport - Including improved frequency, information operating hours and interchange.
- Safety of the Transport Network - Including for vulnerable road users, school travel, impact of HGVs, support for lower traffic speeds and design to favour pedestrians.
- Freight - The impact of larger vehicles and improving provision for drivers.
- Rural Investment - Request for more solutions to address the unique needs of rural communities and to reduce rural inequalities.
- Action Plan measures - Request to provide more detail on proposed interventions.

Overall, the feedback from the consultation has shown support for the strategy and measures in the draft Herefordshire LTP.

The feedback also identifies areas to consider further and that could further enhance the LTP. This feedback has informed the update to create the final LTP strategy and Action Plan.



## Summary of Hereford Strategy Comments

An overview of the key comments provided relating to the strategy and action plan for Hereford and how they have been actioned is summarised below.

Stakeholder Suggestion	Work Planned
Support for building Hereford bypass to reduce congestion and support growth.	Already included within LTP.
Highlight that a bypass will reduce HGV traffic in Hereford and improve conditions for sustainable transport.	Already included within LTP.
Increase number of cycle lanes to and from Aylestone School.	Included in LTP, and further detail added within the LTP action plan.
Insufficient transport links between transport hubs and Hereford Enterprise Zone	Number of schemes to do this included in LTP and will continue to work with operators to secure further improvements.
Include better bus and cycle connectivity west towards Hereford MOD community.	Enhanced cycle routes included in LTP action plan and will work with operators to explore how to further enhance bus links.
Deprioritise Eastern Bypass for road vehicles needs to be made clearer.	Eastern bypass not included in LTP.

Table Key	
Included in LTP or plans in progress	
Will assist stakeholders to progress	
To be investigated further	
No immediate plans/not feasible	







## Summary of Comments on Rural Areas and Market Towns

An overview of the key comments provided relating to the strategy and action plans for the Rural areas and Market towns, and how they have been actioned is summarised below.

Stakeholder Suggestion	Work Planned
Bus and rail services between Leominster are disconnected and should be enhanced.	Improvements to Leominster station Forecourt and improved bus/rail links to Leominster included in LTP.
Reflect growth in Ledbury, including improved crossings on Leadon Way.	Updated wording in LTP to reflect this, and crossings of Leadon Way included in LTP action plan.
Extend 20mph speed limits in rural centres and market towns	Increased clarity about where appropriate included in the LTP.
Provide more detail on active travel priorities across rural areas & market towns.	Increased detail in Action Plan to reflect the priorities from the Herefordshire LCWWIP.
Provision of enhanced parking facilities in Bromyard.	Included in the LTP Action Plan.
Include reference to Ledbury town centre enhancement scheme.	Included in the LTP Action Plan.
Include walking and cycling routes between Ross and Ledbury, Newent and surrounding villages into neighbouring areas.	Partially included so that routes to new developments, for example from Ross-on-Wye heading east.
Include Greenways on disused rail lines.	Will support community proposals to progress Greenways where there is landowner support.
Later bus services between Hereford and Ross-on-Wye are needed.	Included as an aspiration within the LTP, but to be explored further with operators.
Extension of e-bike scheme to market towns and villages.	Included as an aspiration within the LTP, but to be explored further with operators.
Re-opening of railway stations	Work with communities to support the potential re-opening of railway stations.
Include half hourly bus services to/from Ledbury, Kington and Bromyard.	Not considered feasible. These have financial support to run at hourly/two hourly, and unlikely to be sufficient demand to enable higher frequencies.

## Summary of Transport Network Comments

An overview of the key comments relating to the Transport Network, and how they have been actioned is summarised below.

Stakeholder Suggestion	Work Planned
Promote home charging and peer-to-peer charging networks for EV.	Already included within LTP.
Support welfare improvements for lorry drivers.	Sites to improve facilities now included in LTP5 Transport Network.
Include measurable targets for the LTP.	Monitoring and evaluation added into LTP.
Safer routes to school.	Added as a key measure and further detail on improvements included in LTP action plans.
Proposals for Road Investment Strategy 3 (RIS3) should be included.	Schemes identified by National Highways includes in LTP Action Plan.
Recognise bridleways in LTP.	LTP updated to include reference to bridleways.
Reference the proposed rail infrastructure upgrades needed to improve services.	Included in the LTP and wording updated to reflect this more clearly.
Improve provision for coaches	LTP updated to include actions to improve coach parking facilities in key locations and support tourism.
Include additional policy about ambitions for public transport/buses	Additional policy around public transport added into the LTP.
Include greater reference to canal and river assets in the LTP.	Reference to the canal and river assets have been added to the LTP.
Better align bus services with college student schedules.	To be explored further with operators and review of current bus network going forward.
Integrate biodiversity and carbon goals and habitat protection into LTP.	Metric for Carbon included in monitoring plan and will work with partners to support environmental improvement. Biodiversity policy added into the Transport Network.
Recommended for there to be a 24/7 disabled bus pass.	Noted, no further action as this time. Would require further funding, but priority is increasing service frequency.
Use insurance collision data to monitor road safety.	No action required. Current STATS19 data considered most suitable dataset to measure this.







# Equality Impact Assessment (EIA) Form

## 1. Service Area/Directorate

Name of Head of Service for activity being assessed: Dr David Land

Directorate: Economy and Environment

Name of lead person for this activity: Ffion Horton

Individual(s) completing this assessment: Ffion Horton

Date assessment completed: 27/10/2025

## 2. What is being assessed

Activity being assessed (eg. policy, procedure, budget, service redesign, strategy etc.)

Local Transport Plan (LTP)

What is the aim, purpose, or intended outcome of this activity?

The LTP provides the essential long-term, statutory framework for all transport investment and strategy, its adoption, is essential for ensuring compliance with Department for Transport (DfT) requirements, maximising the opportunity to secure external grant funding for future infrastructure schemes.

Who will be affected by the development and implementation of this activity?

- |  |   |
|--|---|
| <input checked="" type="checkbox"/> Service users                  | <input checked="" type="checkbox"/> Visitors to the county  |
| <input checked="" type="checkbox"/> Communities                    | <input checked="" type="checkbox"/> Carers  |
| <input checked="" type="checkbox"/> Children                       | <input checked="" type="checkbox"/> Patients  |
| <input checked="" type="checkbox"/> All staff                      | <input checked="" type="checkbox"/> All part-time staff   |
| <input checked="" type="checkbox"/> Staff at a particular location | <input checked="" type="checkbox"/> Other: The LTP impacts anyone visiting, living or working in the county |

Is this:

- ☐ Review of an existing activity/policy
- ☒ New activity/policy
- ☐ Planning to withdraw or reduce a service, activity or presence?

## 3. Background information and findings

What information and evidence have you reviewed to help inform this assessment? (name your sources, eg. demographic information, usage data, Census data, feedback, complaints, audits, research)

LTP5 has been supported by various forms of primary and secondary data subsets, including official sources (2021 Census, DfT's STATS19 Collision data) and council policies. Data is both quantitative and qualitative.

Summary of engagement or consultation undertaken (eg. who you've engaged with, and how, or why do you believe this is not required)

LTP5 – The principles and priorities of LTP5 have been informed through an 18-month public consultation that was supported by a combination of in-person and online forums.

Summary of relevant findings (it is possible that you will have gaps in your evidence. You must decide whether you need to fill in the gaps now, and if it is feasible to do so. It might be that collecting robust information forms part of your action plan below)

Acknowledging that both documents were produced in parallel, it should be noted that their individual objectives, consultations/engagement exercises and interpretation of data, reached similar conclusions. The overwhelming feedback in both reports is that there is a genuine desire and requirement for Herefordshire Council to invest in a resilient and accessible highway network, that empowers individuals with a pro-choice agenda, whether that is by private vehicle, public transport or walking, wheeling & cycling.

#### 4. The Public Sector Equality Duty

Will this activity have a positive, neutral or negative impact on our duty to:

Equality Duty	Positive	Neutral	Negative
Eliminate unlawful discrimination, harassment, victimisation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Advance equality of opportunity between different groups?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Foster good relations between different groups?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Explain your rationale here, and include any ways in which you could strengthen the capacity of this activity to promote equality (remember to add anything relevant into your action planning below)

LTP5 advocates the necessity to reimagine the public highway, not as a means of movement, but of empowering equitable access – where traditional barriers, such as poor lighting at bus stops, are identified as opportunities for improvement.

#### 5. The impact of this activity

Consider the potential impact of this activity on each of the equality groups outlined below and explain your rationale. Please note it is possible for the potential impact to be both positive and negative within the same equality group. Remember to consider the impact on staff and service users (current and potential) and partner organisations. It may be useful to include data within these sections if you know the diversity make-up of the people likely to be affected.

Equality Group	Potential <u>positive</u> impact	Potential <u>neutral</u> impact	Potential <u>negative</u> impact	Rationale
<b>Age</b> (include safeguarding, consent and child welfare)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Herefordshire has a significantly older population profile, with higher rates of rural isolation and reduced access to services. Improving transport connectivity, active travel options, and safe, more accessible public realm will support independence and reduce risk of social isolation among older residents. Improvements also support younger people by offering safer routes to education, employment and leisure activities.
<b>Disability</b> (consider attitudinal, physical, financial and social barriers, neuro-diversity, learning disability, physical and sensory impairment)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Traditional transport and infrastructure design often creates barriers for disabled users, particularly those with mobility impairments, visual impairments or neurodiversity. Enhancing accessibility, legibility, seating provision, crossing facilities, and public transport reliability increases participation and independence. Written in alignment with the principles of Inclusive Mobility and TFL's Pedestrian Comfort guidance.
<b>Gender Reassignment</b> (include gender identity, and consider privacy of data and harassment)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No direct impact is anticipated. However, improvements that increase feelings of personal safety and security in public spaces may provide indirect benefits.
<b>Marriage &amp; Civil Partnerships</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No direct impact is anticipated. Improvements to access, mobility and personal safety may apply equally, regardless of marital status.

Equality Group	Potential positive impact	Potential neutral impact	Potential negative impact	Rationale
<b>Pregnancy &amp; Maternity</b> (consider working arrangements, part-time working, infant caring responsibilities)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Improved accessibility, safer pedestrian infrastructure and increased travel choice benefit individuals during pregnancy and those travelling with young infants/children. Flexible and accessible transport options can help reduce dependency on private car usage and improve convenience for those balancing care responsibilities.
<b>Race</b> (including Travelling Communities and people of other nationalities)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No direct impacts identified. However, ensuring consultation and co-design opportunities are undertaken in an inclusive manner – culturally appropriate and accessible to non-English speakers – will help avoid indirect exclusion.
<b>Religion &amp; Belief</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No direct impacts identified. However, ensuring consultation and co-design opportunities are undertaken in an inclusive manner – culturally appropriate and accessible to non-English speakers – will help avoid indirect exclusion.
<b>Sex</b> (consider issues of safety, sexual violence, part-time work, and single-sex provision – especially in light of the legal definition of “sex”)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Acknowledging that women are statistically more likely to experience safety concerns when travelling, particularly when walking or using public transport after dark. Opportunities to address system components – such as poorly lit streets/bus stops – can positively impact perceptions and experiences of personal safety, supporting equitable access.
<b>Sexual Orientation</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No direct impact is anticipated. However, improvements that increase feelings of personal safety and security in public spaces may provide indirect benefits.
<b>Others: carers, care leavers, homeless, social/economic deprivation</b> (consider shift-patterns, caring responsibilities)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Enhanced transport access and reduced dependency on private vehicles support those with lower disposable incomes or limited mobility. Improved connectivity can increase access to employment, education, healthcare and community support services. Strong alignment with reducing transport-related exclusion.
<b>Health Inequalities</b> (any preventable, unfair & unjust differences in health status between groups, populations or individuals that arise from unequal distribution of social, environmental & economic conditions)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposals support a shift towards active travel, reduced air pollution exposure, and greater access to health-supportive environments. This aligns with Gear Change and other Public Health documentation regarding health/climate frameworks. Benefits are greatest in areas currently experiencing poorer health outcomes and air quality challenges.

Where a negative impact on any of the equality groups is realised after the implementation of the activity, the activity lead will seek to minimise the impact and carry out a full review of this EIA.

## 6. Action planning

What actions will you take as a result of this impact assessment? (you will need to include actions to mitigate any potential negative impacts)

Potential negative impact	What action will be taken	Who will lead	Timeframe
Actions are included in the plans	Outlined in the plan	Transport Planning Team	tbc



## 7. Monitoring and review

How will you monitor these actions?

Key Performance Indicators will be created and regularly updated to monitor the performance of the LTP in achieving its strategic and legislative objectives and obligations


When will you review this EIA?

Biannually

## 8. Equality Statement

- All public bodies have a statutory duty under the Equality Act 2010 to give due regard to how they can improve society and promote equality in every aspect of their day-to-day business. This means that they must consider, and keep reviewing, how they are promoting equality in decision-making, policies, services, procurement, staff recruitment and management.
- Herefordshire Council will challenge discrimination, promote equality, respect human rights, and design and implement services, policies and measures that meet the diverse needs of our population, ensuring that none are placed at a disadvantage over others.

Signature of person completing EIA



Date signed

27/10/2025



Herefordshire Council

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## **Local Transport Plan 5**

Strategic Environmental Assessment -  
Environmental Report – Non Technical Summary

Herefordshire Council

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## Local Transport Plan 5

### Strategic Environmental Assessment - Environmental Report – Non Technical Summary

**Type of document (version) Official**

**Project no. 70102976**

**Date: April 2025**

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# Quality control

Issue/revision	First issue	Revision 1	Revision 2	Revision 3
Remarks	Draft for WSP Review	Draft for Client Review		
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Prepared by	EP	EP		
Checked by	CT	CT		
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Project number	70102976	70102976	70102976	
Report number				

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# 1 Introduction

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## 1.1 Overview of this Report

- 1.1.1. This Non-Technical Summary provides an overview of the Strategic Environmental Assessment (SEA) for the draft Local Transport Plan 5 (hereafter referred to as the 'LTP5') produced by Herefordshire Council. This Non-Technical Summary includes:
- The purpose and scope of the draft LTP5 and the approach to identifying alternatives that have been considered and assessed as part of the SEA;
  - The SEA process and how it has been applied to the draft LTP5, including the SEA objectives and guide questions used in the assessment;
  - A summary of the findings of the SEA of the draft LTP5 (and reasonable alternatives); and
  - Next steps in the SEA process.
- 1.1.2. The Environmental Report and this Non-Technical Summary have been completed by WSP on behalf of Herefordshire Council.

## 1.2 The LTP5

- 1.2.1. The LTP5 is the strategic document that sets out the priorities for transport across Herefordshire.
- 1.2.2. The vision and objectives for transport set out in LTP4 have been reviewed and refreshed as part of the development of LTP5.
- 1.2.3. The objectives for LTP5 capture current council policy and the future ambition for Herefordshire, with a focus on people, place, growth and transformation.
- 1.2.4. The LTP5 supports the Council Plan for Herefordshire, five strategic objectives have been set out; these are:
- 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.
  - 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 everyone.
- 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.
- Improving accessibility and inclusivity:
  - By ensuring the transport system is accessible and understandable to everyone and making the most of improved digital connectivity.
- Improving transport safety and security:
  - By reducing the negative impacts of transport on people, ensuring communities are safe, perceived as safe and more pleasant places to live.

## 2 SEA Scope and Methodology

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- 2.1.1. A series of SEA objectives and guide questions have been established against which the LTP5 and reasonable alternative have been assessed. The SEA objectives and guide questions used in the appraisal of the LTP5 reflect the topics contained in Schedule 2 of the SEA Regulations and have been informed by:
- A review of plans and programmes and the associated environmental protection; objectives identified (see **Chapter 3** and **Appendix A** of the main Environmental Report);
  - Baseline information (see **Chapter 3** and **Appendix A** of the main Environmental Report);
  - Key issues and opportunities (see **Chapter 3** and **Appendix A** of the main Environmental Report);
  - A broad understanding of the likely generic effects arising from the construction and operation of transport infrastructure; and
  - Responses received to consultation on the SEA Scoping Report (see **Chapter 3** and **Appendix C** of the main Environmental Report).
- 2.1.2. Broadly, the SEA objectives present the preferred environmental, social, and economic outcomes, which typically involve minimising detrimental effects and enhancing positive effects. Associated guide questions have been developed for each SEA objective to provide a detailed framework against which the LTP5 can be assessed.
- 2.1.3. The SEA objectives used throughout the assessment are:
- **SA1 (Population and Equalities):** To increase the capacity, connectivity and efficiency of the transportation network to support demographic changes, including improving access for all groups inclusively;
  - **SA2 (Economy and Employment):** To provide greater connectivity across Herefordshire to support key sectors, attract inward investment and support economic success
  - **SA3 (Health and Wellbeing):** To protect and enhance both physical and mental health and wellbeing;
  - **SA4 (Community Safety):** To promote safe transport through reducing collisions, improving safety and reducing crime across the transport network;

- **SA5 (Biodiversity):** To protect and enhance protected habitats, species, valuable ecological networks and ecosystem functionality in the county, contributing to biodiversity net gain;
- **SA6 (Landscape and Townscape):** To protect and enhance townscapes and landscapes of visual importance, including the rural environment and town centres;
- **SA7 (Historic Environment):** To protect and enhance the historic environment, including heritage assets (designated and non-designated) and their settings;
- **SA8 (Water Quality):** To protect water quality and manage and reduce the risk of pollution from the transport network;
- **SA9 (Flood Risk):** To reduce the risk and vulnerability to flooding;
- **SA10 (Air Quality):** To improve air quality by reducing transport related emissions;
- **SA11 (Climate Change and Greenhouse Gases):** To reduce greenhouse gas emissions, support national and local decarbonisation initiatives and incorporate climate change adaptation to help maximise resilience;
- **SA12 (Noise and Vibration):** To reduce exposure to transport related noise and vibration, including noise pollution and annoyance;
- **SA13 (Sustainable use of Resources):** To ensure the efficient use of land, promote sustainable use of resources and seek opportunities to promote a circular economy; and
- **SA14 (Protection of land):** To protect Herefordshire's geological and agriculturally important land.



### 3 Assessment of the LTP5

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- 3.1.1. As set out above, the LTP5 aims to meet the five objectives of:
- Supporting a thriving and prosperous economy;
  - Enabling healthy behaviours and improving wellbeing;
  - Tackling climate change and protecting and enhancing the natural and built environment;
  - Improving accessibility and inclusivity; and
  - Improving transport safety and security.
- 3.1.2. Herefordshire Council's proposed LTP5 is a long-term strategy, comprised of eight policies and accompanied by strategies and action plans for the following:
- The Transport Network,
  - Rural Herefordshire and its Market Towns, and
  - Hereford City.
- 3.1.3. Each strategy and action plan has used the five objectives as guiding principles. The policies, strategies, and action plans are summarised in section 2.3 of the main Environmental Report.
- 3.1.4. **Table 3-2** presents a summary of the assessed effects of the LTP5 against the SEA objectives.
- 3.1.5. **Table 3-1** presents a key to the meaning of the symbols in the assessment summary table.

**Table 3-1 - SEA key and guide for the assessment of significance**

Symbol	Effect Significance	Description
++	Significant positive effect	The proposed measure/ action plan/ plan contributes significantly to the achievement of the objective.
+	Minor positive effect	The proposed measure/ action plan/ plan contributes to the achievement of the objective but not significantly.
-	Minor negative effect	The proposed measure/ action plan/ plan detracts from the achievement of the objective but not significantly.
--	Significant negative effect	The proposed measure/ action plan/ plan detracts significantly from the achievement of the objective.
?	Uncertain effect	The proposed measure/ action plan/ plan has an uncertain relationship to the objective or the relationship is dependent on the way in which the aspect is managed. In addition, insufficient information may be available to enable an appraisal to be made.
+/-	Minor positive and negative effect	The proposed measure/ action plan/ plan has the potential for both a minor positive and negative effect.
0	Neutral effect	The proposed measure/ action plan/ plan does not have any effect on the achievement of the objective

3.1.6. For each effect identified, a score has been given using the SEA objectives and the framework set out in **Table 3-1**. This has been undertaken using expert judgement after a review of the evidence available. All evidence/ assumptions that have been used to make these judgements have been documented (see **Appendix B**).

**Table 3-2 - LTP5 Assessment Summary**

<b>SEA Objective</b>	<b>Residual significance</b>
<b>Population and Equalities</b>	<b>++</b>
<b>Health and Wellbeing</b>	<b>++</b>
<b>Economy and Employment</b>	<b>++</b>
<b>Community Safety</b>	<b>++</b>
<b>Biodiversity and Natural Capital</b>	<b>+/-/?</b>
<b>Landscape and Townscape</b>	<b>+/-</b>
<b>Historic Environment</b>	<b>+/-/?</b>
<b>Water Environment</b>	<b>+/-/?</b>
<b>Air Quality</b>	<b>++</b>
<b>Climate Change and Greenhouse Gases</b>	<b>+/-</b>
<b>Noise and Vibration</b>	<b>+/-</b>
<b>Material Assets</b>	<b>+/-/?</b>

- 3.1.7. Significant positive effects were identified against the Population and Equalities, Health and Wellbeing, Community Safety, Economy and Employment, and Air Quality SEA Objectives.
- 3.1.8. Minor positive effects were identified for all the other SEA Objectives, this is largely due to the LTP5 policies, strategies and action plans focusing on improving the transport network for the community, improving the local economy and reducing negative environmental impacts from the transport network. In the long-term, measures seek to improve access to sustainable transport modes, including active travel, along with a range of other measures that will have long-term minor positive (direct and indirect) effects on SEA objectives.



- 3.1.9. No significant negative effects were identified against any of the SEA Objectives.
- 3.1.10. Minor negative effects were identified for most of the SEA Objectives. These mostly derive from potential disruption caused during the construction stage of new or improved infrastructure development. In line with national and local planning policies it has been assumed that individual proposals would seek to reduce negative effects from construction and any site-specific protection and prevention measures would be implemented. As a result, it is considered unlikely that any proposed new or improved infrastructure development would result in a residual significant negative effect during construction or operation. Despite this, the potential for a minor negative effect has been identified against most of the SEA objectives. The nature and significance of effects will ultimately be determined by the precise location and design of infrastructure, including the implementation of mitigation measures.
- 3.1.11. Uncertainty has been identified for Biodiversity, Landscape and Townscape, Historic Environment, Water Environment, and Material Assets SEA Objectives. This has been identified where there is potential for effects to arise, however the location, timescale, or scale of all interventions is currently unknown. Therefore, the effects of these cannot be determined at this stage. However, it is expected that project level assessments will be undertaken to ensure no significant negative effects occur.

## 3.2 Assessment of Alternatives

- 3.2.1. Five reasonable alternatives to the preferred approach have been assessed, in line with the requirements of the SEA Regulations. These are a 'Do Nothing', 'Mix of modal investment', 'Stable Investment Levels', 'Increasing investment in public, shared and active transport' and 'Increased investment focused on one sustainable travel mode'. The full assessment of these reasonable alternatives and the reasoning behind choosing the preferred approach is detailed in **Chapter 6** of the main Environmental Report.
- 3.2.2. **Table 3-3** presents a summary of the alternative options.

**Table 3-3 - Summary of Alternative Options**

	Option	Description
<b>A</b>	Do Nothing	No investment in sustainable travel modes.
<b>B</b>	Mix of modal investment, albeit reduction in the level of investment in sustainable transport	A mix of measures in the LTP, but the bulk of spend would be on highway schemes. This would partly be achieved by a reduction in the proportion of investment secured and spent on sustainable travel projects.
<b>C</b>	Stable Investment Levels	A mix of highway, cycle and public transport projects, consistent with the spend of previous years.
<b>D</b>	Increasing investment in public, shared and active transport	Increased focus on active travel and public transport.  Accelerated delivery of LCWIP routes, and bus network.
<b>E</b>	Increased investment focused on one sustainable travel mode (i.e. only public transport or active travel)	LTP investment focused on a single mode choice. For example, investment predominantly focused on active travel or new major public transport system.

3.2.3. **Table 3-4** presents a summary of the assessment findings and for each effect identified, a score has been given using the SEA Objectives and the framework set out in **Table 3-1**.

**Table 3-4 - Summary of the Assessment of Alternative Options**

<b>SEA Topic</b>	<b>Option A</b>	<b>Option B</b>	<b>Option C</b>	<b>Option D</b>	<b>Option E</b>
<b>Population &amp; Equalities</b>	<b>+/-</b>	<b>+/-</b>	<b>++/-</b>	<b>++/-</b>	<b>+/-</b>
<b>Health &amp; Wellbeing</b>	<b>+/-</b>	<b>+/-</b>	<b>++/-</b>	<b>++/-</b>	<b>+/-</b>
<b>Economy &amp; Employment</b>	<b>+/-</b>	<b>+/-</b>	<b>+/-</b>	<b>+/-</b>	<b>+/-</b>
<b>Community Safety</b>	<b>0</b>	<b>+</b>	<b>+</b>	<b>++</b>	<b>+</b>
<b>Biodiversity &amp; Natural Capital</b>	<b>+/-/?</b>	<b>+/-/?</b>	<b>+/-/?</b>	<b>+/-/?</b>	<b>+/-/?</b>
<b>Landscape &amp; Townscape</b>	<b>0</b>	<b>+/-</b>	<b>+/-</b>	<b>+/-</b>	<b>+/-</b>
<b>Historic Environment</b>	<b>0</b>	<b>+/-</b>	<b>+/-</b>	<b>+/-</b>	<b>+/-</b>
<b>Water Environment</b>	<b>-</b>	<b>+/-</b>	<b>+/-</b>	<b>+/-</b>	<b>+/-</b>
<b>Air Quality</b>	<b>-</b>	<b>+/-</b>	<b>+/-</b>	<b>+/-</b>	<b>+/-</b>
<b>Climate Change &amp; Greenhouse Gases</b>	<b>-</b>	<b>+/-</b>	<b>+/-</b>	<b>+/-</b>	<b>+/-</b>
<b>Noise &amp; Vibration</b>	<b>-</b>	<b>+/-</b>	<b>+/-</b>	<b>+/-</b>	<b>+/-</b>
<b>Material Assets</b>	<b>+/-</b>	<b>+/-</b>	<b>+/-</b>	<b>+/-</b>	<b>+/-</b>



### 3.3 Cumulative Effects

- 3.3.1. The SEA Regulations require that the cumulative effects of the LTP5 are considered when identifying likely significant effects. This includes the cumulative effects of the policies and interventions comprising the plan (intra-plan), and the effects of the plan in conjunction with other plans and programmes (inter-plan).
- 3.3.2. The consideration of how policies and interventions within the LTP5 may interact with each other (intra-plan) is presented in **Chapter 4** and **Appendix B** of the main Environmental Report.
- 3.3.3. **Chapter 5** of the main Environmental Report presents the consideration of how the policies and interventions within the LTP5 may interact with proposals in other plans, programmes and projects (inter-plan effects).
- 3.3.4. The assessment of inter-plan effects found that mixed negative and positive cumulative effects are likely against the majority of SEA objectives. In the short-term, the delivery of proposals set out in the LTP5 and other plans, programmes, and projects could interact and have negative cumulative effects if construction periods overlap and they are in close proximity.
- 3.3.5. In the long-term there is also the potential for positive cumulative effects through the delivery of a more reliable and sustainable transport network and increased active transport. Significant positive cumulative effects were predicted for SEA objectives relating to Population and Equalities, Health and Wellbeing, Economy and Employment, and Community Safety.

## 4 Monitoring

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- 4.1.1. The SEA Regulations require that monitoring is undertaken on a plan so that the significant effects of applying the plan can be identified, and remedial action imposed.
- 4.1.2. The purpose of the monitoring is to provide a measure of the sustainability outcomes of the final plan, and to measure the performance of the plan against sustainability objectives and targets. Monitoring is also used to manage uncertainty, improve knowledge, enhance transparency and accountability, and to manage sustainability information.
- 4.1.3. The aim of monitoring is to check whether the plan is having the significant effects that were predicted in the SEA, and to deal with any unforeseen problems.
- 4.1.4. The proposed monitoring measures are presented in **Chapter 7** of the main Environmental Report.

## 5 Next Steps

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- 5.1.1. This Environmental Report will be presented for public consultation alongside the Draft LTP5. The representations received will be documented and considered in reviewing the proposals for the LTP5.
- 5.1.2. Following this, a Post Adoption Statement will be produced that summarises how the SEA and the consultation responses have been taken into account and how social, economic and environmental considerations have been integrated into the final decisions regarding the LTP5 and will be issued as soon as is reasonably practicable after adoption.





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# Title of report: Leader's report to Council

**Meeting:** Council

**Meeting date:** Friday 5 December, 2025

**Report by:** The Leader of the Council

## Classification

Open

## Decision type

This is not an executive decision

## Wards affected

(All Wards);

## Purpose

To provide an update on the work of the Cabinet since the meeting of Council held on 10 October, 2025.

## Recommendation(s)

**That:**

- (a) the report be noted.

## Alternative options

1. There are no alternative options; the constitution requires the Leader to provide Council with reports on the activities of the executive.

## Key considerations

2. It is a constitutional requirement for the Leader of the Council to provide a report to the council meeting, other than the budget and annual meeting, on the work of cabinet since the last meeting. The leaders report is set out in appendix 1.
3. The report includes a summary of the matters decided by the cabinet and the cabinet members, any decisions taken under the urgency provisions and those subject to call in.
4. It is customary for all of the decisions to be listed in an annex to this report (please see appendix 2). These decisions have been made available on the council's website. This report and its associated appendices were restricted under section 100(A)(4) of the Local Government Act 1972, in Schedule 12(A) of the Act.

5. All councillors and members of the public have the opportunity to review all of the executives fully open decisions for five clear working days prior them being taken.
6. Of the decisions taken since my last report no decision have been taken under the general exception provisions (giving more than five but less than 28 calendar days' notice) and no decisions were taken under the urgency provisions (less than five days' notice).
7. Included in my report is a summary of what I consider the most significant priorities, as well as some additional subjects that I hope will be of interest.

### Community impact

8. The decision taken by the Cabinet and Cabinet Members are guided by the objectives set out in the adopted [Council Plan, 2024 to 2028](#).
  - a. **People** - enabling residents to realise their potential, to be healthy and benefit from communities that help people to feel safe and supported.
  - b. **Place** - Protecting and enhancing 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.
  - c. **Growth** - Creating the conditions to deliver sustainable growth across the county; attracting inward investment, building business confidence, creating jobs, enabling housing development along with providing the right infrastructure.
  - d. **Transformation** – an efficient council that embraces best practice, delivers innovation through technology and demonstrates value for money.
9. [The Delivery Plan 2025-2026](#) outlines how the council's priorities and objectives will be achieved and what will be delivered in this 2024/25 municipal year. The Delivery Plan will be reviewed annually and progress will be reported on a regular basis through each directorate's service delivery plans.
10. The community impact of any decisions of the executive have been set out within the relevant decision report and taken into consideration at the time the decision was taken. Reporting to Council the activities of the executive demonstrates the council's commitment to the code of corporate governance principle of implementing good practices in transparency, reporting and audit to deliver effective accountability.

### Environmental Impact

11. The environmental impacts of any decisions of the executive have been set out within the relevant decision report and taken into consideration at the time the decision was taken. Reporting to Council the activities of the executive demonstrates the council's commitment to the council's [environmental policy commitments](#) and aligns to the objectives set out in the Council Plan (2024 to 2028) which include.
  - a) Valuing nature and upholding environmental standards to minimise pollution and maximise biodiversity;
  - b) Reducing waste, increasing reuse and recycling;
  - c) Working towards reducing county and council carbon emissions, aiming for net zero by 2030/31, and
  - d) Working with partners and communities to make the county more resilient to the effects of climate change.

### Equality duty

12. Under section 149 of the Equality Act 2010, the 'general duty' on public authorities is set out as follows:



A public authority must, in the exercise of its functions, have due regard to the need to –

- a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
  - b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
  - c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
13. 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. As this report provides a summary of activity undertaken, equality impacts will be outlined in each of the decisions listed at appendix 1 and 2.

### **Resource implications**

14. There are no new resource implications arising from the recommendations of this report. The resource implications of any decisions of the executive listed at appendix 1 and 2 have been set out within the relevant decision report and considered at the time the decision was taken and will inform any future decision making.

### **Legal implications**

15. The council and committee, and cabinet rules within the constitution require the Leader to provide a report to Council on the work of the cabinet since the last meeting of Council and, at the first meeting to follow the annual meeting of Council (except in a year when there are ordinary elections), on the priorities of the cabinet and progress made in meeting those priorities. This report ensures these requirements are met.
16. There are no legal implications arising from the recommendations of this report. The legal implications of any decisions of the executive listed at appendix 1 and 2 have been set out within the relevant decision report and taken into consideration at the time the decision was taken.

### **Risk management**

17. There are no risks arising from the recommendations of this report. The risks of any decisions of the executive listed at appendix 1 and 2 have been set out within the relevant decision report and taken into consideration at the time the decision was taken and will inform future decision making.

### **Consultees**

None

### **Appendices:**

**Appendix 1:** Leaders report to Council, 5 December, 2025

**Appendix 2:** Executive decisions taken since 3 October to 27 November 2025

**Appendix 3:** Cabinet member portfolios

### **Background papers:**

None Identified



## **Foreword**

*As Leader of Herefordshire Council, I am proud to set out the progress and decisions we have made since we last met. My administration's collective ambition to deliver the best for Herefordshire in everything we do is evident throughout my report, which I am pleased to present to you today.*

*We continue to see strong delivery right across the county – in transport, highways, education, community safety, the environment and public services.*

*We are making good progress against our key priorities in our 2025/26 delivery plan, with 206 out of 240 key performance indicators (85.8%) either completed or on track for delivery by year-end. These milestones, which reflect our core objectives: People, Place, Growth and Transformation, demonstrating broad progress in areas like social care, environmental protection, economic development and internal efficiencies. We have already delivered £1.6 million (40%) of this year's savings targets, with the remaining £2.3 million on track, and continue to address £11.9 million in brought-forward savings, of which over half (£6.4 million) are now achieved.*

*Our Budget Resilience Reserve stands at £7.0 million to buffer demand volatility, while expenditure controls and strengthened cashflow forecasting support our capital programme, now revised to £115.1 million with a forecast spend of £112.1 million. However, Our Dedicated Schools Grant is forecast to reach a cumulative deficit of £37.5 million by March 2026. This gap has persisted over time as costs of delivering statutory education services (especially SEND provision) exceed the level of funding provided by central government. The statutory override, now extended to 2028, allows this to remain ring-fenced while we implement our Deficit Management Plan.*

*Our refreshed Risk Management Strategy has been approved, with no new corporate risks identified in the Quarter 2 review of our nine key areas, ensuring we remain focused and resilient. This overall performance underscores our commitment to financial discipline and effective service delivery amidst challenging conditions, while pursuing value for money for Herefordshire residents.*

*Building on this strong foundation of financial resilience and strategic planning enables us to bolster future infrastructure, growth and connectivity. On 20 November Cabinet endorsed the new draft Local Transport Plan (LTP 5) which will come to full Council today for adoption. This ambitious strategy, covering 2025-2041, replaces our outdated 2016 policy and brings us into line with latest national goals and targets, while offering more travel choices. By approving LTP 5 we seek to maximise our chances of securing multi-year capital grants from the Department for Transport; help provide the strategic case for major projects such as the Hereford Bypass, while ensuring that every pound of future transport investment – whether for walking, cycling, buses or roads – is pursuing growth, accessibility and improved health outcomes.*

*In October, we hosted an Employment & Skills Conference that drew together local employers, training providers, schools and young people. Workshops, keynote talks and success stories filled the day and highlighted career paths in engineering, digital technology, green construction and health care. At the close, the council launched the Herefordshire Apprenticeship Awards, a new annual event to recognise outstanding apprentices and the employers who support them. The conference and the awards*



*reinforce partnerships, raise the status of apprenticeships and signal that Herefordshire intends to build its skilled workforce from the talent already here. I would like to thank Cllr Biggs and the Economic Development team for their great work.*

*In November, Cllr Hurcomb, Cabinet Member for Local Engagement and Community Resilience approved the drawdown of £1.54 million to fund additional winter maintenance vehicles and an internal fleet for the new Public Realm Service. This provision supports the transfer of around 60 posts to the council, with 23 roles requiring vehicles. The fleet strategy prioritises electric cars with range extenders, telematics, council branding and a five-year or 100,000-mile lifespan. Vehicles will be procured through compliant frameworks to meet delivery timelines, and maintenance will be managed by the contractor under the new operating model.*

*Work is well underway on the Holme Lacy Road improvement scheme, which will widen carriageways, upgrade junctions and introduce new cycling and pedestrian facilities, making a vital eastern route into Hereford far safer and smoother.*

*Our extensive 2025/26 roads resurfacing programme has already treated dozens of miles of carriageway, with schemes completed on time and to a high standard. Responding directly to community concerns, we have reviewed speed limits in priority areas and introduced a temporary 40 mph limit on the A465 at Locks Garage Crossroads, pending the design and delivery of longer-term safety improvements.*

*Investment in our public rights of way continues: the popular Weobley-to-Dilwyn footpath has reopened with a brand-new bridge, restoring an important rural link and encouraging more people to enjoy our beautiful countryside on foot or by bike.*

*I was delighted the council hosted the Third Rivers Conference in Hereford in November, bringing together farmers, landowners, environmental organisations, academics and government agencies to address the ongoing nutrient challenges affecting the River Wye and its tributaries. The day-long event featured updates on local restoration projects, national research findings, and practical pilot schemes aimed at reducing phosphate levels through sustainable land management and innovative farming practices. Widely regarded as the most focused and solution-oriented gathering to date, the conference reinforced Herefordshire's position as a leader in collaborative river recovery efforts across the UK. I am grateful to Cllr Swinglehurst and officers for their hard work and dedication to help bring and keep this partnership together.*

*Protecting our natural environment goes hand in hand with tackling behaviours that undermine it. Enforcement teams have stepped up action against fly-tipping, illegal waste carriers and anti-social behaviour, issuing fines and removing tonnes of waste from verges and lay-bys. Recent cases highlight the seriousness of our approach: a Hereford scrap metal gang was fined over £43,000 for operating illegally, a husband and wife received penalties for dumping a caravan in a Herefordshire beauty spot, and a Bromyard resident was prosecuted for persistent anti-social behaviour and waste offences. These actions send a clear message that environmental crime will not be tolerated and demonstrate our commitment to keeping Herefordshire clean, safe and welcoming for all.*

*Our focus on resilience extends beyond prevention to rapid response when severe weather strikes. When Storm Claudia struck, our emergency teams, officers, councillors, voluntary groups and contractors worked around the clock to clear fallen trees, pump out flooded properties and keep communities safe. Their rapid and coordinated response minimised disruption and protected vulnerable residents – my heartfelt thanks go to every single person involved.*

*While safeguarding communities in times of crisis is vital, we are equally committed to investing in the future of our children and young people.*

*Ofsted recently carried out their inspection of our children's services, and the early feedback has been very positive. It recognises significant progress we have made and the positive impact our teams have had on the lives of children and young people in Herefordshire. The final report is set to be published on the 12th of January, 2026 and I want to take this opportunity to extend my thanks to Cllr Powell, the Cabinet lead and to Tina Russell and everyone in the Children and Young People's directorate.*

*Education remains central to our vision for Herefordshire. We are investing significantly in schools across the county to deliver modern facilities and inclusive learning environments where every child can thrive. Work has begun on the £2.4 million redevelopment of Hampton Dene Primary School, which will deliver modern classrooms, improved outdoor spaces and specialist facilities to meet future demand. At Trinity Primary School, a groundbreaking support service for pupils with social, emotional and mental health needs has opened, providing tailored interventions and a safe space to help children thrive.*

*Meanwhile, at Holmer CE Academy, flood resilience measures are being designed alongside improvements to the adjacent leisure centre, ensuring learning and community activities can continue uninterrupted during severe weather. These projects reflect our commitment to creating inclusive, resilient and inspiring environments for all learners, now and for generations to come.*

*We have launched the Safer School Streets initiative at five Herefordshire schools, creating safer, healthier environments for children and families. The scheme introduces timed restrictions on vehicle access during school drop-off and pick-up periods, alongside improved signage and community engagement. By reducing congestion and encouraging walking, cycling and active travel, this initiative supports road safety, cleaner air and better health outcomes for young people. It reflects our commitment to putting children first and working with schools, parents and local communities to make everyday journeys safer and more sustainable.*

*Creating vibrant spaces for children is just one part of our wider ambition to support wellbeing for residents of all ages. Alongside this, we are driving improvements in social care and health services, and recently welcomed the Care Quality Commission (CQC) to Herefordshire to assess how we support vulnerable adults and those with key needs. We await the findings and outcome of the CQC visit, and I would like to thank Cllr Gandy, the Cabinet lead, Hilary Hall and her team for their huge efforts in addressing the growing and ever more complex needs of supporting adults, providing them care, dignity and independence.*

*Alongside improvements in health and care, we strive to make everyday life more affordable and accessible. Bus travel concessions have been extended, helping older residents, disabled people and students to stay connected at a lower cost. From October, free travel times for concessionary and disabled bus pass holders start earlier in the morning and run later in the evening, making it easier for people to attend appointments, access education and take part in community activities. This change reflects our commitment to reducing isolation, supporting independence, and ensuring affordable, sustainable transport options for those who rely on them most.*

*These practical measures to enhance the wellbeing of our community complement our efforts to revitalise public spaces and cultural assets. We were pleased to hear that Hereford South West has been awarded up to £20 million through the government's Pride of Place programme, aimed at transforming one of the county's most deprived neighbourhoods. This hyper-local investment – part of a wider £1.5 billion fund supporting around 250 communities – will revive high streets, restore parks, rejuvenate pubs and community halls and support local businesses. Working closely with ward councillors, residents and the city council, we will also use this funding to create civic spaces that unite people and instil pride in Hereford's city centre.*

*We have agreed a two-year extension (to March 2028) of the integrated Drug and Alcohol Recovery Service delivered by Turning Point. This ensures continuity for around 1,000 people of all ages who use the service, helps avoid sudden additional pressure on GPs and hospitals, and gives us time to undertake a full service review and future re-commissioning exercise. Working with health, housing and criminal justice partners, it has achieved major outcomes like hepatitis C micro-elimination.*

*We were delighted to see several local voluntary groups receive the prestigious King's Award for Voluntary Service, including Colwall Orchard Group, Kington Walks and The Hub at St Peter's Church. Their work - from restoring orchards and maintaining footpaths to providing vital community services - shows the strength and dedication of Herefordshire's voluntary sector and its role in building resilient, connected communities.*

*Finally, it was with great sadness that we learned of the death of Andzie Stanik, an FCC Environment contractor in a road collision in Leominster in November. Although not a direct employee of the council, he was a part of our wider council family, delivering services to residents across the county. On behalf of Herefordshire Council, I wanted to formally extend our heartfelt condolences to his family, friends and colleagues. We also send our thoughts to the two other individuals injured in the incident and wish them a full recovery. I want to thank all the emergency services, council staff and responders who attended the incident for their professionalism in extremely difficult circumstances.*

*My thanks, as ever, go to our hardworking officers, councillors and partners across the public, private and voluntary sectors. Together we are delivering real and lasting improvements for the people of Herefordshire.*



## My formal report to Council

**Herefordshire Council Plan – 2024 to 2028.** Through the development of the Herefordshire Council Plan, four corporate priorities have been identified. These are:

- I. **People** – We will enable residents to realise their potential, to be healthy and to be part of great communities who support each other. We want all children to have the best start in life.
- II. **Place** – We will protect and enhance our environment and ensure that Herefordshire is a great place to live. We will support the right housing in the right place, we will support access to green spaces and we will do everything we can to recover the health of our rivers.
- III. **Growth** – We will create the conditions to deliver sustainable growth across the county; attracting inward investment, building business confidence, creating jobs, enabling housing development along with providing the right infrastructure, and
- IV. **Transformation** – We will be an efficient council that embraces best practice, delivers innovation through technology and demonstrates value for money.

The Herefordshire Council Plan, alongside the Medium Term Financial Strategy, provides the overarching policy framework within which decisions will be taken and resources allocated over the next 4 years.

### Delivery Plan 2025 to 2026 – turning the strategic vision in to delivery

In my report below, I have outlined where the cabinet and cabinet members decisions begin the delivery of those stated objectives.

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**Theme 2: Growth** - We will create the conditions to deliver sustainable growth across the county; attracting inward investment, building business confidence, creating jobs, enabling housing development along with providing the right infrastructure.

**1: Stated Delivery Plan Objective:** Work with partners to provide high quality and affordable housing to meet all needs

A commitment from the leader to provide Council with updates on the delivery of affordable housing.

The total number of affordable homes delivered by the Council (collectively with the Registered Providers) in the County are as follows:

- Yr – 2023 to 2024 = 268 dwellings
- Yr – 2024 to 2025 = 276 dwellings
- Yr – 2025 to 2026 (*to date*) = 184 dwellings (an increase of 23 dwellings since my last report). It is anticipated that a further 102 dwellings will be delivered before year end.

***Theme 3: Place - We will protect and enhance our environment and ensure that Herefordshire is 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.***

## **2: Local Transport Plan 5**

**Stated Delivery Plan Objective:** Deliver the Local Transport Plan to ensure places can prosper and thrive with the right integrated transport networks

**Key Milestones to achieve the deliverable:**

- Commence consultation
- Seek Cabinet approval to adopt the plan,
- Commence implementation

The new Local Transport Plan (LTP 5) was presented to Cabinet on 20 November. The proposed plan, which will be considered at the 5 December Council meeting, sets out the foundational policies and evidence base that will underpin all future transport investment, economic growth, and sustainability commitments. The LTP 5 also provides the long-term framework for ensuring compliance with Department for Transport (DfT) statutory requirements under the [Local Transport Act 2000](#). This in turn informs their allocation of funding and priorities for local transport improvements in Herefordshire. In this regard, the LTP 5 maximises the opportunity to secure external grant funding for future infrastructure schemes.

The imperative to approve a new LTP 5 is because the existing transport policy has been in place since 2016. Reliance on the current and outdated strategy means we are not currently compliant with the funding prerequisites for multi-year DfT capital grants. For example, it does not consider the most up to date transport data concerning traffic volumes on key corridors where we know they continue to exceed capacity. Areas that we also know to be increasing in congestion, unreliable journey times, and negative impacts on air quality in urban Air Quality Management Areas (AQMAs).

The proposed LTP 5 (2025-2041) will ensure a co-ordinated approach and policy alignment with the Cabinet's developing proposals around the Local Plan and the associated housing and employment site allocations. It is anticipated that the Local Plan will be proposed for adoption in late 2028 to early 2029.

Crucially, the existing LTP provides the strategic context and justification for major projects like the Western Bypass and schemes of regional significance. The proposed LTP 5 will provide a continuation of this framework to continue these policies and ensure that they underpin a modern, balanced, county-wide transport solution.

In addition, the draft plan supports active travel, such as walking and cycling, giving greater choice to residents and visitors for their preferred means of transport. DfT are making considerable funding available for competitive bidding for Active Travel. Where Herefordshire is successful in attaining such funding it gives further underpinning for major infrastructure projects and investment (e.g. Western Bypass).

### **3: The New Public Realm Service - Fleet**

**Stated Delivery Plan Objective:** Deliver the Public Realm Services

**Key Milestones to achieve the deliverable:**

- Award the new Public Realm contract
- Commence demobilisation of current contract and commence mobilisation for new contract

On 28 November 2024, Cabinet approved the council's Public Realm Services model. The strategy and approach for fleet and plant provision has been incorporated into the new public realm contract, with the council retaining ownership of winter maintenance vehicles and a corporate fleet.

To support the implementation of the new operating model for the public realm service, the council is required to:

- a) provide an additional, appropriate fleet for use by Transfer of Undertakings (Protected Employment) (TUPE) employees and existing Herefordshire Council highway staff to enable the council to perform a client role within the contract and to also consolidate its current fleet arrangements
- b) provide the necessary winter maintenance vehicles that are required, and
- c) fund the vehicle replacement programme.

In November, the Cabinet Member for local engagement and community resilience approved the drawdown of the £1.540m identified corporate funded borrowing to enable the purchase of additional winter maintenance vehicles and an internal fleet for the New Public Realm Service. Approximately 60 posts will transfer to the council. Of this number, it is expected that 23 posts will require a vehicle to be provided to perform their duties.

A review of the job roles that will transfer to the council has been undertaken to assess the tasks that employees will be required to perform post June 2026. From this it has been determined that a car provides the optimum solution for the majority of roles. Wherever possible, it is intended that vehicles will be:

- a) Electric (range extender required for optimisation).
- b) Fitted with vehicle telematics.
- c) Branded in adherence to the council's brand guidelines, and
- d) Be purchased with a 5-year life span, or 100,000 miles.

We will utilise existing frameworks to comply with the council's Procurement Rules and ensure that the vehicles can be sourced and delivered in time for contract commencement. Maintenance of the fleet will be undertaken as part of the new public realm service by the contractor.

### **4: Phosphate income/credits**

**Stated Delivery Plan Objective:** Value nature and uphold environmental standards to minimise pollution and maximise biodiversity.



At the point of drafting, £1,451,970.00 (up by £49,727.48) since my last report in October in phosphate income has been received. To date these actions have released planning permissions for 891 dwellings (an increase of 15 dwellings since October). The Council will receive a further £534,272.00 on commencement of development on these sites.

## **Other Cabinet Decisions and progress reports**

### **Drug and Alcohol Recovery Service 2-year Extension**

The Herefordshire Drug and Alcohol Recovery Service is provided by Turning Point Services Ltd, a national health and social care social enterprise (registered charity). It is commissioned by Herefordshire Council to deliver an integrated drug and alcohol recovery service for people living in county. The Herefordshire service provides support to young people aged 11-17, young adults aged 18-24, and adults aged 25+.

The central hub for the service is in Hereford, with additional hubs across the county to provide a replicable service wherever someone lives, and an outreach offer to bring treatment to the people who need it. Turning Point Services Ltd currently employ a member of staff based with the Edge of Care Home Team (ECHO), as well as a part-time worker co-located with the Youth Justice Team.

The service provides access to a range of treatment options to support people who use substances (including non-dependent and dependent drinkers, those requiring treatment to manage opiate dependency, and people using non-opiate substances such as cannabis, ketamine, and cocaine). Services include a robust psychosocial intervention (PSI) offer to support behaviour change, which includes delivery of evidence-based treatment programmes and 1:1 key working.

The services we have commissioned are focussed on reducing harm to individuals and communities. It brings together partnerships with a range of other stakeholders to provide wrap-around support to our service users, including probation, the police, housing, mental health, primary care, and social services. They provide safe and reliable needle syringe provision (NSP) or needle exchange to reduce the risk of harm from injecting drug use, promote safe ways to use drugs, overdose prevention and distribution of naloxone (opiate overdose-reversal drug).

Turning Point Services Ltd deliver various clinical interventions to support client health and wellbeing, including Dry Blood Spot Testing (DBST) to test for Blood Borne Viruses (BBVs), fibro scan to check alcohol-related liver health, vaccinations for Hepatitis B and Pabrinex injections (which also reduces the risk of developing Wernicke-Korsakoff encephalopathy in dependent drinkers). The service achieved micro-elimination (ME) of hepatitis C, reducing the risk of wider impact on the local community and promoting health and wellbeing.

The extension for two years (April 2026 – March 2028) of these services ensures continuity of provision and avoids additional pressure on primary and secondary health services. These would otherwise be required to absorb around 1,000 service users. A full-service review and potential future re-commissioning exercise will take place during the extension period to secure ongoing service delivery from April 2028.

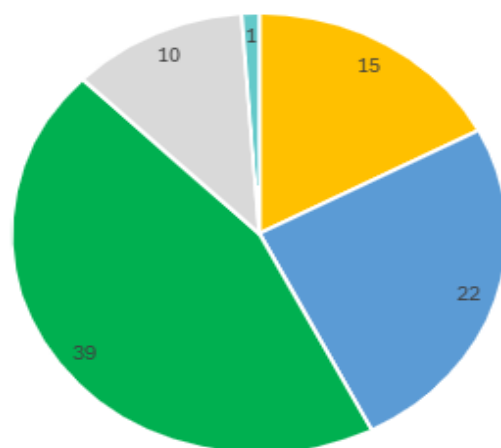
## Quarter 2 Performance Report<sup>1</sup>

The Quarter 2 Performance Report (July to September) provides a summary of the activities undertaken to deliver the key priorities and goals of the Council's delivery plan 2025/26. It highlights the key performance indicators (KPIs)<sup>2</sup> - 206 out of 240 (85.8%) of which are either completed or are on track to be delivered by the end of the financial year. These KPIs are broken down, by Delivery Plan theme, as follows:

### Performance - People: Q2 RAG status of Delivery Plan Milestones for People

Of the 87 milestones due to be completed by Q2:

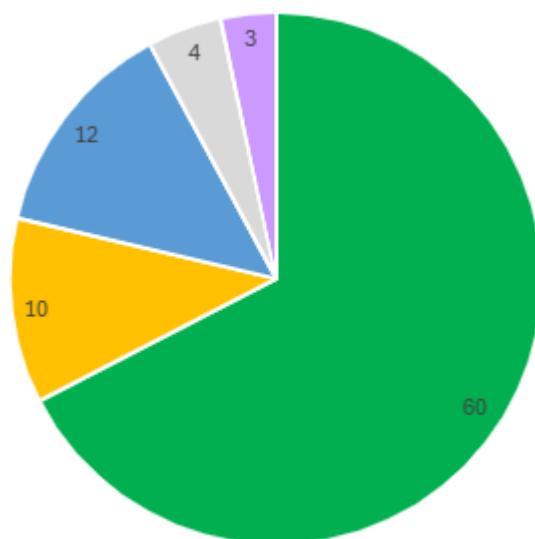
- 22 milestones have been completed (or equivalent to 25.2%);
- 39 milestones are on track (or equivalent to 45%);
- 15 milestones are at risk (equivalent to 17.2%);
- 10 milestones are not due to start yet (equivalent to 11.5%), and
- 1 milestone has been discontinued (equivalent to 1.1%)



### Performance - Place: Q2 RAG status of Delivery Plan Milestones for Place

Of the 89 milestones due to be completed by Q2:

- 12 milestones have been completed (or equivalent to 13.5%);
- 60 milestones are on track (or equivalent to 67.5%);
- 10 milestones are at risk (equivalent to 11%);
- 4 milestones are not due to start yet (equivalent to 4.5%), and
- 3 milestones have been parked whilst interdependent activity is completed (equivalent to 3.5%)



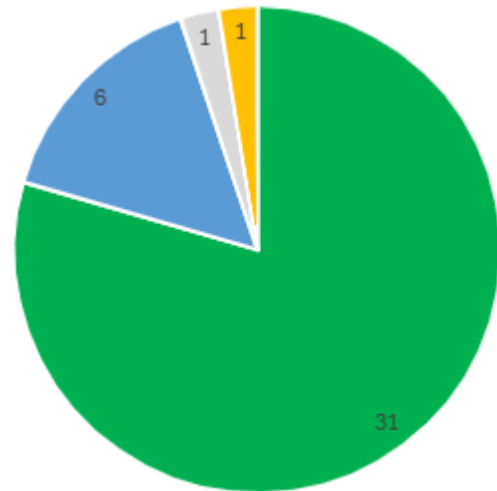
<sup>1</sup> **Milestones Colour Key:** Green: On Track; Amber: At risk of not being completed by the end of the financial year; Blue: Completed; Red: Significant risk of not being completed by the end of the financial year; Purple: Parked as waiting on other interdependent activity; Grey: Not due to start yet

<sup>2</sup> This figure does not include the milestones that are not yet due to start (the grey segments of the pie charts above), of which there are 15.

## Performance - growth: Q2 RAG status of Delivery Plan Milestones for Growth

Of the 39 milestones due to be completed by Q2:

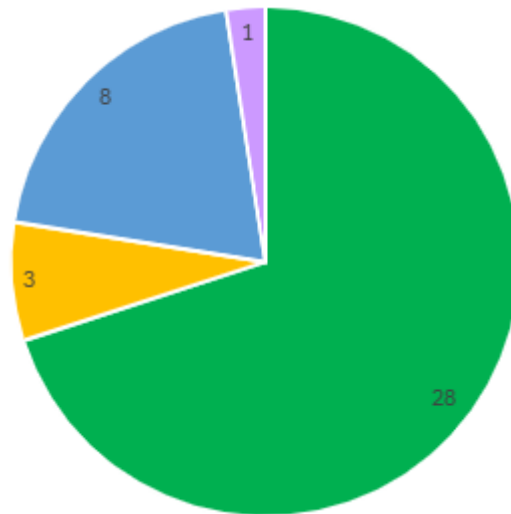
- 6 milestones have been completed (or equivalent to 15%);
- 31 milestones are on track (or equivalent to 80%);
- 1 milestones is at risk (equivalent to 2.5%);
- 1 milestones are not due to start yet (equivalent to 2.5%), and



## Performance - Transformation: Q2 RAG status of Delivery Plan Milestones for Transformation

Of the 40 milestones due to be completed by Q2:

- 8 milestones have been completed (or equivalent to 20%);
- 28 milestones are on track (or equivalent to 70%);
- 3 milestones are at risk (equivalent to 7.5%); and
- 1 milestone has been parked whilst interdependent activity is completed (equivalent to 2.5%)



## Quarter 2 2025/26 Budget Report

### Revenue Outturn:

The council's approved net revenue budget for 2025/26 is £231.5 million which includes planned savings of £3.9 million. In November, cabinet were advised that of the revenue forecast outturn position for 2025/26, which includes continuing budget pressures to support increases in demand:

- Across social care budgets,
- Temporary accommodation and
- Special Educational Needs and Disabilities (SEND) transport services.

The Quarter 2 revenue outturn position for 2025/26 shows a forecast variance from a budget of £7.0 million (equivalent to 3.0% of net budget), before management action. It is expected that planned management activity will reduce the forecast overspend to £3.7 million. This variance represents cost pressures of £7.0 million comprising £5.6 million in-year net cost pressures and £1.4 million of brought forward Savings Targets assessed as 'at risk'.

The Budget Resilience Reserve was established in 2024/25 to manage the impact of in-year cost pressures and volatility in demand across social care budgets. In the financial year ended 2024/25, £4.0 million of this reserve was applied to cost pressures in the Community Wellbeing Budget, reducing the balance carried forward to the current financial year to £7.0 million.

As detailed in the Earmarked Reserves and General Balances Policy Statement 2025/26, allocation of reserve funding in each financial year will require application to the council's S151 Officer and Cabinet approval to ensure that appropriate measures have been taken within directorates. At the end of each financial year, any unused balance will be considered as part of the annual review of earmarked reserves.

Expenditure controls first implemented during 2023/24 remain in place to support recovery activity and robust control over expenditure in 2025/26. Directorate panels will continue to review expenditure on goods and services as well as changes in staffing arrangements to maintain the increased level of rigour and challenge over expenditure for the remainder of the financial year.

### **Savings**

Council approved a total of £3.9 million of savings for 2025/26 comprising targets in the Children & Young People Directorate aligned to a refresh of the 3 Year Financial Plan. A review of the delivery and status of the 2025/26 approved savings has been undertaken; informed by planned and actual activity in the year to date to determine savings targets at risk of in-year delivery.

This review confirms £1.6 million (equivalent to 40%) of the total approved savings target for the year has been delivered at Quarter 2 with a further £2.3 million (60%) assessed as 'on target/in progress' for the year. No savings are currently assessed as 'at risk'.

Savings not delivered recurrently in previous years have been carried forward into 2025/26 for continued monitoring of delivery. As set out in the 2024/25 Quarter 4 Outturn Report to Cabinet in June of this year, a focused review of the original proposals and planned activity has been undertaken during Quarter 1 and revised savings plans have been developed, where appropriate, to confirm activity to deliver savings in 2025/26.

At 30 September 2025 (Quarter 2), £6.4 million (54%) of the £11.9 million brought forward savings have been delivered with a further £4.1 million (34%) forecast to be delivered in year; £1.4 million (12%) remains at risk and with focused activity underway to resolve or mitigate in year.

### **Dedicated Schools Grant (DSG)**

The cumulative DSG deficit is accounted for as an unusable reserve on the council's Balance Sheet, as permitted via statutory instrument, which will remain in place until 31 March 2028. This enables all local authorities to ring-fence the DSG deficit from the overall financial position in the statutory accounts. Beyond the period of the statutory override, the expectation is that any balance on the DSG Unusable Reserve will transfer back to the council's total Earmarked Reserves.

On 1 April 2025, the cumulative deficit brought forward was £20.0 million. The Quarter 2 forecast anticipates a 2025/26 in-year deficit of £17.5 million based on September 2025 activity data, will lead to a cumulative DSG deficit of £37.5 million by 31 March 2026. The



Department for Education announced in June 2025 that the statutory override period has been extended until 31 March 2028.

Measures to contain the deficit and mitigate future cost and demand pressures continue to be managed by the Service through the DSG Deficit Management Plan and the financial impact of agreed mitigations will be monitored and reported throughout the year as part of the council's routine budget monitoring processes.

### **Capital Outturn**

The 2025/26 approved capital budget of £155.2 million has been revised to £115.1 million. The revised capital budget includes £11.7 million of unspent project budgets brought forward from 2024/25, removal of a project £6.0 million, £14.5 million additional grants and a reduction of £60.3 million where budgets have been reprofiled to future years.

The forecast spend position, at Quarter 2, is £112.1 million which represents a variance of £3.0 million against the revised capital programme budget of £115.1 million. The in-year forecast variance represents £1.0 million of underspend on project budgets and £2.0 million in respect of project budgets to be rolled forward for delivery in 2026/27. In accordance with best practice, capital budgets will be reprofiled at Quarter 2 to reflect the revised expected profile of project delivery.

Forecast delivery of the council's capital programme for 2025/26 assumes a requirement to undertake external borrowing. Provision was made in the approved 2025/26 revenue budget to support this borrowing. Cashflow forecasting arrangements have been strengthened in 2025/26 to consider the cashflow requirements of the capital programme; managing the timing and affordability of loan interest payments, minimising cash balances and utilising internal borrowing where possible, in accordance with the council's Treasury Management Strategy.

The capital programme includes a number of projects expected to mitigate key revenue budget pressures. The delivery of these projects on time and within budget is critical to ensuring maximum impact on the 2025/26 revenue outturn position and to mitigate pressure in future years. The delivery of capital projects is monitored by individual project boards, Major Projects Forum and monthly Directorate Budget Boards.

### **Risk Management Update Quarter 2 2025-26**

The revised Risk Management Strategy 2025/26 and Risk Appetite Statement were reported to Cabinet in November 2025. The Strategy sets out the approach and principles of risk management, outlining the council's risk appetite, to inform the management of risks by Members and Officers across the council.

The Corporate Leadership Team (CLT) have undertaken a review of the Corporate Risk Register to update risk scores, consider the adequacy of control measures and mitigating actions and identify new threats and opportunities to the delivery of the objectives and priorities of the Council Plan 2024-28. In addition to this quarterly update, CLT and Cabinet continue to monitor risks throughout the year to ensure appropriate and proportionate controls are in place.

The revised Corporate Risk Register approved by Cabinet in June 2025 included 9 corporate risks. At Quarter 2, no additional risks have been identified for inclusion in the Corporate Risk Register.

The council's 2025/26 Internal Audit Plan has been reviewed to ensure it is aligned to the refreshed Risk Strategy and risks identified in the Corporate Risk Register. The revised Plan was approved by Audit & Governance Committee in September 2025.



Appendix 2: Decisions – taken between 3 October to 27 November 2025		Date Taken	Effective From
<b>Cabinet Decisions</b>			
<a href="#">Recommending the Local Transport Plan 5 to Council for approval.</a>		20/11/2025	27/11/2025
<a href="#">Risk Management Update Quarter 2 2025-26</a>		20/11/2025	27/11/2025
<a href="#">Q2 2025/26 Budget Report</a>		20/11/2025	27/11/2025
<a href="#">Q2 Performance Report</a>		20/11/2025	27/11/2025
<b>Cabinet Member Decisions</b>			
<b>Cabinet Member: Adults, health and wellbeing</b>		<b>Date Taken</b>	<b>Effective From</b>
<a href="#">Drug and Alcohol Service 2-year Extension</a>		06/10/2025	11/10/2025
<b>Cabinet Member: Cabinet member local engagement and community resilience</b>			
<a href="#">The New Public Realm Service - Fleet</a>		11/11/2025	15/11/2025





## Section1 - Cabinet member portfolios

### **Leader (corporate strategy and budget): Councillor Jonathan Lester**

- Corporate policy and strategy
- Corporate budget
- Represent the Council on various business and economy organisations including the Marches LEP, Herefordshire Business Board and the Enterprise Zone Board. Working with the Portfolio holder for the Economy.
- Governance of external arrangements with companies, outside bodies and partnerships
- Member of the Council's Shareholder Committee
- External liaison and relationships
  - Local Government Association (LGA)/County Councils' Network (CCN)
  - European and national matters
  - Regional matters
  - Marches Local Enterprise Partnership
- Policy development, quality assurance, external liaison, performance improvement and risk assurance relevant to the portfolio at all times having regard to the cross cutting priorities of the council
- Any initiative not specifically allocated to any other portfolio

### **Environment (Deputy Leader): Councillor Elissa Swinglehurst**

- Deputise for the Leader in their absence.
- Waste Management Strategy
- Waste collection and disposal
- Cabinet Commission on Phosphates
- Planning services, land use strategies including Core Strategy
- Environmental and conservation promotion, protection and sustainability including response to climate emergency.
- Policy development, quality assurance, external liaison, performance improvement and risk assurance relevant to the portfolio at all times having regard to the cross cutting priorities of the council
- Any other specific responsibilities as allocated by the leader

**Community Services and Assets: Councillor Harry Bramer**

- Council asset, investment property strategies and property strategies
- Council property services including facilities management
- Major Contracts
- Commissioning and procurement strategy and policy
- Community services:
  - Parks and countryside
  - Leisure Services
  - Cultural services
  - Libraries
  - Heritage Services
  - Archives
  - Public conveniences
- Policy development, quality assurance, external liaison, performance improvement and risk assurance relevant to the portfolio at all times having regard to the cross cutting priorities of the council
- Any other specific responsibilities as allocated by the leader

**Children and Young People : Councillor Ivan Powell**

- To provide leadership and ensure coordination across the range of council children's services, and through engagement with partners, with a particular focus on children and young people's health & wellbeing and safeguarding
- Services for vulnerable young people/children/families
- Lead member for children's services in accordance with the Children's Act 2004
- Corporate parenting
- Children and young people's education and attainment
- Post 16 education, training and skills development, including NMiTE
- Policy development, quality assurance, external liaison, performance improvement and risk assurance relevant to the portfolio at all times having regard to the cross cutting priorities of the council
- Any other specific responsibilities as allocated by the leader

**Finance and Corporate Services: Councillor Pete Stoddart**

- Agreeing and leading the process for developing revenue and capital budgets, medium term financial strategy, council tax and NNDR
- Financial policy, fees and charging policy, financial control and reporting
- Council tax benefits
- Council ICT services and digital strategy
- Human Resources
- Health and safety
- Performance, improvement, risk management, research and intelligence
- Services under Governance and Legal Services
- Registrars and Coroner Services
- Communications, and social media including website
- Digital Connectivity
- Policy development, quality assurance, external liaison, performance improvement and risk assurance relevant to the portfolio at all times having regard to the cross cutting priorities of the council
- Any other specific responsibilities as allocated by the leader

**Adults, Health and Wellbeing: Councillor Carole Gandy**

- Provide leadership and ensure coordination across the range of council adult social care services, and through engagement with partners
- Services for vulnerable adults
- Adult safeguarding
- Homelessness, housing allocation and condition
- Leadership of Health and Wellbeing Board and partnership working with health
- Co-chair of the Integrated Care Partnership Assembly
- Member of the Council's Shareholder Committee for Hoople
- Public Health Strategy
- Emergency planning and business continuity
- Community engagement and development, encompassing Talk Community, Talk Parish Summits and Parish Shared Services
- Customer services
- Policy development, quality assurance, external liaison, performance improvement and risk assurance relevant to the portfolio at all times having regard to the cross cutting priorities of the council
- Community Safety including the Community Safety Partnership
- Bereavement services
- Any other specific responsibilities as allocated by the leader



**Economy and Growth: Councillor Graham Biggs**

- Economic development and regeneration
- Strategic Housing
- Tourism strategy
- Policy development, quality assurance, external liaison, performance improvement and risk assurance relevant to the portfolio at all times having regard to the cross cutting priorities of the council
- Any other specific responsibilities as allocated by the leader.

**Local Engagement & Community Resilience: Councillor Dan Hurcomb**

- Future Public Realm Contract.
- Land Drainage, flood alleviation.
- Public Rights of Way.
- Highways Act Enforcement.
- Parish Council Grant Schemes.
- Communications and Social Media.
- Any other specific responsibilities as allocated by the Leader.

**Roads and Regulatory Services: Cllr Barry Durkin**

- Animal health and welfare
- Environmental health and trading standards
- Markets and fairs
- Licensing
- Car parking policy and services
- Public realm contract management
- Gypsy and traveller services
- Policy development, quality assurance, external liaison, performance improvement and risk assurance relevant to the portfolio at all times having regard to the cross cutting priorities of the council
- Any other specific responsibilities as allocated by the leader

**Transport and Infrastructure: Councillor Philip Price**

- Transport and highways policy and strategy
- Public Transport and active travel measures
- Rivers and waterways
- Street scene design, policy and delivery
- Traffic Management
- Policy development, quality assurance, external liaison, performance improvement and risk assurance relevant to the portfolio at all times having regard to the cross cutting priorities of the council
- Any other specific responsibilities as allocated by the leader





## **Title of report: Motions on notice**

**Meeting: Council**

**Meeting date: Friday 5 December 2025**

**Report by: Director of Governance and Law**

### **Classification**

Open

### **Decision type**

This is not an executive decision.

### **Wards affected**

Countywide

### **Purpose**

To consider motions received on notice.

### **Recommendation**

**THAT: the motion listed at paragraph 6 is debated and determined by Council.**

### **Alternative options**

- 1 There are no alternative options to the recommendation; the constitution makes provision for motions on notice to be debated and decided by Council.

### **Key considerations**

- 2 The constitution provides that members of Council may submit written notice of motions for debate at Council. A motion must be signed by the proposer and seconder and submitted not later than midday on the seventh working day before the date of the meeting. A member cannot propose more than one motion on notice per meeting and a maximum of three motions will be debated at meetings of full Council.
- 3 Motions must be about matters for which the council has a responsibility or which affect Herefordshire.
- 4 Motions for which notice has been given will be listed on the agenda in the order in which notice was received unless the member giving notice states, in writing, that they propose to move it to a later meeting or withdraw it.

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Further information on the subject of this report is available from  
Matthew Evans, democratic services officer on Tel (01432) 383690



- 5 Up to one and a half hours will be allocated to debate motions on notice but that time may be varied at the discretion of the chairman.
- 6 One motion has been received and will be debated at the meeting. The motion for debate is set out below:

### **Motion 1 – Charter for the River Wye**

(Proposed by Councillor Elissa Swinglehurst, Seconded by Councillor Louis Stark )

**This Notice of Motion calls on the executive to support the following charter for the River Wye and tributaries:**

#### **The Right to Flow and Perform Natural Functions**

**To maintain its natural course and seasonal rhythms without obstructions or extractions that detrimentally affect ecological function of any part of the river system.**

#### **The Right to Biodiversity**

**To good biological health through the existence of balanced, diverse, and viable, populations of native species and habitats specific to the Wye and its tributaries.**

#### **The Right to Be Free from Pollution**

**To exist in a state of ecological health and not be subject to detrimental levels of known and emerging pollutants that adversely affect the life of the river.**

#### **The Right to be Supported by a Healthy Catchment**

**To flow through environments which support the river as a balanced, sustainable, and resilient aquatic ecosystem.**

#### **The Right to Regenerate**

**To recover to full ecological function through natural processes and for this to be supported by intervention, where necessary, to halt the decline in biodiversity and abundance and to increase both over time.**

#### **The Right to Representation**

**To be represented and have these intrinsic rights recognised in the determination of matters that directly affect the river's health now and in the future.**

### **Updates – outstanding resolutions**

- 7 The constitution provides that the report to Council, containing notices of motion on hand, will also include detail of progress of all outstanding resolutions. There are outstanding resolutions with respect to motions considered at earlier meetings of full Council; updates of progress against these resolutions are provided below:

Date of meeting	Motion	Current Status
7 March 2025	Minor Injury Units	Work continues with the ICB and partners to align the thinking on Minor Injuries Units with the emerging development of the neighbourhood health model. The model will support health and care provision at a local level by providing more joined up care for high-priority cohorts through integrated neighbourhood teams (INTs) and enabling early identification of emerging health issues, therefore making a material difference to patient experience and hospital demand.
<p><b>RESOLVED:</b></p> <p>This Council:</p> <ul style="list-style-type: none"> <li>· Supports the reinstatement of Minor Injury Units in Herefordshire as soon as possible to alleviate pressure on A&amp;E services and improve access to urgent care for residents across the county; and</li> <li>· Calls upon the Executive to work with NHS partners and other stakeholders to facilitate the reopening of Minor Injury Units in Herefordshire.</li> </ul>		

Date of meeting	Motion	Current Status
25 July 2025	Securing Herefordshire's Role in the UK and European Defence Industrial Strategy	<p>Work has started on taking forward a plan to action this motion and build on current work to support the Defence and Security sectors in Herefordshire.</p> <ol style="list-style-type: none"> <li>1. Currently finalising a Defence and Security Prospectus for Herefordshire, having established and engaged with a forum made up of some of the leading local businesses in the sector.</li> <li>2. Drafted a letter to the Secretary of State for Defence, the Chancellor of the Exchequer, and the Ministry for Business and Trade, which addresses the points set out in the motion, and which is intended to be sent in mid-October, when Prospectus is complete and can be sent, as supporting documentation.</li> <li>3. Using the Defence and Security Prospectus, and associated collateral to plan to engage with UK defence primes and SMEs to promote supply chain expansion in the county, including potential attendance at defence and security trade events in early 2026.</li> </ol>

		<p>4. Working closely with NMITE to encourage them to align training and apprenticeships with the emerging needs of the UK and European defence sector. NMITE have already been successful in attracting funding from AWE Nuclear Security Technologies, (the Ministry of Defence's nuclear capability partner), to be able to offer 12 fully-funded student places on their new BSc (Hons) Construction Management degree, to support the nuclear weapons sector.</p> <p>5. All engagement with the defence and security sector is underpinned by Herefordshire's values of environmental responsibility, ethical governance, and community benefit.</p> <p>6. A spin-off from the engagement with the local defence sector has highlighted that there is a need for a dedicated secure area for testing of military grade drones, so work is ongoing to explore suitable opportunities.</p>
<p><b>RESOLVED:</b></p> <p>This Council resolves to ask the executive to:</p> <ol style="list-style-type: none"> <li>1. Develop a Herefordshire Advanced Manufacturing and Defence Prospectus, highlighting the county's strategic readiness to host defence-related investment, including a munitions facility, with a focus on clean and sustainable manufacturing.</li> <li>2. Formally write to the Secretary of State for Defence, the Chancellor of the Exchequer, and the Ministry for Business and Trade, urging them to consider Herefordshire as a location for one of the planned new factories and associated supply chain investment.</li> <li>3. Call on the Government to support rural areas like Herefordshire by: <ul style="list-style-type: none"> <li>o Prioritising infrastructure upgrades in strategic industrial zones;</li> <li>o Establishing an investment support scheme modelled on Enterprise Zones;</li> <li>o Fast-tracking planning for clean-tech and defence-linked developments.</li> </ul> </li> <li>4. Engage with UK defence primes and SMEs to promote supply chain expansion in the county, particularly for dual-use and green defence technologies.</li> <li>5. Work with FE and HE providers to align training and apprenticeships with the emerging needs of the UK and European defence sector.</li> <li>6. Ensure that all defence-linked investment is underpinned by Herefordshire's values of environmental responsibility, ethical governance, and community benefit.</li> </ol>		

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Date of meeting	Motion	Current Status
25 July 2025	Housing Targets	The motion has been noted in respect of housing targets and will be taken into consideration as part of plan preparation. The Council has recently issued a 'call for sites' and this is the first stage in plan preparation to see what land is potentially available for development. If there is insufficient land to meet the requirements of the county over a 20 year plan period, a lower level of growth can be justified (a lower housing requirement). This will not be known until the 'call for sites' process has been concluded and all sites have been assessed.
<p><b>RESOLVED:</b></p> <p>Whilst this council will – as requested by government – “make every effort to allocate land in line with our housing need, as per the standard method”, this Council fully supports our officers and our Cabinet in their actively seeking to “justify a lower housing requirement than the figure the method sets, on the basis of local constraints on land and constraints on delivery”.</p>		

Date of meeting	Motion	Current Status
10 October 2025	Child Friendly Herefordshire	<p>Children’s Services have now completed the Child and Young Person Participation Strategy. This includes the planned development of a Shadow Youth Cabinet which will give our young people a voice into the council leadership and allow them to engage in and influence strategic decisions as recommended in point 2.</p> <p>As part of this work we want this group of young people to develop the future council policy so that is not just co-produced but led by this group of children and young people – this will address point 1.</p> <p>The partnership have also completed the children and young people strategic plan. Headline measures for the plan include communicating with the children young people of Herefordshire and listen to their reports of how happy healthy and safe they feel as residents of our county – as set out in our vision. This work and the development of this partnership forum and through the development of the policy will address point 3</p>



		The CEO and CLT will take Officer ownership of policy and its implementation supporting the leader to provide annual reports on progress.
<p>Council resolves:</p> <ol style="list-style-type: none"> <li>1. To adopt a formal policy of Child Friendly Herefordshire, embedding the principle of putting children and young people's safety and wellbeing at the heart of all decisions.</li> <li>2. To ensure children and young people have meaningful opportunities to shape decisions that affect them, both now and in the future.</li> <li>3. To ask the executive to work with partners across public services, schools, health, business, transport, community groups, and voluntary organisations to create a county-wide partnership for Child Friendly Herefordshire.</li> <li>4. To ask the Leader to report annually to Council on progress towards making Herefordshire a county where all children and young people thrive.</li> </ol>		

Date of meeting	Motion	Current Status
10 October 2025	Improving access to employment, education and leisure for young people aged 16–19 through bus provision	Proposals will be prepared in line with budget setting timescales.
<p><b>RESOLVED:</b></p> <p>Council resolves</p> <ol style="list-style-type: none"> <li>1. Support in principle the expansion of affordable, accessible bus travel for 16–19 year olds in Herefordshire to: <ol style="list-style-type: none"> <li>1. Improve access to education, employment, and training</li> <li>2. Reduce social isolation</li> <li>3. Enhance health outcomes</li> </ol> </li> <li>2. Request the executive prepare proposals for inclusion in the 2026/27 budget for: <ol style="list-style-type: none"> <li>a. The provision of a pilot extension of the transport assistance scheme for 16-19yr olds in education to enable travel on evenings, weekends and holidays. This pilot would include evaluation of impact.</li> <li>b. Identification of potential funding sources, including BSIP revenue grant and the Local Transport Grant revenue allocation; anticipated savings in other service areas</li> </ol> </li> </ol>		

(e.g., Economy, Public Health); and bus operator partnership or sponsorship opportunities.

3. Request the Leader of the Council write to the Secretary of State for Transport, urging support for pilot schemes and action on the Transport Committee's recommendation to explore national free or discounted travel for young people, alongside long-term, devolved funding for bus services.

## Community impact

- 8 Herefordshire Council's adopted code of corporate governance provides the framework for maintaining high standards of corporate governance in order to achieve the council's vision of "people, organisations and businesses working together to bring sustainable prosperity and well-being for all, in the outstanding natural environment of Herefordshire."
- 9 In accordance with the code, the long-term nature of many of Herefordshire Council's responsibilities mean that we should define and plan outcomes and that these should be sustainable. Decisions should further the council's purpose, contribute to intended benefits and outcomes, and remain within the limits of authority and resources. Input from all groups of stakeholders is vital to the success of this process and in balancing competing demands when determining priorities for the finite resources available.

## Equality duty

- 10 Under section 149 of the Equality Act 2010, the 'general duty' on public authorities is set out as follows:  
  
A public authority must, in the exercise of its functions, have due regard to the need to –
  - (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
  - (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
  - (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
- 11 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. If any motion results in a request that the executive (cabinet) consider taking some action, the cabinet will have regard to the equality duty when determining its response to the request.

## Resource implications

- 12 None arising from the recommendation; if any motion results in a request that the executive (cabinet) consider taking some action the implications of such action will inform any decision by cabinet.

## Legal implications

- 13 None arising from the recommendation; if any motion results in a request that the

executive (cabinet) consider taking some action the implications of such action will inform any decision by cabinet.

## **Risk management**

- 14      None arising from the recommendation; if any motion results in a request that the executive (cabinet) take some action the risks associated with such action will inform any decision by cabinet.

## **Consultees**

- 15      None.

## **Appendices — None**

## **Background papers — none identified**